

ENVIRONMENTAL ASSESSMENT

FA 303, U.S. Business Route 20 (West State Street)

Meridian Road to Rockton Avenue

Section No. (40, 41)R

Job No. P-92-121-01

City of Rockford

Winnebago County, Illinois

November 2007



FA 303, U.S. Business Route 20 (State Street)
Meridian Road to Rockton Avenue
City of Rockford, Winnebago County, Illinois

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332 (2)(c)
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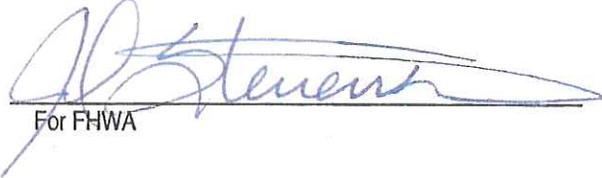
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Date of Approval


For IDOT

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Date of Approval


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Abstract

The proposed action is to provide system linkage and continuity, capacity, and safety and operational improvements to approximately four miles of U.S. Business Route 20 (West State Street) from approximately 800 feet west of Meridian Road to Rockton Avenue in the City of Rockford, Winnebago County, Illinois. Currently, U.S. BR 20 (FA 303) from Meridian Road to Pierpont Avenue, a distance of 2.0 miles, provides a curbed section with two, 12-foot wide travel lanes in each direction separated by a bi-directional turn lane. The roadway from Pierpont Avenue to Horace Avenue, a distance of approximately 0.5 miles, consists of a curbed section with two traffic lanes in each direction and no median. The roadway from Horace Avenue to Rockton Avenue, a distance of 1.5 miles, consists of a curbed section with one 12-foot wide travel lane and an adjacent parking lane in each direction. The proposed action would include the reconstruction of U.S. BR 20 to provide two lanes in each direction with a barrier landscaped median throughout the limits of the improvement. The improvement will generally follow the existing alignment. The project includes construction of curb and gutter, sidewalk, multi-use path, and landscaping as well as providing additional lanes, intersection improvements, traffic signals and roadway lighting. Major issues with the project include: residential and commercial property acquisition and relocation, involvement with regulated substances, and access control. There are no wetlands or threatened and endangered species impacts within the project limits.

Comments on this Environmental Assessment are due by February 28, 2008 and should be sent to Mr. George Ryan, P.E.

TABLE OF CONTENTS

	<u>Page</u>
1. PURPOSE AND NEED FOR THE PROPOSED ACTION	
1.1 Purpose.....	1-1
1.2 Need For The Proposed Action.....	1-2
2. AFFECTED ENVIRONMENT	
2.1 Social/Economic.....	2-1
2.2 Agricultural.....	2-9
2.3 Cultural.....	2-9
2.4 Air Quality.....	2-10
2.5 Noise.....	2-10
2.6 Natural Resources.....	2-11
2.7 Water Resources and Water Quality.....	2-12
2.8 Floodplains.....	2-13
2.9 Wetlands.....	2-14
2.10 Special Waste.....	2-14
2.11 Special Lands.....	2-14
3. ALTERNATIVES	
3.1 No-Action Alternative.....	3-1
3.2 Build Alternatives Evaluated And Dismissed.....	3-1
3.3 Preferred Build Alternative.....	3-5
4. ENVIRONMENTAL CONSEQUENCES	
4.1 Social/Economic.....	4-1
4.2 Agricultural.....	4-19
4.3 Cultural Resources.....	4-20
4.4 Air Quality.....	4-20
4.5 Noise.....	4-22
4.6 Energy.....	4-28
4.7 Natural Resources.....	4-29
4.8 Water Resources and Water Quality.....	4-29
4.9 Floodplains.....	4-31
4.10 Wetlands.....	4-32
4.11 Special Waste.....	4-32
4.12 Special Lands.....	4-33
4.13 Permits/Certifications Required.....	4-33
4.14 Commitments.....	4-34
4.15 Indirect and Cumulative Impacts.....	4-35
5. PROJECT COORDINATION & PUBLIC INVOLVEMENT SUMMARY	
5.1 Project Coordination.....	5-2
5.2 Public Involvement Summary.....	5-4

TABLES

Table 2.1	Racial Composition of the Study Area (Year 2000)	2-2
Table 2.2	Major Private Employers of Rockford Area	2-3
Table 2.3	Public Facilities in the Project Study Area	2-4
Table 2.4	Churches in the Project Study Area	2-5
Table 2.5	Pedestrian Facilities in the Project Study Area	2-6
Table 2.6	Land Use Characteristics of Adjacent Frontage	2-8
Table 2.7	Housing Characteristics of the Project Study Area (Year 2000)	2-9
Table 3.1	Proposed Bus Stop and Turnout Locations	3-5
Table 3.2	IDOT Design Criteria	3-7
Table 3.3	Comparison of Alternatives	3-14
Table 4.1	City of Rockford Owned Properties along U.S. BR 20	4-5
Table 4.2	Impacted Public Facilities in the Project Study Area	4-7
Table 4.3	Impacted Church Facilities in the Project Study Area	4-8
Table 4.4	Relocated Businesses in the Project Study Area	4-13
Table 4.5	Impacted Residences in the Project Study Area	4-14
Table 4.6	Impacted Businesses in the Project Study Area	4-18
Table 4.7	Land Use and Vegetation Impacts	4-19
Table 4.8	Predicted Traffic Noise Levels for U.S. BR 20	4-23
Table 4.9	Noise Barrier Feasibility for U.S. BR 20	4-27

FIGURES

(Located at the end of each chapter)

Regional Map	Figure 1.1
Project Location Map	Figure 1.2
Environmental Resource Map	Figure 2.1
Year 2000 Census Tract Map	Figure 2.2
Poverty Thresholds in 2000	Figure 2.3
Boone and Winnebago Counties Regional Greenway Plan Map	Figure 2.4
City of Rockford 2020 Plan	Figure 2.5
Existing Land Use Map	Figure 2.6
Proposed Land Use Map	Figure 2.7
Typical Standard Cross Section – City of Rockford	Figure 3.1
Environmental Impacts	Figure 4.1

APPENDIX A: CRASH ANALYSIS REPORT, November 2006

APPENDIX B: ENVIRONMENTAL JUSTICE MITIGATION PLAN, December 2007

APPENDIX C: MULTIPLE LISTING SERVICE FOR COMPARABLE REPLACEMENT FACILITIES, July 2007

APPENDIX D: CITY OF ROCKFORD TIF DISTRICTS AND ENTERPRISE ZONE MAPS

1. PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1. Purpose

The purpose of the proposed action is to provide system linkage and continuity, capacity, and safety and operational improvements to approximately four miles of U.S. Business Route 20 (West State Street) from approximately 800 feet west of Meridian Road to Rockton Avenue in Winnebago County, Illinois. West State Street is the western entry into the Rockford community and it is important that this transportation corridor be efficient and safe for vehicles, public transit, bicyclist and pedestrians. To accomplish this, system linkage and continuity, capacity, and safety and operations need to be addressed by the proposed action.

1.1.1. Background

The project is located in Winnebago County. East of Springfield Avenue, the project is located in the City of Rockford. The study limits are just west of Meridian Road (a local collector) to the west and Rockton Avenue (a local street) to the east. Meridian Road is a logical terminus because of its function, location and setting. Classified as an "Other Principal Arterial", it provides the western leg of an outer ring around the City of Rockford. Rockton Avenue, the eastern terminus, is the western extremity of the Rockford Central Business District. Within the study limits, the roadway crosses North Kent Creek and intersects Meridian Road, Springfield Avenue, Pierpont Avenue, Johnston Avenue, Central Avenue, Avon Street, Illinois Route 70 (Kilburn Avenue) and Rockton Avenue at signalized locations. U.S. BR 20 is a principal east-west arterial highway and serves as a vital link in the transportation network for the area and the region. Land use along U.S. BR 20 is a mix of residential, commercial, and civic/institutional, as well as farmland zoned for commercial development.

The construction of the U.S. Route 20 by-pass years ago diverted traffic from West State Street (now U.S. Business Route 20). The reduction of traffic and years of deferred investment and maintenance of residences and infrastructure have contributed to the decline of the West State Street area.

Because of the existing condition of the West State Street area, the City of Rockford undertook a separate City study to focus on the declining condition of the West State Street corridor from the Rock River to Meridian Road. The result of that work is a report titled *Business Route 20 – West State Street Corridor Study*. The Study is available at the Illinois Department of Transportation District 2 Office in Dixon and at the City of Rockford, Department of Public Works. It was completed in 2002. The Study reviewed the history and conditions of the corridor as related to zoning, land use, image and character, transportation and economic development and explored the issues and opportunities before the community. The work for the study included considerable public outreach through citizen and business interviews, public surveys and public meetings. The City's study has provided a good public involvement foundation for this transportation project to build on.

This transportation project is included in the Multi-Year Transportation Improvement Program (TIP) endorsed by the Rockford Area Transportation Study (RATS), the Metropolitan Planning Organization (MPO) for the region in which the project is located. The project is also a part of the Long-Region Transportation Plan (LRP) for the Rockford Metropolitan Planning Area endorsed by RATS. This current preliminary engineering and environmental study process began in July 2003.

1.1.2. Project Summary

U.S. BR 20 is shown in relation to the City of Rockford in the Regional Map in Figure 1.1. U.S. BR 20 is shown in relation to the western portion of the City of Rockford in the Project Location Map in Figure 1.2. U.S. BR 20 (FA 303) from Meridian Road to Pierpont Avenue, a distance of 2.0 miles, provides a curbed section with two, 12-foot wide travel lanes in each direction separated by a bi-directional turn

lane. The roadway from Pierpont Avenue to Horace Avenue, a distance of approximately 0.5 miles, consists of a curbed section with two traffic lanes in each direction and no median. The roadway from Horace Avenue to Rockton Avenue, a distance of 1.5 miles, consists of a curbed section with one 12-foot wide travel lane and an adjacent parking lane in each direction.

The general proposed action would include the reconstruction of U.S. BR 20 to provide two lanes in each direction with a landscaped barrier median for the limits of the improvement. The improvement will generally follow the existing alignment. The project includes construction of curb and gutter, sidewalk, multi-use path, and landscaping. The proposed action will also include improvements at intersections with traffic signals being upgraded along with the current roadway lighting. The parking lanes from Johnston Avenue to Rockton Avenue will be removed.

1.2. Need for the Proposed Action

1.2.1. System Linkage and Continuity

U.S. BR 20 is the principal east-west arterial through the City of Rockford and unincorporated Winnebago County, and provides access to the Central Business District (CBD). It has indirect access to Interstate 90 via U.S. Route 20 and Interstate 39. It intersects other primary state routes and arterials including Illinois Route 70, Illinois Route 2, Illinois Route 251, and Springfield Avenue (See Figure 1.2, Project Location Map). It is an important link in the transportation network for the City of Rockford and the surrounding area.

Its designation and classification as an “Other Principal Arterial” supports U.S. BR 20 as the preferred east-west route over the nearby parallel routes. These include Auburn Street, approximately 0.75 miles to the north, School Street, four blocks to the north, and Cunningham Road approximately 1.0 mile to the south. Note that School Street ends at Springfield Avenue at its west limits. U.S. BR 20 is continuous for the width of the City.

Springfield Avenue, a north-south arterial, was improved in 2004 by Winnebago County. It included a major intersection reconfiguration and realignment with U.S. BR 20. The widening and reconstruction are consistent with the arterial classification of both routes, the proposed improvements of U.S. BR 20, and the County-wide arterial network.

U.S. BR 20 provides the most direct route from the western areas of the City to the CBD. The signalized intersections with the other state routes listed above provide a comprehensive arterial grid system both locally and regionally.

For the length of the project, U.S. BR 20 has three distinct roadway cross sections along its four-mile length. The roadway varies from a four-lane roadway with a center bi-directional turn lane (at its west end) to a two-lane roadway with on street parking (at its east end). West of the project limits, U.S. BR 20 already has a four-lane cross section. At the project's east limits it ties into the one-way pair coupling of Jefferson Street and Chestnut Street. The roadway section of the project needs to be reconstructed or widened to four-lanes to provide system continuity and a consistent cross section with its contiguous ends.

1.2.2. Capacity

According to the Rockford Area Transportation Study (RATS), U.S. BR 20 traffic volumes are anticipated to increase by one to three percent per year (depending on the section) during the next twenty years. Traffic growth is relatively low and at one to three percent per year accounts mostly for

minimal background growth. However, some of the projected growth is attributed to new business developments within and adjacent to the corridor.

The existing average daily traffic volumes along U.S. BR 20 range from 7,000 to 14,000 vehicles. The 20-year projected volumes for the design year 2029 range from 11,000 to 21,000. The average daily traffic capacity of a two-lane highway for safe and efficient operations is approximately 12,000 to 16,000 vehicles, at which point additional through lanes are considered.

With the increased traffic volumes expected by the 2029 design year, the existing sections of two-lane roadway, from Horace Avenue to Rockton Avenue, will not have adequate capacity to handle the traffic. Projected volumes will exceed the standard capacity of a two-lane roadway and will need a four-lane roadway.

Another measure of the capacity of an arterial roadway is the average stopped delay motorists experience at the signalized intersections along the route. In turn, this stopped delay time can be quantified and graded on a letter scale of A to F, called the level-of-service (LOS). LOS A condition is when the average delay at a signalized intersection is 10 seconds or less. Conversely, LOS F condition is when the average delay exceeds 80 seconds and usually results in traffic waiting through two cycles of red and green at the traffic signal before continuing. Long delays result in traffic backups and increased emissions. A LOS C is the desirable goal. This provides for average delay of less than 35 seconds.

In the case of U.S. BR 20, the capacity at the signalized intersections are operating at the acceptable parameter of LOS C or better for existing conditions with 2029 projected volumes. Capacity analysis was completed for the intersections of U.S. BR 20 where the cross section did not have channelization (essentially from Pierpont Avenue to Avon Street) using existing geometry with projected volumes. All resulted in acceptable LOS's. The analysis results for the critical peak period was Pierpont Avenue – LOS A (9.4 seconds delay), Horace Avenue – LOS A (5.9 seconds delay), Johnston Avenue – LOS B (10.4 seconds delay), Central Avenue – LOS C (21.1 seconds delay), and Avon Street – LOS A (9.6 seconds delay).

These results are not indicative of a need for improvements at the intersections based on future capacity. However, the need to provide capacity improvements can be justified by the need to provide roadway continuity (as described in Section 1.2.1) and address safety (as described in Section 1.2.3).

A secondary, though important aspect of facility capacity is pedestrian and bicycle traffic. Both of these types of traffic have a demand within the project area. Pedestrian and bicycle travel was rated as important by many of those involved in the City's study because 1) Walking and biking are more economical than driving or riding the bus, and 2) The stakeholders desired a walkable community. A multi-use path is a key component of this transportation project and a high priority for the City of Rockford. The proposed multi-use path will be constructed along the south side of U.S. BR 20 from Meridian Road to Central Avenue. It crosses U.S. BR 20 along the eastside of the Central Avenue and U.S. BR 20 intersection. It will continue along the north side of U.S. BR 20 until it terminates at the future multi-use path that will run along the west side of the North Fork of Kent Creek. The U.S. BR 20 project will seek to incorporate elements for safe and efficient travel for both pedestrians and bicyclists, in conjunction with the City's study. The City of Rockford has incorporated bikeway elements, including that for West State Street, into their comprehensive plan.

1.2.3. Safety and Operations

A review of the crash history within the study limits was completed for the study period of 2000 to 2002 and subsequently updated for 2002 to 2004. The results of the crash analysis are contained in Appendix A, Crash Analysis Report, November 2006.

The *Crash Analysis Report* was prepared for U.S. BR 20 from Meridian Road to Avon Street in Rockford. U.S. BR 20 in the crash study area extends from the western outskirts of Rockford to its Central Business District. This crash analysis has been prepared to identify high crash areas and over represented crash types, concluding with recommendations to address identified crash problems or indicating how the proposed improvements will contribute to the reduction of crash incidents.

The crash analysis was conducted for the three different roadway segments:

Segment 1 (Meridian Road to Pierpont Avenue) "Rural 4 lanes with Bi-Directional Lane"

Segment 2 (Pierpont Avenue to Johnston Avenue) "Urban 4 lanes undivided"

Segment 3 (Johnston Avenue to Avon Street) "Urban 2 lanes".

Segment 3 as analyzed ends at Avon Street. The project is on new alignment east of that location and analysis of crash data for locations east of Avon Street would not be meaningful.

Segment 3 is the eastern segment of the overall improvement and extends from Bayliss Avenue (approximately four blocks west of Johnston Avenue) to Avon Street. This segment has the pavement in poorest condition, has the narrowest driving surface (the existing width accommodates only two traffic lanes and parking) and the highest concentration of crashes.

Segment 1 is the western portion of the project and is already four lanes wide and the pavement is in relatively good condition. Portions of the western segments of U.S. BR 20 have been recently improved. Crash histories for these segments are less than the eastern segment.

Crash history for the three-year period (2002-2004) covered by the analysis is summarized below as follows:

<u>Segment</u>	<u>Length (miles)</u>	<u>Crash Total for 3 years</u>	<u>3-year crash total per mile</u>
1	1.93	92	47.7
2	0.50	45	90.0
3	0.99	95	96.0

The crash data was reviewed for U.S. BR 20 from Meridian Road to Avon Street and showed that there were a total of 232 crashes that occurred in the project section of U.S. BR 20 during the study period from January 2002 through December 2004. The total length of the project limits analyzed for crash patterns is 3.42 miles.

High Crash/Crash Pattern Analysis – High Crash (Accident) Locations (HAL's)

Signalized Intersections

Based on 2000-2002 crash data, one signalized intersection was identified by IDOT Division of Traffic Safety as a High Accident Location (HAL) – Central Avenue. A total of 28 crashes were recorded at this location during the 2000-2002 period. The most recurring crash type during that period was turning movement collisions, which accounted for 9 of the 28 crashes. Updated data for the 2002-2004 period recorded 23 crashes at this location. The predominant crash types at 6 each were angle, rear-end, and turning. (See Table I in Appendix A, Crash Analysis Report.) The surrounding area is primarily urban

in nature with residential areas intermixed with commercial development. The existing roadway is a four-lane section with no median and no turn lanes at the intersection. The existing signal phasing does not have protected left turn phasing.

Although IDOT identified this intersection as a HAL, only the crash rate exceeded the critical rate according to the Crash Analysis Report (CAR). The frequency did not exceed the critical state frequency. Since both critical state parameters are not exceeded, Central Avenue is not a HAL.

Nevertheless, the project will provide the following countermeasures to alleviate the predominant crash types: left turn lanes on all four legs, additional through lanes on U.S. BR 20, protected left turn phasing and modernized signal equipment for better visibility.

Non-Signalized Intersections

Only two non-signalized intersections within the study area were identified by IDOT as HAL's for the 2000-2002 period.

Hinkley Street – A total of 10 crashes were recorded during the 2000-2002 period. The most recurring crash type during that period was angle collisions, which accounted for 5 of the crashes. During the updated period of 2002-2004, the number of crashes was 8. As with the 2000-2002 period, half of the crashes were angle collisions. The surrounding area is primarily urban in nature with residential areas intermixed with commercial development. The existing roadway is a two-lane section with no median and there are no turn lanes.

Similar to Central Avenue, the CAR determined at Hinkley Street only the intersection crash rate exceeded the critical state rate. The crash frequency was below the critical state frequency. Therefore, Hinkley Street is not a HAL.

However, the proposed improvements at the Hinkley Street intersection should reduce or eliminate the predominant crash type. The proposed improvement is removing access for the south leg of the intersection. The north leg access will become a right-in-right-out only (RIRO) access due to the center barrier median. These proposed changes to access will eliminate the potential for angle collisions.

Tay Street – A total of 11 crashes were recorded during the 2000-2002 period. The most recurring crash type was turning movement collisions, which accounted for 5 of the total crashes. During the updated period of 2002-2004 the number of crashes was 9 and there was no predominant type of crash. The surrounding area is primarily urban in nature with residential areas intermixed with commercial development. The existing roadway is a two-lane section with no median and there are no turn lanes.

The CAR also determined that only the crash rate exceeded the critical state rate. The crash frequency was below the critical frequency. Therefore, Tay Street is not a HAL.

Tay Street forms a T-intersection with U.S. BR 20 from the south. To address the predominant crash type of turning crashes, a westbound to southbound left turn lane will be provided. The barrier median will prohibit the southbound zigzag movements from Forest Avenue and the northbound zigzag movements from Oakwood Avenue. Both Forest and Oakwood Avenues are closely spaced off-set intersections to the west and east, respectively. Maneuvers to and from these closely spaced intersections from Tay Street could have contributed to the number of turning accidents. Lastly, larger corner radii and wider lanes on U.S. BR 20 will improve turning maneuvers.

Both Hinkley and Tay Streets are within the high accident segment identified in the updated 2002-2004 period from Central Avenue to Avon Street. There were 35 crashes recorded in this segment during

that time resulting in both crash rate and frequency above the state critical markers. (See Table J in Appendix A, Crash Analysis Report) This is the highest crash rate of any segment within the study limits. See also discussion in the “Segments” section below.

Segments

Several high crash segment locations have been identified within the project limits. The area surrounding these segments are primarily urban in nature, with residential intermixed with commercial development.

Segment 2 – Pierpont Avenue to Johnston Avenue: A total of 34 crashes were recorded during the study period from 2002 to 2004. The most recurring accident type was angle collisions, which accounted for 12 of the crashes during the study period. The roadway cross section in this segment consists of a four-lane undivided section. (See Table F in Appendix A, Crash Analysis Report)

Segment 3 – Johnston Avenue to Central Avenue: A total of 25 crashes were recorded during the study period from 2002 to 2004. The most recurring crash types were rear-end collisions which accounted for 7 of the crashes. The roadway cross section in this HAL segment as well as the following HAL segment consists of one lane with parking in each direction. (See Table H in Appendix A, Crash Analysis Report)

Segment 3 – Central Avenue to Avon Street: A total of 35 crashes were recorded during the study period from 2002 to 2004. The most recurring crash type was rear-end collisions, which accounted for 11 of the crashes during the study period. (See Table J in Appendix A, Crash Analysis Report)

The CAR determined that these three locations had crash rates and frequencies which exceeded the state critical numbers and are considered HAL segments.

Countermeasures for the three segment HAL’s include: 1) Removal of some cross street access points, 2) Proposed barrier median to limit remaining access to right-in-right-out, 3) New signal installation and left turn lanes at Horace Avenue, 4) Left turn lane at Tay Street, 5) Improved corner radii and wider lanes on U.S. BR 20 for improved turning maneuvers, and 6) Wider parkways to increase fix object set backs for light poles and utilities.

HAL Summary

It is noted that Central Avenue, Hinkley Street, Tay Street and two of the three segment HAL’s identified in the 2000-2002 period are all located within Segment 3, where there is only one lane in each direction, no separate left turn lanes, and on-street parking. The 2002-2004 period shows a slight reduction in the number of crashes, however these areas continue to be the most crash prone areas within the study limits. This segment has the poorest roadway geometry and is the segment initially scheduled for reconstruction.

Crash Patterns

Wet Weather Cluster Sites

No wet weather cluster site was identified for the project area during the three-year study period from 2002 to 2004. Wet and/or icy pavement has likely contributed to the occurrence of several of the accidents within the project limits; however, these occurrences are spread out throughout the study area. No high or abnormal concentrations of wet/icy pavement accidents exist within the project limits. However, new pavement driving surface with improved drainage and new curb and gutters will help reduce wet pavement conditions and crashes.

Lighting Improvements

For all individual segments and intersections within the project study area, the night to day ratio of the accidents do not exceed 1 (See Tables A-K in Appendix A, Crash Analysis Report). Therefore, this does not indicate that deficiencies in nighttime lighting conditions significantly contribute to the accident frequencies. The project will nevertheless provide new street lighting to help improve night time visibility along U.S. BR 20.

Pedestrian and Bicycle Crashes

From 2002 to 2004 the following segments had a pedestrian or bicycle related crash, Segment 1: Meridian Road to Pierpont Avenue – 2/1 (pedestrian/bicycle), Segment 2: Pierpont Avenue to Johnston Avenue – 0/1, and Segment 3: Johnston Avenue to Avon Street – 2/2.

From 2002 to 2004 the intersection of Johnston Avenue had one bicycle related crash.

Although the number or rates of pedestrian and bicycle crash experience is not calculated as critical, the proposed project will provide safer bicycle and pedestrian access with the proposed multi-use path and sidewalk. Additionally, pedestrian push buttons and crosswalks will be provided at all signalized intersections.

Fatal Crashes

From 2002 to 2004 there was one crash involving a fatality within the project limits. The crash occurred in 2002 within the segment from Avon Street to Rockton Avenue, located at milepost 15.36, just 52 feet east of the Avon Street intersection. The crash involved a collision with a fixed object, a light pole, under wet weather conditions at night. The surrounding area of this location is primarily urban in nature, consisting of a two-lane roadway configuration with no median. The horizontal alignment is on a slight curve.

Note that as part of the proposed improvements this section of U.S. BR 20 will become one-way eastbound for the one-way pair split at the east project terminus. Proposed project countermeasures to address the fatal occurrence include: 1) Street lighting will be replaced with increased setbacks, 2) Wider travel lanes for better maneuvering along a curve, and 3) New curb and gutter to provide better delineation of the edge of roadway.

Crash Rates and Tabulations

A series of tables (Tables 1-3 in Appendix A, Crash Analysis Report) are provided to demonstrate crash frequency rates with comparisons to state averages for similar types of roadways. These tables further demonstrate that the two western segments (Segment 1 and 2) have experienced crash frequencies below the state average. These tables also show the rates for Segment 3 to exceed statewide averages for similar roadways, further reinforcing the need for the improvements. Tables A-K in Appendix A, Crash Analysis Report provides tabulations of crash types for intersections and segments.

Breakdown of Crash Types

Crashes that occurred on dry pavement accounted for 79 percent of all crashes, while 18 percent occurred on wet pavement. Crashes that occurred on ice/snow- covered pavement accounted for 3 percent of the crashes. Out of all crashes, 27 percent occurred at night, but 78 percent of the night-time crashes were in lighted areas.

The total number of crashes occurring during the three-year study period is listed in decreasing order:

	<u>Total 2002-2004</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Turning Movements	76	30	21	25
Rear-End Collision	47	24	16	7
Angled Collision	47	16	15	16
Fixed Object Collision	20	8	4	8
Sideswipe; Same Direction	18	3	9	6
Struck Parked Vehicle	7	3	1	3
Bicyclist	5	1	1	3
Pedestrian Collision	4	2	1	1
	<u>Total 2002-2004</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Head on Collision	4	1	1	2
Sideswipe; Opposite Direction	2	2	0	0
Other Object; Off-Road	1	0	0	1
Overtaken Vehicle; On-Road	1	0	0	1
Totals	232	90	69	73
Injury Crashes	67	28	19	20
Number of persons injured	101	39	29	33
Fatalities	1	1	0	0

General Countermeasures

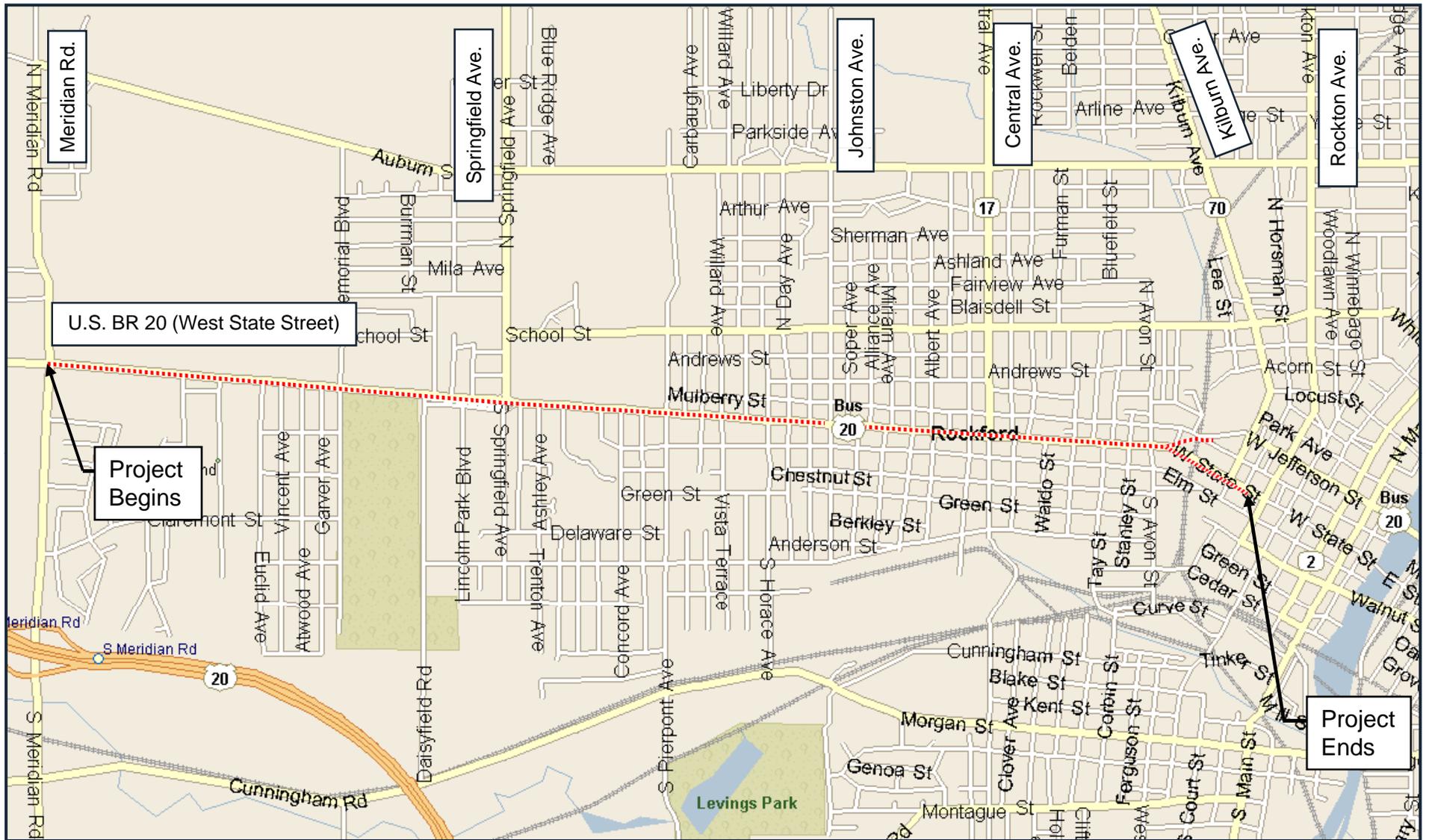
The top five predominant crash types support the project need to provide left turn channelization and protected left turn phasing at the intersections (by turning, rear-end, and angled crashes), wider lanes and parkways (by fixed object and sideswipe crashes), and additional travel lanes (by sideswipe and struck parked vehicle crashes). The project will reduce the potential of pedestrian and bicycle related crashes with the proposed improvements by providing a sidewalk and multi-use path, and pedestrian push buttons and crosswalks at signalized intersections. Similarly, wet pavement related crashes and visibility related crashes will be addressed with implementation of the proposed improvements (i.e. better riding surface, improved drainage, striping delineations, street lighting and modernized signals.)



REGIONAL MAP

FA 303, U.S. Business Route 20 (West State Street)
 Meridian Road to Rockton Avenue
 Section No. 40R-RS-3&41RS-1
 Job No. P-92-096-00
 City of Rockford
 Winnebago County, Illinois

Figure 1.1




Project Location Map
FA 303, U.S. Business Route 20 (West State Street)
Meridian Road to Rockton Avenue
City of Rockford
Winnebago County, Illinois

Figure 1.2

2. AFFECTED ENVIRONMENT

The project area was inventoried for environmental resources. Those cultural, natural, physical, socio-economic resources, and special waste sites found to be present in the study area are identified in this section and on Figure 2.1, Environmental Resource Map. Census tract information presented in the sections to follow is divided into four areas. These areas are described immediately below and are shown on Figure 2.2, Year 2000 Census Tract Map.

The project area is defined as the U.S. BR 20 corridor from just west of Meridian Road to Rockton Avenue. However, in the course of the following section and sections to follow, the “project area” is also referred to as the “project study area”, “study area”, “project”, and “corridor”.

2.1. Social/Economic

2.1.1. Demographics

Data included and referenced in this report were obtained from the following documents:

- 2000 U.S. Census Bureau Data (State of Illinois, Winnebago County, City of Rockford, and Census Tracts 23.01, 23.02, 24, 25, 26, 42) for the project study area census tract information see Figure 2.2, Year 2000 Census Tract Map.
- Rockford Area Transportation Study (RATS) Environmental Justice and Title VI Considerations (September 2003)

The census tract information illustrates that the project can be divided into four areas. Area 1, located in the western portion of the project, runs from the western project limit at Meridian Road to Daisyfield Road/ Springfield Avenue. Area 1 includes Census Tracts 23.02, 23.01 (Block Group 1), and the eastern end of Tract 42. Area 2, located in the central western portion of the project, runs from Daisyfield Road/ Springfield Avenue to Johnston Avenue. Area 2 includes Census Tracts 24 and 23.01 (Block Groups 2 & 3). Area 3, located in the central eastern portion of the project, runs from Johnston Avenue to Forest Avenue. Area 3 includes Census Tract 25. Area 4, located in the eastern portion of the project, runs from Forest Avenue to the eastern project limit at Rockton Avenue. Area 4 includes Census Tract 26. These project divisions are shown in Figure 2.2 along with a summary table of census tract data for each of the divisions.

The section of U.S. BR 20 from Meridian Road to Springfield Avenue (Area 1) is in unincorporated Rockford Township. The section from Springfield Avenue to Rockton Avenue (Areas 2, 3, and 4) lies within the 3rd, 7th and 13th wards of the City of Rockford. The project is generally known as West State Street. The area east of Kilburn Avenue is known as the River District.

Population

In 2000, the population of the City of Rockford was 150,115 of which 14,231 live in the project study area census tracts. The overall population in 2000 of Winnebago County was 278,418 and for the State of Illinois was 12,097,512. From 1990 to 2000, the Rockford area grew at 12.6 percent, which was greater than Winnebago County (10.1 percent), and than the State of Illinois (8.7 percent). The proposed project is not expected to cause a substantial change in the total population of the community. Areas 2, 3, and 4 have a higher and denser population than Area 1.

Race and Ethnicity

The project study area has a greater percentage of minority populations than Winnebago County and the State of Illinois. The majority of the African American population within the Rockford Metropolitan area is in the west, west central and southwest sections of Rockford. The project area contains a large

percentage of African Americans.¹ Areas 2, 3, and 4 have higher populations of African Americans and lower populations of Caucasians than Area 1. The composition of other minority groups is similar between the project areas. The racial composition of the project, City, County and State is shown in Table 2.1.

Table 2.1
Racial Composition of the Study Area (Year 2000)

	CAU	AA	AI/AN	AS	NH/PI	TWO	OTH
Meridian Rd. to Springfield Ave. (Area 1)	87.5%	6.0%	0.8%	0.3%	0%	2.5%	2.9%
Springfield Ave. to Johnston Ave. (Area 2)	27.9%	64.1%	0.3%	0.1%	0%	2.8%	4.8%
Johnston Ave. to Forest Ave. (Area 3)	17.4%	72.0%	0.6%	0%	0.1%	4.5%	5.3%
Forest Ave. to Rockton Ave. (Area 4)	28.7%	60.9%	0.5%	0.6%	0%	3.4%	5.9%
City of Rockford	72.8%	17.4%	0.3%	2.2%	0%	2.5%	4.8%
Winnebago County	82.5%	10.5%	0.3%	1.7%	0%	1.9%	3.1%
State of Illinois	75.1%	14.5%	0.2%	3.6%	0%	1.6%	5%

Abbreviations

CAU: Caucasian, AA: African American, AI/AN: American Indian and Alaska Native, AS: Asian, NH/PI: Native Hawaiian and Other Pacific Islander, TWO: Two or more races, OTH: Some other race

Employment

Rockford is a well established City that was incorporated in 1839 and chartered as a City in 1852.² Rockford has distinct suburbanized development areas with commercial and business areas concentrated along primary arterials and collector routes of the City. The Rockford area ranks 4th among cities in the Great Lakes region for high tech jobs and 76th out of 315 U.S. metropolitan areas for manufacturing.³ Within the project study area there are not many employment generators. There are some small businesses such as convenience stores and auto repair stores. A large commercial store, Farm & Fleet, is located in the west section of the project (See Figure 2.1, Sheet 3 of 9). The major private employers in the Rockford area are shown in Table 2.2.

¹ Rockford Area Transportation Study (RATS) Environmental Justice and Title VI Considerations, September 2003.

² Rockford Chamber of Commerce, 2005

³ Rockford Area Council of 100 "Rockford Area Quick Reference Guide", July 2001.

Table 2.2
Major Private Employers of the Rockford Area⁴

Name of Business	Type of Business	No. of Employees
Rockford Health System	Health Care	3,300
Hamilton Sundstrand Corporation	Aerospace Components	2,900
Swedish/American Health System	Health Care	2,820
Textron, Inc	Screws, Safety Fasteners	2,500
Daimler/Chrysler Corporation	Automobiles	2,350
United Parcel Service	Parcel Sorting Hub	2,000
OSF St. Anthony Medical Center	Health Care	1,800

In 2000, a review of unemployment status showed that the project study area has a higher unemployment rate as compared to the City, County, and State in some census tracts. The unemployment rate of the project, City, County and State is as follows:

Meridian Rd. to Springfield Ave. (Area 1)	4.8%
Springfield Ave. to Johnston Ave. (Area 2)	9.8%
Johnston Ave. to Forest Ave. (Area 3)	9.9%
Forest Ave. to Rockton Ave. (Area 4)	15.7%
City of Rockford	4.7%
Winnebago County	3.9%
State of Illinois	5.6%

Poverty Rate

Poverty rates are based on the number of people living in a household with a given annual income below a value defined by the Department of Health and Human Services (See Figure 2.3, Poverty Threshold in 2000). In 2000, a review of individual poverty status showed that the project study area has a higher poverty rate compared to the City, County, and State. The majority of poverty households are concentrated in the older west central, central and south central parts of Rockford.⁵ Project Areas 2, 3, and 4 have a higher poverty rate than the rest of the City of Rockford. The individual poverty rate percentage of the project, City, County and State is as follows:

Meridian Rd. to Springfield Ave. (Area 1)	11.6%
Springfield Ave. to Johnston Ave. (Area 2)	19.6%
Johnston Ave. to Forest Ave. (Area 3)	39.1%
Forest Ave. to Rockton Ave. (Area 4)	48.8%
City of Rockford	14.0%
Winnebago County	9.6%
State of Illinois	11.1%

⁴ Rockford Area Council of 100 "Rockford Area Quick Reference Guide", July 2001.

⁵ Rockford Area Transportation Study (RATS) Environmental Justice and Title VI Considerations, September 2003.

Low Income Rate

Low income groups are those that have an annual household income less than 150 percent of the poverty threshold. Low income groups exist within the project study area. All project Areas have low income rates higher than the City of Rockford. Project Areas 3 and 4 have low income rates above 50 percent. The individual low income rate percentages of the project, City, County and State area is as follows:

Meridian Rd. to Springfield Ave. (Area 1)	27.6%
Springfield Ave. to Johnston Ave. (Area 2)	29.9%
Johnston Ave. to Forest Ave. (Area 3)	55.7%
Forest Ave. to Rockton Ave. (Area 4)	60.4%
City of Rockford	24.5%
Winnebago County	16.3%
State of Illinois	18.4%

2.1.2. Public Facilities and Services

All public lands, institutions, schools, libraries, churches, hospitals and emergency community services located in the project area were inventoried. Tables 2.3 and 2.4 and Figure 2.1, Environmental Resource Map, illustrate these facilities and services which are adjacent to the project study area.

Table 2.3
Public Facilities in the Project Study Area

Public/Community Facility	Address
Wildwood Cemetery and Funeral Home	7111 W. State Street
Ingersoll Golf Course (Rockford Park District)	101 Daisyfield Road
West Suburban Fire Protection District	3816 W. State Street
Rockford Fire Department Station No. 6	3329 W. State Street
Carl E. Ponds Funeral Home	2429 W. State Street
Ellis Arts Academy School (Rockford School District 205)	222 S. Central Avenue
Crusader Clinic	1200 W. State Street
Catholic Diocese of Rockford (REACH)	921 W. State Street

The Ingersoll Golf Course, owned by the Rockford Park District, is a 34 acre public 18-hole golf course with practice facilities including a driving range and chipping/putting greens. Fees are required to play the course and practice facilities (See Figure 2.1, Sheet 4 of 9).

Ellis Arts Academy is part of Rockford School District 205 and provides instruction for grades kindergarten to eighth grade. It is a public magnet school with an enrollment of approximately 700 students (See Figure 2.1, Sheet 8 of 9).

The Crusader Clinic is a not-for-profit corporation founded in 1970 by a group of citizens in Rockford who were concerned about low income residents' access to medical and dental care. Crusader Clinic provides medical services to over 32,000 individuals each year. The staff includes 240 employees, including medical doctors, nurse practitioners, physician assistants and dentists.⁶ (See Figure 2.1, Sheet 8 of 9).

⁶ Crusader Clinic website, www.crusaderclinic.org

The Radical Evangelical Action Changing Hearts (REACH) Center is part of the Catholic Diocese of Rockford and provides counseling services. (See Figure 2.1, Sheet 9 of 9).

Table 2.4 lists the churches in the project study area.

Table 2.4
Churches in the Project Study Area

Church Name	Address	Congregation Ethnicity	Membership Size*
Messiah Lutheran Church	4141 W. State Street	CAU	65
Greater Calvary Baptist Church	3215 W. State Street	AA	38
Starlight Missionary Baptist Church	3110 W. State Street	AA	65
Deliverance Crusader Church	2827 W. State Street	AA	150
Browns Temple Church of God in Christ	2806 W. State Street	AA	100
Fountain of Life Church	2717 W. State Street	AA	25-60
Church of Christ	112 Henrietta Avenue	AA	100-120
Primera Inglesia de Dios (First Hispanic Church of God)	2411 W. State Street	HIS	115
New St. John Church	2406 W. State Street	AA	75
Mount Sinai Baptist Church	1901 W. State Street	AA	250
Pilgrim Baptist Church (open lot church property)	111 S. Independence Avenue	open lot	open lot
House of Refuge Church	1401 W. State Street	AA	325

Abbreviations

CAU: Caucasian, AA: African American, AI/AN: American Indian and Alaska Native, AS: Asian, NH/PI: Native Hawaiian and Other Pacific Islander, HIS: Hispanic, TWO: Two or more races, OTH: Some other race

*Congregation ethnicity and membership size information was obtained from the churches.

2.1.3. Transit Facilities

Bus transit service is available within the project study area. The Rockford Mass Transit District (RMTD) provides fixed route and paratransit service within Rockford. There are approximately 39 fixed route buses that operate over 17 routes Monday thru Saturday during the day and 5 routes that operate at night and on Sundays within Rockford.⁷ The paratransit service is a curb-to-curb service for persons with disabilities such that their disability limits their ability to ride the fixed route. Within the project study area RMTD operates two routes along U.S. BR 20 between Westmoreland Avenue and Rockton Avenue, one on days (Route #1) and one on nights and Sundays (Route #33 and #43). The bus routes run on a 45-minute interval schedule and have signed bus stop locations. Bus shelters exist on the south side of U.S. BR 20 at Ingersoll Golf Course and at the Crusader Clinic for eastbound buses. There is one existing bus turnout within the project limits and it is located just east of Springfield Avenue. At Daisyfield Avenue, the right turn lane is currently being used as a bus turnout.

There are currently no commuter rail services within the study area. However, a commuter rail feasibility study to evaluate extending the Metra line from Elgin to Rockford was completed in 2004 by the Northern Illinois Commuter Rail Initiative (NICRI). The NICRI is a not-for-profit public-private partnership formed by over 40 local governments, business, and Chambers of Commerce, of which the City of Rockford is a member. The purpose of the NICRI Commuter Rail Feasibility Study was to evaluate the need for and the feasibility of bringing commuter rail service to the area. The study found the service extension to be feasible, but there has been no selection of a preferred route. The study has moved forward to the next step, which is the Alternatives Analysis. No alternatives for the

⁷ Rockford Area Transportation Study (RATS) Environmental Justice and Title VI Considerations, September 2003.

commuter rail line are proposed within the U.S. BR 20 project study limits.⁸ There are no current programmed plans to construct a commuter rail line into the project area.

Pedestrian Facilities

Sidewalk facilities exist along the project study area. Generally sidewalks are not present in the rural, western section of the project, but become consistent as the housing density increases toward the east. Where sidewalks are present, they are generally located on both sides of the roadway. The existing sidewalk condition is generally fair to poor. Existing roadway lighting infrastructure exists along U.S. BR 20 within the sidewalk limits, but light levels are poor.⁹ Crosswalks with pedestrian push buttons and flashers are present near Ellis Arts Academy at Central Avenue and Waldo Street. Additionally, there are striped crosswalks at Avon Street and Kilburn Avenue. The existing sidewalk facilities in the project area are shown in Table 2.5.

Table 2.5
Pedestrian Facilities in the Project Area

Limits	Sidewalk Present?	Area Length (feet)	% with Sidewalk
North Side of U.S. BR 20			
Meridian Rd. to Woodrow Ave. (Area 1)	No	7,450	0.0%
Woodrow Ave. to Springfield Ave. (Area 1)	Yes	1,100	5.2%
Springfield Ave. to Pierpont Ave. (Area 2)	No	2,500	0.0%
Pierpont Ave. to Rockton Rd. (Areas 2 thru 4)	Yes	9,959	47.4%
Subtotal		21,000	52.6%
South Side of U.S. BR 20			
Meridian Rd. to Daisyfield Ave. (Area 1)	No	7,050	0.0%
Daisyfield Ave. to Springfield Ave. (Area 1)	Yes	1,500	7.1%
Springfield Ave. to Pierpont Ave. (Area 2)	No	2,500	0.0%
Pierpont Ave. to Rockton Rd. (Areas 2 thru 4)	Yes	9,950	47.4%
Subtotal		21,000	54.6%

Bicycle/Multi-Use Facilities

There are currently no on-road or off-road bicycle facilities within or adjacent to the project area. As such, observed bicycle volumes from the traffic studies were listed as “negligible”, mostly being school children riding their bicycles in the neighborhood. Both the City of Rockford 2020 Plan and the Boone and Winnebago Counties Regional Greenway Plan Map show proposed/future bicycle facilities (See Figures 2.4 and 2.5). The multi-use path along U.S. BR 20 is shown on both maps as a future facility. The following future trails are shown on the County map and are adjacent to the project area but are well to the south of U.S. BR 20:

1. Parker Woods Trail east of Meridian Road
2. Levings Lake Trail east of Pierpont Avenue
3. Kent Creek Trail

The City’s 2020 plan is consistent with the County Map and show these same trails on their plan. The City and its Park District, and the County have provided their support for and applauded this project for including bicycle facilities in its proposal. See Section 5, Project Coordination & Public Involvement Summary, for the support letters.

⁸ NICRI Commuter Rail Feasibility Study, 2004, TranSystems Corporation

⁹ Business U.S. 20 – West State Street Corridor Study, City of Rockford, September 2002.

2.1.4. Land Use

Land use along U.S. BR 20 is a mix of residential, commercial, industrial and civic/institutional, as well as farmland zoned for commercial development. Existing zoning and land uses along U.S. BR 20 are described below and shown on Figure 2.6, Existing Land Use Map.

Meridian Road to Memorial Avenue

The land use is generally open space and agricultural with some commercial and residential uses. Zoning is commercial except for a block of land in the southeastern portion of this area which is zoned for residential along with a block between LaCiede Avenue and Westmoreland Avenue (See Figure 2.1, Sheets 1 thru 3 of 9).

Memorial Avenue to Springfield Avenue

On the north side of U.S. BR 20, the land use includes residential and commercial with isolated civic/institutional uses. The zoning is a mix of commercial and residential. On the south side of U.S. BR 20, the land use includes open space and residential. The zoning is residential (See Figure 2.1, Sheet 4 of 9).

Springfield Avenue to Pierpont Avenue

The land use includes agricultural, commercial, isolated civic/institutional, industrial, and residential. The zoning includes commercial, industrial and residential. Second tier properties south of U.S. BR 20 are zoned and used as residential (See Figure 2.1, Sheet 5 of 9).

Pierpont Avenue to Johnston Avenue

The land use includes commercial, residential, civic/institutional, and parking. The zoning includes commercial and industrial. Second tier properties north and south of U.S. BR 20 are zoned and used as residential (See Figure 2.1, Sheet 6 of 9).

Johnston Avenue to Central Avenue

The land use includes residential, commercial and isolated civic/institutional uses. The zoning includes residential and commercial. Second tier properties north and south of U.S. BR 20 are zoned and used as residential (See Figure 2.1, Sheet 7 of 9).

Central Avenue to Avon Street

The land use includes civic/institutional, residential, commercial and parking. The zoning includes residential and commercial. Second tier properties north and south of U.S. BR 20 are zoned and used as residential (See Figure 2.1, Sheet 8 of 9).

Avon Street Rockton Avenue

The land use includes commercial, parking, civic/institutional and open space. The zoning is commercial. Second tier properties north and south of U.S. BR 20 are zoned and used as commercial and industrial (See Figure 2.1, Sheet 9 of 9).

The project study area as delineated by the six census tract areas is 3,610 acres (5.6 square miles) and comprises 9.4 percent of the City of Rockford. A review of existing and proposed land uses along the frontage of U.S. BR 20 in the project study area is shown in Table 2.6 and Figure 2.7, Proposed Land Use Map.

Table 2.6
Land Use Characteristics of Adjacent Frontage

Land Use	Existing		Proposed	
	Feet	Percent	Feet	Percent
Single Family Residential	3,375	7.7%	457	1.0%
Multi Family Residential	4,367	10.0%	1,318	3.0%
Streets, Waterways and Drainage	3,614	8.4%	2,690	6.2%
Public / Institutional	5,222	12.0%	3,556	8.2%
Industrial	1,518	3.5%	0	0.0%
Commercial	18,050	41.3%	16,161	37.0%
Vacant	3,333	7.6%	19,522	44.6%
Agricultural	4,084	9.4%	0	0.0%
Total	43,744	100.0%	43,744	100%

Economic Characteristics

In 2000, a review of family income showed that the project study area has a lower median income as compared to the City, County, and State. The median family income of the project, City, County and State is as follows:

Meridian Rd. to Springfield Ave. (Area 1)	\$41,558
Springfield Ave. to Johnston Ave. (Area 2)	\$43,188
Johnston Ave. to Forest Ave. (Area 3)	\$22,276
Forest Ave. to Rockton Ave. (Area 4)	\$12,629
City of Rockford	\$45,465
Winnebago County	\$52,456
State of Illinois	\$55,379

A family is defined as a group of two or more people who reside together and who are related by birth, marriage, or adoption. The average family size for the City is 3.09, County is 3.28, and State is 3.05.

Housing Characteristics

In 2000, a review of housing values showed that the project study area has a lower median home value and lower owner occupied rate as compared to the City, County, and State. Within the project study area, large concentrations of multi-family rental residential uses exist along U.S. BR 20 with sparsely spaced commercial uses. Several public housing communities are located within or near the project study area including the following:

Concord Commons Apartments	3552 Elm Street
Fairgrounds Valley Apartments	1015 W. Jefferson Street
Olesen Plaza Apartments	511 N. Church Street
North Main Manor	505 N. Main street

Areas 3 and 4 have a greater percentage of renters than homeowners. Areas 1 and 2 have higher median home values than Areas 3 and 4. The housing characteristics of the project, City, County and State are shown in Table 2.7. Refer to Figure 2.2, Year 2000 Census Tract Map for limits of the areas.

Table 2.7
Housing Characteristics of the Project Study Area (Year 2000)

	Meridian Rd. to Springfield Ave. (Area 1)	Springfield Ave. to Johnston Ave. (Area 2)	Johnston Ave. to Forest Ave. (Area 3)	Forest Ave. to Rockton Ave. (Area 4)	City of Rockford	Winnebago County	State of Illinois
Housing Units	1,053	1,694	1,362	1,222	63,570	114,404	4,885,615
Occupied	995	1,481	1,181	985	59,158	107,980	4,540,397
Homeowner Vacancy Rate	2.9%	7.9%	6.5%	9.3%	1.7%	1.4%	1.3%
Rental Vacancy Rate	2.6%	4.7%	6.8%	10.1%	8.4%	7.6%	6.1%
Owner Occupied	81.0%	57.0%	50.0%	27.3%	61.1%	70.0%	66.7%
Renter Occupied	19.0%	43.0%	50.0%	72.7%	38.9%	30.0%	33.3%
Median Home Value	\$52,500	\$44,400	\$42,500	\$42,100	\$79,900	\$91,900	\$129,821
Median Monthly Rent	\$537	\$479	\$532	\$435	\$498	\$514	\$620

In 2000, a review of occupancy tenure since 1995 showed that Rockford had a higher rate of people living in their current residences for the past five years than that of the County and State. The rates are shown below:

City of Rockford	52.7%
Winnebago County	46.9%
State of Illinois	48.7%

2.2. Agricultural

The agricultural properties impacted have limited viability for long-term agricultural productions due to the surrounding nonagricultural uses. Based on the Rockford Proposed Land Use Map (Figure 2.7), there are no protected farmlands within the project limits. There is one agricultural based business located within the project limits, Agro Feed & Seed Company at 4824 W. State Street (See Figure 2.1, Sheet 3 of 9).

2.3. Cultural

The Illinois Department of Transportation conducted a Cultural Resources Review (CRR) and coordinated with the State Historic Preservation Office (SHPO). On January 30, 2002 the Cultural Resources Review was completed and on January 10, 2003 the SHPO concurrence on the CRR findings was received. On May 31, 2006 the Cultural Resources Review Addendum was completed with no change in the findings and determinations as listed below. See Section 5, Project Coordination & Public Involvement Summary, for copies of the documents. The proposed project will have no effect on significant cultural resources.

2.3.1. Archaeological Sites

The Cultural Resources Review determined that there is a low probability of archeological sites within the project limits. The SHPO concurred that there are no anticipated archaeological impacts in the project area.

2.3.2. Historic Bridges

The Cultural Resources Review determined that there are no historic bridges within the project limits. Coordination for compliance with Section 106 historic bridges is not required.

2.3.3. Historic Districts and Buildings

The Cultural Resources Review determined that there are no historic districts or buildings identified within the limits of the proposed project rights-of-way. The SHPO concurred on the determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities. See Section 5, Project Coordination & Public Involvement Summary for the SHPO concurrence document.

2.4. Air Quality

The U.S. BR 20 study area is located within the Rockford metropolitan area and Winnebago County. The National Ambient Air Quality Standards (NAAQS), established by the U.S. Environmental Protection Agency, set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as “non-attainment”. States in which a non-attainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead.

For the 8-hour Ozone Standard, Cook, DuPage, Kane, Lake, McHenry, and Will Counties, as well as Aux Sable and Goose Lake Township in Grundy County and Oswego Township in Kendall County, have been designated as moderate nonattainment areas. Jersey County, Madison, Monroe, and St. Clair Counties in the St. Louis area also have been designated as moderate nonattainment areas for the 8-hour Ozone Standard. The Lake Calumet area and Lyons Township in Cook County have been designated as nonattainment for the particulate matter (PM₁₀) Standards. In addition, Oglesby and several adjacent townships in LaSalle County and Granite City Township and Nameoki Township in Madison County have been designated as maintenance areas for PM₁₀ Standards. In addition, Cook, DuPage, Grundy (Goose Lake and Aux Sable Townships), Kendall (Oswego Township), Kane, Lake, Madison, McHenry, Monroe, Randolph (Baldwin Township), St. Clair and Will counties are above the PM 2.5 Standard. All other areas of Illinois are in attainment for ozone and PM₁₀ standards. No portion of this project is located within a designated non-attainment area. Winnebago County is in attainment for ozone and PM₁₀ standards. Mobile Source Air Toxics (MSAT's) will be discussed in Section 4.4, Air Quality.

2.5. Noise

Existing and future noise levels were determined using the Federal Highway Administration's (FHWA) approved Traffic Noise Model (TNM) Version 2.5. The FHWA methodology, analysis assumptions, and results are presented in the *Noise Analysis Report for U.S. Business Route 20 (FAP 303)*. The report is available at the Illinois Department of Transportation District 2 Office in Dixon.

The residential areas and public facilities were represented by 26 receptor locations within the project limits (See Figure 2.1, Environmental Resource Map). Receptors R1 through R9 and R21 through R28 are located east of Springfield Avenue. Receptors R10 through R20 are located west of Springfield Avenue. First row and second row receptors were included. Receptors are positioned to reflect changes in noise levels as a result of changes in traffic volumes, speed, composition (trucks and cars), roadway alignment (horizontal and vertical), number of lanes, background noise, shielding, and ground cover.

2.6. Natural Resources

2.6.1. Geology

A sub-surface investigation was not performed for this project. Information was obtained from the Winnebago County Soils Map and the Preliminary Environmental Site Assessment for the project.

Bedrock Geology¹⁰

The project area is underlain by Ordovician-age rocks from the Galena-Platteville Group. This group contains mainly limestone and dolomite formations.

Surficial Geology¹¹

Drift thickness within the majority of the project area is less than 25 feet with drift ranging between 25 and 50 feet east of the Chicago, Milwaukee, St. Paul, and Pacific Railroad. Unconsolidated deposits in the project area vary from west to east. Surficial units from the western project limit to Meridian Road consist of less than 20 feet of discontinuous Peoria Silt (formerly Peoria Loess) and Roxana Silt units overlying less than 20 feet of the glacially-deposited material. East of Meridian Road to LaCleda Avenue, surficial materials are composed of less than 20 feet of the Cahokia Formation (formerly the Cahokia Alluvium). The Cahokia Formation in this area consists of poorly sorted silt, silty sand, or clay with local lenses of sandy gravel deposited by the south branch of Kent Creek. From LaCleda Avenue to Miriam Avenue, surficial units consist of less than 20 feet of discontinuous Peoria Silt and Roxana Silt units overlying less than 20 feet of the Glasford Formation. Between Memorial and Miriam Avenues, less than 20 feet of the very sandy and gravelly, pinkish-tan tills of the Argyle Member of the Winnebago Formation lie discontinuously between the Peoria Silt and Roxana Silts units and the Glasford Formation. Between Miriam Avenue to Illinois Route 70, nonlithified materials consist of less than 20 feet of discontinuous units of the Cahokia Formation overlying the Mackinaw Member of the Henry Formation. Unconsolidated materials between Illinois Route 70 and the east project limit consist exclusively of the Mackinaw Member of Henry Formation. The Mackinaw Member of the Henry Formation is characterized as an outwash formation dominated by well-sorted sands and gravels with local minor lenses of silt.

Soils

The western portion of the project has soils which have been classified as Flagg-Pecatonica. These soils are deep, well drained, and nearly level to sloping soils that formed in loess and the underlying glacial drift. The eastern portion of the project has soils which have been classified as Tama-Ogle-Plano. These soils are deep, well drained, nearly level to sloping, and were formed in loess or in loess and the underlying glacial deposits. Soils in the westernmost portion of the project are classified as Plano silt loam with 2 to 5 percent slope. The soils at Meridian Avenue are identified as Downs silt loam with 0 to 2 percent slopes. The soil becomes a Comfrey loam approximately three-fourths of the distance past Meridian Avenue and LaCleda Avenue. A small portion of loamy Orthents begins approximately 300 feet before Euclid Avenue and ends approximately 50 feet past Vincent Avenue. The rest of the soil in the project can be classified as urban land.

Mineral Resources

There are no currently active mineral resource extractions industries present within the proposed project area.

¹⁰ Preliminary Environmental Site Assessment, Illinois State Geological Survey, October 17, 2002.

¹¹ Ibid.

2.6.2. Threatened and Endangered Species

The Illinois Department of Transportation conducted a Natural Resources Review to determine the presence/absence of threatened and endangered species within the project area. The review was coordinated with the Illinois Department of Natural Resources Natural Heritage database and the U.S. Fish and Wildlife Service (USFWL) Red Book. The Natural Resources Review dated March 21, 2002 concluded that there is no suitable habitat for any federal or state listed endangered and threatened species in the project area. The IDNR concurred on March 31, 2006. See Section 5, Project Coordination & Public Involvement Summary, for copies of the concurrence letters.

2.6.3. Trees

The survey, identification, and evaluation of trees in and adjacent to the right-of-way of U.S. BR 20 were performed. The results of the tree survey are contained in the *Preliminary Tree Identification and Evaluation Memorandum* dated November 16, 2004 and are available at the Illinois Department of Transportation District 2 Office in Dixon.

A total of 411 trees were identified within the U.S. BR 20 corridor, extending between Meridian Road and the railroad tracks east of Avon Street. The width of the corridor ranged from approximately 100 feet to 160 feet defined as the area between the proposed sidewalk on the north side of U.S. BR 20 and the proposed multi-use path on the south side of U.S. BR 20. Thirty-seven (37) species of trees were identified within the project limits. The most common trees in the project area included Siberian elm (*Ulmus pumila*, 23 percent) and Norway maple (*Acer platanoides*, 13 percent).

2.7. Water Resources and Water Quality

Two streams (North Fork Kent Creek and an unnamed tributary to South Fork Kent Creek) are located in the project area and are associated with the Rock River Watershed. These streams receive stormwater runoff from the communities within the City of Rockford. The unnamed tributary to the South Fork crosses U.S. BR 20 just east of Meridian Road (See Figure 2.1, Sheet 2 of 9). This tributary merges with the South Fork Kent Creek east of Meridian Road and south of U.S. BR 20. North Fork Kent Creek crosses U.S. BR 20 between Avon Street and Kilburn Avenue, near the eastern project limits (See Figure 2.1, Sheet 9 of 9).

The confluence of the North and South Forks of Kent Creek is located approximately 0.5 stream miles south of the project before discharging to the Rock River. The streams flow into the Rock River approximately 0.75 miles south of the project area. The Rock River is approximately 0.3 miles east of the eastern project limits at its closest point. The Rock River is 479.1 miles long and the watershed area upstream of the project area is approximately 6,581 square miles, representing approximately 60 percent of the total watershed.

2.7.1. Water Resources

The unnamed tributary to South Kent Creek is approximately three miles long. The North and South Forks of Kent Creek are 12 miles and 10 miles long, respectively. From the mouth of the stream to where the North and South Forks intersect, the stream is named Kent Creek. All three of these segments are perennial streams. The total drainage area of Kent Creek (including the North and South Fork) is 47 square miles. Neither Kent Creek or the North and South Forks are considered navigable waterbodies, Class I streams, or "Wild and Scenic" rivers. Land use adjacent to the streams is open, residential, and industrial.

2.7.2. Water Quality

Published water quality data is only available for North Fork Kent Creek. The IEPA and IDNR Biological Stream Characterization (BSC) work group has developed a five-tiered classification system based on the type and condition of the fishery resource. The five categories range from Class A (excellent biotic resource) to Class E (very poor biotic resource). North Fork Kent Creek is listed as a Class C stream (moderate aquatic resource) from its mouth to Springfield Avenue (approximately 5.1 miles of its total length) and a Class D stream (limited aquatic resource) upstream of Springfield Avenue (for the remaining 7 miles). Based on these characterizations, the stream is not considered biologically significant.

The designated overall use and aquatic life use of North Fork Kent Creek is characterized as full support based on IEPA's 2004 Water Quality Report. This stream has not been listed on the Illinois EPA's 303(d) list. Rock River, which Kent Creek discharges to, is listed on the 303(d) list; however, the segments included on the list are over 30 miles downstream of where Kent Creek discharges into the river.

2.7.3. Groundwater Resources

According to the United States Environmental Protection Agency (USEPA) Sole Source Aquifer Protection Program, no sole source aquifers, as defined by Section 1424 (e) of the Safe Drinking Water Act, exist within Illinois.

The City of Rockford obtains its public water supply from groundwater pumped from 38 wells located throughout the City. The original wells in Rockford are pumped from the sand and gravel aquifer underlying the Rock River Valley. The shallow wells are typically 220 to 250 feet deep. Modern wells, up to 1,500 feet deep, take water from a porous sandstone aquifer. There are currently 30 deep wells in the system. One public water supply well is located adjacent to the project area (Well #21, 703 Daisyfield Avenue). This well is located south of U.S. BR 20, adjacent to Ingersoll Memorial Park, approximately 0.8 miles south of the road.

According to Illinois State Water Survey's (ISWS) private well database, approximately 39 private wells are listed as being located within approximately 1,000 feet of U.S. BR 20. According to Rockford's City Engineer, the majority of the residences between Meridian Road and Springfield Avenue still use private wells. All but one of the 39 wells identified in the database are located between these limits. The Engineer also stated that east of Springfield Avenue, the majority of residences are connected to the public water supply.

2.8. Floodplains

Flood Insurance Rate Maps (FIRM), developed by the Federal Emergency Management Agency (FEMA) and the Flood Insurance Administration, were reviewed in order to identify base floodplains that are traversed by or adjacent to the study area. They show special flood hazard areas, corresponding approximately to the 100-year floodplain for the two streams in the study area, an unnamed tributary to South Fork Kent Creek and the North Fork Kent Creek. According to the FIRM, the project crosses through the 100-year flood zones. The flood zones are located by the main stream crossings in the study area (See Figure 2.1, Sheets 2 and 9 of 9).

Unnamed Tributary to South Fork Kent Creek

An unnamed tributary to South Fork Kent Creek crosses U.S. BR 20 between Meridian Road and LaCleda Avenue and also crosses Meridian Road north of U.S BR 20. 100-year flood zones exist at the crossing with U.S. BR 20 as identified on FIRM 1707200070C (See Figure 2.1, Sheet 2 of 9).

North Fork Kent Creek

The North Fork Kent Creek crosses U.S. BR 20 between Avon Street and Kilburn Avenue. A narrow 100-year flood zone exists at the crossing with U.S. BR 20 as identified on FIRM 1707230013B (See Figure 2.1, Sheet 9 of 9).

2.9. Wetlands

The Illinois Department of Transportation conducted a Natural Resources Survey to determine the presence/absence of wetlands within the project area. The Natural Resources Review dated May 21, 2002 concluded that the project area does not require a wetland survey. See Section 5, Project Coordination & Public Involvement Summary, for copies of the documents.

2.10. Special Waste

The Illinois Department of Transportation conducted a special waste assessment for the project area. The details of the assessment can be found in the Illinois State Geological Survey (ISGS) Preliminary Environmental Site Assessment (PESA) Report ISGS #1318 dated November 8, 2001 and ISGS #1318A dated October 17, 2002. The full reports are available at the Illinois Department of Transportation District 2 Office in Dixon. The cover memoranda are included in Section 5, Project Coordination & Public Involvement Summary.

2.10.1. Hazardous Waste

The USEPA listing of potential, suspected, and known hazardous waste or hazardous substance sites in Illinois (i.e. the Comprehensive Environmental Response Compensation and Liability Information System [CERCLIS] list) has been reviewed to ascertain whether the proposed project will involve any listed site(s). As a result of this review, it has been determined that the proposed undertaking will not require right-of-way or easement from a site included in the CERCLIS as of December 8, 2006 on the USEPA web site.

2.10.2. Non-Special Waste

A PESA for sites potentially impacted with regulated substances was completed by the Illinois State Geological Survey in October 2002. The assessment concluded that the build alternative will involve special waste sites. Sites contaminated with hazardous wastes are involved. Further investigations have been conducted to determine the risks and liabilities of the involvement. The PESA report and addendum identified 53 special waste sites within the project limits, of which 41 have the potential to be impacted by the project improvements. It was also determined that friable asbestos containing materials were likely to be present in some of the buildings in the project area as they were constructed prior to 1979. The Preliminary Site Investigations (PSI) will be conducted during design engineering to determine the risks and liabilities of the involvement.

2.11. Special Lands

2.11.1. Section 4(f) Lands

The project area was examined to determine the presence of public lands, publicly owned parks, recreational areas, wildlife and waterfowl refuge, and any land from a historic site of national, State, or local significance (Section 4(f) lands). Two properties were identified as a potential Section 4(f) land located within the project area as described below. See Figure 2.1, Environmental Resource Map for the location of Section 4(f) property.

One property is the Ingersoll Golf Course, located at 101 South Daisyfield Avenue on the south side of U.S. BR 20 between Memorial Avenue and Daisyfield Avenue (See Figure 2.1, Sheet 4 of 9). It is owned and operated by the Rockford Park District. The golf course is a public recreational facility used by the community. A maintenance building, driving range backstop, practice putting green, learning links junior golf course, and open land is adjacent to U.S. BR 20. This property is considered Section 4(f) property.

The second property is the Ellis Arts Academy, located along the south side of U.S. BR 20 between Central Avenue and Waldo Street (See Figure 2.1, Sheet 8 of 9). The themed school, owned and operated by the Rockford Public School District 205, offers specialized education opportunities including drama, music, visual arts, and literary arts. A ball diamond and soccer field are located on the north half of the property adjacent to U.S. BR 20. Coordination with the Rockford Public Schools, District 205 states that there is currently no organized use of the ball diamond or adjacent open space located on the north side of the property. Additionally, there is not substantial walk on use by the general public. Therefore, this property is not a Section 4(f) resource. See Section 5, Project Coordination & Public Involvement Summary for correspondence with Rockford Public Schools.

2.11.2. Section 6(f) and OSLAD Act Lands

There are no lands within the project limits that have Land and Water Conservation (LAWCON) funds involved in their purchase or development. A Section 6(f) Evaluation will not be required for this project.

There are no lands within the project limits that have Open Space Lands Acquisition and Development (OSLAD) Act funds involved in their purchase or development.

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
303	40R-RS-3&4RS-1	WINNEBAGO	9	1
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



MATCH LINE STATION 88+00
SEE SHEET NO. 2

LEGEND

- R19** NOISE RECEPTOR ID
- COSIM RECEPTOR
- UST / LUST
- EXISTING R.O.W.
- ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
- PUBLIC FACILITY
- 23.02 CENSUS TRACT
- CENSUS TRACT BOUNDARY
- SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 1 OF 9
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

DATE: 12-06
 DRAWN BY: GLR
 CHECKED BY: GLD

200 0 200
 SCALE IN FEET

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
303	40R-RS-3&4RS-1	WINNEBAGO	9	3
STA. TO STA.				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



SEE SHEET NO. 2
MATCH LINE STATION 115+00

MATCH LINE STATION 141+00
SEE SHEET NO. 4

- LEGEND**
- R19 N NOISE RECEPTOR ID
 - ▲ COSIM RECEPTOR
 - UST / LUST
 - EXISTING R.O.W.
 - ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 - * PUBLIC FACILITY
 - 23.02 CENSUS TRACT
 - CENSUS TRACT BOUNDARY
 - SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 3 OF 9
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

DATE: 12-06
 DRAWN BY: GLR
 CHECKED BY: GLD

200 0 200
 SCALE IN FEET

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
303	40R-RS-3&4RS-1	WINNEBAGO	9	2
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SEE SHEET NO. 1
MATCH LINE STATION 88+00



500 - YEAR FLOOD DISCHARGE
CONTAINED IN CULVERT

100 YEAR FLOOD BOUNDARY
FIRM MAP NO. 1707200070C
MAY 21, 2001

TRIBUTARY OF SOUTH
FORK KENT CREEK

EVEN KEEL
MARINE INC

ROCKFORD CENTRAL
PLASTICS

GO KARTS

U.S. BR 20 (WEST STATE STREET)

ADVANTAGE FUNERAL
& CREMATION

AGRICULTURAL LAND

500 - YEAR FLOOD DISCHARGE
CONTAINED IN CULVERT

WILDWOOD CEMETERY

MATCH LINE STATION 115+00
SEE SHEET NO. 3



LEGEND

- R19 N NOISE RECEPTOR ID
- COSIM RECEPTOR
- UST / LUST
- EXISTING R.O.W.
- ZONE 'A' FLOODPLAIN
(100-YEAR FLOOD BOUNDARY)
- PUBLIC FACILITY
- 23.02 CENSUS TRACT
- CENSUS TRACT BOUNDARY
- SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 2 OF 9
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE



DATE: 12-06
DRAWN BY: GLR
CHECKED BY: GLD

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
303	40R-RS-3&4RS-1	WINNEBAGO	9	3
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



SEE SHEET NO. 2
MATCH LINE STATION 115+00

MATCH LINE STATION 141+00
SEE SHEET NO. 4

- LEGEND**
- R19 N NOISE RECEPTOR ID
 - COSIM RECEPTOR
 - UST / LUST
 - EXISTING R.O.W.
 - ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 - PUBLIC FACILITY
 - 23.02 CENSUS TRACT
 - CENSUS TRACT BOUNDARY
 - SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 3 OF 9
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

DATE: 12-06
 DRAWN BY: GLR
 CHECKED BY: GLD

200 0 200
 SCALE IN FEET

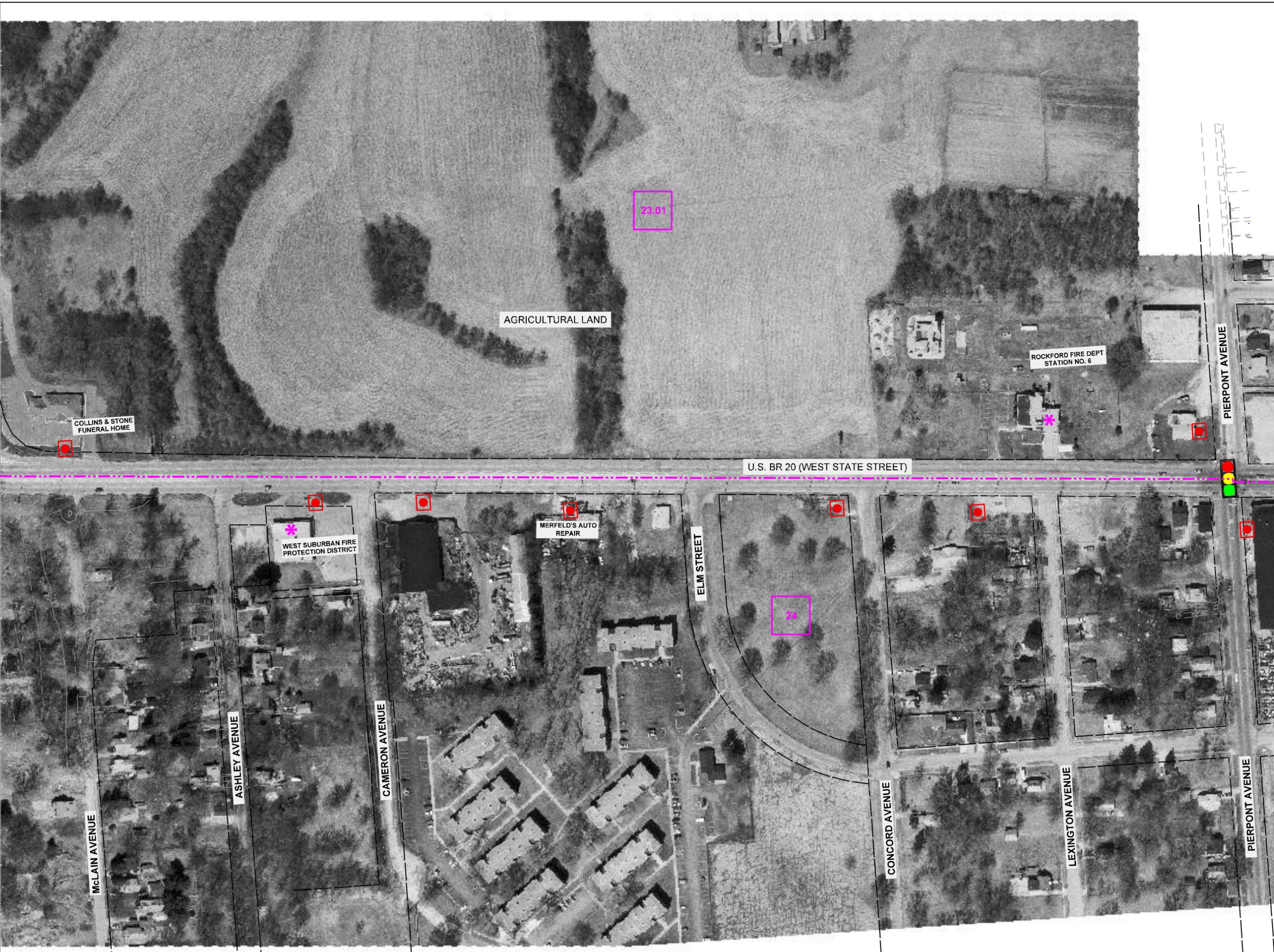


SEE SHEET NO. 3
MATCH LINE STATION 141+00

MATCH LINE STATION 168+00
SEE SHEET NO. 5

- LEGEND**
- R19 N NOISE RECEPTOR ID
 - ▲ COSIM RECEPTOR
 - UST / LUST
 - EXISTING R.O.W.
 - ▄▄▄▄▄ ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 - * PUBLIC FACILITY
 - 23.02
 - - - - - CENSUS TRACT BOUNDARY
 - SIGNALIZED INTERSECTION

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
303	40R-RS-3&4RS-1	WINNEBAGO	9	5
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



SEE SHEET NO. 4
MATCH LINE STATION 168+00

MATCH LINE STATION NO. 195+00
SEE SHEET NO. 6

LEGEND

- R19 NOISE RECEPTOR ID
- COSIM RECEPTOR
- UST / LUST
- EXISTING R.O.W.
- ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
- PUBLIC FACILITY
- CENSUS TRACT
- CENSUS TRACT BOUNDARY
- SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 5 OF 9
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE



DATE: 12-06
DRAWN BY: GLR
CHECKED BY: GLD

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
303	40R-RS-3&4RS-1	WINNEBAGO	9	6
STA. TO STA.		ILLINOIS FED. AID PROJECT		



MATCH LINE STATION 222+00
SEE SHEET NO. 7

SEE SHEET NO. 5
MATCH LINE STATION 195+00



- LEGEND**
- R19 N NOISE RECEPTOR ID
 - ▲ COSIM RECEPTOR
 - UST / LUST
 - EXISTING R.O.W.
 - ==== ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 - * PUBLIC FACILITY
 - 23.02 CENSUS TRACT
 - - - - CENSUS TRACT BOUNDARY
 - SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 6 OF 9
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

SCALE IN FEET

DATE: 12-06
DRAWN BY: GLR
CHECKED BY: GLD

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
303	40R-RS-3&4RS-1	WINNEBAGO	9	7
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



SEE SHEET NO. 6
MATCH LINE STATION 222+00

MATCH LINE STATION 249+00
SEE SHEET NO. 8



- LEGEND**
- R19 N NOISE RECEPTOR ID
 - ▲ COSIM RECEPTOR
 - UST / LUST
 - EXISTING R.O.W.
 - ▬▬▬▬▬▬ ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 - ✱ PUBLIC FACILITY
 - 23.02 CENSUS TRACT
 - CENSUS TRACT BOUNDARY
 - SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 7 OF 9
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

200 0 200
 SCALE IN FEET

DATE: 12-06
 DRAWN BY: GLR
 CHECKED BY: GLD

FAU	SECTION	COUNTY	TOTAL	SHEET
303	40R-RS-3&4RS-1	WINNEBAGO	SHEETS	NO
STA.	TO STA.		9	8
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	



SEE SHEET NO. 7
MATCH LINE STATION 249+00



MATCH LINE STATION 276+00
SEE SHEET NO. 9

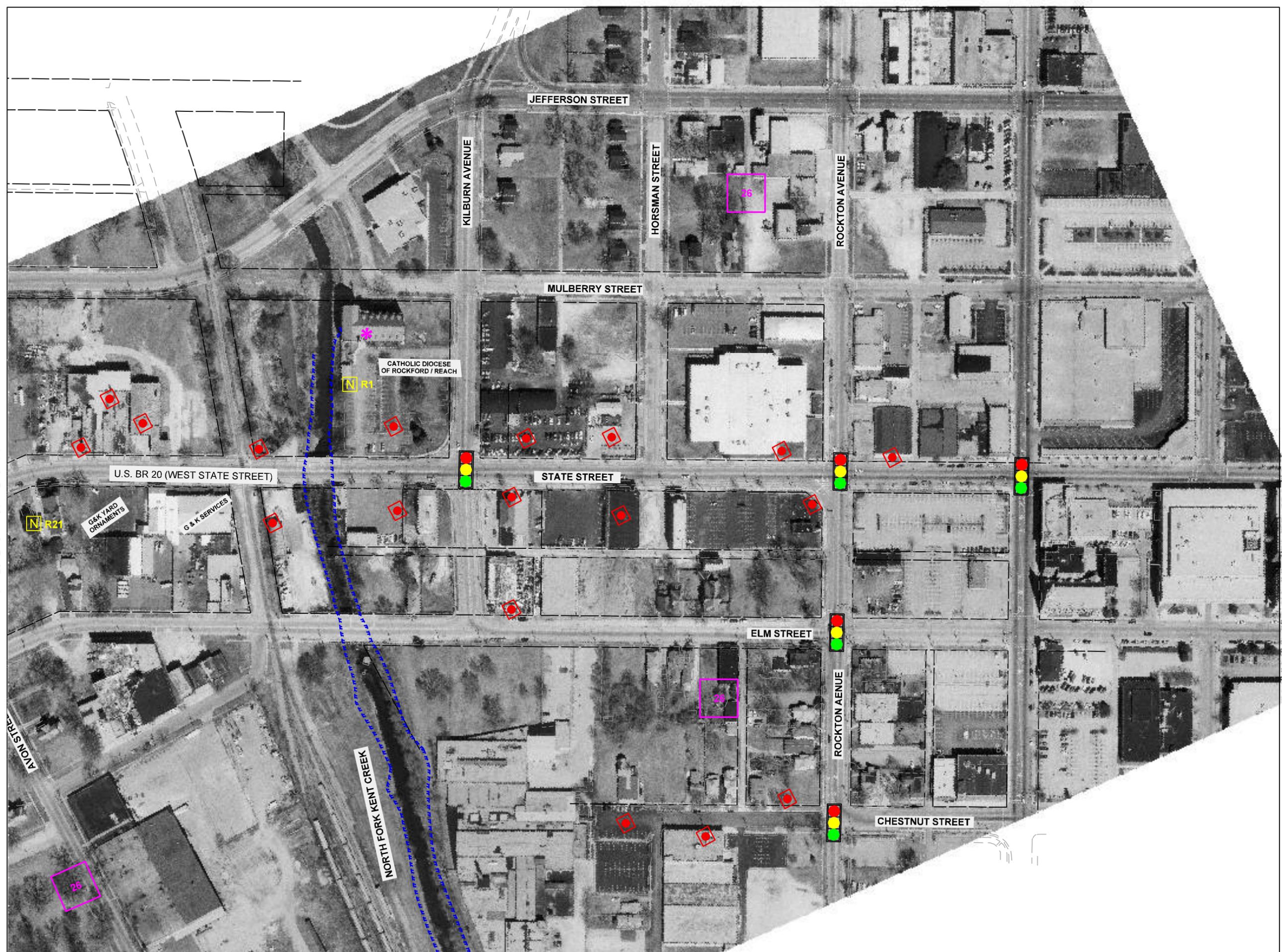
LEGEND

- R19 N NOISE RECEPTOR ID
- COSIM RECEPTOR
- UST / LUST
- EXISTING R.O.W.
- ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
- PUBLIC FACILITY
- 23.02 CENSUS TRACT
- CENSUS TRACT BOUNDARY
- SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
FIGURE 2.1 SHEET 8 OF 9
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE



DATE: 12-06
DRAWN BY: GLR
CHECKED BY: GLD



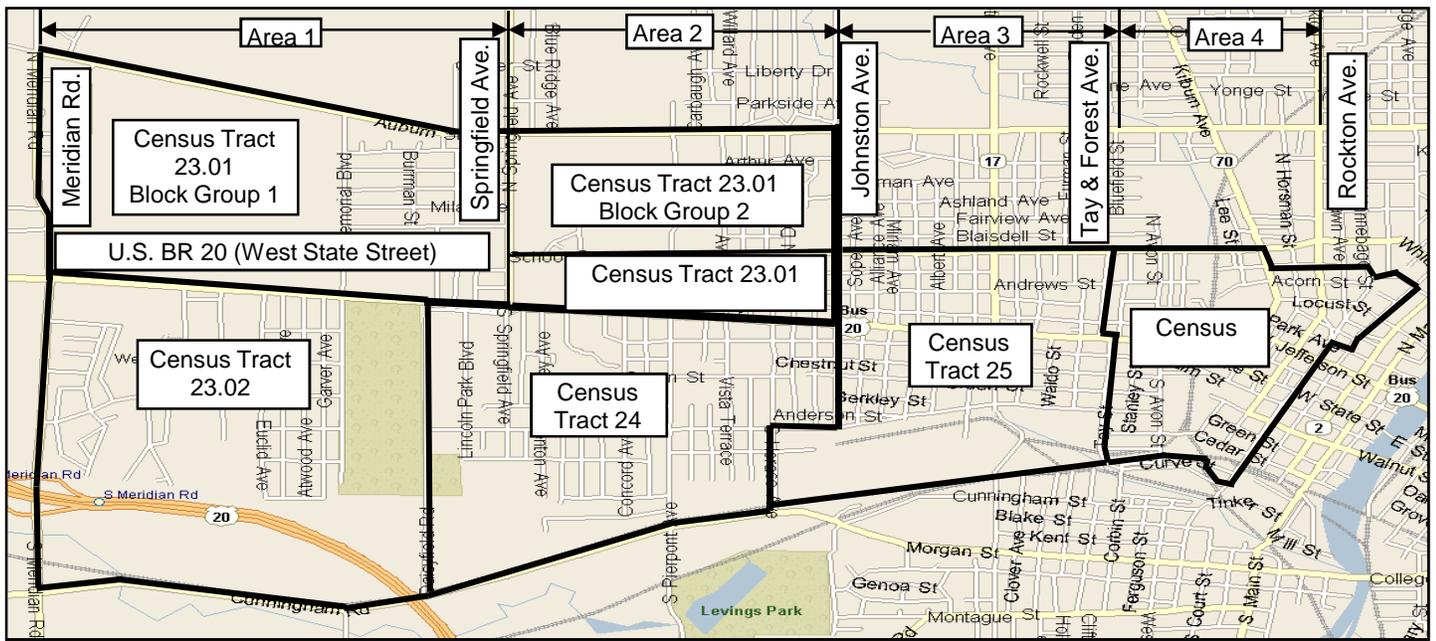
SEE SHEET NO. 8
MATCH LINE STATION 276+00

US BR 20

- LEGEND**
- R19 N NOISE RECEPTOR ID
 - ▲ COSIM RECEPTOR
 - UST / LUST
 - EXISTING R.O.W.
 - ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 - ★ PUBLIC FACILITY
 - 23.02 CENSUS TRACT
 - CENSUS TRACT BOUNDARY
 - SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL RESOURCE MAP
 FIGURE 2.1 SHEET 9 OF 9
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

SCALE IN FEET
 200 0 200
 DATE: 12-06
 DRAWN BY: GLR
 CHECKED BY: GLD



	Project Area 1 Meridian Rd. to Springfield Ave.	Project Area 2 Springfield Ave. to Johnston Ave.	Project Area 3 Johnston Ave. to Forest Ave.	Project Area 4 Forest Ave. to Rockton Ave.
	Tract 23.02; Tract 23.01 Blk 1	Tract 24; Tract 23.01 Blk 2 & 3	Tract 25	Tract 26
Population				
▪ Population by Tract	2,567	4,430	3,969	3,265
Racial Composition				
▪ Caucasian	87.5%	27.9%	17.4%	28.7%
▪ African American	6.0%	64.1%	72.0%	60.9%
▪ American Indian and Alaska Native	0.8%	0.3%	0.6%	0.5%
▪ Asian	0.3%	0.1%	0.0%	0.6%
▪ Native Hawaiian or Other Pacific Islander	0.0%	0.0%	0.1%	0.0%
▪ Two or More Races	2.5%	2.8%	4.5%	3.4%
▪ Some other race	2.9%	4.8%	5.3%	5.9%
Age Composition				
▪ Median Age	36.9	27.8	24.5	23.2
▪ First Largest Group	35 to 44 (16.3%)	35 to 44 (13.8%)	35 to 44 (14.2%)	35 to 44 (15.4%)
▪ Second Largest Group	25 to 34 (14.5%)	25 to 34 (13.1%)	25 to 34 (12.9%)	25 to 34 (15.1%)
▪ Percent Elderly (65+)	21.7%	9.1%	6.1%	4.3%
Economic Characteristics				
▪ Median Family Income	\$41,558	\$43,188	\$22,276	\$12,629
Education				
▪ Percent High School Graduate or Higher	69.6%	69.0%	56.1%	56.8%
▪ Percent Bachelor's Degree or Higher	4.1%	6.9%	3.2%	3.4%
Employment				
▪ Unemployment Rate	4.8%	9.8%	9.9%	15.7%
Poverty / Low Income				
▪ Poverty Rate (See Figure 2.3)	11.6%	19.6%	39.1%	48.8%
▪ Low Income Rate (1.5x Poverty Rate)	27.6%	29.9%	55.7%	60.4%
Housing Characteristics				
▪ Housing Units	1,053	1,694	1,362	1,222
▪ Occupied	995	1,481	1,181	985
▪ Owner Occupied	81.0%	57.0%	50.0%	27.3%
▪ Renter Occupied	19.0%	43.0%	50.0%	72.7%
▪ Median Home Value	\$52,500	\$44,400	\$42,500	\$42,100
▪ Median Monthly Rent	\$537	\$479	\$532	\$435

Year 2000 Census Tract Map

FA 303, U.S. Business Route 20 (West State Street)
 Meridian Road to Rockton Avenue
 City of Rockford
 Winnebago County, Illinois

Figure 2.2

Poverty 2000

(Use landscape & legal printer options to print this table)

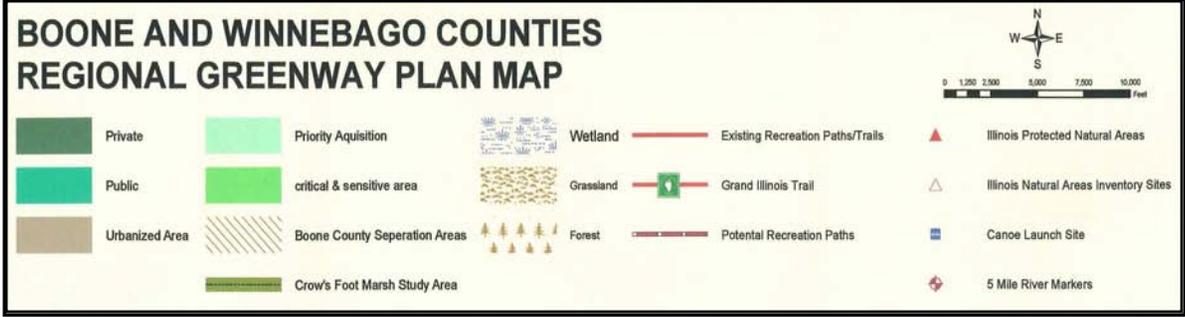
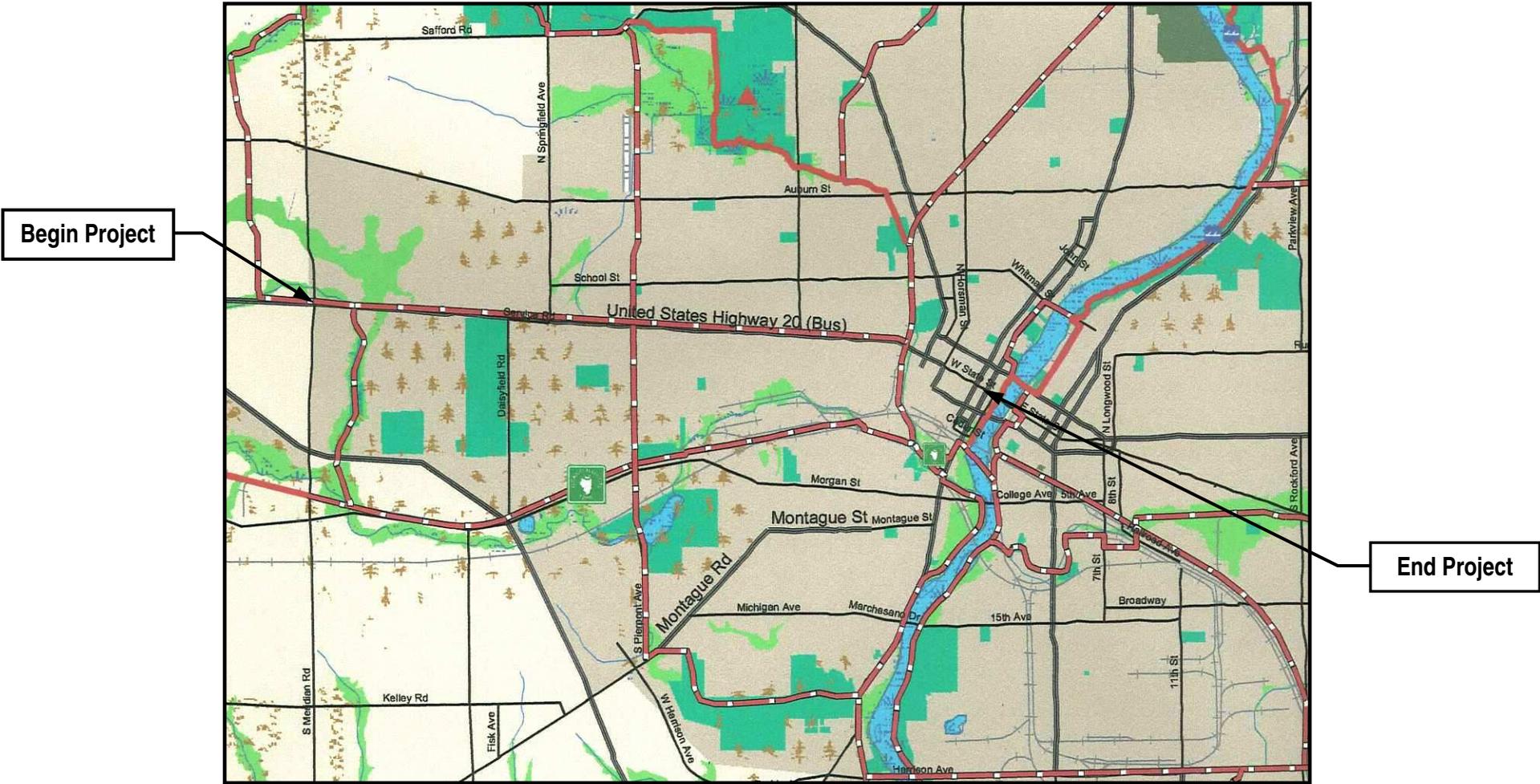
Poverty Thresholds in 2000, by Size of Family and Number of Related Children Under 18 Years
(Dollars)

Size of family unit	Weighted average thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual)....	8,794									
Under 65 years.....	8,959	8,959								
65 years and over.....	8,259	8,259								
Two persons.....	11,239									
Householder under 65 years.....	11,590	11,531	11,869							
Householder 65 years and over.....	10,419	10,409	11,824							
Three persons.....	13,738	13,470	13,861	13,874						
Four persons.....	17,603	17,761	18,052	17,463	17,524					
Five persons.....	20,819	21,419	21,731	21,065	20,550	20,236				
Six persons.....	23,528	24,636	24,734	24,224	23,736	23,009	22,579			
Seven persons.....	26,754	28,347	28,524	27,914	27,489	26,696	25,772	24,758		
Eight persons.....	29,701	31,704	31,984	31,408	30,904	30,188	29,279	28,334	28,093	
Nine persons or more.....	35,060	38,138	38,322	37,813	37,385	36,682	35,716	34,841	34,625	33,291

Source: U. S. Bureau of the Census, Current Population Survey.

Poverty Thresholds in 2000
 FA 303, U.S. Business Route 20 (West State Street)
 Meridian Road to Rockton Avenue
 City of Rockford
 Winnebago County, Illinois

Figure 2.3

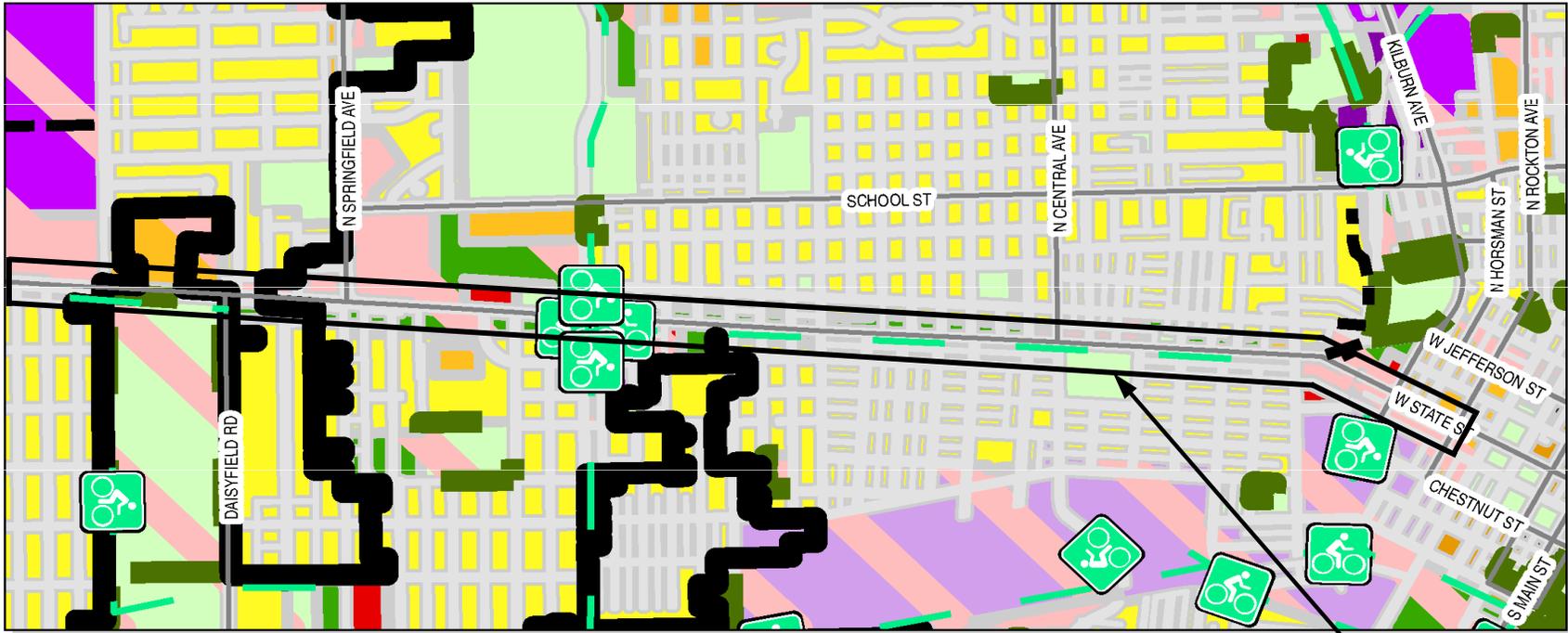


ILLINOIS DEPARTMENT OF TRANSPORTATION
US BUSINESS ROUTE 20

SCALE: NTS
DATE: 12/2006

FIGURE 2.4

2020 Plan - West State Street Corridor



Project Location

City of Rockford - 2020 Zoning District

Land Use	CR - Recreation/Entertainment/Tourism	IH - Heavy Industry	SRA - Subdivision Review Area	CH-IL	IG-CR	T-C-IL	RL-CO/O
C - Retail	PA - Priority Park Acquisition	T - Tech Industry	RH-CBD - Central Business District Overlay	CH-RL	IL-C	T-C-CO	RM-CO/O
CD - Mixed Use	PE - Existing (Quasi-) Public Facility	RL - Light Residential	Multiple Designation Areas	CO-CR	IL-CO	RL-C	RH-CO/O
CH - Heavy Commercial	U - Area Unsuitable for Development	RM - Medium Residential		U-PA	T-IG	RM-C	
CO - Office	IG - General Industry	RH - Heavy Residential		IG-C	T-IL	RM-CO	
CO/O - Office Overlay	IL - Light Industry	FUD - Future Urban Development		IG-CD	T-CO	RH-CR	
				C-CO			
				C-CO/O			
				C-CR			

Transportation	--- Collector (Proposed)	Existing Parks
— Freeway (Proposed)	Pathway (Existing)	Rockford 2006
— Arterial (Proposed)	Pathway (Proposed)	

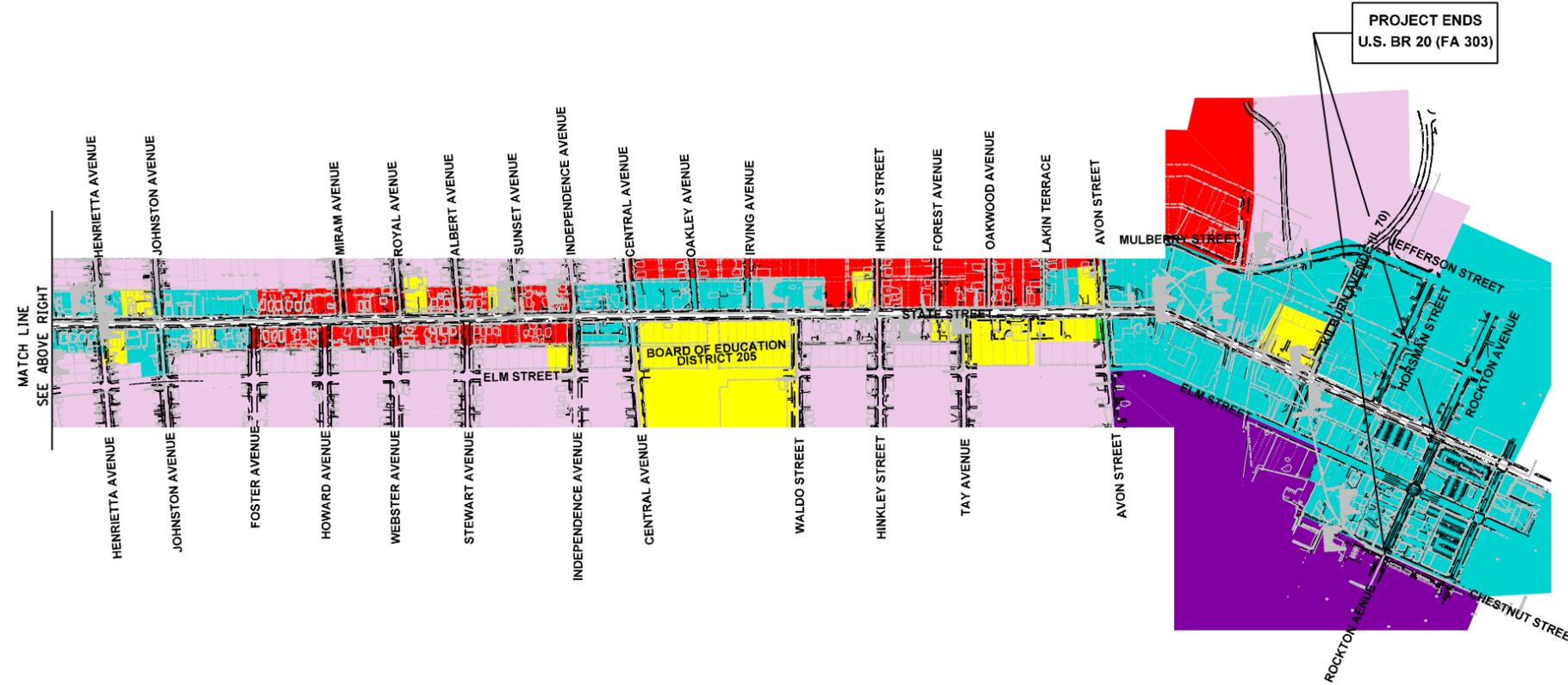
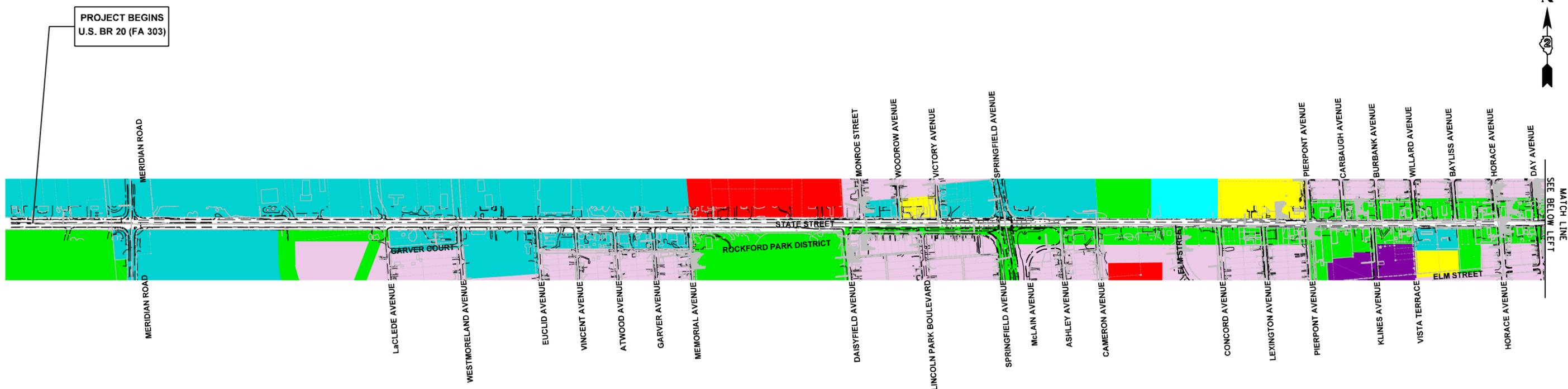


ILLINOIS DEPARTMENT OF TRANSPORTATION
US BUSINESS ROUTE 20

SCALE: NTS
DATE: 12/2006

FIGURE 2.5

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
		WINNEBAGO		
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



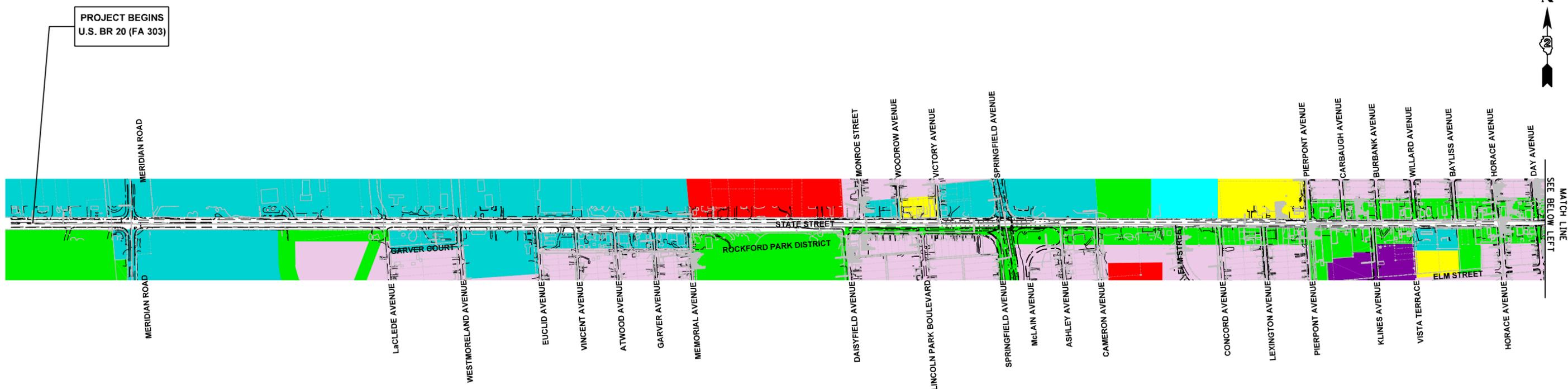
LEGEND

- SINGLE FAMILY RESIDENCE
- MULTI FAMILY RESIDENCE
- INDUSTRIAL
- BUSINESS
- CIVIC OR INSTITUTIONAL
- OPEN SPACE
- AGRICULTURAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FIGURE 2.6
EXISTING LAND USE
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE
 DATE : 12-06
 SCALE : NONE
 DRAWN BY : GLR
 CHECKED BY : GLD

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
		WINNEBAGO		
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PROJECT BEGINS
U.S. BR 20 (FA 303)

PROJECT ENDS
U.S. BR 20 (FA 303)



LEGEND

- SINGLE FAMILY RESIDENCE
- MULTI FAMILY RESIDENCE
- INDUSTRIAL
- BUSINESS
- CIVIC OR INSTITUTIONAL
- OPEN SPACE
- AGRICULTURAL

SOURCE: 2020 PLAN MAP OF
ROCKFORD, ILLINOIS
ADOPTED SEPT. 13, 2004

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FIGURE 2.7
PROPOSED LAND USE
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE
DATE : 12-06
SCALE : NONE
DRAWN BY : GLR
CHECKED BY : GLD

3. ALTERNATIVES

This Section describes the alternatives considered for the U.S. BR 20 project study area, as well as other alternatives that were eliminated from detailed study. Reasonable alternatives were evaluated based on their ability to satisfy the purpose and need for the action. Alternatives that did not satisfy the purpose and need for the action were eliminated from detailed study. The principal feature of each alternative is presented and each alternative is discussed in terms of its ability to meet the purpose and need for the action. See Table. 3.3, Comparison of Alternatives, at the end of Section 3 for a summary of the alternatives.

3.1. No-Action Alternative

The No-Action Alternative includes rehabilitating the existing pavement and other short-term improvements. These improvements would include resurfacing the roadway pavement with minor patching, intermittent curb and gutter and sidewalk repairs, and possible replacement of damaged drainage structures. The No-Action Alternative can be described as a maintenance type of improvement, providing more short-term fixes than a 20-year design. It does not include intersection improvements, signal modernization or coordination, any widening or capacity improvements, or lighting.

The No-Action Alternative will not provide system continuity because it does not include any widening of the roadway to provide a consistent cross section for the length of U.S. BR 20 within the project study limits. It will not provide the additional lane capacity improvements to meet future 2029 traffic volume needs, as well as a continuous sidewalk facility nor a multi-use path. Lastly, the No-Action Alternative does not provide any safety improvements to address the safety deficiencies and the predominant accident types occurring at the signalized intersections, non-signalized intersections, and HAL roadway segments. The predominant accident types require channelization improvements, additional through lane capacity, wider travel lanes, and protected left turn signal phasing.

U.S. BR 20 is the principal east-west arterial through the City of Rockford providing access to the CBD and other primary state routes and arterials. It is an important link in the local and regional transportation network. The No-Action Alternative does not address the system linkage and continuity needs, and the capacity and safety deficiencies associated with the length of U.S. BR 20. It does not satisfy the purpose and need for the improvement and was eliminated from further coordination.

3.2. Build Alternatives Evaluated and Dismissed

The following Build Alternatives were considered for their abilities to improve the deficient safety conditions, expand the system capacity to meet projected 20-year volumes, and provide system linkage and continuity as described in Section 1, Purpose and Need of the Proposed Action.

3.2.1. Intersection Geometrics and Channelization Improvement Alternative

This alternative included improving the eight existing signalized intersections along the project study limits. The improvements would include providing left turn channelization, right turn lanes (where warranted), signal modernization and coordination, increasing corner radii, and improving intersection lighting. Implementing this alternative will require the acquisition of property for construction of the turn lanes, placement of signal equipment, and enlarging the corner radii to meet current standards.

The Intersection Improvements Alternative will address the safety and operational deficiencies at the signalized intersections. The installation of left and right turn lanes are an effective countermeasure for the predominant accident types of turning, angled, and rear-end collisions at the intersections. In addition, signal modernization and coordination will improve the traffic flow through the intersections. However, it does not address fixed object and sideswipe accidents occurring along the crash segment locations.

This alternative will not provide the system continuity need for a consistent four-lane roadway. The spacing of the signalized intersections will cause the creation of a roadway which will widen at the intersections and then narrow back to the existing roadway width away from the intersections. The effect will be a non-continuous system with a curb line that goes in and out. Furthermore, it will not provide the additional lane capacity improvements to meet future 2029 traffic volume needs. It will also not provide a continuous sidewalk facility or a multi-use path.

Although this alternative does have its merits as a safety and operational improvement, it does not fully meet the project's purpose and need and was eliminated from further consideration.

3.2.2. Alternate Route Alternative

The Alternate Route Alternative consists of improving an adjacent parallel roadway to U.S. BR 20 in lieu of improving Route 20. Improving a parallel roadway by increasing its capacity (add-lanes) could divert some of the projected 20-year traffic volumes from U.S. BR 20 and eliminate the need to provide additional through lane capacity on Route 20. The 20-year projected volumes for U.S. BR 20 ranges from 11,000 to 21,000 vehicles per day (ADT). The average daily traffic capacity of a two-lane highway is approximately 12,000 to 16,000 ADT. At greater than 16,000 ADT additional lanes are considered. At its higher volume range of 21,000 ADT, approximately 5,000 ADT would need to be diverted from U.S. BR 20 to the alternate route to reduce its 20-year capacity requirements from a 4-lane to a 2-lane facility.

Nearby parallel arterial routes include Auburn Street 0.75 miles to the north and Cunningham Road/Morgan Street 1.0 mile to the south (See Figure 1.2, Project Location Map). Both of these arterials have intersections with the project study limits of Meridian Road and Rockton Avenue, and a few other north-south streets so any diverted traffic would have a connection back to U.S. BR 20. Both Auburn Street and Cunningham Road/Morgan Street are Winnebago County jurisdiction routes except as noted below. Extension of a closer roadway such as School Street four blocks to the north was considered, but ruled out because it would not have the regional impact as it terminates at Springfield Avenue at its west limits.

Auburn Street is a 2-lane shouldered roadway from Meridian Road to Springfield Avenue. East of Springfield Avenue it becomes a 4-lane roadway with a 4-foot wide center concrete median, and curb and gutter. It has signalized intersections at Springfield Avenue, Johnston Avenue, Central Avenue, Kilburn Avenue, and Rockton Avenue. There are left turn lanes at the intersections with Central, Kilburn, and Rockton Avenues. The speed limit varies from 45 mph to 30 mph, west to east. The land use along Auburn Street is more rural and open at its west end, becoming more urban east of Springfield Avenue, and then more commercial east of Central Avenue.

Cunningham Road from Meridian Road east is a County route to Johnston Avenue. East of Johnston Avenue the arterial designation continues east along Morgan Street. The route continues as a County roadway along Morgan Street to Central Avenue, where it then becomes a City of Rockford street east of the intersection. Cunningham Road/Morgan Street is an arterial road with a 2-lane shouldered cross section from Meridian Road to Central Avenue. East of Central Avenue, it becomes a 2-lane curbed roadway to Main Street. There are signals at the Springfield Avenue, Winnebago Street, and Main Street intersections. The Winnebago Street and Main Street intersections have left turn lanes. There are 4-way stops on Cunningham Road/Morgan Street at Meridian Road, Pierpont Avenue, Central Avenue, and Corbin Street. The speed limit varies from 45 mph to 30 mph, west to east. The land use along Cunningham Road is rural in nature at its west end, becoming more urban east of Horace Avenue, then continuing east of Central Avenue the cross section narrows to an urban section and becomes residential in nature.

Segments of both Auburn Street and Cunningham Road/Morgan Street consist of one lane in each direction. There are 4-way stop controlled intersections along Cunningham Road/Morgan Street. Capacity improvements along one or both of these alternative routes would be required to attract U.S. BR 20 traffic. This would require additional through lanes, intersection improvements, and traffic signal installations to remove the stop sign controls. Moreover, utilization of these parallel roadways would create adverse travel (to and from U.S. BR 20) of approximately 1.5 to 2 miles in a segment length of only 4 miles. The increase in travel times and mileage would not support the actual use of this alternative by drivers.

This alternative would not address the safety and operational deficiencies along U.S. BR 20 intersections and crash segment locations because the U.S. BR 20 intersection improvements would not be constructed with this alternative, nor the widening required providing a consistent roadway cross section. It will not provide the system continuity and network linkage critical to the "Business Route" designation for Route 20. There will be adverse travel due to the indirect access and lack of compatibility with the neighborhoods that they route through. Because this alternative does not fully meet the project purpose and need, it was eliminated from further consideration.

3.2.3. One-Way Couple Alternative

The One-Way Couple Alternative consists of improving Mulberry Street and U.S. BR 20 as a one-way couple between Pierpont Avenue and Avon Street. Mulberry Street is one block north of U.S. BR 20. The land use along Mulberry Street is predominantly residential, with two schools and a few churches. The two schools are 1) a Head Start facility at Henrietta Avenue and 2) Lewis Lemon Grade School between Albert and Independence Avenues. There are 4-way stop controlled intersections at Johnston Avenue, Miriam Avenue, Albert Avenue, Central Avenue, Irving Avenue, and Avon Street. Mulberry Street is classified as a "Local Road", has a 30 mph posted speed limit, relatively low local traffic and truck volumes, and a 60-foot wide right-of-way. In contrast, U.S. BR 20 is an "Other Principal Arterial" and Class II truck route, with posted speed limits ranging between 30 and 40 mph, a 66-foot wide right-of-way, and higher volumes with 4.5 percent trucks. Land use along U.S. BR 20 is a mix of residential and commercial between Pierpont Avenue and Avon Street.

Mulberry Street begins at Pierpont Avenue and continues east until it crosses the North Fork of the Rock River and then becomes Jefferson Street – a one-way westbound road. Since Jefferson Street is already one-way westbound, this alternative would convert Mulberry Street to one-way westbound and U.S. BR 20 would be the eastbound road of the couple.

The one-way couple of U.S. BR 20 and Mulberry/Jefferson would begin just west of Pierpont Avenue (See Figure 2.1, Sheet 5 of 9) and end at Avon Street (See Figure 2.1, Sheet 8 and 9 of 9). Beyond these limits U.S. BR 20 would remain two-way. The west terminus of Mulberry Street would tie back into two-way U.S. BR 20 west of Elm Street. A new roadway would be extended west of Pierpont Avenue. It would align to avoid the vacant commercial building and the Fire Station No. 6 building. This new one-way extension of Mulberry Street would be constructed in the open area north and west of the fire station. The new roadway would have 2, one-way travel lanes with parking on both sides. At the east end of the couple (east of Avon Street), realignment of the roadway would be needed for westbound U.S. BR 20 to split from two-way Route 20 and join the one-way westbound Mulberry Street. Mulberry Street would need to be widened and reconstructed to provide 2, one-way travel lanes with parking lanes on both sides. U.S. BR 20 would likely need pavement rehabilitation, but would not need any significant widening to accommodate the 2, one-way travel lanes with parking on both sides.

Implementation of this alternative would require acquisition of property to construct the realignments at the termini of the one-way couple. The extension of Mulberry Street west of Pierpont Avenue requires land acquisitions to the north of the vacant commercial building and fire

station and from the open agricultural lands west of the fire station (See Figure 2.1, Sheets 5 of 9). At the east terminus, the realignment would impact the properties bound by Avon Street and the railroad tracks between Route 20 and Mulberry Street (See Figure 2.1, Sheets 8 and 9 of 9). Property acquisitions would also be required for the length of Mulberry Street to accommodate the new 2 lane one-way road configuration with parking on both sides, and a 5-foot parkway with 5-foot sidewalks on both sides. Assuming a symmetrical widening, approximately 10 buildings along the north side and 31 buildings along the south side of Mulberry Street would be impacted, for a total of approximately 41 building demolitions and relocations. Existing U.S. BR 20 would likely not require any widening or land acquisitions to convert it to a one-way eastbound roadway. It can accommodate the proposed 2 lane one-way road configuration within its existing right-of-way.

This alternative would address the project need for additional 20-year capacity by dividing the volumes between the two roadways. It would also address the predominant accident types at the U.S. BR 20 intersections and roadway HAL segments because opposing traffic movements would be eliminated from the intersections and along Route 20. Signal phasing would also be simpler because opposing movements and protected left turning phases would not need to be accommodated along Route 20. Operationally, the existing north-south roadway network provides enough options to minimize adverse travel. In most cases, it would require rerouting one to three blocks to travel between the one-way couple. However, new issues are raised along Mulberry Street.

When creating a one-way couple system, the roads selected for the pairing should be of similar characteristics (i.e. classification, function, truck route designation, surrounding land use, and context). However, in the case of U.S. BR 20 and Mulberry Street, the characteristics of the roadways are quite different.

The downside of this alternative is the impacts to the residential nature and context of Mulberry Street when it is converted into an arterial roadway pairing and when the existing roadway is widened. The proposed improvements require the one-way couple roadways would provide two, 12-foot travel lanes and two, 10-foot parking lanes with curb and gutter. To implement this cross section, the existing Mulberry Street would need to be widened 10 feet, approximately 5-feet to each side.

Based on a qualitative review using aerial photography, approximately 41 properties would be directly impacted by the widening along Mulberry Street from Pierpont Avenue to Avon Street. The remaining 72 properties along Mulberry Street would likely be affected for temporary construction easements for grading, and in some instances narrow strips of right-of-way to relocate the sidewalks. A total of 113 properties along Mulberry Street would be affected. Comparatively, the Preferred Build Alternative (see Section 3.3) impacts a total of 85 properties along U.S. BR 20 between Pierpont Avenue and Avon Street. Other potential impacts of this alternative to Mulberry Street which would alter the context of the local street include: narrowing or loss of the parkways/green space, loss of mature parkway trees, changes in bus routing, increases in vehicular and truck traffic, and noise and air quality. The jurisdiction of Mulberry Street would need to be transferred from the City of Rockford to the State for the length of the coupling, and the classification would be changed from a "Local Street" to an "Arterial Business Route".

The City and community have expressed that they would not want arterial traffic traveling through the neighborhood on a local street such as Mulberry Street. The City of Rockford does not support this alternative. The City supported by the community aldermen, passed a resolution to formalize their non-support of this alternative on June 18, 2007. A copy of Resolution 2007-67R can be found in Section 5, Project Coordination & Public Involvement Summary. The resolution cited the following reasons for the non-support determination:

1. Increased traffic levels in residential street will create safety issues for residents;

2. Property impacts resulting from required improvement to Mulberry Street for increase traffic volume and truck traffic as well as create a safety issue to the children attending Lewis Lemon Academy on Mulberry Street;
3. Potential detriment to area Weed and Seed efforts;

The City cited that during the development of the City's *West State Street Corridor Study*, consensus to improve U.S. BR 20 is the preference of all the community groups, and the City and State agencies who participated in the 2002 study.

Due to community and City opposition to route arterial traffic through Mulberry Street as a one-way couple alternative, residential relocations and impacts along Mulberry Street, and that this alternative would not address the project need for system linkage and continuity to provide a consistent four-lane cross section on U.S. BR 20, it was eliminated from further consideration.

3.3. Preferred Build Alternative

The Preferred Build Alternative would include the reconstruction of U.S. BR 20 to provide two, 12-foot travel lanes in each direction with a 22-foot wide center landscaped barrier median for the limits of the improvement. The improvement will generally follow the existing alignment, shifted north or south at various locations to minimize impacts to adjacent properties. The project includes construction of curb and gutter, a 10-foot parkway with a 5-foot sidewalk and 10-foot multi-use path, and landscaping (See Figure 3.1, City of Rockford Typical Standard Cross Section). The Preferred Build Alternative will also include improvements at the eight existing signalized intersections and install new signals at the Daisyfield Avenue and the Horace Avenue intersections. The traffic signals will be modernized and coordinated. The current roadway lighting will be upgraded. A continuous sidewalk will be constructed along the north side of U.S. BR 20 from Meridian Road to Central Avenue, then crosses over to the south side for the remainder of the project limits. A multi-use path will be constructed on the opposite side from the sidewalk. Bus stop turnouts will be provided at several locations, as listed in Table 3.1, Proposed Bus Stop and Turnout Locations. These improvements and locations have been coordinated with the Rockford Mass Transit District. See Section 5, Project Coordination & Public Involvement Summary for copies of the coordination letters. The Preferred Build Alternative is depicted in Figure 4.1.

Table 3.1
Proposed Bus Stop and Turnout Locations

North Side of U.S. BR 20		
Type	Location	Justification
Shelter/Turnout	West of Euclid Avenue	End of route/speed limit 45 mph
Stop	East of Vincent Avenue	
Stop	East of Atwood Avenue	
Shelter/No Turnout	East of Memorial Avenue	Save house/minimize impacts
Stop	Middle of Golf Course	
Shelter/Turnout*	West of Monroe Avenue	Near signalized intersection
Stop	West of N. Day Avenue	
Omit	East of Henrietta Avenue	
Shelter/Turnout*	East of Johnston Avenue	Near signalized intersection
Stop	West of Carson Street	
Shelter/No Turnout	West of Royal Avenue	Number of turnouts excessive
Omit	East of Albert Avenue	
Shelter/No Turnout	West of N. Independence Avenue	Number of turnouts excessive

*Near Signalized Intersection

Table 3.1
(continued)
Proposed Bus Stop and Turnout Locations

North Side of U.S. BR 20		
Type	Location	Justification
Omit	West of Central Avenue	
Shelter/Turnout*	East of Central Avenue	Near signalized intersection
Stop	West of Waldo Street	
Shelter/No Turnout	East of N. Hinkley Street	Number of turnouts excessive
Stop	East of Tay Street	
Shelter/Turnout*	West of Avon Street	Near signalized intersection
Shelter/Turnout*	Westbound Crossover	Near signalized intersection
South Side of U.S. BR 20		
Type	Location	Justification
Shelter/No Turnout	East of Atwood Avenue	Minimize impacts to property
Stop	East of Memorial Avenue	
Omit	Middle of Golf Course	
Stop	West of Daisyfield Avenue	
Stop*	East of Daisyfield Avenue	No turnout due to Frontage Road
Stop	East of Victory Street	
Shelter/Turnout*	East of Springfield Avenue	Near signalized intersection
Omit	West of Cameron Avenue	
Stop	West of Elm street	
Shelter/Turnout	East of Elm Street	Speed limit 40 mph/high # riders
Omit	West of Pierpont Avenue	
Shelter/Turnout*	Pierpont Avenue	Near signalized intersection
Shelter/Turnout*	East of Johnston Avenue	Adjust save house on Johnston Avenue
Omit	Foster Avenue	
Stop	Howard Avenue	Move closer to Royal Avenue w/ left turn
Omit	Webster Avenue	
Shelter/No Turnout	Stewart Avenue	Number of turnouts excessive
Stop	West of S. Independence Avenue	
Omit	West of Central Avenue	
Shelter/Turnout*	East of Central Avenue	Near signalized intersection
Stop	West of Waldo Street	
Shelter/No Turnout	S. Hinkley Street	Number of turnouts excessive
Stop	West of Oakwood Avenue	
Shelter/ Turnout*	West of Avon Street	Near signalized intersection
Stop	East of Avon Street	

*Near Signalized Intersection

Design Standards

The preferred alternative was designed using current IDOT and City standards for roadway facilities. The IDOT *Bureau of Design & Environment Manual, 2002 Edition* and the City of Rockford, Department of Public Works, *Engineering Design Criteria for Public Works Improvements, July 1, 1988* were used in creating the 20-year design for the project. A listing of the IDOT Design Criteria is listed in Table 3.2.

Table 3.2
 IDOT Design Criteria
 Suburban/Urban Two-Way Arterials (New Construction/Reconstruction)

Design Element		Manual Section	Two-Way DHV 2900-2050 (1)	Two-Way DHV 2050-1250 (1)	Two-Way DHV < 1250 (1)	
Design Controls	Highway Type	—	TWS-6	TWS-4	TWS-2	
	Design Forecast Year	31-4.02	20 Years	20 Years	20 Years	
	*Design Speed (2a)	48-2.01	30 mph – 45 mph	30 mph – 50 mph (2b)	30 mph – 40 mph	
	Access Control	35-1	Consider Managed Access	Consider Managed Access	Consider Managed Access	
	Level of Service	31-4.04	C	C	C	
	On-Street Parking (3)	48-2.05	Not Recommended	Not Recommended	Not Recommended	
Cross Section Elements	*Surface Width	Without Parking	34-2.01	2@ 38' e-f	2@ 26' e-f	30' f-f
		With Parking - 1 Side (4)		1 @38' e-f 1 @46' e-f	1 @ 26' e-f 1 @ 34' e-f	36' f-f
		With Parking - 2 Sides (4)		2 @ 46' e-f	2 @ 34' e-f	44' f-f
	Auxiliary Lanes	Lane Width	34-2.03	Single Left & Right: 12', Min. 11' m Dual Lefts: 24', Min.: 22'		
		Curb Type and Width		B-6.12 or B-6.24 CC&G (5)		
	Bicycle Lane Width (Shared) (6)		Chp. 17	Min.: 13'	Min.: 13'	Min.: 13'
	Cross Slope	*Travel Lanes	34-2.01	1/4"/ft for Two Lanes Adjacent to Median (7a)	1/4"/ft for Two Lanes Adjacent to Median	1/4"/ft for Lanes Adjacent to Crown (7b)
		Auxiliary Lanes		—	—	—
	Outside Curb Type & Width		34-2.04	B-6.24 CC&G	B-6.24 CC&G	B-6.24 CC&G
	Median Width	Flush/TWLTL	34-3	11', 12', 13' (8)		
		Traversable TWLTL		16'		N/A
		Raised-Curb		18', 22', 30'		N/A
		Depressed		—	44' - 50'	—
Sidewalk Width		48-2.04	5' with Buffer Strip Behind Curb	5' with Buffer Strip Behind Curb	5' with Buffer Strip Behind Curb	
Clear Zone		38-3	(9)	(9)	(9)	
Roadway Slopes	Side Slopes	Cut Section (Curbed)	34-4.04	—	—	
		Rock Cut	34-4.05	—	—	
		Fill Section (Curbed)	34-4.02	—	—	
	Median Slopes	Concrete Surface/Traversable	34-3	3/16"/ft	3/16"/ft	N/A
		Flush/TWLTL Surface		1/4"/ft	1/4"/ft	N/A
		Grass Surface		5/8"/ft (Towards C&G)	5/8"/ft (Towards C&G)	N/A

TWS = Two-Way Street, e-f = edge of median to face of curb, f-f = face of curb to face of curb

* Controlling design criteria (see Section 31-8).

Table 3.2
(continued)
IDOT Design Criteria
Suburban/Urban Two-Way Arterials (New Construction/Reconstruction)

Design Element		Manual Section	Two-Way DHV 2900-2050	Two-Way DHV 2050-1250	Two-Way DHV < 1250	
Bridges	Highway Type	—	TWS-6	TWS-4	TWS-2	
	New and Reconstructed Bridges	*Structural Capacity	N/A	HS-20	HS-20	HS-20
		*Clear Roadway Width (10)	39-6	76' plus Median Width	52' plus Median Width	30'
	Existing Bridges to Remain in Place	*Structural Capacity	N/A	HS-20	HS-20	HS-20
		*Clear Roadway Width (11)	39-6	70' plus Median Width	48' plus Median Width	28'
	*Vertical Clearance (Arterial Under) (12a)	New and Replaced Overpassing Bridges	39-4	14'-9" (12b)		
		Existing Overpassing Bridges		14'-0" (12c)		
		Overhead Signs/ Pedestrian Bridges	33-5	New: 17'-3" (12b) Existing: 16'-9"		
*Vertical Clearance (Arterial over Railroad)		39-4.06	23'-0"			

* Controlling design criteria (see Section 31-8).

- (1) **Traffic Volumes.** The design hourly volumes (DHV) are calculated using a PHF = 1.0; adjust these values using local peak-hour factors.
- (2) **Design Speed.**
 - a. Consider using a minimum 40 mph (60 km/h) design speed in relatively undeveloped areas where economics, environmental conditions, and signal spacing permit. The statutory speed limits in urbanized areas is 30 mph. Before the posted speed limit can be increased, complete an engineering study (Phase I report) and a speed study.
 - b. Only consider the 50 mph (80 km/h) design speed in open-suburban areas. Do not place curb and gutter adjacent to the edges of the traveled way.
- (3) **Minimum Street Width.** The minimum width of a two-way, two-lane street is set at 30 ft (9.2 m) f-f which allows two-way traffic to pass a stalled vehicle.
- (4) **Parking Lane Width.** The desirable width of the parking lane is 10 ft (3.0 m) and includes the 2 ft (600-mm) gutter width. The minimum width is 8 ft (2.4 m) e-f.

Table 3.2
(continued)
IDOT Design Criteria
Suburban/Urban Two-Way Arterials (New Construction/Reconstruction)

- (5) Gutter Width. Under restricted conditions, the gutter width adjacent to the edge of the turn lane may be narrowed or eliminated adjacent to a 12 ft (3.6 m) lane and narrowed adjacent to a 11 ft (3.3 m) lane.
- (6) Bicycle Lane Width. Width of a shared bicycle lane is dependent on the posted speed of the street. For a posted speed of 45 mph, use a 14 ft (4.2 m) width, and for posted speeds less than 45 mph, use a 13 ft (4.0 m) width.
- (7) Cross Slope.
 - a. For the third lane away from the median, increase the cross slope by 1/16"/ft (0.5%).
 - b. For reconstruction projects, an existing 3/16"/ft (1.5%) cross slope may remain-in-place.
- (8) TWLTL Median Width. Use a 13 ft (4.0 m) wide median width if there is a significant number of trucks making left turns.
- (9) Clear Zone. For curbed facilities, the minimum horizontal clearance to an obstruction is 1.5 ft (500 mm), measured from the face of curb.
- (10) New and Reconstructed Bridge Widths. Clear roadway bridge widths are measured from face to face of outside curbs or parapet walls. Urban bridge widths are defined as the sum of the approach traveled way widths, the width of the gutters, and the width of the median. A sidewalk or bikeway will result in additional bridge width. For proposed sidewalks on a bridge, add 5 ft (1.5 m) to each side of the bridge. Parking is prohibited on bridges.
- (11) Existing Bridge Widths to Remain in Place. Clear roadway bridge widths are measured from face to face of outside curbs or parapet walls. At least one sidewalk must be carried across the bridge. Add a minimum 5 ft (1.5 m) for the sidewalk width.
- (12) Vertical Clearance (Arterial Under).
 - a. The clearance must be available over the traveled way and flush or traversable median.
 - b. Table value includes allowance for future overlays.
 - c. A 14 ft 0 in (4.3 m) clearance may be allowed to remain in place with consideration for reconstruction to a clearance of 15 ft 0 in (4.5 m).

Table 3.2
(continued)
IDOT Design Criteria
Suburban/Urban Two-Way Arterials (Alignment Criteria)

Design Element	Manual Section	Design Speed			
		30 mph	40 mph	45 mph	50 mph
*Stopping Sight Distance (1)	31-3.01	200'	305'	360'	425'
Decision Sight Distance (2)	31-3.02	620'	825'	800'	890'
Intersection Sight Distance (3)	36-6	335'	445'	500'	555'
*Minimum Radii	$e_{max} = 6\%$ (open-roadway)	N/A	N/A	N/A	835'
	$e_{max} = 4\%$ (open-roadway)	N/A	N/A	N/A	930'
	$e_{max} = 4\%$ (low speed)	230'	490'	665'	N/A
*Superelevation Rate	48-5/32-3	$e_{max} = 4\%$ (4a)			$e_{max} = 6\%$ or 4% (4b)
*Horizontal Sight Distance	32-4	(5)			
*Vertical Curvature (K-values)	Crest	19	44	61	84
	Sag	37	64	79	96
*Maximum Grade	Level	8%	7%	6%	4%
	Rolling	9%	8%	7%	5%
Minimum Grade	33-2.02	Desirable: 0.5% Minimum: 0.3% (with Curb and Gutter)			

* Controlling design criteria (see Section 31-8).

Footnotes:

- (1) Stopping Sight Distance. Table values are for passenger cars on level grades.
- (2) Decision Sight Distance. Table values 30 mph and 40 mph are for the avoidance maneuver on an urban street (speed/path/direction change) and for 45 mph and 50 mph for a suburban street.
- (3) Intersection Sight Distance. Table values are for passenger cars. See Section 36-6 for trucks.
- (4) Superelevation Rate:
 - a. For reconstruction projects with a design speed ≤ 45 mph, a maximum superelevation rate of 6% may remain in place.
 - b. The superelevation rate of 6% only may be used in open suburban areas.
- (5) Horizontal Sight Distance. For a given design speed, the necessary middle ordinate will be determined by the radius of curve and the required sight distance.

Proposed Alignments

The proposed alignments closely follow the existing alignments. The vertical profile has some revisions to promote positive drainage, correct sight line deficiencies, minimize grading easements, and update the vertical curves to current standards. The horizontal alignment is on tangent for the majority of the project, but has some long reverse curves (radii of 5,000 to 10,000 feet). This is being provided at Pierpont Avenue (See Figure 4.1, Sheet 8 and 9 of 16) and at Horace Avenue (See Figure 4.1, Sheet 10 of 16).

Various locations for the widening were investigated, such as shift all to the north, all to the south, or centered. The Preferred Build Alternative is the result of these studies that attempted to minimize impacts while providing a consistent alignment that does not keep moving back and forth. Beginning at the west termini, the minor widening is generally to the south to Springfield Avenue. East of Springfield Avenue, the widening is generally centered. East of Pierpont Avenue, the alignment shifts north to avoid the Starlight Mission Baptist Church at the southwest corner of Klines Avenue. Similarly, the alignment shifts north near Independence Avenue to minimize impacts to the West State Square strip mall and Ellis Arts Academy School. Between Waldo Street and Tay Avenue, the alignment first shifts south to avoid the House of Refuge Church, and then north to avoid the Crusader Clinic.

At the east end, Jefferson Street will be realigned with U.S. BR 20 at Avon Street. Jefferson Street, which has the designation of U.S. BR 20 east of Rockton Avenue, will outlet its one-way westbound traffic directly onto U.S. BR 20 without the traffic having to make a series of left and right turns to access a roadway of similar designation (See Figure 4.1, Sheet 15 of 16).

Structures (Culverts and Bridges)

The two culverts near to the west end of the project will be removed and replaced to accommodate the roadway widening (See Figure 4.1, Sheet 2 and 3 of 16). At the east end, the State Street bridge over the North Fork of Kent Creek will have one deck beam replaced and a new reinforced concrete overlay will be provided. The settled sidewalk on the northeast approach will be replaced and the retaining wall on the southwest side will be removed and replaced with rip-rap stone and the slope graded (See Figure 4.1, Sheet 16 of 16). No in-stream work is anticipated for the bridge work. The *Bridge Condition Report* is available at the Illinois Department of Transportation District 2 Office in Dixon.

Proposed Cross Section

As described earlier, the proposed cross section provides for a curbed roadway with two, 12-foot travel lanes in each direction, a 22-foot wide center landscaped median, 10-foot parkways, and a 5-foot sidewalk along one side and a 10-foot multi-use path along the other side. Development and selection of the proposed cross section is consistent with City standards for similar facilities. It is also consistent with IDOT and AASHTO, and abides by the spirit of the Letter of Understanding (LOU) agreed to by both the City of Rockford and the State for the improvement of U.S. BR 20. The LOU detailed the expectations of each party for the project and the proposed improvements. (See Section 5, page 5-49 for a copy of the LOU document.) It encompassed design elements including the typical cross section to be used for the project.

The design utilized by IDOT for this project includes a 10-foot parkway. Although it is wider than IDOT's standard 5-foot minimum parkway width, a 10-foot parkway width conforms to the American Association of State Highway Officials (AASHTO) standards for parkway widths. As per AASHTO, "The border area between the roadway and the right-of-way line should be wide enough to serve several purposes, including provision of a buffer space between pedestrians and vehicular traffic, sidewalk space, snow storage, an area for placement of underground and aboveground utilities, and for maintainable aesthetic features such as grass or other landscaping. The border width may be a minimum of 5 feet but desirably should be 10 feet or wider." In addition, a 10-foot parkway more easily accommodates the bus turnouts, pads, and shelters which are part of this project.

Inclusion of the sidewalk, multi-use path and the wider 10-foot parkways is based on the City's standard design used on other similar projects within the city limits. Project examples include:

- 1.) U.S. BR 20 east of the project limits adjacent to the new jail facility utilizes an 8.5-foot parkway on the south side and 15-foot parkway on the north side. There are sidewalks on both sides of the roadway.
- 2.) Kishwaukee Street from Martin Road to just north of Brooke Road has a 20-foot wide parkway along the east side with a sidewalk.
- 3.) Charles Street from 20th Street to 31st Street has a 20-foot wide parkway along the south side with a sidewalk.
- 4.) Perryville Road from Argus Drive to Hart Road provides a curvilinear multi-use path with a parkway that varies between 10 feet and greater.

The design of the preferred cross section complies with the Americans with Disabilities Act, insures green space along the corridor, and is the safest alternative for vehicles and pedestrians.

Analysis of Parkway Width to Minimize Impacts

Using a 5-foot wide parkway was reviewed to determine if it would reduce the number of impacted parcels and eliminate the need for relocations. Eight-foot parkways were implemented adjacent to the Greater Calvary Baptist Church and the Starlight Mission Baptist Church avoiding the need for their relocations. (See Figure 4.1, Sheet 9 of 16.) In the section between Johnston Avenue and Howard Avenue, three houses on the south side of Route 20 could be avoided. However, two of the three houses are vacant and boarded up and the third is vacant. (See Figure 4.1, Sheet 11 and 12 of 16.) In most other instances, regardless of the parkway width, the roadway widening set the construction limits and impacts. Therefore, a 10-foot parkway is proposed for all other locations.

In those instances where the construction limits for the proposed sidewalk or multi-use path with a 5-foot parkway directly impacted the adjacent buildings (and thusly requires IDOT to purchase the entire property), the multi-use path alignment was made more curvilinear and a 10-foot parkway was implemented. This occurred in the section between Johnston Avenue and Independence Avenue. (See Figure 4.1, Sheet 11 and 12 of 16.) However, in the segments of the path where the proposed roadway improvements did not require IDOT to purchase the entire property, the City of Rockford could opt to purchase the required right-of-way to construct additional curvilinear path segments. This also occurred in the section between Johnston Avenue and Independence Avenue and the areas are shaded in blue in Figure 4.1. (See Figure 4.1, Sheet 11 and 12 of 16). The curvilinear multi-use path is called out as the "Ultimate Multi-Use Path Location" in Figure 4.1.

The proposed multi-use path will be constructed along the south side of U.S. BR 20 from Meridian Road to Central Avenue. To avoid the Crusader Clinic facility, it crosses U.S. BR 20 at the signalized intersection of Central Avenue (See Figure 4.1, Sheet 13 and 14 of 16). It will continue along the north side of U.S. BR 20 until it terminates at the future multi-use path that will run along the west side of the North Fork of Kent Creek.

The multi-use path will be consistent with and compatible with future planned bike facilities shown on the City and Winnebago County Maps (See Figure 2.4 and 2.5). Both maps show the multi-use path along U.S. BR 20.

Cross Street Connections

Various side streets access points will be removed to consolidate and direct traffic to intersections where standard left turn channelization can be provided. Locations of these closures are typically where the side street access is within the limits of left turn channelization (storage bays and tapers). At some locations where the existing neighborhood grid work of streets is not sufficient, connector roads are provided. Connector Road "B" (Proposed Garland Road) is located between Euclid Avenue and Memorial Avenue (See Figure 4.1, Sheet 4 and 5 of 16). Connector Road "B" will replace the existing frontage road located just south of U.S. BR 20. It is needed to provide full access to the properties from Vincent Avenue to Memorial Avenue. West Drive is another existing frontage road which will be improved between Daisyfield/Monroe Avenue and Springfield Avenue to accommodate the multi-use path and realignment of the Daisyfield Avenue intersection (See Figure 4.1, Sheet 6 and 7 of 16). Connector Road "A" and "C" are

both one block long between Day and Henrietta Avenues (See Figure 4.1, Sheet 10 of 16). They are needed because the access to U.S. BR 20 has been removed from Day and Henrietta Avenues. The locations of the removed access points are shown on Figure 4.1.

A meeting was held with the Winnebago County and Rockford Township on February 22, 2007. Subsequently, both the County and Township provided letters of support and some comments for the project. (See Section 5, Project Coordination & Public Involvement Summary for copies of the support letters.) Selection of the end treatments (i.e. circular or T-type cul-de-sacs) at the terminated side streets will be further coordinated with the County, Township or City, depending on the jurisdiction of the side street. The Township indicated a preference for hammer-head turn arounds for their roadways.

Preferred Alternative Determination

The proposed improvements of the Preferred Build Alternative address the project need for system linkage and continuity by providing a continuous 4-lane cross section for the length of the project study limits. It strengthens the existing local and regional transportation system linkage and network of arterials by providing a safe, efficient and continuous transportation facility. Improvement of U.S. BR 20 within the study limits will complement the existing transportation system linkage and network of arterials roadways.

Provision of additional through lane capacity to include four continuous travel lanes and channelization improvements at ten signalized intersections meets the project need to accommodate 20-year projected traffic volumes. These improvements will allow sufficient traffic flow along U.S. BR 20 through 2029.

The intersection improvements and roadway improvements (especially at the east end) will address the project safety needs. The Preferred Build Alternative will address the safety and operational deficiencies at the signalized intersections. The installation of left and right turn lanes are an effective countermeasure for the predominant accident types of turning, angled, and rear-end collisions at the intersections. In addition, safety deficiencies at the two closely spaced non-signalized intersections at Hinkley and Tay Streets will be addressed. A left turn lane will be provided for the T-intersection at Tay Street as a countermeasure to the recurring turning movement collisions. At the Hinkley Street intersection, the south access will be removed and access to and from the north leg will become right-in-right-out only due to the center landscaped median. These proposals will address the recurring angled collisions at Hinkley since the movements will no longer be allowed. The improvements will also address the HAL segment locations by providing additional travel lanes, removing on-street parking, and 12-foot wide lanes. These countermeasures will reduce the sideswipe-same direction, struck parked vehicle, and rear-end collisions.

The Preferred Build Alternative is consistent with the RATS Multi-Year TIP, the RATS Long Range Plan (LRP), and the City's 2002 *West State Street Corridor Study*. The project will provide a transportation facility that will provide improved system linkage and continuity, capacity, and safety and operations. It meets the project's purpose and need. All other alternatives presented above were not able to satisfy the project purpose and need fully or was not supported by the community and therefore, were eliminated from further consideration.

Table 3.3
Comparison of Alternatives

Alternative	Meets U.S. BR 20 Purpose and Need?			Right-of-Way Needs	Other Considerations	Determination
	System Linkage and Continuity	Capacity	Safety and Operations			
No-Action Alternative: Basic Maintenance, minor resurfacing and short-term improvements	No	No	No	None		Dismissed from further consideration because it does not meet the Purpose and Need.
BUILD ALTERNATIVES						
<u>Intersection Geometrics and Channelization Improvements:</u> Improve 8 existing signalized intersections, channelization, signal modernization & coordination, enlarge corner radii, and update intersection lighting	No	No	Yes At signalized intersections only	<ul style="list-style-type: none"> ▪ Corner cuts for radii improvements and signal installations. ▪ PR ROW* for channelization widening for left and right turn lanes. 	<ul style="list-style-type: none"> ▪ Does not address Safety and Operations along segment. 	Dismissed from further consideration because it does not meet the Purpose and Need.
Alternate Route: Improve parallel routes of Auburn Street to the north or Cunningham Road/Morgan Street to the south	No	No	No	<ul style="list-style-type: none"> ▪ PR ROW along the alternate routes would be needed to widen the 2-lane portions to 4 lanes. ▪ Detailed alignment and cross section studies were not conducted for the two alternate routes because this alternative did not meet the project purpose and need. 	<ul style="list-style-type: none"> ▪ Adverse travel of 1.5 to 2 miles. ▪ Alternate routes are currently available and are not being utilized. ▪ Does not provide a direct route to the CBD. 	Dismissed from further consideration because it does not meet the Purpose and Need.

*PR ROW – Proposed Right-of-Way

** Weed & Seed Program is a community-based strategy sponsored by the U.S. Department of Justice to provide a comprehensive multi-agency approach to law enforcement, crime prevention, and community revitalization. Additional information is included in Section 4.1.5, Local Relocation Assistance Programs.

Table 3.3
(continued)
Comparison of Alternatives

Alternative	Meets U.S. BR 20 Purpose and Need?			Right-of-Way Needs	Other Considerations	Determination
	System Linkage and Continuity	Capacity	Safety and Operations			
BUILD ALTERNATIVES (continued)						
<p><u>One-Way Couple:</u> Improve Mulberry Street to become a one-way couple with U.S. BR 20 from Pierpont Avenue to Avon Street</p>	No	Yes	Yes	<ul style="list-style-type: none"> ▪ PR ROW* along Mulberry to widen the existing roadway to 2 WB lanes with parking on both sides, parkways and sidewalks. ▪ Corner cuts for radii improvements. ▪ Temp. Easements for grading. ▪ Directly impacts 41 properties along Mulberry Street for the widening. ▪ Involves approx. 72 additional properties with Temp. Easements and minor PR ROW for sidewalk relocations. ▪ Involves a total of approx. 113 properties for land acquisitions. 	<p><u>Impacts to Mulberry Street</u></p> <ul style="list-style-type: none"> ▪ Significantly changes the local residential context of Mulberry Street. ▪ Loss/narrowing of parkways and green space. ▪ Loss of mature parkway trees. ▪ Changes to bus routes. ▪ Increases vehicular and truck traffic. ▪ Noise and air quality concerns as roadway is brought nearer to the residences and schools. ▪ Impacts Lewis Lemon School and Head Start Henrietta School Site. ▪ Changes Mulberry classification from a Local Street to an Arterial Business Route. ▪ Requires transfer of jurisdiction from the City to the State. 	<ul style="list-style-type: none"> ▪ PR ROW needs along U.S. BR 20 for the Preferred Build Alternative from Pierpont Avenue to Avon Street impacts 85 properties. ▪ Community and City does not support this alternative. ▪ Sponsored by Alderman Thompson-Kelly, Resolution 2007-67R passed on June 18, 2007 for Non-Support of the One-Way Couple alternative along Mulberry Street. ▪ Affects City Weed & Seed** efforts for neighborhood restoration and improvement of the physical environment of the neighborhood. <p>Due to the impacts to the context of Mulberry Street and the community and City opposition to this alternative, and not fully meeting the project purpose and need, it was eliminated from further consideration.</p>

*PR ROW – Proposed Right-of-Way

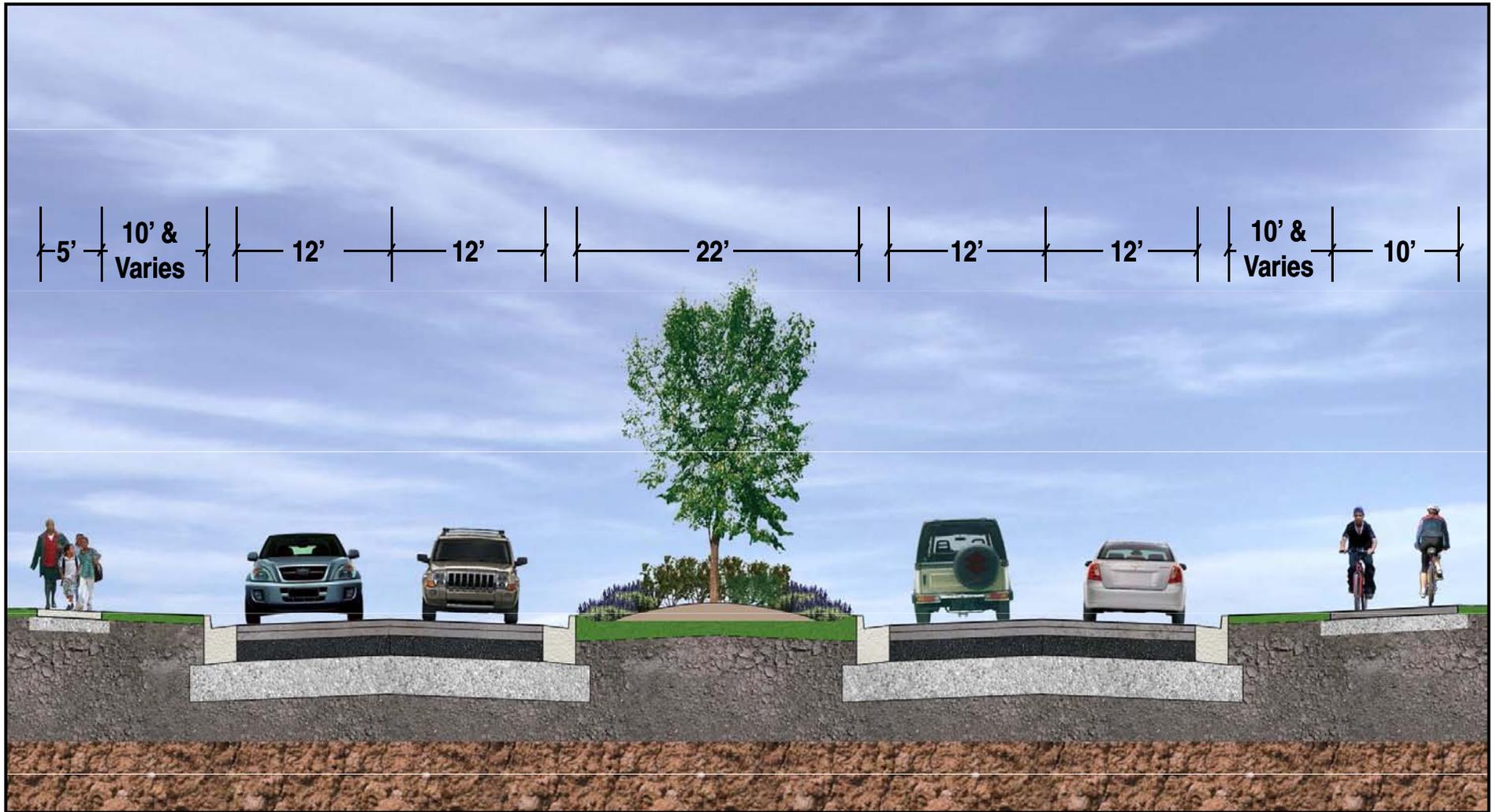
** Weed & Seed Program is a community-based strategy sponsored by the U.S. Department of Justice to provide a comprehensive multi-agency approach to law enforcement, crime prevention, and community revitalization. Additional information is included in Section 4.1.5, Local Relocation Assistance Programs.

Table 3.3
(continued)
Comparison of Alternatives

Alternative	Meets U.S. BR 20 Purpose and Need?			Right-of-Way Needs	Other Considerations	Determination
	System Linkage and Continuity	Capacity	Safety and Operations			
BUILD ALTERNATIVES (continued)						
<p>Preferred Build: Reconstructs U.S. BR 20, improve the signalized intersections, widen to 4 travel lanes, with curb and gutter, center landscaped median, parkways, sidewalks, and multi-use path</p>	Yes	Yes	Yes	<ul style="list-style-type: none"> ▪ PR ROW* along U.S. BR 20 will be required for the widening and construction of the improvements. ▪ Corner cuts for radii improvements and signal installations. ▪ Temp. Easements for grading. ▪ Involves approx. 96 properties (comprised of 482 parcels) for land acquisitions. 	<ul style="list-style-type: none"> ▪ Includes a City Relocation Plan to mitigate impacts to relocated church properties. ▪ Alternative is fully supported by the community and the City. ▪ Alternative is compatible and consistent with City, County, and Township comprehensive plans. ▪ Alignment shifts have avoided key local landmarks, i.e. Crusader Clinic, House of Refuge. ▪ Consistent with the City's 2002 study. ▪ Consistent with the City's Weed & Seed Program.** 	<ul style="list-style-type: none"> ▪ Consistent with the RATS Multi-Year TIP and the RATS Long Range Plan. ▪ Meets the project Purpose and Need. ▪ Provides system linkage and continuity by improving a key link in the area and region's arterial roadway network. ▪ Increases U.S. BR 20 capacity to meet 2029 projected volume needs. ▪ Addresses safety and operations by improving the intersections and roadway providing countermeasures to the predominant accident types.

*PR ROW – Proposed Right-of-Way

** Weed & Seed Program is a community-based strategy sponsored by the U.S. Department of Justice to provide a comprehensive multi-agency approach to law enforcement, crime prevention, and community revitalization. Additional information is included in Section 4.1.5, Local Relocation Assistance Programs.



Typical Standard Cross Section
City of Rockford

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US BUSINESS ROUTE 20

SCALE: NTS
 DATE: 3/2007

FIGURE 3.1

4. ENVIRONMENTAL CONSEQUENCES

This Section presents the results of the environmental analysis for the proposed action. The Environmental Resource Map (Figure 2.1) identifies all sensitive cultural, natural, socio-economic resources and environmentally sensitive sites in the study area. Resources potentially impacted by the proposed action or that require discussion pursuant to applicable laws and regulations are addressed in this Section. The affected resources and the mitigation proposed are discussed by environmental issue areas.

4.1. Social/Economic

4.1.1. Community Characteristics and Cohesion

The section of U.S. BR 20 from Meridian Road to Springfield Avenue is in unincorporated Rockford Township, and the section from Springfield to Rockton Avenues is in the City of Rockford. The project study area is generally referred to as the “West Side”. The eastern section of the project study area between Johnston Avenue and Kilburn Avenue is also known as Ellis Heights. The area east of Kilburn Avenue is known as the River District. No changes to these designations are anticipated.

There are no significant physical barriers that exist within the project study area. The North Fork of Kent Creek at the eastern end of the project presents a natural divider. However, bridges exist over the North Fork of Kent Creek along U.S. BR 20 as well as along the adjacent roadways to the north (Jefferson Street) and south (Elm Street) of U.S. BR 20. An Iowa, Chicago, & Eastern Railway single track rail line, with flashing signal warning devices, is also present immediately west of the creek. The number of crossings per day is approximately two trains. Neither the creek nor the railroad crossing poses any significant barriers to the project. Secondly, the roadway is an existing facility and the proposed action maintains the general existing alignment of U.S. BR 20. Therefore, the proposed improvements will not divide or isolate the community or surrounding neighborhood. Constructing sidewalks and the multi-use path will also serve to connect adjacent neighborhoods and facilitate community cohesion.

The transportation improvements will require four churches and a funeral home to be relocated (See Section 4.1.3). The churches and funeral home have expressed their desire to find replacement property in the same general area so they will not lose their present congregations and customer base (for the funeral home). The Illinois Department of Transportation and the City of Rockford are committed to working with the churches and the funeral home to find comparable replacement facilities in the area and have developed a relocation plan specifically for assisting the churches and funeral home. (See Appendix B, Environmental Justice Mitigation Plan.)

The *Environmental Justice Mitigation Plan* (EJM Plan) concluded that the churches and funeral home will not be able to successfully relocate into any existing properties within the area immediately around the U.S. BR 20 project, and if they are to remain in the area, they will have to resort to new construction. There is land currently available within the project area that could accommodate new construction. However, because of the difference between the sale value of their existing properties and the cost of new construction of a one story, masonry building of similar size, the EJM Plan will provide additional assistance beyond that of the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970* (URA), as amended, to make up the financial gap.

The EJM Plan includes considerations for providing financial assistance for new construction of replacement property in the form of Deferred Mortgages of \$150,000. Details and conditions of the 15-year Deferred Mortgages are included in Appendix B, Environmental Justice Mitigation Plan.

Since the churches and funeral home will be relocated within the project area, there is no anticipated affect to community cohesion resulting from the impacts to the churches and funeral home.

4.1.2. Title VI and Environmental Justice

The majority of the residential and commercial properties along U.S. BR 20 are owned and occupied by minority citizens, residents, and families. This project will have a disproportionate impact on minority and low income groups.

Measures to minimize displacements were studied. Alignment studies for the Preferred Alternative determined that a centered widening generally minimized impacts to adjacent properties. However, shifts in the alignment and narrower parkways were implemented to reduce the project “footprint” and avoid buildings where possible. As an example, within the eastern section of the project, use of narrower parkways has avoided the need to relocate the Greater Calvary Baptist Church and the Starlight Mission Baptist Church (See Figure 4.1, Sheet 9 of 26). The alignment shifts at certain locations have avoided or minimized impacts to the Crusader Clinic and the House of Refuge (See Figure 4.1, Sheet 14 of 16). The Crusader Clinic is a not-for-profit provider of medical and dental care to low income residents. The House of Refuge with 325 members is the largest of all the churches within the project study area. The membership is predominantly African American.

Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” reinforces the principles of Title VI and the Civil Rights Act and extended such protection to low income populations. An analysis of available data from Rockford suggests that low income persons (as defined by the Department of Health and Human Services poverty guidelines) are located within the project area. In addition, this project will comply with the requirements of the “Americans with Disabilities Act Accessibility Guidelines”, where applicable.

Demographic data has been discussed earlier in Section 2.1. This information indicates that the percentages of minorities within the City of Rockford are slightly higher than that of the State of Illinois and substantially higher than that of Winnebago County. The project area contains a large percentage of African Americans.¹ No ethnic or religious minority groups were identified through the use of block census data, during public involvement activities, or reviews of the project area.

The proposed improvement will displace a large number of buildings in a low income, minority populated area. Based on year 2000 Census tract data, the racial composition of the eastern section of the project including Project Area 3 (Tract 25) and Project Area 4 (Tract 26) is approximately 67 percent minorities, with 65 percent African American. The same two Project Areas have a poverty rate exceeding 39 percent and a low income rate exceeding 56 percent. The proposed improvement requires 48 residential relocations, in the eastern section (Project Areas 3 & 4). Adverse impacts to low income and minority populations will occur due to the proposed action. These adverse impacts include those defined in Executive Order 12898: impacts to community cohesion, disruption of the availability of public and private facilities and services, adverse employment effects, and the displacement of persons, businesses or nonprofit organizations.

Mitigation for some of the identified impacts included under Executive Order 12898 can be addressed by complying with the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970* (URA), as amended, and applying the *Environmental Justice Mitigation Plan*, specifically:

¹ Rockford Area Transportation Study (RATS) Environmental Justice and Title VI Considerations, September 2003.

- 1.) Community Cohesion – U.S. BR 20 is an existing roadway and access along and across it is being maintained. The roadway improvements will not be a barrier which will divide the existing community. Existing churches can be relocated locally per the URA and the *Environmental Justice Mitigation Plan*. (See Appendix B, Environmental Justice Mitigation Plan and Appendix C, MLS for Comparable Replacement Facilities.) Churches are community gathering places and can remain within the community area. The churches have expressed a desire to stay within the project area.
- 2.) Availability of public and private facilities and services should not be adversely affected. Again, compliance to the URA will allow existing services to relocate within the vicinity of the project area. The project will enhance access to public transit services by providing bus turnouts, additional bus stops and pads, bus shelters, and sidewalk facilities to the bus stops.
- 3.) Adverse employment effects can be minimized by allowing existing businesses to relocate within the project area vicinity. The project will improve the access to U.S. BR 20 and may encourage redevelopment along the corridor, thereby enhancing employment opportunities with potential new businesses along the corridor and corridor area.
- 4.) All displaced persons, businesses and organizations will be provided safe, clean, and comparable replacement facilities as provided through the URA.

Public Involvement

Public involvement was initiated with the formation of the West State Street Corridor Steering Committee in 2001 as part of a separate City Study. As mentioned in Section 1.1.1, Background, the City's Study provided a good foundation for which this project could build on and continue the public involvement. The steering committee held meetings through 2004. Meetings were scheduled as needed. Committee members included local aldermen, business owners, neighborhood group organizations, county and city department and board members, IDOT staff, residents, and church leaders. Since the formation of the steering committee, numerous other smaller/individual meetings have been held by IDOT and the City of Rockford with churches, property owners, and residents. These meetings are ongoing.

A Public Meeting was held for the U.S. BR 20 improvements project on July 29, 2004. The public meeting was well attended and covered by the local media and press. A summary and documents about the public meeting are included in Section 5, Project Coordination & Public Involvement Summary.

Project information exchanges have also been provided through the City Police Department Community Service Unit. The assigned community service officer (Officer Carla Redd) has served as a conduit for receiving and providing information for community interests, concerns and inquiries. The grass roots support for the project has been fostered through the community service officer and the efforts stemming from the steering committee established (by the City) to study the West State Street Corridor. Project support letters have been received from the aldermen in the study area and are included in Section 5.

IDOT has also sent letters to the affected churches along the project to discuss the impacts of the proposed project and to discuss the land acquisition process and relocation assistance program. Subsequent to the letters, meetings have been held by IDOT with the churches, funeral home, and City. From these meetings, the *Environmental Justice Mitigation Plan* (See Appendix B) was developed to mitigate the particular sensitivities of the affected churches and funeral home to stay within the corridor.

Similarly, the City of Rockford has initiated discussions with business owners and residents (owners and tenants). These activities are ongoing and will continue through completion of the land acquisition process. See Section 5, Project Coordination & Public Involvement Summary for various meeting minutes and letters.

Measures to Minimize and Mitigate

In cases where the impact could not be avoided or where full parcel acquisitions are required, the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970* (URA), as amended will be followed as well as the *Environmental Justice Mitigation Plan*.

Viable alternatives were considered (See Section 3, Alternatives) and evaluated on their ability to meet the project purpose and need. The alternative which avoids the impacts (No-Action Alternative) was found not practical because it did not meet the project purpose and need. All the Build Alternatives including the Preferred Build Alternative involved property acquisitions and relocations. The selection of the Preferred Build Alternative was based on its ability to meet the project purpose and need, and has the support of the community and City.

The City of Rockford has acquired properties within the project corridor as part of an on-going city-wide redevelopment plan. (This is similar to what the City has done east of the project limits in the 800 and 900 blocks of West State Street, adjacent to the new jail facility which has been constructed.) These acquisitions are “opportunity buys” by the City. Most properties which have been purchased are voluntary sales and foreclosures. In most cases, the building is vacant and has been abandoned by the owner. Buildings acquired by the City that are in disrepair or condemned are being demolished as the City is able to schedule the work.

For these City owned properties, general use to the public right-of-way may be transferred to the Department of Transportation if such right-of-way is required to construct the proposed roadway improvements. If the City so desires, the remainder can be made available for commercial or residential redevelopment, remain as open space, or made available to the previous property owner. Excess right-of-way can be made available by public auction or sealed bids. Consolidation of the smaller parcels and adjacent parcel remnants can be combined into larger lots for other redevelopment options. Table 4.1 lists the properties acquired by the City of Rockford as of November 14, 2006. None of these properties have been acquired under eminent domain.

Relocation of displaced businesses and residents (owners and tenants) will comply with the *Uniform Relocation Assistance and Real Property Acquisition Act*, as amended, and the *IDOT Land Acquisition Procedure Manual*. Based on the area site visit, discussions with the City of Rockford, and statistical housing data for the City of Rockford, there is ample safe, clean, and comparable replacement housing (owners and tenants) in the project vicinity. The commercial displacements involve small convenience stores and shops (i.e. hardware store, food marts). These commercial enterprises may choose not to reestablish along U.S. BR 20, but the loss of their services and employment sources to the community could be replaced with the economic redevelopment ventures of other new businesses. Improvement of the roadway coupled with the city-wide redevelopment plan may enhance employment opportunities with development of new businesses along the corridor and corridor area. Additional discussions of Relocations and Right-of-Way Acquisitions can be found in Section 4.1.5.

Table 4.1
City of Rockford Owned Properties Along U.S. BR 20

Address	Date Of Deed	Notes / Comments
Area 1		
2505 W. State St.	10/03	Voluntary sale. Lot.
2510 W. State St.	11/05	Voluntary sale. Vacant commercial building.
2607 W. State St.	10/03	Voluntary sale. Lot.
3320 W. State St.	10/02	Foreclosure by City. Lot.
3329 W. State St.	pre 1980	City of Rockford Fire Dept. training facility & fire station.
3330 W. State St.	3/05	Voluntary sale. Lot.
34xx W. State St.	3/05	Voluntary sale. Lot.
34xx W. State St.	6/05	Foreclosure. Lot.
3410 W. State St.	10/02	Foreclosure. Lot.
3412 W. State St.	6/05	Foreclosure. Lot.
Area 2		
118 Concord Ave.	3/05	Voluntary sale. Vacant lot.
122 Concord Ave.	12/04	Voluntary sale. Vacant lot.
124 Concord Ave.	12/04	Voluntary sale. Vacant lot.
126 Concord Ave.	12/04	Voluntary sale. Vacant lot.
110 S. Johnston Ave.	3/05	Voluntary sale. Lot.
Area 3		
117 S. Independence Ave.	11/93	Voluntary sale. Vacant house demolished – now vacant lot.
122 Irving Ave.	2/99	Foreclosure. Vacant house demolished – now vacant lot.
1225 W. State St.	2/06	Voluntary sale. Vacant house.
1237 W. State St.	7/92	Voluntary sale. Vacant house. City demolished – now lot.
1239 W. State St.	11/93	Deed in lieu of foreclosure. Vacant house. City demolished – now lot.
1308 W. State St.	9/01	Foreclosure by City. Vacant house. City demolished – now lot.
1304 W. State St.	11/06	Voluntary sale. Vacant house to be demolished.
1307 W. State St.	10/03	Voluntary sale. Lot.
1308 W. State St.	8/01	Foreclosure by City. Vacant house. City demolished – now lot.
1311 W. State St.	9/99	Voluntary sale. Lot.
1315 W. State St.	6/05	Voluntary sale. Lot
1326 W State St.	9/99	Voluntary sale. Lot
1412 W. State St.	9/99	Voluntary sale. Lot
1416 W. State St.	9/99	Voluntary sale. Lot
1420 W. State St.	2/06	Voluntary sale. Vacant house. Boarded up.
1424 W. State St.	4/05	Foreclosure by City. Vacant house.
1430 W. State St.	3/06	Voluntary sale. Vacant house.
1434 W. State St.	2/99	Voluntary sale. Vacant house. City demolished – now lot.
1455 W. State St.	9/00	Voluntary sale. Vacant commercial building. City demolished – now lot.
1503 W. State St.	5/93	Voluntary sale. Vacant house. City demolished – now lot.
1505 W. State St.	5/93	Voluntary sale. Lot.
1509 W. State St.	6/99	Voluntary sale. Vacant house. City demolished – now lot.
1708 W. State St.		
1712 W. State St.	4/05	Deed in lieu of foreclosure. Vacant commercial building.
1718 W. State St.	9/02	Foreclosure by City. Vacant commercial building
1720 W. State St.	7/02	Foreclosure by City. Vacant commercial building.
1804 W. State St.	2/99	Foreclosure by City. Vacant house. City demolished – now lot.
1810 W. State St.	7/90	Voluntary sale. Vacant house.
1916 W. State St.	3/05	Voluntary sale. Lot. Boarded up.
2104 W. State St.	11/00	Deed in lieu of foreclosure. Vacant commercial building. City demolished – now lot.
2108 W. State St.	8/00	Deed in lieu of foreclosure. Vacant house. City demolished – now lot.

Source: City of Rockford

Table 4.1

(continued)

City of Rockford Owned Properties Along U.S. BR 20

Address	Date Of Deed	Notes / Comments
Area 3		
21xx W. State St.	10/03	Voluntary sale. Lot.
2201 W. State St.	10/03	Voluntary sale. Vacant garage.
2202 W. State St.	3/06	Voluntary sale. Vacant house.
2205 W State St.	10/03	Voluntary sale. Lot.
22xx W. State St.	10/03	Voluntary sale. Lot.
23xx W. State St.	10/03	Voluntary sale. Lot.
2307 W. State St.	11/05	Voluntary sale. Vacant house. Boarded up.
2317 W. State St.	12/03	Voluntary sale. Lot.
23xx W. State St.	10/03	Voluntary sale. Parking lot.
Area 4		
1xx N. Avon St.	10/03	Voluntary sale. Vacant lot.
111 N. Avon St.	10/03	Voluntary sale. Vacant lot.
119 N. Avon St.	10/03	Voluntary sale. Vacant lot.
107 S. Avon St.	5/84	Foreclosure. Vacant house demolished – now vacant lot.
109 S. Avon St.	5/84	Foreclosure. Vacant house demolished – now vacant lot.
113 S. Avon St.	9/99	Voluntary sale. Vacant lot.
109 Forest Ave.	1/99	Voluntary sale. Vacant house demolished – now vacant lot.
113 Forest Ave.	9/99	Voluntary sale. Vacant house demolished – now vacant lot.
125 Forest Ave.	12/03	Voluntary sale. Vacant house demolished – now vacant lot.
111 Kilburn Ave.	11/05	Voluntary sale. Vacant commercial building.
125 Kilburn Ave.	11/05	Voluntary sale. Commercial parking lot.
114 Oakley Ave.	10/03	Voluntary sale. Lot.
1019 W. State St.	12/03	Voluntary sale. Vacant industrial building.
1045 W. State St.	10/06	Voluntary sale. Vacant commercial building.
1049 W. State St.	11/03	Donation to city. Gravel parking lot.
1050 W. State St.	10/03	Voluntary auction sale. Vacant house. Boarded up.
1053 W. State St.	11/03	Voluntary sale. Vacant commercial building.
1059 W. State St.	11/03	Voluntary sale. Vacant commercial building.
11xx W. State St.	1/98	Voluntary sale. Vacant house demolished – now lot.
1101 W. State St.	8/04	Voluntary sale. Commercial building. Continued to rent to occupant until he voluntarily moved.
1102 W. State St.	5/84	Foreclosure by City. Lot.
1106 W. State St.	5/84	Foreclosure by City. Lot.
1110 W. State St.	1/98	Voluntary sale. Lot.
1112 W. State St.	3/02	Voluntary sale. Vacant house demolished – now lot.
1116 W. State St.	7/05	Foreclosure by City. Vacant house. City demolished – now lot.
1119 W. State St.	11/05	Voluntary sale. Lot.

Source: City of Rockford

4.1.3. Public Facilities and Services

All public lands, institutions, schools, libraries, hospitals and emergency community services located in the project area were inventoried. Figure 2.1, Environmental Resource Map illustrates these facilities and services which are adjacent to the project study area.

Public and Community Buildings and Institutions

There are public buildings and community facilities located within the project vicinity. Four churches and a funeral home will require relocation as a result of the proposed improvements. The public buildings and community facilities within the project study area and the associated impacts are shown in Table 4.2, and the church properties are listed in Table 4.3.

Table 4.2
Impacted Public Facilities in the Project Study Area

Public /Community Facility	Address	Impact
Area 1		
Wildwood Cemetery & Funeral Home	7111 W. State St.	Frontage
Ingersoll Golf Course (Rockford Park District)*	101 Daisyfield Rd.	Frontage
Area 2		
West Suburban Fire Protection District	3816 W. State St.	Frontage
Rockford Fire Department Station No. 6	3329 W. State St.	Frontage
Carle E. Ponds Funeral Home	2429 W. State St.	Relocation
Area 3		
Ellis Arts Academy School (Rockford School District 205)	222 S. Central Ave.	Frontage
Area 4		
Crusader Clinic	1200 W. State St.	Frontage
Catholic Diocese of Rockford (REACH)	921 W. State St.	Frontage

*Section 4(f) Land

Impacts to public and community facilities all involve obtaining proposed right-of-way or temporary grading easements from their frontages. There is one relocation required, the Carl E. Ponds Funeral Home located in the northeast corner of the Johnston Avenue intersection. There is one Section 4(f) property at the Ingersoll Golf Course. The Section 4(f) impacts have been determined to qualify for *De Minimis* Impact Findings for Parks, Recreation Areas, and Wildlife and Waterfowl Refuges, see Section 4.12.1, Section 4(f) Lands. Impacts to public and community facilities along the project are equally distributed over the four project census tract areas.

Relocation of the Carl E. Ponds Funeral Home will comply with the URA and additional assistance as provided through the *Environmental Justice Mitigation Plan* (EJM Plan). The EJM Plan has identified the funeral home as being particularly sensitive in their need to stay within the corridor. The funeral home has been in their current location and run by the same family for 32 years, serving the minority community. Finding replacement property in the same general area will allow them to keep their minority customer base. The EJM Plan concluded that the funeral home will not be able to successfully relocate into any existing properties within the area immediately around the U.S. BR 20 project, and if they are to remain in the area, they will have to resort to new construction. There is land currently available within the project area that could accommodate new construction. However, because of the difference between the sale value of their existing property and the cost of new construction of a one story, masonry building of similar size, the EJM Plan will provide additional assistance beyond that of the URA to make up the financial gap.

The EJM Plan includes considerations for providing financial assistance for new construction of replacement property in the form of Deferred Mortgages of \$150,000. Details and conditions of the 15-year Deferred Mortgages are included in Appendix B, Environmental Justice Mitigation Plan. The City and IDOT have met with the funeral home and have begun the relocation process. Interviews and site inspections have been conducted to assist in determining the funeral home's future facility needs. Meeting minutes are included in Section 5.

Table 4.3
Impacted Church Facilities in the Project Study Area

Church Name	Address	Impact
Area 1		
Messiah Lutheran Church	4141 W. State St.	Frontage
Area 2		
Greater Calvary Baptist Church	3215 W. State St.	Frontage
Starlight Missionary Baptist Church	3110 W. State St.	Frontage
Deliverance Crusader Church	2827 W. State St.	Relocation
Browns Temple Church of God in Christ	2806 W. State St.	Frontage
Fountain of Life Church	2717 W. State St.	Relocation
Church of Christ	112 Henrietta Ave.	Frontage
Primera Iglesia De Dios (First Hispanic Church of God)	2411 W. State St.	Relocation
New St. John Church	2406 W. State St.	Relocation
Area 3		
Mt. Sinai Baptist Church	1901 W. State St.	Frontage
Pilgrim Baptist Church (open lot church property)	111. S. Independence Ave.	Frontage
House of Refuge Church	1401 W. State St.	Frontage

Of the 12 church properties within the project study area, 11 are churches and the 12th is an open lot owned by the church. The Pilgrim Baptist Church owns an open lot at the northwest corner of Independence Avenue and Elm Street (See Figure 4.1, Sheet 12 of 16). The church was never located on the lot. The lot was donated to the church. All church congregations are predominantly African American except for the Messiah Lutheran Church which is mostly Caucasian and the Primera Iglesia De Dios (First Hispanic Church of God) which is mostly Hispanic.

The 11 operating churches and the Pilgrim Baptist Church lot will be impacted by the project. Four of the 11 churches will be acquired and relocated. Temporary easements and/or frontage will be required from the seven remaining churches and from the open lot for a total of eight frontage impacts. Land acquisitions for the frontages will follow standard URA procedures.

Relocation of the four churches will comply with the URA and additional assistance as provided through the *Environmental Justice Mitigation Plan* (EJM Plan). The EJM Plan has identified the churches as being particularly sensitive in their needs to stay within the corridor. The four churches serve the local minority community. The Fountain of Life Church and the New St. John Church have been at their current locations for over 10 years. The Primera Iglesia De Dios Church has only been at their location for one year, but has undergone extensive remodeling to adapt the building for church use. The Deliverance Crusader Church provides outreach programs to help the hungry, substance abusers, and destitute recover and improve their lives. Finding replacement property in the same general area will allow them to keep their minority congregations and continue to serve the community. The EJM Plan concluded that the churches will not be able to successfully relocate into any existing properties within the area immediately around the U.S. BR 20 project, and if they are to remain in the area, they will have to resort to new construction. There is land currently available within the project area that could accommodate new construction. However, because of the difference between the sale value of their existing properties and the cost of new construction of one story, masonry buildings of similar size, the EJM Plan will provide additional assistance beyond that of the URA to make up the financial gap.

The EJM Plan includes considerations for providing financial assistance for new construction of replacement property in the form of Deferred Mortgages of \$150,000. Details and conditions of the 15-year Deferred Mortgages are included in Appendix B, Environmental Justice Mitigation Plan.

The City and IDOT have met with the four churches and have begun the relocation process. Interviews and site inspections have been conducted to help determine the future facility needs of each church. Meeting minutes are included in Section 5.

Relocation of the four churches may have a temporary impact to the community until they are relocated. However, the City and IDOT have committed to identifying replacement facilities to relocate the churches prior to the demolition of their existing facility. It is anticipated that the churches can find safe, clean, comparable replacement facilities for their congregations to relocate to.

These church properties are located along both the north and south sides of U.S. BR 20 and cannot be avoided. The widening of the roadway will either impact the buildings directly or come so close that minimum setback requirements cannot be provided.

Project Area 2 has eight of the churches within the project study area including the four to be relocated. Project Area 2 has a racial composition of predominantly African American (64.1 percent), a median income of \$43,188, and Poverty and Low Income Rates of 19.6 percent and 29.9 percent, respectively. The church relocations will be mitigated as described above and follow both the URA and the *Environmental Justice Mitigation Plan*.

Project Area 3 has three church properties within the project study area. All three will only involve temporary easement impacts. Project Area 4 has no impacted church properties within the project study area. Project Areas 3 and 4 are not unduly being impacted by the transportation project.

Emergency and Health Services

Police, fire and ambulance services are provided to properties within the city limits by the City of Rockford. In unincorporated areas, police services are provided by the Winnebago Sheriff Department, and fire and ambulance services are provided by the West Suburban Fire Protection Districts. No relocation of these facilities will occur as a result of the project. The project will improve response times for emergency vehicles utilizing the improved roadway once construction is complete. Emergency vehicle preemption, which is not currently in place, will be installed and will further improve response times. Median breaks will be provided at dedicated side streets so the proposed barrier median will not compromise emergency vehicle access.

Two fire stations are located along U.S. BR 20 within the project limits. City of Rockford Station No. 6 is located at 3329 West State Street at the northwest quadrant of the Pierpont Avenue intersection (See Figure 4.1, Sheet 8 of 16). The West Suburban Fire Protection District station is located at 3816 West State Street at the southwest quadrant of the Cameron Avenue intersection (See Figure 4.1, Sheet 7 of 16). The Rockford Police Department Public Safety Building is located three blocks east of Rockton Avenue at 420 West State Street.

Police, fire and ambulance response times may be temporarily affected during construction. Coordination with agencies providing emergency services will begin prior to construction and continue throughout the construction period.

Transit Facilities

The existing transit service will be enhanced with the installation of additional bus stops, bus shelters, and bus turnouts. Locations of all the proposed bus stops and turnouts are listed in Table 3.1 and shown on Figure 4.1. Existing bus shelters on the south side of U.S. BR 20 at Ingersoll Golf Course and at the Crusader Clinic will be retained and upgraded. Right turn lanes located west of Daisyfield Avenue, at Westmoreland Avenue, and at Memorial Avenue can be utilized for bus turnouts. An exclusive bus turnout is proposed in front of the Crusader Clinic between Tay Avenue and Avon Avenue.

Pedestrian Facilities

Existing sidewalk facilities along the project study area are detailed in Section 2.1.3. Generally sidewalk is not present in the rural, western section of the project, but becomes consistent as the housing density increases toward the east. The proposed improvements will include the construction of a 5-foot wide sidewalk on the north side of U.S. BR 20 from Meridian Road to Central Avenue. East of Central Avenue to just east of Avon Street the sidewalk will be located on the south side of U.S. BR 20. Improved pedestrian crosswalks and push-button facilities at the eight existing signalized intersections and two new intersection locations will also be included. Improved street lighting will also be provided for better visibility.

Bicycle/Multi-Use Facilities

Existing and proposed bicycle facilities within the project study area are noted in Section 2.1.3. There are currently no on-road or off-road bicycle facilities within the project area. The proposed improvements will include the construction of a 10-foot wide multi-use path on the south side of U.S. BR 20 from Meridian Road to Central Avenue, and along the north side from Central Avenue to the North Fork of Kent Creek along Jefferson Street.

4.1.4. Changes in Travel Patterns

The barrier median is proposed from Meridian Road to Avon Street and requires right-in and right-out traffic movement for commercial and residential access, which will create some local adverse travel of a minor nature. Motorists will not be able to make left turns at all locations that are currently available along U.S. BR 20. However, businesses, public facilities and residences will be accessible to passenger vehicles from all directions by legal U-turns at median openings or circulation through the local street system. Loss of direct access is not expected to be a major economic issue for businesses, commercial delivery trucks will have multiple options for alternative routes to arrive at their destination. Two commercial properties at the western section of the project had expressed their concerns over losing full access to U.S. BR 20. IDOT has committed to review these commercial access points with the business owners when the project moves to the design engineering phase of the project. See Section 5, Project Coordination & Public Involvement Summary for copies of the letters and correspondence.

Access directly to U.S. BR 20 from Garver Avenue, Lincoln Park Boulevard, Lexington Avenue, Carbaugh Avenue, Klines Avenue, Burbank Avenue, Willard Avenue, Day Avenue, Henrietta Avenue, Foster Avenue, Carson Avenue, Howard Avenue, Webster Avenue, Stewart Avenue, Oakley Avenue, Irving Avenue and Hinckley Street (south approach only) will be permanently restricted. Proposed connector roadways that parallel U.S. BR 20 will be constructed to collect local traffic and outlet to a signalized intersection (See Figure 4.1). Additional details of the connector roads are in Section 3.3, Preferred Build Alternative.

At the east end of the project the corridor is urban in character. An existing one-way pair exists on Jefferson Street to the north of U.S. BR 20, and Chestnut Street to the south of U.S. BR 20. Currently, Jefferson Street carries westbound traffic onto Mulberry Street, a local roadway. As part of the project, westbound traffic along Jefferson Avenue will be routed directly onto U.S. BR 20 at a signalized intersection at Avon Street by means of a proposed connector roadway. As a result, Mulberry Street will be realigned to form a "T" intersection with Ogden Avenue, and Ogden Avenue will form a "T" intersection with Jefferson Street as requested by the Rockford Fire Department. This reconfiguration aims to discourage through traffic along Mulberry Street and reinforces the arterial through routing of U.S. BR 20.

The eastbound traffic along Chestnut Street will not be affected. However, under a separate project under construction by the City of Rockford and Winnebago County, a one-way bypass roadway will be constructed at Kilburn Avenue to Rockton Avenue for eastbound traffic traveling from U.S. BR 20 to Chestnut Street. The City of Rockford project is not included in this Environmental Assessment and does not affect the logical termini of this Environmental Assessment. Under this separate project, which consists of constructing a new County jail, Elm Street will be closed between Kent Creek and Winnebago Street; Kilburn Avenue will be closed between U.S. BR 20 and Elm Street; Rockton Avenue will be closed between U.S. BR 20 and Chestnut Street; and Chestnut Street will be realigned between Horsman Street and Rockton Avenue. U.S. BR 20 will remain two-way within the project study limits.

The project will provide better and limited access control along U.S. BR 20. For those side streets where access is eliminated, connector roadways will be provided to connect to remaining cross streets and signalized intersections. Direct driveway access points to U.S. BR 20 which are removed will be relocated to an alternate location from a side street or from the rear of the property via an alley or new connector roadway. The project will control access and realign roadways to increase efficiency of traffic flow on this arterial roadway. No major changes in local or regional travel patterns are expected as a result of the project.

Construction Traffic & Detour

Impacts to travel patterns and maintaining traffic during construction is detailed in the *Traffic Management Analysis Report* (TMA) and is available at the Illinois Department of Transportation District 2 Office in Dixon. The report was conducted for three different existing roadway segments:

Segment 1 (Meridian Road to Pierpont Avenue) – 4-lanes divided with a bi-directional lane

Segment 2 (Pierpont Avenue to Day Avenue) – 4 lanes, undivided

Segment 3 (Day Avenue to Rockton Avenue) – 2 lanes with parking

The TMA recommended stage construction for Segments 1 and 2 with no road closure. Traffic will be allowed to travel along U.S. BR 20 during construction. Access will be provided for the duration of construction.

The TMA recommended a road closure and detour of U.S. BR 20 traffic to Preston Street for Segment 3. Preston Street is four blocks south of U.S. BR 20. The road closure and detour are recommended for Segment 3 because the existing roadway is narrow and will not allow staged construction. Preston Street was selected as the detour route because of its ability to handle the diverted traffic volumes, has the least adverse travel, it is a Class II truck route, its concrete pavement is in good condition, it is currently designated as an “HC” (Hazardous Cargo) route as is U.S. BR 20, and the land use along Preston Street is predominantly industrial with open areas to the south.

Parking

On-street parking will be eliminated in the proposed improvements to increase capacity of U.S. BR 20. On-street parking exists along U.S. BR 20 between Johnston and Tay Avenues in the eastbound and westbound directions.

The on-street parking is not striped or delineated except between Central Avenue and Waldo Avenue in the eastbound direction where there are twenty-seven striped spaces in front of the Ellis Arts Academy field. In the westbound direction between Central Avenue and Irving Avenue there are eleven striped spaces in front of existing businesses. All on-street parking, striped or not striped, is parallel to U.S. BR 20.

Private parking lots will be affected as a result of the proposed improvements. Parking losses for businesses are shown later in Table 4.6. Parking space replacement for the loss of business

parking for the strip mall at 1708-1720 W. State Street (between Independence and Central Avenues) will be mitigated with the construction of a new 25-space parking lot at the southwest corner of the Independence Avenue intersection (See Figure 4.1, Sheet 12 of 16). At other locations where the construction of replacement parking is not physically possible mitigation will be handled as part of the land acquisition negotiation.

4.1.5. Relocations (Business and Residential) and Right-of-Way Acquisition

Construction of the transportation project will necessitate the acquisition of full parcels of property and the relocations of the business or residential occupants (owners or tenants). The Preferred Build Alternative has strived to avoid and minimized impacts by the project and in cases where the impact cannot be avoided, mitigation measures have been applied (See Section 3.3, Preferred Build Alternative).

Using a 5-foot wide parkway was reviewed to determine if it would reduce the number of impacted parcels and eliminate the need for relocations. Eight-foot parkways were implemented adjacent to the Greater Calvary Baptist Church and the Starlight Mission Baptist Church avoiding the need for their relocations. (See Figure 4.1, Sheet 9 of 16.) In the section between Johnston Avenue and Howard Avenue, three houses on the south side of Route 20 could be avoided. However, two of the three houses are vacant and boarded up and the third is vacant. (See Figure 4.1, Sheet 11 and 12 of 16.) In most other instances, regardless of the parkway width, the roadway widening set the construction limits and impacts. Therefore, a 10-foot parkway is proposed for all other locations. In these instances where the construction limits for the proposed sidewalk or multi-use path with a 5-foot parkway directly impacted the adjacent buildings (and thusly requires IDOT to purchase the entire property), the multi-use path will be meandered to create a more aesthetically pleasing park like setting. The remainder of the property will remain in the ownership of the City of Rockford and utilized as "Open Space".

This occurred in the section between Johnston Avenue and Independence Avenue. (See Figure 4.1, Sheet 11 and 12 of 16.) However, in the segments of the path where the proposed roadway improvements did not require IDOT to purchase the entire property, the City of Rockford could opt to purchase the required right-of-way to construct additional curvilinear path segments. This occurred near Lexington Avenue and in the section between Johnston Avenue and Independence Avenue, and the areas are shaded in blue in Figure 4.1. (See Figure 4.1, Sheet 8, 11, and 12 of 16). The curvilinear multi-use path is called out as the "Ultimate Multi-Use Path Location" in Figure 4.1.

In some cases even though the construction limits did not directly impact the adjacent building, the remainder of the property would not be a viable property if it were left and also required IDOT to acquire the entire property. In these instances, the multi-use path was also made more curvilinear.

In locations of full property takes where the Proposes Land Use (see Figure 2.7) is shown as something other than "Open Space" (i.e. Business or Single Family Residence), a "Proposed Transportation ROW" line has been established to designate that these properties adjacent to U.S. BR 20 will not be developed as shown on Figure 2.7. The "Proposed Transportation ROW" has been set at 5 feet behind the back of the sidewalk or multi-use path. (See Figure 4.1, Sheets 13 through 16 of 16).

Business and residential relocations will comply with all requirements of the *Uniform Relocation Assistance and Real Property Acquisition Act (URA)*, as amended, and the *IDOT Land Acquisition Procedure Manual*.

Business Relocations

A total of 10 active commercial properties will require relocation as a result of the proposed transportation improvements. Buildings that are vacant or appear abandoned have been noted. The businesses to be relocated are shown in Table 4.4. The majority of these businesses are minority owned.

Table 4.4
Relocated Businesses in the Project Study Area

Name of Business	Address	No. of Employees
Area 1		
Reverb's Restaurant & Lodge	4303 W. State St.	8
Area 2		
Touch Custom Body & Recolor (Vacant)	112 Carbaugh Ave.	0
Pit Stop Used Furniture and Tires (Vacant)	3011 W. State St.	0
West Side Grocery	3001 W. State St.	2*
West State Food Mall	2907 W. State St.	4
Lee's Automotive	2802 W. State St.	2
Waldsmith Illustrators	2710 W. State St.	1
Tools-N-More (Hardware Store)	2705 W. State St.	3
Auto Body (Vacant)	2504 W. State St.	0
Vacant	2423 W. State St.	0
Sturgis Barber Shop	2417 W. State St.	X
Area 3		
Vacant	2201 W. State St.	0
Ubiquity Tickets	1701 W. State St.	4
Rent-A-Center (Closed)	1625 W. State St.	0
K's Cleaners / Beasley Restaurant (Common Building)	1601 W. State St.	1/X
Area 4		
Let's Talk it Out, Inc. (Youth Outreach) (Closed)	1045 W. State St.	0
Curry's Custom Car Care	926 W. State St.	1
Rockford Properties, Inc. (Rental Agencies) (Closed)	906 W. State St.	0

X – attempts to contact the business to obtain information have been unsuccessful

*Family owned business, does not employ non-family members.

Of the 18 business or commercial properties listed in Table 4.4, eight are vacant or closed. Of the 10 open businesses, one is in Project Area 1, six are in Project Area 2, two in Project Area 3, and one in Project Area 4. The majority of the viable properties are located in Project Area 2. Project Areas 3 and 4 are not disproportionately being impacted. The City of Rockford has contacted some business owners to discuss the project impacts, proposed right-of-way needs, and presented the land acquisition process and procedures. The coordination will continue as the land acquisitions process proceeds. There have been no letters of support or opposition received from the impacted property owners. Information provided by the City of Rockford indicates that there are comparable replacement facilities nearby or along the corridor. (See Appendix C, MLS for Comparable Replacement Facilities.) Because of this, it is anticipated that most business owners who wish to relocate can find safe, clean and comparable replacement facilities. In such cases, the local employment provided by the businesses will remain. For those businesses not desiring to relocate, improvement of the roadway and corridor access may enhance employment opportunities with development of new businesses along the corridor and corridor area. Section 5, Project Coordination & Public Involvement Summary contains available correspondence.

Residential Relocations

Right-of-Way or temporary easements will be required from 96 residential properties within the project study area to construct the transportation improvements. A great number of these residences are rental properties.² Based on the 2000 Housing Characteristics of the project study area (Table 2.7), renter occupied properties range between 19 and 73 percent (Area 1 to Area 4). Conversely, owner occupied properties range between 81 and 27 percent (Area 1 to Area 4). Many of the owners of the rental properties are in favor of the project (See Section 5.2, Public Involvement). A majority of the residential properties are minority owned and are occupied by minority families. It is consistent with the racial composition of the study area listed in Table 2.1. The homeowner and rental vacancy rates are similar in that they range between 2.7 percent to 9.7 percent (Area 1 to Area 4). The City of Rockford has been acquiring residences that have been abandoned, condemned, or have been voluntary sales (See Table 4.1). Most of the properties the City has purchased are in Areas 3 and 4, which is consistent with the higher vacancy percentages being in the eastern areas of the project study limits. Table 4.5 lists the residential properties which are being impacted by the project. These properties are mostly single family residences. There are several duplexes and some single family residences which have been converted into multi-unit dwellings.

Table 4.5
Impacted Residences in the Project Study Area

North Side of U.S. BR 20		South Side of U.S. BR 20	
Address	Impact	Address	Impact
Area 2		Area 1	
3105 W. State St.	Relocate	111 Vincent Ave.	Relocate
3005 W. State St.	Relocate	103 Atwood Ave.	Relocate
2915 W. State St.	Relocate	107 Atwood Ave.	Relocate
2913 W. State St.	Relocate	104 Atwood Ave.	Relocate
2817 W. State St.	Relocate	106 Atwood Ave.	Relocate
2801 W. State St.	Relocate	2xx Garver Ave.	Relocate
2713 W. State St.	Relocate	106 Garver Ave.	Relocate
2709 W. State St.	Relocate	117 Memorial Ave.	Relocate
2705 W. State St.	Relocate	102 Daisyfield Rd.	Relocate
115 Day Ave.	Relocate	Area 2	
2601 W. State St.	Relocate	3612 W. State St.	Relocate
118 Henrietta Ave.	Relocate	3306 W. State St.	Relocate
2523 W. State St.	Relocate	3304 W. State St.	Relocate
2507/2509 W. State St.	Relocate	105 Horace Ave.	Relocate
Area 3		2710 W. State St.	Relocate
2307 W. State St.	Relocate	2706 W. State St.	Frontage
2303 W. State St.	Relocate	2702/2704 W. State St.	Frontage
2301 W. State St.	Relocate	2616/2618 W. State St.	Relocate
2223 W. State St.	Relocate	2612 W. State St.	Relocate
2219 W. State St.	Relocate	2608 W. State St.	Relocate
2211 W. State St.	Relocate	2604 W. State St.	Relocate
2117 W. State St.	Relocate	2412 W. State St.	Relocate
2111 W. State St.	Relocate	2406 W. State St.	Relocate
2105 W. State St.	Frontage	2402 W. State St.	Frontage
2007 W. State St.	Frontage	Area 3	
2003 W. State St.	Frontage	2310 W. State St.	Relocate
1923 W. State St.	Frontage	2304 W. State St.	Relocate

² Business U.S. 20-West State Street Corridor Study, City of Rockford, September 2002.

Table 4.5

(continued)

Impacted Residences in the Project Study Area

North Side of U.S. BR 20		South Side of U.S. BR 20	
Address	Impact	Address	Impact
Area 3		Area 3	
1921 W. State St.	Frontage	2228 W. State St.	Relocate
1821 W. State St.	Relocate	2224 W. State St.	Relocate
1811 W. State St.	Relocate	2218/2220 W. State St.	Relocate
1807 W. State St.	Relocate	2212/2214 W. State St.	Relocate
1801 W. State St.	Relocate	2202 W. State St.	Relocate
Area 4		2118 W. State St.	Relocate
1323 W. State St.	Frontage	2116 W. State St.	Relocate
1319 W. State St.	Frontage	2104 W. State St.	Relocate
1303/1305 W. State St.	Relocate	2026 W. State St.	Relocate
1233 W. State St.	Relocate	2018 W. State St.	Relocate
106/108 Oakwood	Relocate	2008/2010 W. State St.	Relocate
1215 W. State St.	Relocate	2004 W. State St.	Relocate
1211/1213 W. State St.	Relocate	1920 W. State St.	Relocate
1133/1137 W. State St.	Relocate	1918 W. State St.	Relocate
112/114 Lakin Terrace	Relocate	1916 W. State St.	Relocate
1125 W. State St.	Relocate	1914 W. State St.	Relocate
		1820 W. State St.	Frontage
		1816 W. State St.	Frontage
		1810 W. State St.	Relocate
		119 Central Ave.	Relocate
		1430 W. State St.	Relocate
		1420 W. State St.	Relocate
		1406 W. State St.	Relocate
		1402 W. State St.	Relocate
		Area 4	
		1336 W. State St.	Relocate
		1332 W. State St.	Relocate
		1322 W. State St.	Relocate
		1316 W. State St.	Relocate
		1312 W. State St.	Frontage
		1304 W. State St.	Frontage

Of the 96 properties, 41 are along the north side and 55 are along the south side of U.S. BR 20. There are 82 full parcel takes which will require relocations, and 14 properties which involve frontage impacts. Of the 14 frontage impacts, seven are along the north side and seven are along the south side.

The breakdown by Project Areas is as follows:

Project Area	Relocations	Frontage	Total
1	9	0	9
2	25	3	28
3	36	7	43
4	12	4	16
Total:	82	14	96

Affected businesses and residences are shown in Figure 4.1, Environmental Impacts.

The Department is committed to provide housing of last resort, if necessary. Housing resources are available to all relocatees without discrimination. Many of the above residential relocations are rental properties. Based on statistical housing data, the City of Rockford has a higher vacancy rate than that of the County or State which should provide ample opportunity for relocated persons to obtain comparable replacement housing. In addition to the standard relocation assistance provided through the *Uniform Relocation Assistance Act*, there are a few local programs which can be available to the affected residents. These are described in the following sections. These programs can be asked to actively be involved in the search to help and relocate impacted residents to other housing in the area.

Right-of-Way Acquisition

This project involves the acquisition of private property under the threat of eminent domain and the project is for public use. There are 96 properties which will be involved. The 96 properties are comprised of 482 parcels of land as some properties are made up of more than one parcel. Right-of-way acquisition is required for this project and will involve 171 parcels of proposed right-of-way, 159 parcels of temporary easements, and 152 parcels which involve both proposed right-of-way and temporary easements, for a total of 482 parcels of land. The total acreage sum of land acquisitions (proposed right-of-way and temporary easements) is 49.91 acres. This includes full takes if a building is directly impacted.

The total area of proposed right-of-way is 35.14 acres and the total area of temporary easement is 14.77 acres. Temporary construction easements are required for grading, driveway reconstruction, site restoration, and landscaping.

All relocations and property acquisition will be conducted under the provisions of the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970*, as amended, and the *IDOT Land Acquisition Procedures Manual*.

Local Relocation Assistance Programs

Within the City of Rockford there are three relocation assistance programs available. They are the HOPE VI Program, the Weed & Seed Program, and the West Side Alive Program. The programs are available to all City of Rockford residents.

HOPE VI Program³

The HOPE VI Program is a federally funded program created in 1992 and administered through the U.S. Department of Housing and Urban Development. It provides grants to public housing authorities to demolish or renovate dilapidated buildings and replace them with mixed-income housing for poor and working poor. Locally the Winnebago County Housing Authority received a grant for \$76,000. The HOPE VI Program will replace 75 public housing units with 104 homes and apartments at different sites. The HOPE VI focus area in the City of Rockford is bounded by West State Street (U.S. BR 20) on the north, Liberty Street on the south, Springfield Avenue on the west and Pierpont Avenue on the east. Within the project study area, addresses along the south side of West State Street are eligible for assistance through the HOPE VI Program. Residents can apply to the Winnebago County Housing Authority for assistance.

Weed & Seed Program⁴

The Weed & Seed Program is a community-based strategy sponsored by the U.S. Department of Justice to provide a comprehensive multi-agency approach to law enforcement, crime prevention, and community revitalization. It is overseen by the Community Capacity Development Office. The program has two components, law enforcement “weeding out” and neighborhood restoration

³ City of Rockford website.

⁴ Winnebago County website and U.S. Department of Justice website.

“seeding” for much needed human services. The “seed” component of the program includes providing neighborhood restoration strategies focused on economic development, employment opportunities for residents, and improvements to the housing stock and physical environment of the neighborhood. The Weed & Seed Program has established a temporary on-site facility at 1810 West State Street (See Figure 4.1, Sheet 12 of 16). Locally, the Weed & Seed Program is focused on the Ellis Heights neighborhood. The focus area is bound by School Street on the north, West State Street on the south, Johnston Avenue on the west and Kilburn Avenue on the east. Within the project study area, addresses along the north side of West State Street are eligible for assistance through the Weed & Seed Program. Residents can apply to the Ellis Heights Weed & Seed Program through the Winnebago County Housing Authority.

West Side Alive Program

The West Side Alive Program makes financing available for applicants to purchase newly constructed homes built on city-owned lots. The program has eligibility requirements and an application process. Homes are made available for purchase as they are constructed. The latest home available was located on 1810 Chestnut Street and featured three bedrooms, two baths with a two car garage for a total square footage of 1,520 square feet. Eligible residents can apply to the City of Rockford, Community Development Department directly.

4.1.6. Economic Impacts

The businesses within the project area range from small convenience stores in the central and eastern sections to a large commercial big box type store like the Farm & Fleet and Didier Greenhouses in the western sections. The City’s Proposed Land Use Plan (See Figure 2.7) calls for smaller pockets of commercial uses to be strategically located along U.S. BR 20 as part of their urban redevelopment plan. These “pockets” include the area near Springfield Avenue as well as the section of U.S. BR 20 between Independence Avenue and Waldo Street. The main commercial land use area will be in the western section of U.S. BR 20 west of Memorial Avenue.

A total of 10 operating businesses are being displaced as a result of the proposed transportation improvements, approximately 26 employees will be affected (See Table 4.4). As the corridor redevelops, a net increase in employment opportunities should result. As previously mentioned, there are comparable replacement facilities nearby or along the corridor. (See Appendix C, MLS for Comparable Replacement Facilities.) Because of this, it is anticipated that most business owners who wish to relocate can find safe, clean and comparable replacement facilities. In such cases, the local employment provided by the businesses will remain. For those businesses not desiring to relocate, improvement of the roadway and access to the corridor may enhance employment opportunities with development of new businesses along the corridor and corridor area.

In addition to the businesses that require relocation, there are other businesses that will incur impacts other than relocation. Parking space loss for business parking will be mitigated. A new 25 space parking lot will be constructed on the south side of U.S. BR 20 west of Independence Avenue for the strip mall located between Independence and Central Avenues. At locations where the construction of replacement parking is not physically possible, mitigation will be handled as part of the land acquisition negotiation. The loss of parking for these businesses is not anticipated to result in their closures. In addition to the remaining parking spaces on the properties, there is ample on-street parking available along the side streets. These impacts from parking loss and loss of frontage/parkway are shown in Table 4.6. Commercial buildings that are not occupied have been considered.

Table 4.6
Impacted Businesses in the Project Area

Name of Business	Address	Impact Involvement
Area 1		
Advantage Funeral Services	6924 W. State St.	Parking (14 spaces)
Gas Station	4900 W. State St.	Frontage
Agro Feed & Seed Company	4824 W. State St.	Frontage
Unknown*	4217 W. State St.	Frontage
Lucky Dog Bar & Grill	4213 W. State St.	Parking (2 spaces)
Unknown*	4209 W. State St.	Frontage
Mosy West State Grocery	4203 W. State St.	Parking (5 spaces)
A&L Drilling, Inc	4124 W. State St.	Frontage
Area 2		
Absolute Quality Heat Treating & Latham Tool	3700 W. State St.	Frontage
Merfeld's Auto Repair	3620 W. State St.	Parking (11 spaces)
Browns Master Touch	3303 W. State St.	Frontage
Howies Skid Row, Inc	3226 W. State St.	Frontage
Inn Food & Liquor	3109 W. State St.	Parking (4 spaces)
Unknown*	3012 W. State St.	Frontage
Unknown*	3002 W. State St.	Frontage
Unknown*	2914 W. State St.	Frontage
Beef-A-Roo	2904 W. State St.	Parking (5 spaces)
Salon Ra Shareen	2622 W. State St.	Frontage
Area 3		
Louie's Auto Repair	1719 W. State St.	Parking (10 spaces)
Sports Dome	1515 W. State St.	Frontage
Currency Exchange	1455 W. State St.	Frontage
Area 4		
El Dorado Car Wash	1062 W. State St.	Parking (8 spaces)
Midwest Auto Sales	825 W. State St.	Parking (11 spaces)

*spaces remaining do not include back lot of property.

The City of Rockford has had preliminary conversations with local business owners and they have expressed a desire to relocate locally and if possible along U.S. BR 20. The City has committed to work with the business owners to accommodate them. This coordination is ongoing until the land acquisition process is completed.

Of the 23 impacted businesses listed in Table 4.6, Project Area 1 has 8 businesses and Project Area 2 has 10 businesses. Together they account for a majority of the impacts. Project Areas 3 and 4 are not unduly impacted compared to Project Areas 1 and 2. The Project Area 4 properties are both vacant. Additionally, the replacement parking lot just west of Independence Avenue is within Project Area 3.

Tax Revenues

The right-of-way acquisition would appear to alter the overall tax base due to the relocation of many businesses and residences and the conversion of potentially 35.14 acres to roadway use and public ownership. However, the City's framework redevelopment plan and encouragement of business expansion and investment along the corridor is intended to increase the tax revenue in the long term and overcome the aforementioned losses.

4.1.7. Land Use

Proposed Land Use Plans for the City of Rockford will not be affected by the transportation project. The project is consistent with the City's plans (See Figure 2.7, Proposed Land Use Map). The land

use includes commercial, residential, civic/institutional and open/green space. Construction of the project will convert previously vegetated areas to paved roadway use. Table 4.7 details the land use and vegetation conversions.

Table 4.7
Land Use and Vegetation Impacts

Type of Land Use	Converted to Paved (Acres)	Converted to Vegetated ROW	Total Acres Converted
Residential	2.84	14.36	17.20
Business/Industrial	2.80	5.26	8.06
Institutional	0.22	1.48	1.70
Cultivated	0.27	1.77	2.04
Totals	6.13	22.87	29.00

4.1.8. Growth and Economic Development

Growth and economic development is expected to improve with the project. Growth and economic activity is one of the components of the City's 2002 Study. The U.S. BR 20 transportation improvement is also a component of the City Study and is expected to be the catalyst for the desire for economic improvements and revitalization of the corridor. In accordance with the City Study, new businesses and light industrial will be encouraged to return to the community, and social service organizations and existing businesses will be capable of expanding. Tax Increment Financing (TIF) Districts are proposed from Springfield Avenue to Pierpont Avenue to attract commercial developments. An enterprise zone is located on the south side of U.S. BR 20 from Pierpont Avenue to Avon Avenue. The enterprise zone is an area identified in the City Study which the community would like to see developed as a mix of new residential and local service oriented businesses such as cleaners and restaurants. Development in this zone would be eligible for block grants which the City has received for redevelopment. Growth and economic development is essential for the future of this corridor. The U.S. BR 20 roadway improvements will encourage this development through improved access, additional capacity, business route connectivity, beautification and elevation of the corridor's image.

4.2. Agricultural

All property adjacent to U.S. BR 20 is either within the corporate limits of the City of Rockford or is located within 1.5 miles of the corporate limit and therefore does not require coordination with the Illinois Department of Agriculture or the USDA/NRCS. Farmland is present at isolated locations both north and south of U.S. BR 20 at the following locations:

Limits	Location Along U.S. BR 20	Length (feet)	R.O.W. (Acre)	Temporary Easements (Acre)
Meridian Rd. to LaClede Ave.	South Side	2,100	1.03	1.12
Springfield Ave. to Concord Ave.	North Side	1,800	0.00	0.68
Total		3,900	1.03	1.80

Farmland currently makes up 0.74 miles (9.3 percent) of the roadway frontage within the project limits. Comprehensive land use and zoning plans for the City of Rockford have been reviewed for planned growth and economic development. The agricultural land within the planning boundaries of the City is zoned to change to residential, commercial, and industrial uses. Impacts to the existing farmland are limited to the widening of the roadway right-of-way.

4.3. Cultural Resources

There are no anticipated impacts to cultural resources. The Illinois Department of Transportation has conducted a Cultural Resources Review (CRR) and coordinated with the State Historic Preservation Office (SHPO).

The Cultural Resources Review was completed on January 30, 2002 and the SHPO concurrence on the CRR findings was received on January 10, 2003. The Cultural Resources Review determined that there are no historic districts or buildings identified within the limits of the proposed project rights-of-way. The SHPO concurred on the determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on July 17, 1995.

On May 31, 2006 the Cultural Resources Review Addendum was completed with no change in the prior findings and determination. See Section 5, Project Coordination & Public Involvement Summary, for the documents. The proposed project will have no effect on significant cultural resources.

4.4. Air Quality

An air quality analysis was performed at three intersections along U.S. BR 20: Daisyfield Avenue, Pierpont Avenue, and Avon Avenue. The U.S. BR 20 intersection with Pierpont Avenue represents the worst case scenario for this project. Carbon monoxide (CO) concentrations were calculated for a "Worst Case" site for the years 2003, 2005, 2019 and 2029 (existing, estimated time of completion, time of completion plus 10, and design year) for the No-Build and Build scenarios.

The air quality effects of the proposed project were analyzed using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM). The "worst case" analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a violation of the National Ambient Air Quality Standard for CO. CO concentrations for the worst case receptor were as follows:

Existing (2003) – 4.7 ppm; Build – Time of Construction (TOC) (2005) – 3.4 ppm, TOC+10 years (2019) – 3.3 ppm, and Design Year (2029) – 3.4 ppm; No-Action – 4.5 ppm in 2005, 4.0 ppm in 2019, and 3.0 ppm in 2029.

The results from this roadway improvement indicate the concentrations are below the 8-hour National Ambient Air Quality Standard of 9.0 ppm which is necessary to protect the public health and welfare.

Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries). Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources. 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its

national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent. As a result, EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary six MSATs.

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions – if any – from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives, found at:

www.fhwa.dot.gov/environmental/airtoxic/msatcompare/msatemissions.htm

For each build alternative carried forward in this Environmental Assessment (EA), the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives carried forward is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emission decreases will offset VMT-related emission increases cannot be reliably projected due to the inherent deficiencies of technical models. Because the estimated VMT under each of the Build Alternatives carried forward are nearly the same, varying by less than one percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternatives chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under each Build Alternative carried forward there may be localized areas where ambient concentrations of MSATs could be higher under certain Build Alternatives than the No Build Alternative. The localized increases in MSAT concentrations would be most pronounced along the expanded roadway section that would be built at the U.S BR 20 and Meridian Road intersection. However, as discussed above, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models.

In summary, when a highway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the Build Alternative carried forward could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with

lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

4.5. Noise

A noise analysis was performed in accordance with the Code of Federal Regulations, Title 23, Part 772 (23CFR772) and State of Illinois requirements for determining potential noise impacts associated with proposed roadway improvements to U.S. BR 20. The purposes of the analysis are: 1) identify areas where there are existing or projected (2029) noise impacts, 2) determine if abatement measures are likely to provide a substantial noise reduction, and 3) assess whether those abatement measures are reasonable and feasible to implement.

Noise Regulations and Guidelines

Applicable noise regulation and agency guidelines provide a basis for evaluating potential noise impacts and mitigation measures for the proposed project. Traffic noise regulations and guidelines for federally funded highway projects in Illinois are established by IDOT and the FHWA. These traffic noise regulations apply to outdoor noise levels, and the FHWA noise abatement criteria are based on speech interference.

The FHWA has established a two-part test to evaluate traffic noise impacts (23CFR772.5(g)). The FHWA defines traffic noise impacts to occur when either:

- Predicted traffic noise levels approach or exceed the noise abatement criteria (NAC) in the following NAC Criteria table, or
- Predicted traffic noise levels substantially exceed the existing noise levels.

In Illinois, IDOT defines "approach" to be 1 dBA below the FHWA NAC in the table. IDOT also defines "substantially exceed" as a 14 dBA increase over existing levels (IDOT, 2002). The FHWA NAC is presented in the table. The NAC specify exterior $L_{eq}(h)$ noise levels for various categories of land activities. For residences, parks, schools, churches, and similar areas, the NAC is 67 dBA. Because IDOT defines "approach" to be within 1 dBA, traffic noise impacts at residences would occur if calculated noise levels would be 66 dBA or higher.

FHWA Noise Abatement Criteria

Activity Category	$L_{eq}(h)$ (dBA)	Description of Activity Category
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	-	Undeveloped lands.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: 23 C.F.R. Part 772, and IDOT, 2002.

4.5.1. Noise Analysis Results

Table 4.8 presents the predicted 2029 traffic noise levels at the receptors along U.S. BR 20, for both the proposed project conditions and future conditions without the project (No-Action). For comparison purposes, Table 4.8 also presents predicted traffic noise levels for 2005 Existing Conditions, based on 2005 peak-hour traffic volumes and speeds comparable to those evaluated under the alternatives.

Table 4.8
Predicted Traffic Noise Levels for U.S. BR 20

Receptor	Represents	Noise Measurements L _{eq} (dBA)	2005 Predicted Existing Conditions ⁽¹⁾ L _{eq} (dBA)	2029 No-Action L _{eq} (dBA)	2029 Proposed Action L _{eq} (dBA)	Proposed Action Increase over Predicted Existing (dBA)
R1- Catholic Diocese REACH Center	church-related services	56	60	61	59	-1
R2- Residence Lakin Terrace ⁽²⁾	8 second-row residences, northside Hinkley to Avon	--	58	60	64	6
R3- Crusader Clinic	health services	57	61	62	61	0
R4- House of Refuge	church	63	63	65	65	2
R5- Residence Waldo Street ⁽²⁾	15 second-row residences, southside Waldo to Tay	--	56	58	59	3
R6- Ellis Arts Academy	school	56	53	54	56	3
R7- Gethsemane Christian Church	Church and 9 second-row residences, northside Alliance to Central	59	56	57	58	2
R8- Residence Henrietta Avenue ⁽²⁾	6 second-row residences, northside Horace to Johnson	--	54	55	59	5
R9- Starlight Mission Baptist Church	church	65	67	67	67⁽³⁾	0
R10- Messiah Lutheran Church	church	67	67	69	69	2

Notes: (1) Existing traffic noise levels predicted with computer model based on peak-hour 2005 traffic volumes and posted speed limits, comparable to predicted peak-hour 2029 Proposed Action.
(2) Receptors that currently are second-row, but would become first-row receptors under the proposed project.
(3) Predicted noise levels in **bold** would approach (within 1 dBA) or exceed FHWA Noise Abatement Criteria of 67 dBA for residences, parks, schools, churches, and hospitals.

Table 4.8

(continued)

Predicted Traffic Noise Levels for U.S. BR 20

Receptor	Represents	Noise Measurements L _{eq} (dBA)	2005 Predicted Existing Conditions ⁽¹⁾ L _{eq} (dBA)	2029 No-Action L _{eq} (dBA)	2029 Proposed Action L _{eq} (dBA)	Proposed Action Increase over Predicted Existing (dBA)
R11- Residence Woodrow Avenue	5 second-row residences, northside Monroe to Victory	--	57	59	60	3
R12- Residence U.S. BR 20	6 first-row residences, southside Daisyfield to Lincoln Park	--	64	65	67	3
R13- Residence U.S. BR 20	7 first-row residences, Lincoln Park to Springfield	--	64	66	66	2
R14- Residence Lincoln Park Boulevard	5 second row residences, southside Daisyfield to Springfield	--	54	56	57	3
R15- Ingersoll Golf Course	recreation	--	62	63	65	3
R16- Residence U.S. BR 20	2 first-row residences, southside Atwood to Memorial	--	66	67	68	2
R17- Residence U.S. BR 20	3 first-row residences, southside Vincent to Atwood	--	66	67	69	3
R18- Residence Atwood Avenue	4 second-row receptors, southside Euclid to Memorial	--	55	56	57	2
R19- Residence U.S. BR 20	1 first-row residences, northside Euclid to Memorial	--	66	68	69	3
R20- Residence Garver Court	3 second-row residences, southside LaCleda to Westmoreland	--	57	58	58	1
R21- Residence U.S. BR 20	3 first-row residences, southside east of Avon	--	67	69	67	0

Notes: (1) Existing traffic noise levels predicted with computer model based on peak-hour 2005 traffic volumes and posted speed limits, comparable to predicted peak-hour 2029 Proposed Action.

(2) Receptors that currently are second-row, but would become first-row receptors under the proposed project.

(3) Predicted noise levels in **bold** would approach (within 1 dBA) or exceed FHWA Noise Abatement Criteria of 67 dBA for residences, parks, schools, churches, and hospitals.

Table 4.8

(continued)

Predicted Traffic Noise Levels for U.S. BR 20

Receptor	Represents	Noise Measurements L _{eq} (dBA)	2005 Predicted Existing Conditions ⁽¹⁾ L _{eq} (dBA)	2029 No-Action L _{eq} (dBA)	2029 Proposed Action L _{eq} (dBA)	Proposed Action Increase over Predicted Existing (dBA)
R22- Residence U.S. BR 20	2 first-row residences, northside east of Albert	--	63	64	66	3
R23- Residence U.S. BR 20	2 first-row residences, northside west of Albert	--	63	64	66	3
R24- Residence Howard Avenue ⁽²⁾	36 second-row residences, southside Johnston to Central	--	54	55	58	4
R25- Residence Henrietta Avenue ⁽²⁾	5 second-row residences, southside Horace to Johnston	--	55	56	59	4
R26- Residence Bayliss Avenue ⁽²⁾	8 second-row residences, northside Pierpont to Horace	--	55	56	61	6

Notes: (1) Existing traffic noise levels predicted with computer model based on peak-hour 2005 traffic volumes and posted speed limits, comparable to predicted peak-hour 2029 Proposed Action.

(2) Receptors that currently are second-row, but would become first-row receptors under the proposed project.

(3) Predicted noise levels in **bold** would approach (within 1 dBA) or exceed FHWA Noise Abatement Criteria of 67 dBA for residences, parks, schools, churches, and hospitals.

4.5.2. Predicted 2005 Existing Conditions

Traffic L_{eq} noise levels for the year 2005 Existing Conditions were calculated with the same computer modeling techniques and assumptions as for the proposed project. The predicted L_{eq} for the Existing Conditions were based on the peak-hour 2005 traffic volumes and posted speed limits. Predicting L_{eq} under the 2005 Existing Conditions provides a baseline for comparison of impacts, particularly at receptors without sound level measurements. Determining existing L_{eq} noise levels with the TNM computer model is a valid technique at locations where existing noise levels are predominantly from the adjacent roadway (FHWA, 1995).

4.5.3. 2029 No-Action

The No-Action Alternative represents future traffic conditions on U.S. BR 20 without the proposed project. The No-Action Alternative includes the existing U.S. BR 20 roadway alignment and number of lanes, but with increased traffic volumes during the design year. The No-Action Alternative describes the future L_{eq} noise levels likely to occur at the receptors if highway improvements would not be undertaken under the proposed project.

Compared with the predicted 2005 Existing Conditions in Table 4.8, future L_{eq} noise levels under the No-Action Alternative would increase by 1 to 2 dBA at all receptors analyzed. This increase in

future traffic noise levels without the project would result from the growth in peak-hour traffic volumes from 2005 to 2029 on U.S. BR 20.

4.5.4. 2029 Proposed Action

With the construction of the proposed project, the 2029 peak-hour traffic L_{eq} noise levels were predicted to range from 56 to 69 dBA along U.S. BR 20 (Table 4.8). The predicted traffic L_{eq} noise levels at Receptors R9, R10, R12, R13, R16, R17, R19, R21, R22 and R23 would approach or exceed the FHWA noise abatement criterion of 67 dBA, which would result in future noise impacts at those receptors under FHWA and IDOT noise criteria. Potential noise abatement measures at Receptors R9, R10, R12, R13, R16, R17, R19, R21, R22 and R23 have been considered in the next section. For comparison purposes, future noise levels at Receptors R9, R10, R13, R16, R17, R19 and R21 also would exceed FHWA noise criteria under the No-Action Alternative.

Compared with the predicted 2005 Existing Conditions, the 2029 peak-hour traffic L_{eq} noise levels under the proposed project would increase by a maximum of 6 dBA (Receptor R2 and R26). Because IDOT defines “substantially exceed” as a 14 dBA increase over existing noise levels (IDOT, 2002), the predicted 2029 increases in traffic noise levels under the proposed project would not substantially exceed the existing noise levels.

4.5.5. Noise Abatement

At receptors with predicted traffic noise impacts, FHWA and IDOT require consideration of traffic noise abatement measures. In determining and abating traffic noise impacts, primary consideration must be given to exterior areas. Roadway projects must identify noise abatement measures that are both feasible and reasonable and that are likely to be incorporated into the proposed project. A full discussion of noise abatement can be found in the *Noise Analysis Report for U.S. Business Route 20 (FA 303)*. The report is available at the Illinois Department of Transportation District 2 Office in Dixon.

The feasibility of a noise barrier is a technical consideration of whether a barrier could be built that effectively reduces traffic noise impacts. Barrier feasibility considers access requirements, topography, other noise sources, safety, drainage, aesthetics, and effectiveness. Key assumptions for the barrier feasibility analysis under IDOT Policy (IDOT, 2002) include:

- Noise walls were evaluated within the proposed project right-of-way of U.S. BR 20;
- Barriers should address noise impacts at the exterior ground-floor activities of abutting buildings;
- The height of a potential noise barrier is the actual height above the terrain at the base of the wall, not the effective height above the adjacent roadway surface; and
- A noise barrier should reduce traffic noise levels by a minimum of 8 dBA at a receptor.

Reasonableness is a more subjective criterion based on the practicality of a noise abatement measure. An evaluation of noise barrier reasonableness considers noise benefits, costs, community desires, type of development, and other factors. Key assumptions for the barrier reasonableness analysis under IDOT Policy (IDOT, 2002) include:

- A benefited residence is defined as one that experiences a noise reduction of 5 dBA or more;
- Average cost per residence benefited of \$24,000 or less;
- Barrier construction costs of \$25 per square foot.

Table 4.9 presents the analyses of potential noise barriers for the proposed project.

Table 4.9
Noise Barrier Feasibility for U.S. BR 20

Noise Receptor and Location	Potential Barrier Description	Barrier Height, Length, Construction Cost	Maximum Noise Reduction	Total Mitigation Allowance*	Recommendation
R9- Starlight Mission Baptist Church	South of US BR 20, and west of Klines Ave.	8 feet high 160 feet long \$32,000	10 dBA	--	Not Reasonable- See Table 7. Any potential wall would interfere with sidewalk, eliminate existing church access, and run within 5 feet of the church structure. Gaps in the noise wall to maintain driveway access would make the barrier ineffective.
R10- Messiah Lutheran Church	North of US BR 20, east of Woodrow Ave.	10 feet high 330 feet long \$82,000	10 dBA	--	Not Reasonable- See Table 7. Noise wall would wrap to the north along Woodrow Avenue, outside of IDOT right-of-way.
R12 and R13 - US BR 20, Daisyfield Avenue to Springfield Avenue	Between new trail and reconstructed frontage road, south side of US BR 20, Daisyfield Ave. to Springfield Ave.	10 feet 1080 feet long \$270,000	10 dBA	\$312,000	Economically Reasonable- Mitigation Allowance for the 13 residences benefited would exceed the barrier construction costs. But at the public meeting held on this potential noise wall, no one attending the meeting (area residents, church members, City and County representatives, and the Alderman) expressed any interest in this noise wall.
R16- US BR 20 at Garver Avenue	South of US BR 20, Atwood Ave. to Memorial Ave.	10 feet high 340 feet long \$85,000	9 dBA	\$72,000	Not Reasonable- Barrier construction cost would exceed the total mitigation allowance for the three residences benefited.
R17- US BR 20 at Atwood Avenue	South of US BR 20, Vincent Ave. to Atwood Ave.	10 feet high 210 feet long \$52,000	8 dBA	\$48,000	Not Reasonable- Mitigation allowance for the two residences benefited would be lower than the barrier construction cost.
R19- US BR 20	North of US BR 20, Atwood Ave. to Garver Ave.	10 feet high 130 feet long \$32,600	8 dBA	\$24,000	Not Reasonable- Barrier construction cost would exceed the total mitigation allowance for the one residence benefited.

*Total Mitigation Allowance = \$24,000 x (# of benefited residences)

Table 4.9
(continued)
Noise Barrier Feasibility for U.S. BR 20

Noise Receptor and Location	Potential Barrier Description	Barrier Height, Length, Construction Cost	Maximum Noise Reduction	Total Mitigation Allowance	Recommendation
R21- US BR 20, east of Avon St.	Between residences and south side of US BR 20, east of Avon St	10 feet high 220 feet long \$55,000	9 dBA	\$72,000	Not Feasible- Any wall would eliminate existing residential and commercial accesses to US BR 20. Gaps in the noise wall to maintain driveway access would make the barrier ineffective.
R22- US BR 20 east of Albert Ave.	Between residences and north side of US BR 20, east of Albert Ave.	16 feet high 60 feet long \$24,000	6 dBA	\$24,000	Not Feasible- the maximum noise reduction of 6 dBA is below the IDOT goal of a substantial reduction of at least 8 dBA.
R23- US BR 20 west of Albert Ave.	Between residences and north side of US BR 20, Royal Ave. to Albert Ave.	10 feet high 130 feet long \$32,500	9 dBA	\$24,000	Not Reasonable- Barrier construction cost would exceed the total mitigation allowance for the one residence benefited.

*Total Mitigation Allowance = \$24,000 x (# of benefited residences)

A barrier for Receptors R12 and R13 was found to be reasonably economical for the 13 residences that would benefit. A meeting was held on December 9, 2005 to discuss implementation of noise abatement for R12 and R13. Residences represented by R12 and R13 were invited to the meeting. The findings of the study were presented and the proposed noise abatement options were explained. The home owners present expressed their opposition to the construction of a noise wall citing concerns for security, vandalism, and aesthetics. See Section 5, Project Coordination & Public Involvement Summary, for the minutes of the meeting.

Based on the findings of the noise analysis and meeting with residents, no noise abatement is proposed for this project.

4.5.6. Construction Noise

Noise generated by construction equipment would vary greatly, depending on the equipment type and model, mode and duration of operation, and specific type of work in progress. Impacts resulting from construction noise are anticipated to be localized, temporary, and transitory. Construction noise will be controlled in accordance with Article 107.35 of the *IDOT Standard Specifications for Road and Bridge Construction*.

4.6. Energy

Construction of the proposed U.S. BR 20 improvement will require indirect consumption of energy for processing materials, construction activities, and maintenance for the lane miles to be added within the project limits. Energy consumption may increase for automobiles due to traffic delays during construction.

Construction of the proposed improvement will reduce traffic congestion and turning conflicts along the route and thereby reduce vehicle stopping and slowing conditions. Additional benefits would be realized from increased capacity and smoother riding surfaces. This will result in less direct and indirect vehicle operational energy consumption for the build alternative than for the No-Action Alternative. Thus, in the long term, post construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage.

The project includes provisions for improved bicycling and walking conditions, thereby encouraging travel by these non-motorized modes and thus non-energy consuming modes of transportation.

4.7. Natural Resources

4.7.1. Geology and Mineral Resources

Geological resource impacts for the project limits are described for bedrock, surface geology, and mineral resources.

The project area is not expected to impact bedrock resources. Some impact to surface geology and topography would be expected during construction, including excavation, grading, and filling over the near-surface deposits. These effects would include minor changes to surface soils in the construction zone that would increase soil compaction and effectively decrease hydraulic conductivity.

There would be no operating mineral/material resource businesses affected by the project. Due to the development within the corridor and the protected undeveloped lands, there are no impacts to potential sand, gravel, or bedrock resources.

4.7.2. Threatened and Endangered Species

The Illinois Department of Transportation conducted a Biological Resources Survey to determine the presence/absence of threatened and endangered species within the project area. The survey was coordinated with the Illinois Department of Natural Resources Natural Heritage database. The Natural Resources Review dated May 21, 2002 concluded that there are no listed species, natural areas or nature preserves within the project corridor.

4.7.3. Trees

The identification and evaluation of trees, in and adjacent to the right-of-way of U.S. Route 20 was performed in accordance with the Illinois Department of Transportation. A total of 411 trees are anticipated to be impacted within the U.S Route 20 corridor, extending between Meridian Road and the railroad tracks east of Avon Street. The width of the corridor ranged from approximately 100 feet to 160 feet. Trees will be replaced at a 1:1 ratio along West State Street in accordance with IDOT "Preservation and Replacement of Tree Policy" D&E-18. The location of the replacement trees will be coordinated with the City of Rockford.

4.8. Water Resources and Water Quality

Construction and operational effects were considered for the water resources within the area of the proposed U.S. BR 20 improvements. North Fork Kent Creek and the unnamed tributary to South Fork Kent Creek currently receive storm water from State Street.

4.8.1. Construction Impacts to Surface Waters

Construction activities will consist of grading and excavating. U.S. BR 20 crosses both the North Fork Kent Creek and the unnamed tributary to South Fork Kent Creek. There are no improvements proposed to the bridge structures associated with the North Fork Kent Creek crossings. There will be no in-stream work or permanent loss of habitat.

However, a tributary to South Kent Creek crosses U.S. BR 20 between Meridian Road and LaCiede Avenue. The same tributary to South Kent Creek crosses the north leg of the U.S. BR 20 intersection with Meridian Road. This project will require the extension of both culvert crossings involving in-stream work.

Increased total suspended solids would be expected from construction activity near the streams due to erosion of excavated and exposed soils. North Fork Kent Creek has been characterized as both a moderate and limited aquatic resource. South Fork Kent Creek and the unnamed tributary would be expected to have similar water quality characteristics given similar watershed characteristics. Based on this stream characterization, the indigenous flora and fauna would be limited. Temporary effects due to construction are not expected to alter the existing aquatic communities.

The Illinois Department of Transportation Joint Design/Construction Procedure Memorandum on Erosion and Sediment Control will be implemented to minimize impacts to surface water resources when working adjacent to the two stream crossings. Several methods will be used to minimize water quality impacts, including perimeter fencing, hay bales and/or sedimentation basins. In addition, all disturbed areas will be seeded or sodded as soon as practical after construction activities in that area have concluded.

4.8.2. Operational Impacts to Surface Waters

Motor vehicle operations generate accumulations of heavy metals as well as oil and grease and other pollutants. Stormwater will be collected through a system of storm sewers as the cross section is generally curb and gutter through the project limits. This is consistent with the existing stormwater management system. There are no surface detention facilities proposed as part of the proposed project.

Existing U.S. BR 20 west of Springfield is a four-lane roadway and will not require additional through lanes. Additional lanes between Springfield Avenue and Rockton Avenue will increase the impervious area within this segment. Stormwater runoff from this section of U.S. BR 20 is generally released to North Fork Kent Creek.

4.8.3. Maintenance (Deicing) Impacts to Surface Waters

Deicing salt (sodium chloride) and plowing are the main tools used during the winter months to control ice and snow on roadway surfaces. Sand is used alone or in mixtures with deicing chemicals to provide skid free road surfaces during snow events in some areas. Deicing salt maintains public mobility and safe roadway conditions during the winter months.

Road salt moves through the environment as runoff, splash, and spray. The salt is carried by the melt water runoff to the roadway stormwater management system and then to the receiving streams. Salt is also transported by splash or spray generated by moving vehicles coming into contact with brine, slush or dry residue. Studies⁵ indicate that 60 to 80 percent of salt is carried by surface runoff into nearby water bodies, 15 to 35 percent occurs as splash, and up to three percent

⁵ Frost, et al., 1981; Diment, et al., 1973; Lipka and Aulenbach, 1976; and Sucoff, 1975

occurs as spray. The amount of salt entering the environment depends on the number of snowstorms per season and the number of salt applications per year. However, based on an increase in the impervious area due to pavement widening road salt usage could be expected to increase 30 percent. Potential impacts from increased roadway runoff are expected to involve minor short-term water quality degradation with no chronic effects.

4.8.4. Groundwater Resources

No measurable change to the available water supply is anticipated for the proposed improvements. The additional impervious area represents a small reduction in recharge area.

Highways are not considered sources of groundwater contamination by the Illinois Groundwater Protection Act. The potential for contamination of groundwater supply wells is determined by proximity to sources, well construction, geological conditions, and management of stormwater. The minimum setback for municipal wells is 400 feet and for private wells is 200 feet. Since the project will not introduce any new routes (dry wells or borrow pits) and source (bulk road or deicing salt storage facilities) then there will be no violation of the wellhead setback requirements.

No public water supply wells are located within 1,000 feet of the proposed right-of-way. The closest public water supply well, Well #21, is located over 4,200 feet south of the road. This distance is greater than the setback zones established by the Illinois Groundwater Protection Act to protect wells from potential contamination. Therefore, no municipal wells will be affected by the proposed improvement.

There are approximately 17 private wells with the study limits with potential to be within the 200 feet of State Street. The depths of these wells range from 63 feet to 295 feet. The proposed cross section for U.S. BR 20 will have curb and gutter. The installation of storm sewers to the project will eliminate roadway runoff from flowing towards the homes, wells, and drainage swales. As a result, there will be no impacts to private wells and groundwater resources resulting from the project. Existing wells will be shown on construction plans, with non-intrusion zones set up to prevent accidental intrusions by construction equipment. No wells are proposed for acquisition. The proposed drainage system will divert stormwater runoff to the storm sewer system minimizing impacts to the shallow groundwater system.

4.9. Floodplains

Flood Insurance Rate Maps (FIRM) developed by the Federal Emergency Management Agency (FEMA) and the Flood Insurance Administration were reviewed in order to identify base floodplains that are traversed by or adjacent to the study area. They show special flood hazard areas, corresponding approximately to the 100-year floodplain for the two streams in the study area, a tributary to South Kent Creek and the North Fork of Kent Creek. According to the FIRM, the project crosses through the 100-year flood zones. The flood zones are located by the main stream crossings in the study area. It is anticipated that transverse encroachments to the 100-year floodplain will occur as part of the proposed improvements.

Tributary to South Kent Creek

A tributary to South Kent Creek crosses U.S. BR 20 between Meridian Road and LaCleda Avenue. The same tributary to South Kent Creek crosses the north leg of the U.S. BR 20 intersection with Meridian Road. Base 100-year floodplains exist at the crossing with U.S. BR 20 as identified on FIRM 1707200070C (See Figure 2.1, Sheet 2 of 9).

There are no practical alternatives to the floodplain encroachment. The proposed culverts will have an effective waterway opening equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values; there will be no significant change in flood risks; and there will be no

significant increase in potential for interruption or termination of emergency service or emergency evacuation routes. Downstream flood heights are not affected. Therefore, it has been determined that this encroachment is not significant.

Assessment of the floodplain encroachments was performed in accordance with Section 26-7.05(d) of the BDE Manual. All floodplain encroachments meet the criteria of Category 4, replacement of existing drainage structures on existing alignment with no decrease in the effective waterway opening.

The U.S. BR 20 crossing of the tributary to South Kent Creek results in a transverse encroachment of the floodplain (See Figure 4.1, Sheet 1A, 2 and 3 of 16). The transverse encroachment of the floodplain extends for approximately 1,100 feet along U.S. BR 20 affecting 2.11 acres of floodplain and approximately 300 feet along Meridian Road affecting 1.37 acres of floodplain. The transverse encroachment of the floodplain will result in fill placed in the floodplain between the normal water elevation and the 100-year flood elevation.

North Fork of Kent Creek

North Fork of Kent Creek crosses U.S. BR 20 between Avon Street and Kilburn Avenue. A narrow 100-year floodplain exists at the crossing with U.S. BR 20 as identified on FIRM 1707230013B (See Figure 2.1, Sheet 9 of 9).

The U.S. BR 20 bridge over the North Fork of Kent Creek will have one deck beam replaced and a new reinforced concrete overlay will be provided. The settled sidewalk on the northeast approach will be replaced and the retaining wall on the southwest side will be removed and replaced with rip-rap stone and the slope graded (See Figure 4.1, Sheet 16 of 16). No in-stream work is anticipated for the bridge work; therefore, the floodplain associated with North Fork of Kent Creek will not be impacted.

4.10. Wetlands

The Illinois Department of Transportation conducted a Natural Resources Survey to determine the presence/absence of wetlands within the project area. The Natural Resources Unit has reviewed this project. The Natural Resources Review dated May 21, 2002 (See Section 5, for the determination documents) concluded that wetland surveys are not required for the project. Therefore, construction of this project will have no wetland impacts.

4.11. Special Waste

No Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) sites will be involved nor impacted by the project.

A Preliminary Environmental Site Assessment (PESA) for special waste was conducted by the Illinois State Geological Survey for the Illinois Department of Transportation (PESA Reports ISGS #1318 and ISGS #1318A). The assessment concluded that the build alternative could involve sites potentially impacted with regulated substances. Further, it has been determined that not all of the sites can be avoided. The sites which cannot be avoided are shown on Figure 4.1, Environmental Impacts. Some of the sites involve petroleum contamination from leaking underground storage tanks. Sites which involve types of contamination other than petroleum are also shown on Figure 4.1. The nature and extent of the involvement will be calculated in detail when design engineering is completed and the areas of contamination will be managed and disposed of in accordance with applicable Federal and State laws and regulations and in a manner that will protect human health and the environment. The quantities to be disposed are not expected to have a significant effect on landfill capacity.

Friable asbestos containing materials are likely to be present in some of the buildings in the project study area as they were constructed prior to 1979.

4.12. Special Lands

4.12.1. Section 4(f) Lands

Section 4(f) land was identified at the Ingersoll Golf Course. It is owned and operated by the Rockford Park District and is located on the south side of U.S. BR 20 between Memorial Avenue and Daisyfield Avenue (See Figure 4.1, Sheet 5 of 16). The proposed project will require approximately 0.13 acres of right-of-way and 0.15 acres of temporary easement for the reconstruction of Memorial Avenue, and 0.60 acres of right-of-way for the construction of the multi-use path along U.S. BR 20. Therefore, the project will need a total of approximately 0.73 acres of right-of-way and another 0.15 acres of temporary easement from the golf course. The proposed right-of-way is a strip of grassy frontage to the golf course along U.S. BR 20 and along Memorial Avenue. It will not affect any holes on the golf course or impact the maintenance building at the corner of Memorial Avenue.

The FHWA intends to make a *De Minimis* Impact Finding for Parks, Recreation Areas, and Wildlife and Waterfowl Refuges because:

1. The transportation use of the Ingersoll Golf Course, together with the impacts and enhancement measures incorporated into the project does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The Rockford Park District has been informed of the intent to determine a *de minimis* impact based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).
3. The public will be afforded the opportunity to review and comment on this intended determination and the effects of the project on the Ingersoll Golf Course at the Public Hearing.

After the public has had the opportunity to review and comment on the proposed actions' effects, and then the Rockford Park District concurs that the proposed action will not adversely affect activities, features attributes of the Ingersoll Golf Course, the FHWA intends to make a *de minimis* impact finding. See Section 5, Project Coordination & Public Involvement Summary, for the Park District correspondence.

4.12.2. Section 6(f) Lands and OSLAD Act Lands

There are no lands within the project limits that have Land and Water Conservation (LAWCON) funds involved in their purchase or development. A Section 6(f) Evaluation will not be required for this project. There are no lands within the project limits that have Open Space Lands Acquisition and Development (OSLAD) Act funds involved in their purchase or development.

4.13. Permits/Certifications Required

4.13.1. Section 404

A tributary to South Kent Creek crosses U.S. BR 20 between Meridian Road and LaCiede Avenue. The same tributary to South Kent Creek crosses the north leg of the U.S. BR 20 intersection with Meridian Road. This project will involve the removal and replacement of both culvert crossings. Less than one square mile will be drained by the culverts. Therefore, a permit will not be required from the U.S. Army Corps of Engineers, Rock Island District, under Section 404 of the Clean Water Act.

4.13.2. Section 401

A Water Quality Certification (WQC) from the Illinois Environmental Protection Agency under Section 401 of the Clean Water Act is not required.

4.13.3. National Pollutant Discharge Elimination Systems (NPDES)

It is anticipated that this project will result in the disturbance of one or more acres of total land area. Accordingly, it is subject to the requirement for a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges from the construction site. Permit coverage for the project will be obtained either under the IEPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit No. 1LR10) or under an individual NPDES permit. Requirements applicable to such a permit will be followed, including the preparation of a Stormwater Pollution Prevention Plan. Such a plan shall identify potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges from the construction site. It shall also describe and ensure the implementation of practices that will be used to reduce the pollutants in discharges associated with construction site activity and to assure compliance with the terms of the permit.

4.14. Commitments

Mitigation measures previously described in this chapter will be implemented either prior to or concurrent with proposed project construction activities. Many of those measures will be implemented as specified in the IDOT *Bureau of Design and Environment Manual* (IDOT, 2005). Additional project-specific mitigation measures will include the following commitments.

- The Illinois Department of Transportation (IDOT) and the City of Rockford (City) will continue the ongoing coordination with residential, commercial and church property owners to identify safe, clean and comparable replacement facilities.
- IDOT and the City further commits to work with the four churches and the Carl E. Ponds Funeral Home to implement the *Environmental Justice Mitigation Plan* (EJM Plan). Because of their sensitivity to remain within the project corridor, the EJM Plan was developed specifically for the four churches and the funeral home to provide additional assistance beyond that of the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970*, as amended. The EJM Plan includes consideration for providing financial assistance for new construction of replacement property in the form of Deferred Mortgages of \$150,000. Details and conditions of the 15-year Deferred Mortgages are included in Appendix B, Environmental Justice Mitigation Plan.
- IDOT and the City will work with the Local Relocation Assistance Programs to determine if special considerations can be provided by the programs to assist with residential and business relocations along the U.S. BR 20 project.
- For City owned properties, general use to the public right-of-way may be transferred to the Department of Transportation if such right-of-way is required to construct the proposed roadway improvements. If the City so desires, the remainder can be made available for commercial or residential redevelopment, remain as open space, or made available to the previous property owner. Excess right-of-way can be made available by public auction or sealed bids. Formal documentation of this commitment is pending and coordination is ongoing.
- The Illinois Department of Transportation will coordinate the landscaping and tree replacement plan with the City of Rockford. Formal documentation of this commitment is pending and coordination is ongoing.

- The IDOT Bureau of Construction will notify the local governments within the project area, including Winnebago County, Rockford Township, and the City of Rockford. This notification will occur prior to construction so that they may inform emergency service providers to ensure that service will not be interrupted during the construction phase. Public notification will be made prior to closures and lane restrictions to make motorists aware of detours and other impediments during the construction phase.
- The “Erosion Control Plan” will be part of an overall Erosion Control Strategy. The main objectives of the Erosion Control Strategy will be to limit the amount of exposed earth and protect sensitive environmental resources during the construction phase.

4.15. Indirect and Cumulative Impacts

The Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act of 1969 (NEPA) defines indirect impacts as those:

“...effects which are caused by the proposed action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.”⁶ These actions are often referred to as “but for” actions.

Cumulative impacts are those impacts:

“...on the environment which results from the incremental consequences of the action when added to other past, present, and reasonable foreseeable future actions”⁷

The assessment of indirect and cumulative impacts for U.S. BR 20 focuses on the following issues:

- Environmental Justice/Displacement and Relocation
- Land Use and Economics
- Visual Resource
- Transportation
- Social/Community
- Air Quality

Geographic Limits

The geographic limits considered for the analysis is bordered by Auburn Street to the north, Cunningham Road to the south, Meridian Road to the west, and just east of Rockton Avenue to the east. The boundaries are the same as the Census Tract boundaries which contain the proposed project corridor. See Figure 2.2, Year 2000 Census Tract Map. The limits were selected because it provides an area with similar socioeconomic, racial, and demographic characteristics as the proposed project. It also encompasses the study area of the City’s 2002 *Business Route 20 – West State Street Corridor Study*.

Past Studies and Actions

City Redevelopment Plan

The City of Rockford undertook a study in 2000 focusing on the West State Street corridor from the Rock River to Meridian Road. The Study was completed in 2002 with a report entitled *Business Route 20 – West State Street Corridor Study*. The Study is available at the Illinois Department of Transportation District 2 Office in Dixon and at the City of Rockford, Department of Public Works. The Study reviewed the history and conditions of the corridor as related to zoning, land use, image and character, transportation and

⁶ Code of Federal Regulations, Title 40, Section 1508.8(b)

⁷ Code of Federal Regulations, Title 40, Section 1508.7

economic development and explored the issues and opportunities before the community. It has been adopted by the City as the working urban redevelopment plan (also called the framework plan) for the West State Street Corridor.

The framework plan could be summed up as having three goals: 1) Improve the quality of life along the corridor; 2) Increase access to downtown Rockford from the west; and 3) Increase business opportunities along the corridor. Based on the Study, components of the framework plan included improving roadway and infrastructure, extending utility services, instituting incentive programs, establishing Tax Increment Financing (TIF) districts, improving transit services, and attracting business ventures to the corridor. As part of the goal to attract new business enterprises to the corridor, the framework plan included the removal of vacant and abandoned buildings to provide land needed for businesses, institutions, open spaces, and infrastructure improvements. As such, the proposed project is a component of the infrastructure improvements for the corridor. The City has purchased available property along the corridor as part of their redevelopment plan. They have also committed to make city property available for construction of proposed roadway improvements and are willing to transfer right-of-way for public use.

Springfield Avenue Reconstruction

Winnebago County improved Springfield Avenue in 2004. It was widened and reconstructed, including a major intersection reconfiguration and realignment with U.S. BR 20. The County improved Springfield Avenue to a 4-lane arterial with curb and gutter and fully channelized signalized intersections.

County Jail Facility and Complex

Winnebago County and the City of Rockford are constructing a new jail facility and complex just east of the proposed project limits. A one-way bypass roadway will be constructed at Kilburn Avenue to Rockton Avenue for eastbound traffic traveling from U.S. BR 20 to Chestnut Street. The project will close Elm Street between Kent Creek and Winnebago Street; Kilburn Avenue will be closed between U.S. BR 20 and Elm Street; Rockton Avenue will be closed between U.S. BR 20 and Chestnut Street; and Chestnut Street will be realigned between Horsman Street and Rockton Avenue. The new realigned roadway cross section will be consistent with the U.S. BR 20 cross section and have two travel lanes in each direction, curb and gutter, and sidewalks.

Similar to the proposed project, the City partnered with the County on this project. City properties acquired for the city-wide redevelopment plan were made available for roadway right-of-way and infrastructure improvements. As such, the roadway improvements which are part of the jail facility construction are consistent with and match into the proposed U.S. BR 20 cross section and improvement.

Present and Reasonably Foreseeable Actions

It is reasonably foreseeable that the City of Rockford will continue to implement other components of its 2002 West State Street Study and redevelopment plan. The City's Community Development Department, Economic Development Division is making strides to set-up TIF Districts which encompass the U.S. BR 20 corridor and surrounding areas. The City has passed several ordinances to define the TIF boundaries for each district and formalize the tax increment financing assistance. Additional discussion about the TIF districts is provided in the following section, under Land Use.

Environmental Justice/Displacement and Relocation

Cumulative displacement and relocation impacts will result from the incremental effects of displacements related to this project and other area projects by the City. The City of Rockford has already purchased over 80 properties and razed several of the abandoned and decaying structures along U.S. BR 20. The proposed project has identified 82 residential properties, 10 business/commercial properties, four churches, and one funeral home for relocation. The City of Rockford and IDOT are committed to provide safe, clean, comparable replacement facilities as required under the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970*, as amended, and the *Environmental Justice Mitigation Plan*.

For those City owned properties along U.S. BR 20, general use to the public right-of-way may be transferred to the Department of Transportation if such right-of-way is required to construct the proposed roadway improvements. If the City so desires, the remainder can be made available for commercial or residential redevelopment, remain as open space, or made available to the previous property owner. Excess right-of-way can be made available by public auction or sealed bids. Consolidation of the smaller parcels and adjacent parcel remnants can be combined into larger lots for other redevelopment options. New developments would need to be consistent with the City's Proposed Land Use Map (See Figure 2.7) and redevelopment plans.

It is reasonably foreseeable that a cumulative effect of the proposed project is the City of Rockford will likely continue to purchase properties within the corridor and surrounding areas as they become available (through voluntary sales or foreclosures) in order to advance their redevelopment plan. However, with that being said, the City is in communication with its aldermen, community leaders, and law enforcement leaders to try and target available properties which are in a state of disrepair, are being used for criminal activity, or abandoned.

Land Use and Economics

The City of Rockford's Proposed Land Use Map (See Figure 2.7) is based on an improved U.S. BR 20 and reflects the City's 2002 redevelopment plan. The proposed project will result in changes to the surrounding land use consistent with the Proposed Land Use Map. The City's Proposed Land Use Plan calls for smaller pockets of commercial uses to be strategically located along U.S. BR 20 as part of their urban redevelopment plan. These "pockets" include the area near Springfield Avenue as well as the section of U.S. BR 20 between Independence Avenue and Waldo Street. The main commercial land use area will be in the western section of U.S. BR 20 west of Memorial Avenue.

Tax Increment Financing (TIF) Districts

Growth and economic development is expected to improve due to better access and enhancements with the proposed project. As mentioned, the U.S. BR 20 transportation improvement is a component of the City Study and is expected to be a catalyst for the desire for economic improvements and revitalization of the corridor. In accordance with the City Study, new businesses and light industrial will be encouraged to return to the community, and social service organizations and existing businesses will be capable of expanding. As such, the City has taken action to establish new TIF districts and expand an existing one.⁸ The TIF districts are as follows:

1. Westside Development Plan (existing)
2. Westside #2 Development Plan, expansion of the Westside Development Plan (proposed)
3. West State and Kilburn (proposed)
4. West State and Central (proposed)
5. Preston and Central (proposed)

Maps of the TIF districts are available in Appendix D. Of the five districts listed, four encompass U.S. BR 20 or a portion of it. The Preston and Central TIF district is located south of the project corridor area, but is within the geographic limits of consideration.

It is reasonably foreseeable that a cumulative effect of the proposed project is that the City will continue its efforts to formalize and complete the necessary civic actions to establish these TIF districts. Copies of ordinances and other municipal proceedings are available at the City of Rockford, Community Development Department, Economic Development Division Office.

Enterprise Zones

The City of Rockford also established an enterprise zone which encompasses the proposed project. The zone boundaries are shown on a map in Appendix D. The enterprise zone is located on the south side of

⁸ Patrick Zuroske, City of Rockford, Capital Program Manager.

U.S. BR 20 from east of Pierpont Avenue to Avon Avenue. The enterprise zone is an area identified in the City Study which the community would like to see developed as a mix of new residential and local service oriented businesses such as cleaners and restaurants. Development in this zone would be eligible for block grants which the City has received for redevelopment. In addition, business and property owners making building improvements or new buildings may not pay sales tax on building materials, and may qualify for property tax abatement if the construction results in creating permanent jobs at the location.

Growth and economic development is essential for the future of this corridor. It is reasonably foreseeable that a cumulative effect of the proposed U.S. BR 20 roadway improvements will encourage this development through improved access, additional capacity, business route connectivity, beautification and elevation of the corridor's image.

Green Space and Open Areas

Lastly, the City's Proposed Land Use Plan also calls for establishment of green spaces, open spaces, and park lands. Set asides for green open spaces and park lands is consistent with the City's redevelopment plan.

It is reasonably foreseeable that with the proposed project, the City will rehabilitate some excess public right-of-way adjacent to U.S. BR 20 into green and open spaces. This is consistent with the City's redevelopment plan to provide open public spaces, distinguishing landscaping, and a "sense of arrival" or gateway to downtown Rockford along the corridor.

Visual Resource

The proposed project, in combination with past, present and reasonably foreseeable future improvements, would contribute to greater change in the project viewshed's character and quality as compared to the visual change with just the proposed project. The "greening" of the corridor with the City's redevelopment plan and implementation of open green spaces complementing the center landscaped median would result in a greater change in visual environment and could become the dominant feature of the corridor. This is consistent with the City Study to improve U.S. BR 20 as a boulevard-type corridor and the gateway into the Central Business District (CBD) of downtown Rockford.

Transportation

Once completed, construction of the proposed project would improve transportation facilities for residents of the project study area and region, as well as local business and service providers. Travelers would experience improved safety, less congestion, and reduced travel times. They would also have alternative mode choices for travel to and from the surrounding community and Rockford's CBD to the east. Improved access to alternate mode choices are provided by construction of sidewalks, a multi-use path, and additional bus stops, shelters, and pullouts.

Construction of the sidewalks and multi-use path may precipitate construction of other local and regional bicycle and sidewalk facility connections.

Access changes and travel patterns will change due to the closure of some side street connections and alteration of some full access points to right-in-right-out only. Limiting the access or closure of some side streets will divert traffic flows to larger signalized intersections. However, businesses, public facilities and residences will be accessible to passenger vehicles from all directions by legal U-turns at median openings or circulation through the local street system.

Social/Community

It could be reasonably foreseeable that the proposed project in combination with other projects and future projects implementing the City redevelopment plan could begin to address some of the "social ills" identified in the City Study. But forecasting the degree of success in addressing the needs of the corridor and surrounding area is quite speculative. It would involve predicting business redevelopment growth, and trends in city, regional, and state economics.

It is reasonably foreseeable that the demographics of the eastern sections of the proposed project limits could change as redevelopment occurs and the economics of the community are bolstered. The demographics of Project Areas 3 and 4 could become more like Project Area 2. It is reasonably foreseeable that a more robust local economy brought about by redevelopment, that the economic characteristics, poverty and low income rates could improve and be more like Project Area 2. Demographics of the proposed project area and the geographic limits are detailed in Section 2.2.1 and in Figure 2.2, Year 2000 Census Tract Map.

As mentioned earlier, one of the goals of the redevelopment framework plan included improving the quality of life along the corridor. It is reasonably foreseeable that with the proposed project combined with improvements the City is already implementing and proposing, (i.e. removing dilapidated abandoned structures, establishing TIF districts and enterprise zones, proposed open green spaces), the community could experience a rejuvenation and renaissance. It was evident during the steering committee and community meetings, there is already a strong sense of community amongst the residents of the West Side. The proposed project could be the mechanism to boost the ongoing efforts and provide needed momentum to sustain these efforts.

Air Quality

Construction related effects on air quality due to the proposed project and other project in the area should be localized, temporary, and of low magnitude with mitigation measures in place.

During operation, the proposed project will alleviate identified congestion problems, improving traffic flow through intersections and along the corridor. The proposed project will not cause or contribute to violation of carbon monoxide (CO) standards. CO concentrations for the proposed project are below the 8-hour National Ambient Air Quality Standard necessary to protect public health and welfare.

Increased Mobile Source Air Toxics (MSATs) emissions for the proposed project could be offset due to increased operating speeds and reductions in congestion.

Conclusion

The U.S. BR 20 project will have both indirect and cumulative impacts on the resources and issues detailed above. The indirect impacts hinge on construction of the proposed project and the associated developments which would not occur without improved roadway access to the corridor and area. The cumulative effects of actions taken will primarily be those associated with near-term and future long-term actions related to the City of Rockford's urban redevelopment plan.



MATCH LINE STA. 98+00
SEE SHEET NO. 2

LEGEND	
	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
	NOISE RECEPTOR ID
	COSIM RECEPTOR
	UST/LUST
	BUS STOP/SHELTER
	EXISTING R.O.W.
	PROPOSED R.O.W.
	PROPOSED TRANSPORTATION R.O.W.
	TEMPORARY EASEMENT
	ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	IMPACTED FLOODPLAIN
	PUBLIC FACILITY
	CENSUS TRACT
	CENSUS TRACT BOUNDARY
	BUILDING REMOVAL
	PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	CENTER LANDSCAPED MEDIAN
	SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 1 OF 16

U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD



- LEGEND**
-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
 -  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
 -  NOISE RECEPTOR ID
 -  COSIM RECEPTOR
 -  UST/LUST
 -  BUS STOP/SHELTER
 -  EXISTING R.O.W.
 -  PROPOSED R.O.W.
 -  PROPOSED TRANSPORTATION R.O.W.
 -  TEMPORARY EASEMENT
 -  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 -  IMPACTED FLOODPLAIN
 -  PUBLIC FACILITY
 -  CENSUS TRACT
 -  CENSUS TRACT BOUNDARY
 -  BUILDING REMOVAL
 -  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
 -  CENTER LANDSCAPED MEDIAN
 -  SIGNALIZED INTERSECTION

MATCH LINE SEE SHEET NO. 1

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
FIGURE 4.1 SHEET 1A OF 16
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD



- LEGEND**
-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
 -  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
 -  NOISE RECEPTOR ID
 -  COSIM RECEPTOR
 -  UST/LUST
 -  BUS STOP/SHELTER
 -  EXISTING R.O.W.
 -  PROPOSED R.O.W.
 -  PROPOSED TRANSPORTATION R.O.W.
 -  TEMPORARY EASEMENT
 -  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
 -  IMPACTED FLOODPLAIN
 -  PUBLIC FACILITY
 -  CENSUS TRACT
 -  CENSUS TRACT BOUNDARY
 -  BUILDING REMOVAL
 -  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
 -  CENTER LANDSCAPED MEDIAN
 -  SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 1B OF 16

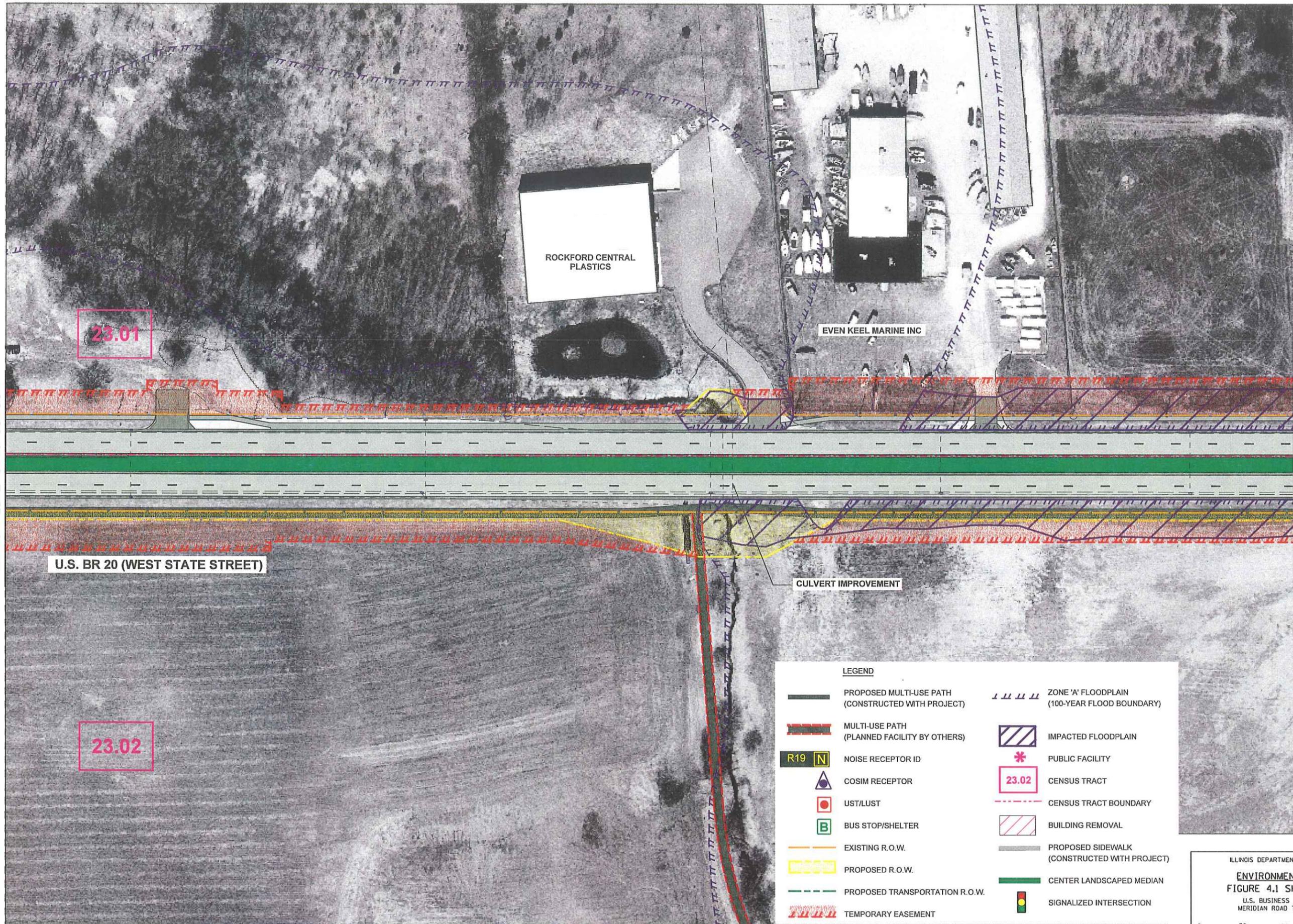
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD

SEE SHEET NO. 1
MATCH LINE STA. 98+00

MATCH LINE STA. 112+00
SEE SHEET NO. 3



LEGEND	
	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
	NOISE RECEPTOR ID
	COSIM RECEPTOR
	UST/LUST
	BUS STOP/SHELTER
	EXISTING R.O.W.
	PROPOSED R.O.W.
	PROPOSED TRANSPORTATION R.O.W.
	TEMPORARY EASEMENT
	ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	IMPACTED FLOODPLAIN
	PUBLIC FACILITY
	CENSUS TRACT
	CENSUS TRACT BOUNDARY
	BUILDING REMOVAL
	PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	CENTER LANDSCAPED MEDIAN
	SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
 FIGURE 4.1 SHEET 2 OF 16
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

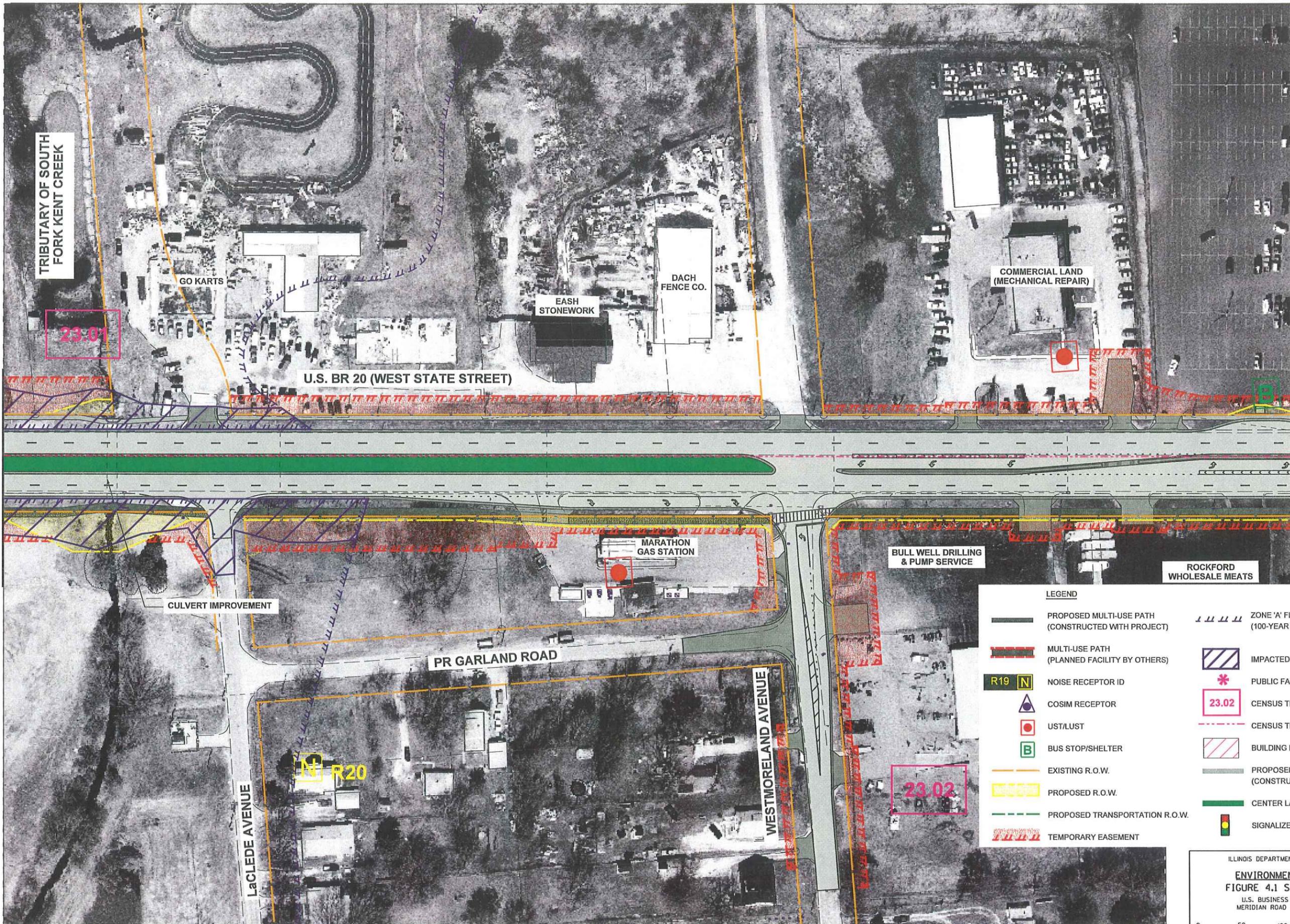
0 50 100
 SCALE IN FEET

DATE: 11-07
 DRAWN BY: NFO
 CHECKED BY: GLD



SEE SHEET NO. 2
MATCH LINE STA. 112+00

MATCH LINE STA. 126+00
SEE SHEET NO. 4



LEGEND	
	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
	NOISE RECEPTOR ID
	COSIM RECEPTOR
	UST/LUST
	BUS STOP/SHELTER
	EXISTING R.O.W.
	PROPOSED R.O.W.
	PROPOSED TRANSPORTATION R.O.W.
	TEMPORARY EASEMENT
	ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	IMPACTED FLOODPLAIN
	PUBLIC FACILITY
	CENSUS TRACT
	CENSUS TRACT BOUNDARY
	BUILDING REMOVAL
	PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	CENTER LANDSCAPED MEDIAN
	SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 3 OF 16

U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD

SEE SHEET NO. 3
MATCH LINE STA. 126+00

MATCH LINE STA. 139+00
SEE SHEET NO. 5



LEGEND

-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
-  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
-  NOISE RECEPTOR ID
-  COSIM RECEPTOR
-  UST/LUST
-  BUS STOP/SHELTER
-  EXISTING R.O.W.
-  PROPOSED R.O.W.
-  PROPOSED TRANSPORTATION R.O.W.
-  TEMPORARY EASEMENT
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  IMPACTED FLOODPLAIN
-  PUBLIC FACILITY
-  CENSUS TRACT
-  CENSUS TRACT BOUNDARY
-  BUILDING REMOVAL
-  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
-  CENTER LANDSCAPED MEDIAN
-  SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 4 OF 16

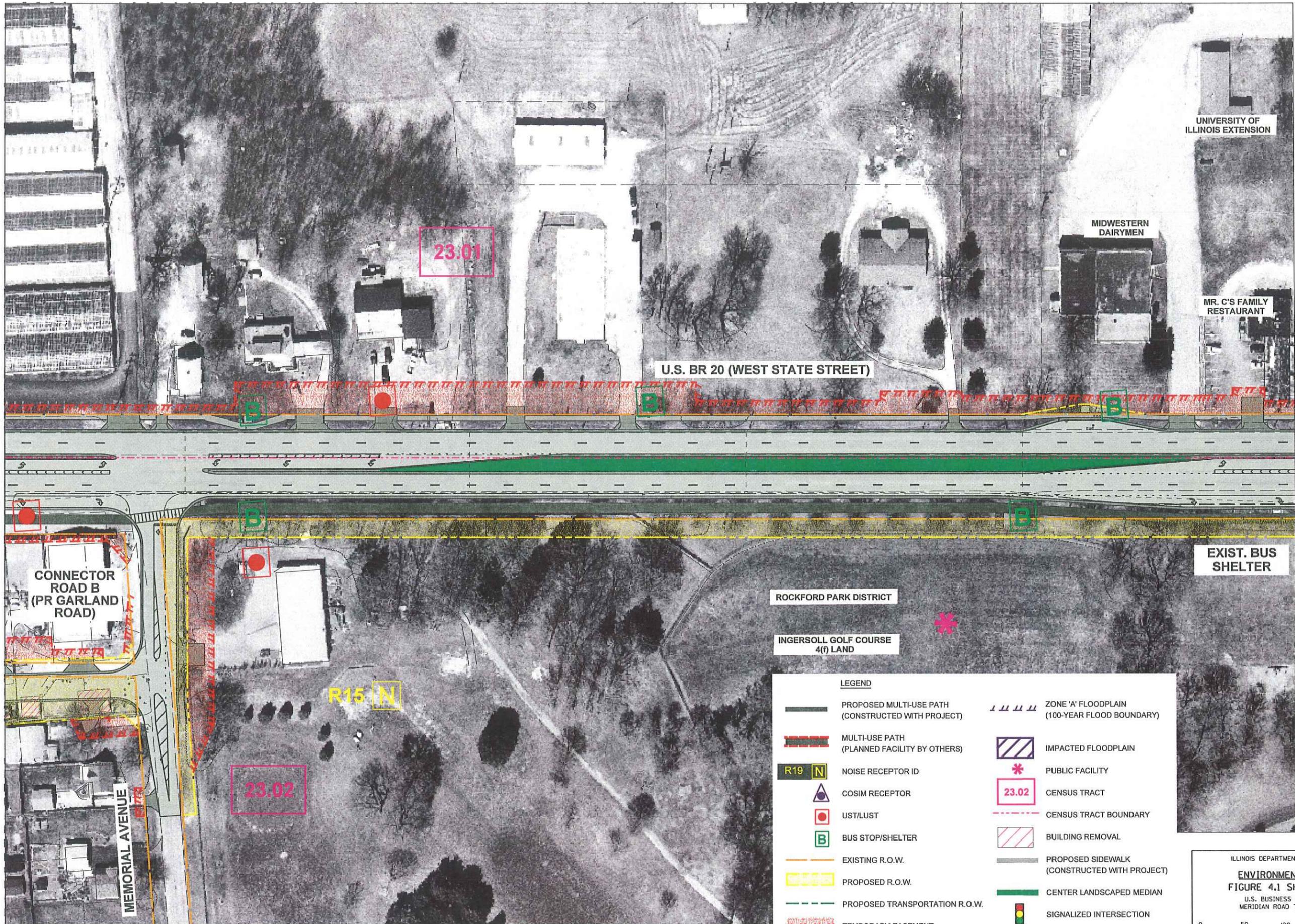
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD

SEE SHEET NO. 4
MATCH LINE STA. 139+00

MATCH LINE STA. 153+00
SEE SHEET NO. 6



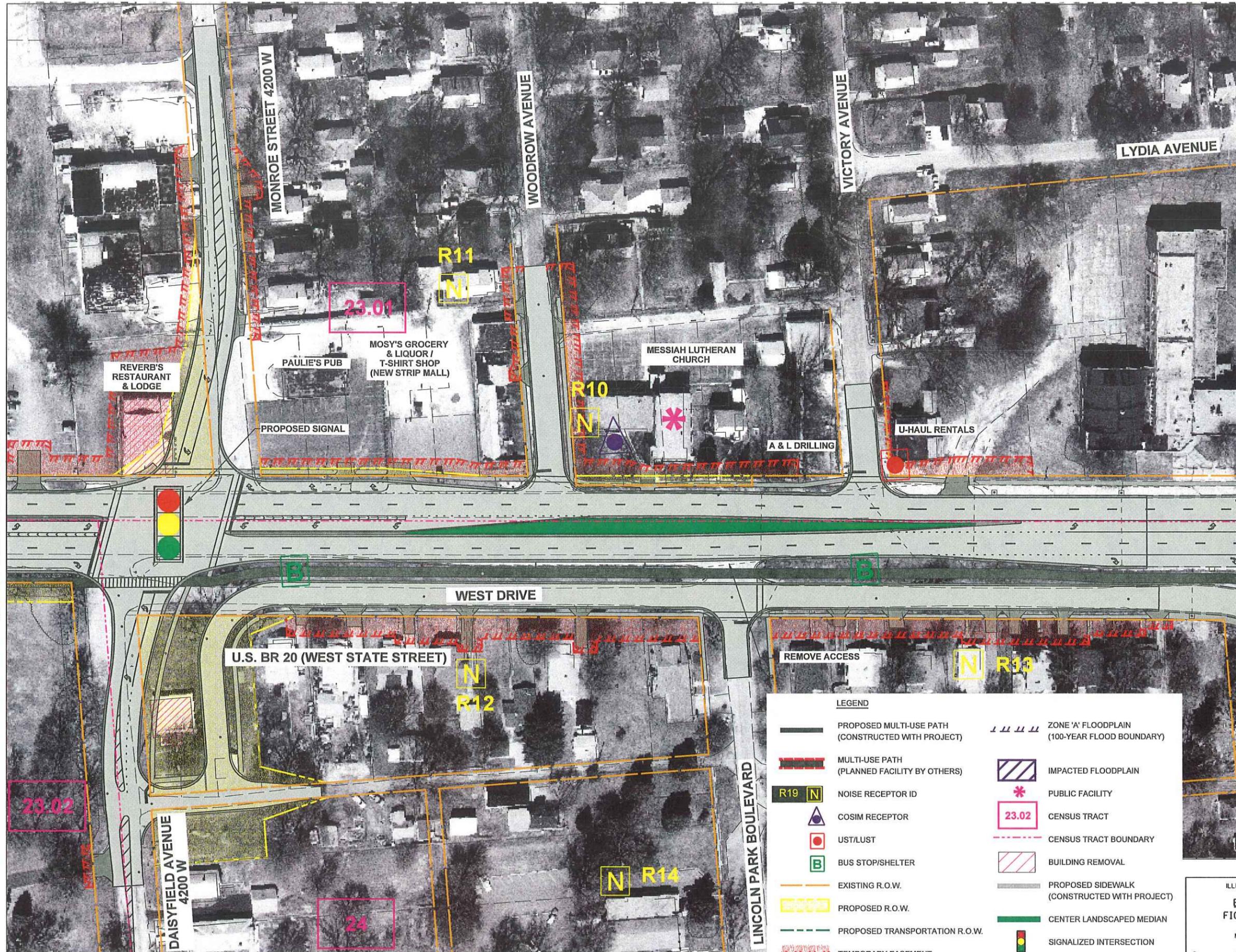
LEGEND	
	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
	NOISE RECEPTOR ID
	COSIM RECEPTOR
	UST/LUST
	BUS STOP/SHELTER
	EXISTING R.O.W.
	PROPOSED R.O.W.
	PROPOSED TRANSPORTATION R.O.W.
	TEMPORARY EASEMENT
	ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	IMPACTED FLOODPLAIN
	PUBLIC FACILITY
	CENSUS TRACT
	CENSUS TRACT BOUNDARY
	BUILDING REMOVAL
	PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	CENTER LANDSCAPED MEDIAN
	SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
 FIGURE 4.1 SHEET 5 OF 16
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
 SCALE IN FEET

DATE: 11-07
 DRAWN BY: NFO
 CHECKED BY: GLD

SEE SHEET NO. 5
MATCH LINE STA. 153+00



MATCH LINE STA. 166+00
SEE SHEET NO. 7



LEGEND	
	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
	NOISE RECEPTOR ID
	COSIM RECEPTOR
	UST/LUST
	BUS STOP/SHELTER
	EXISTING R.O.W.
	PROPOSED R.O.W.
	PROPOSED TRANSPORTATION R.O.W.
	TEMPORARY EASEMENT
	ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	IMPACTED FLOODPLAIN
	PUBLIC FACILITY
	CENSUS TRACT
	CENSUS TRACT BOUNDARY
	BUILDING REMOVAL
	PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	CENTER LANDSCAPED MEDIAN
	SIGNALIZED INTERSECTION

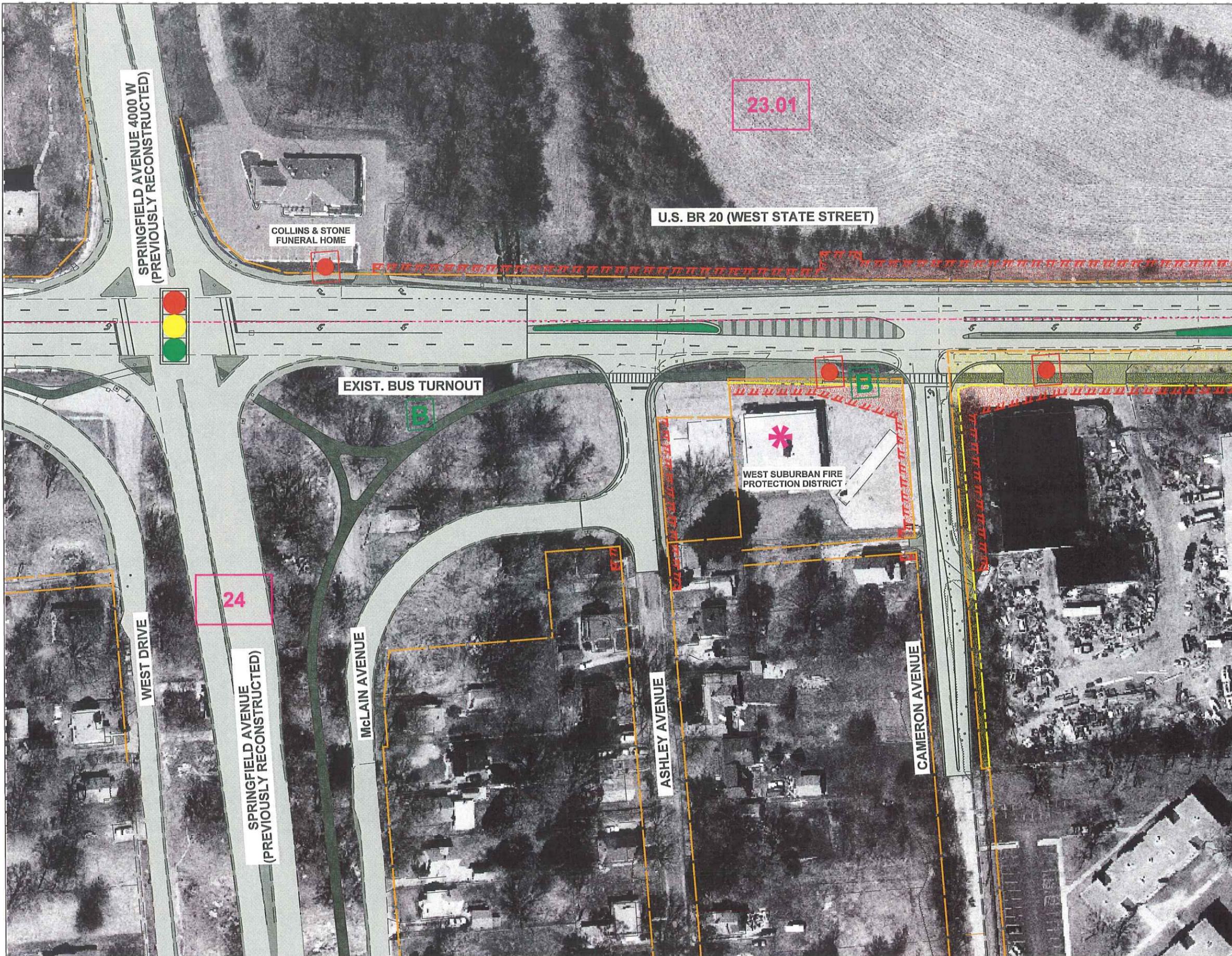
ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
 FIGURE 4.1 SHEET 6 OF 16
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
 SCALE IN FEET

DATE: 11-07
 DRAWN BY: NFO
 CHECKED BY: GLD

SEE SHEET NO. 6
MATCH LINE STA. 166+00

MATCH LINE STA. 179+00
SEE SHEET NO. 8



LEGEND

-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
-  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
-  NOISE RECEPTOR ID
-  COSIM RECEPTOR
-  UST/LUST
-  BUS STOP/SHELTER
-  EXISTING R.O.W.
-  PROPOSED R.O.W.
-  PROPOSED TRANSPORTATION R.O.W.
-  TEMPORARY EASEMENT
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  IMPACTED FLOODPLAIN
-  PUBLIC FACILITY
-  CENSUS TRACT
-  CENSUS TRACT BOUNDARY
-  BUILDING REMOVAL
-  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
-  CENTER LANDSCAPED MEDIAN
-  SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 7 OF 16

U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD

SEE SHEET NO. 7
MATCH LINE STA. 179+00



MATCH LINE STA. 192+00
SEE SHEET NO. 9



LEGEND

-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
-  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
-  NOISE RECEPTOR ID
-  COSIM RECEPTOR
-  UST/LUST
-  BUS STOP/SHELTER
-  EXISTING R.O.W.
-  PROPOSED R.O.W.
-  PROPOSED TRANSPORTATION R.O.W.
-  TEMPORARY EASEMENT
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  IMPACTED FLOODPLAIN
-  PUBLIC FACILITY
-  CENSUS TRACT
-  CENSUS TRACT BOUNDARY
-  BUILDING REMOVAL
-  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
-  CENTER LANDSCAPED MEDIAN
-  SIGNALIZED INTERSECTION

5' (TYP)
ULTIMATE MULTI-USE PATH LOCATION
REMOVE ACCESS
PROPERTY TO BE ACQUIRED BY THE CITY OF ROCKFORD TO BE ABLE TO CONSTRUCT THE ULTIMATE MULTI-USE PATH (TYP)

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
 FIGURE 4.1 SHEET 8 OF 16
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
 DRAWN BY: NFO
 CHECKED BY: GLD

SEE SHEET NO. 8
MATCH LINE STA. 192+00



MATCH LINE STA. 205+00
SEE SHEET NO. 10



LEGEND

-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
-  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
-  NOISE RECEPTOR ID
-  COSIM RECEPTOR
-  UST/LUST
-  BUS STOP/SHELTER
-  EXISTING R.O.W.
-  PROPOSED R.O.W.
-  PROPOSED TRANSPORTATION R.O.W.
-  TEMPORARY EASEMENT
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  IMPACTED FLOODPLAIN
-  PUBLIC FACILITY
-  CENSUS TRACT
-  CENSUS TRACT BOUNDARY
-  BUILDING REMOVAL
-  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
-  CENTER LANDSCAPED MEDIAN
-  SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 9 OF 16

U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD



LEGEND

-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
-  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
-  NOISE RECEPTOR ID
-  COSIM RECEPTOR
-  UST/LUST
-  BUS STOP/SHELTER
-  EXISTING R.O.W.
-  PROPOSED R.O.W.
-  PROPOSED TRANSPORTATION R.O.W.
-  TEMPORARY EASEMENT
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  IMPACTED FLOODPLAIN
-  PUBLIC FACILITY
-  CENSUS TRACT
-  CENSUS TRACT BOUNDARY
-  BUILDING REMOVAL
-  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
-  CENTER LANDSCAPED MEDIAN
-  SIGNALIZED INTERSECTION

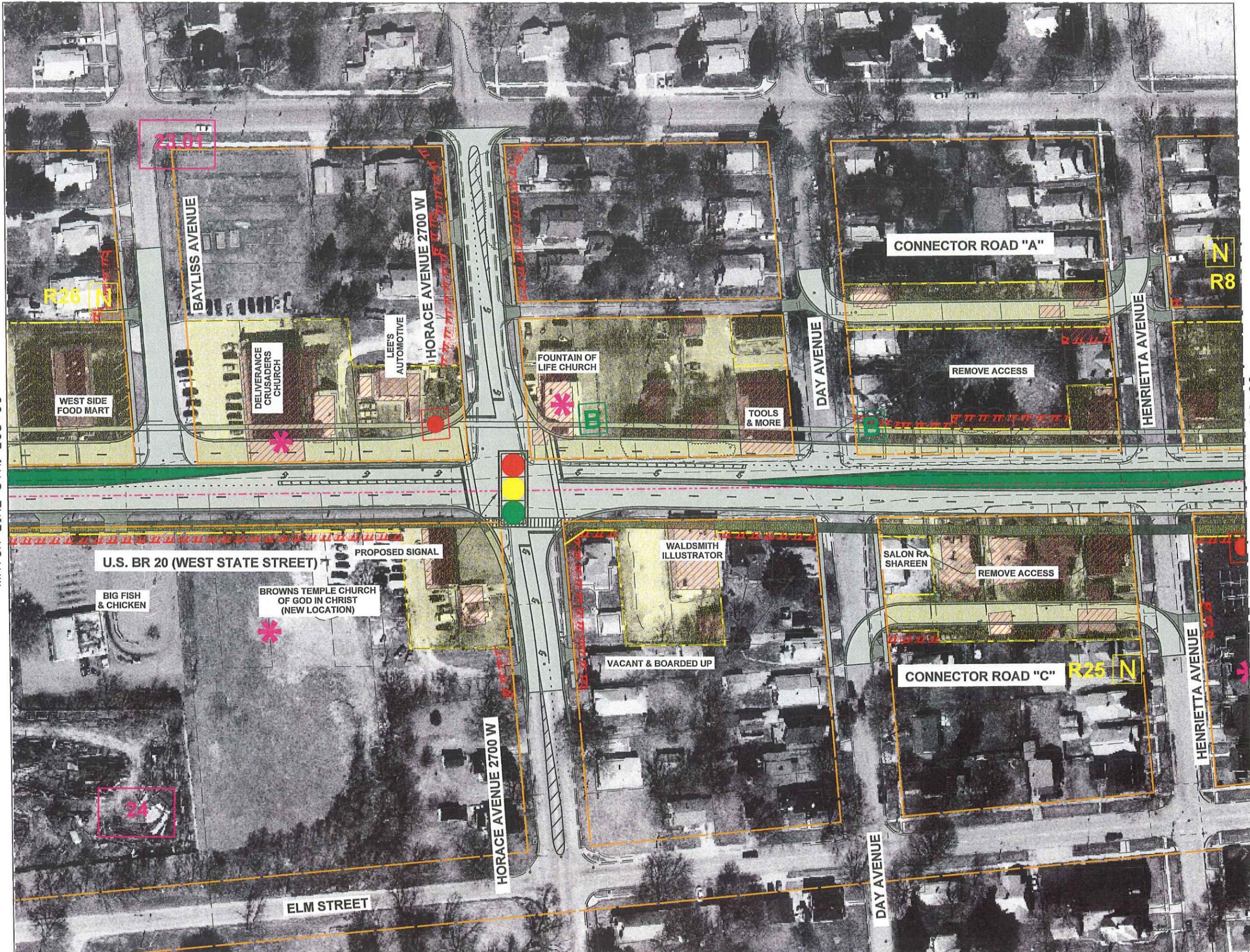
MATCH LINE SEE SHEET NO. 9

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
FIGURE 4.1 SHEET 9A OF 16
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
 SCALE IN FEET

DATE: 11-07
 DRAWN BY: NFO
 CHECKED BY: GLD

SEE SHEET NO. 9
MATCH LINE STA. 205+00



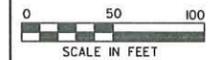
MATCH LINE STA. 218+00
SEE SHEET NO. 11



LEGEND

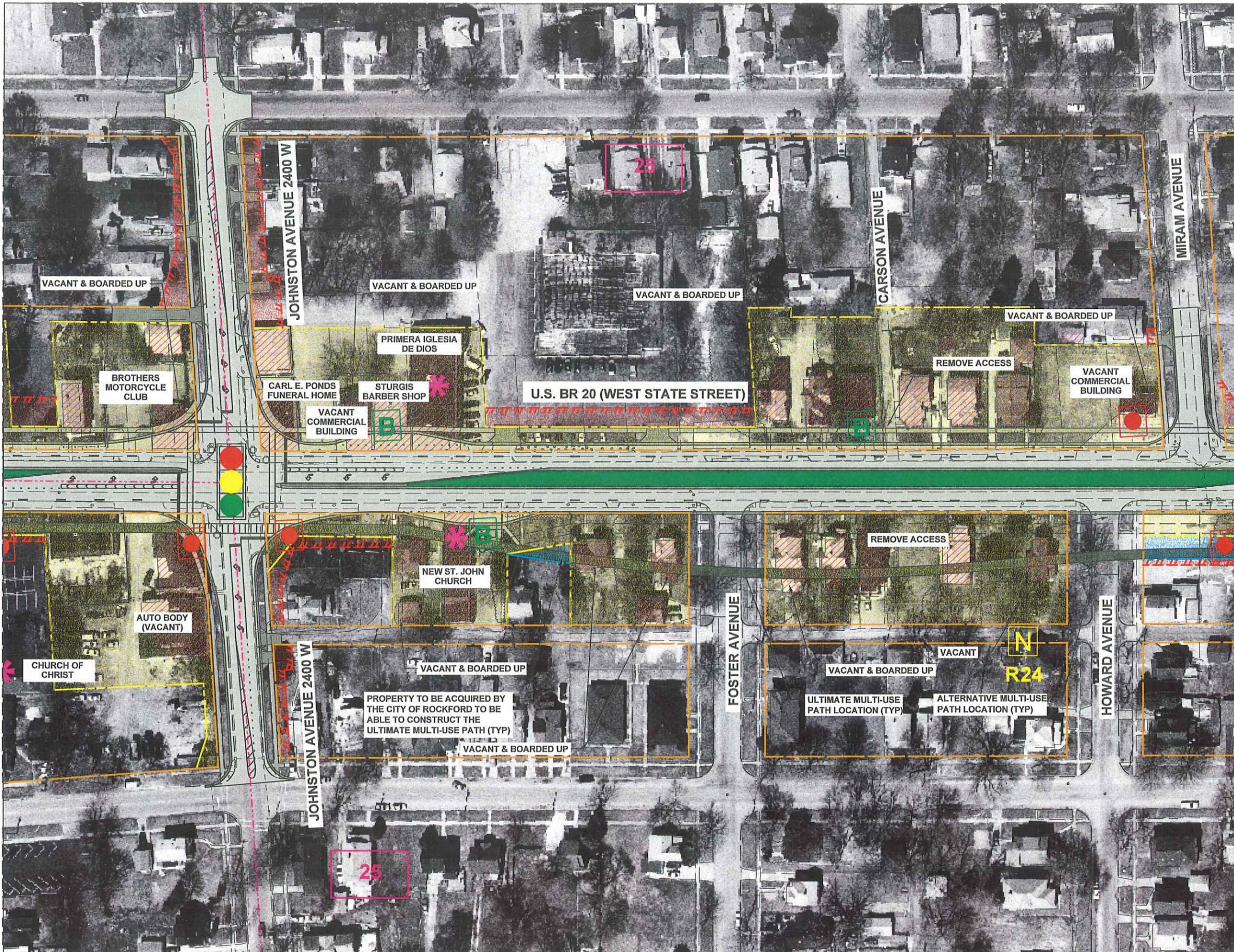
- PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
- MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
- NOISE RECEPTOR ID
- COSIM RECEPTOR
- UST/LUST
- BUS STOP/SHELTER
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TRANSPORTATION R.O.W.
- TEMPORARY EASEMENT
- ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
- IMPACTED FLOODPLAIN
- PUBLIC FACILITY
- CENSUS TRACT
- CENSUS TRACT BOUNDARY
- BUILDING REMOVAL
- PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
- CENTER LANDSCAPED MEDIAN
- SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
 FIGURE 4.1 SHEET 10 OF 16
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE



DATE: 11-07
 DRAWN BY: NFO
 CHECKED BY: GLD

SEE SHEET NO. 10
MATCH LINE STA. 218+00



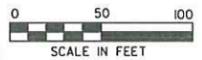
MATCH LINE STA. 231+00
SEE SHEET NO. 12



LEGEND

-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
-  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
-  NOISE RECEPTOR ID
-  COSIM RECEPTOR
-  UST/LUST
-  BUS STOP/SHELTER
-  EXISTING R.O.W.
-  PROPOSED R.O.W.
-  PROPOSED TRANSPORTATION R.O.W.
-  TEMPORARY EASEMENT
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  IMPACTED FLOODPLAIN
-  PUBLIC FACILITY
-  CENSUS TRACT
-  CENSUS TRACT BOUNDARY
-  BUILDING REMOVAL
-  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
-  CENTER LANDSCAPED MEDIAN
-  SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
FIGURE 4.1 SHEET 11 OF 16
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKFORD AVENUE



DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD

SEE SHEET NO. 11
MATCH LINE STA. 231+00



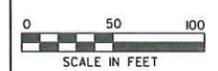
MATCH LINE STA. 244+65
SEE SHEET NO. 13



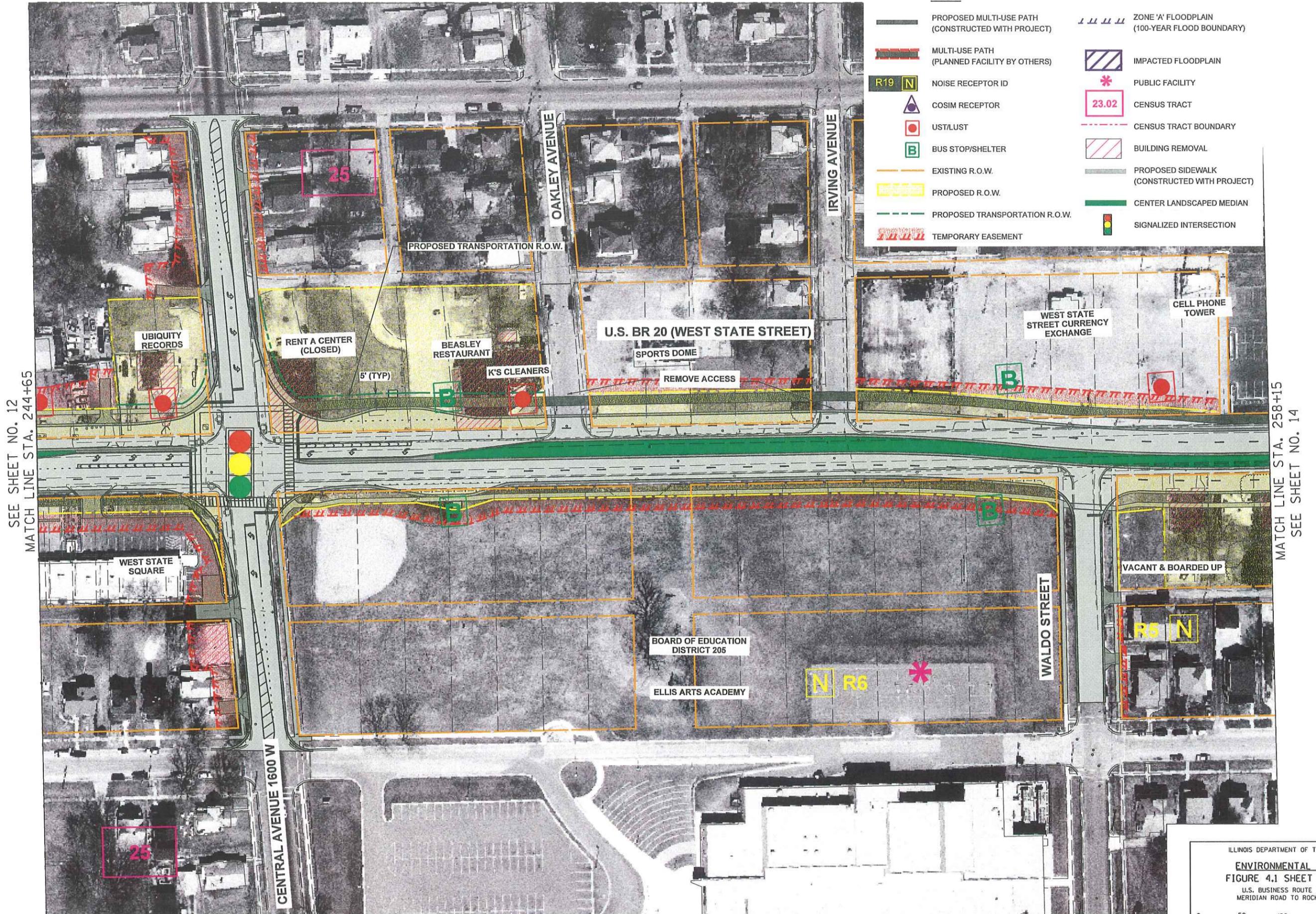
LEGEND

- PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
- MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
- NOISE RECEPTOR ID
- COSIM RECEPTOR
- UST/LUST
- BUS STOP/SHELTER
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TRANSPORTATION R.O.W.
- TEMPORARY EASEMENT
- ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
- IMPACTED FLOODPLAIN
- PUBLIC FACILITY
- CENSUS TRACT
- CENSUS TRACT BOUNDARY
- BUILDING REMOVAL
- PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
- CENTER LANDSCAPED MEDIAN
- SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
FIGURE 4.1 SHEET 12 OF 16
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE



DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD



LEGEND

	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)		ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)		IMPACTED FLOODPLAIN
	NOISE RECEPTOR ID		PUBLIC FACILITY
	COSIM RECEPTOR		CENSUS TRACT
	UST/LUST		CENSUS TRACT BOUNDARY
	BUS STOP/SHELTER		BUILDING REMOVAL
	EXISTING R.O.W.		PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	PROPOSED R.O.W.		CENTER LANDSCAPED MEDIAN
	PROPOSED TRANSPORTATION R.O.W.		SIGNALIZED INTERSECTION
	TEMPORARY EASEMENT		

SEE SHEET NO. 12
MATCH LINE STA. 244+65

MATCH LINE STA. 258+15
SEE SHEET NO. 14

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 13 OF 16

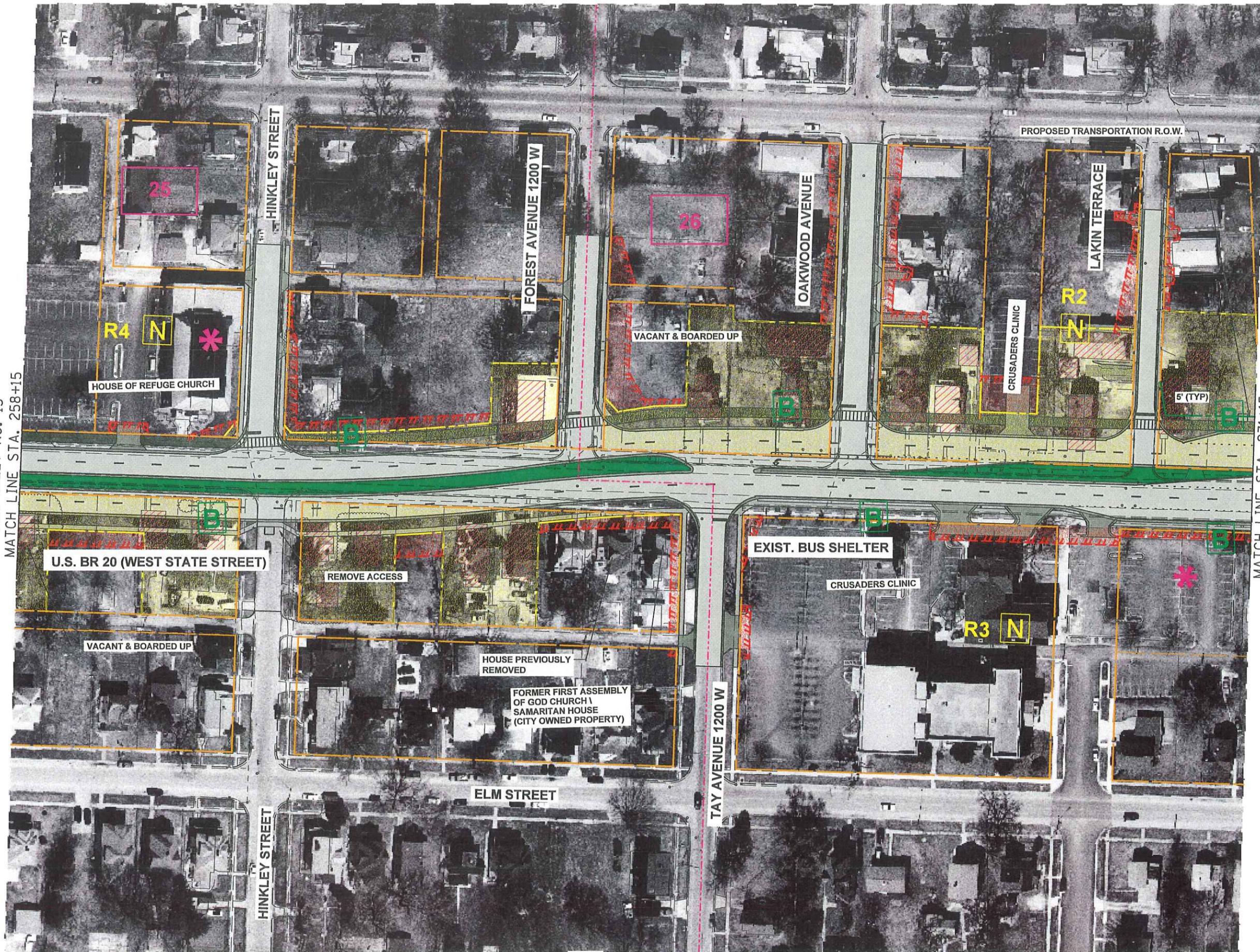
U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

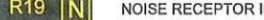
DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD

SEE SHEET NO. 13
MATCH LINE STA. 258+15

MATCH LINE STA. 271+15
SEE SHEET NO. 15



LEGEND

-  PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
-  MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
-  NOISE RECEPTOR ID
-  COSIM RECEPTOR
-  UST/LUST
-  BUS STOP/SHELTER
-  EXISTING R.O.W.
-  PROPOSED R.O.W.
-  PROPOSED TRANSPORTATION R.O.W.
-  TEMPORARY EASEMENT
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  IMPACTED FLOODPLAIN
-  PUBLIC FACILITY
-  CENSUS TRACT
-  CENSUS TRACT BOUNDARY
-  BUILDING REMOVAL
-  PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
-  CENTER LANDSCAPED MEDIAN
-  SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

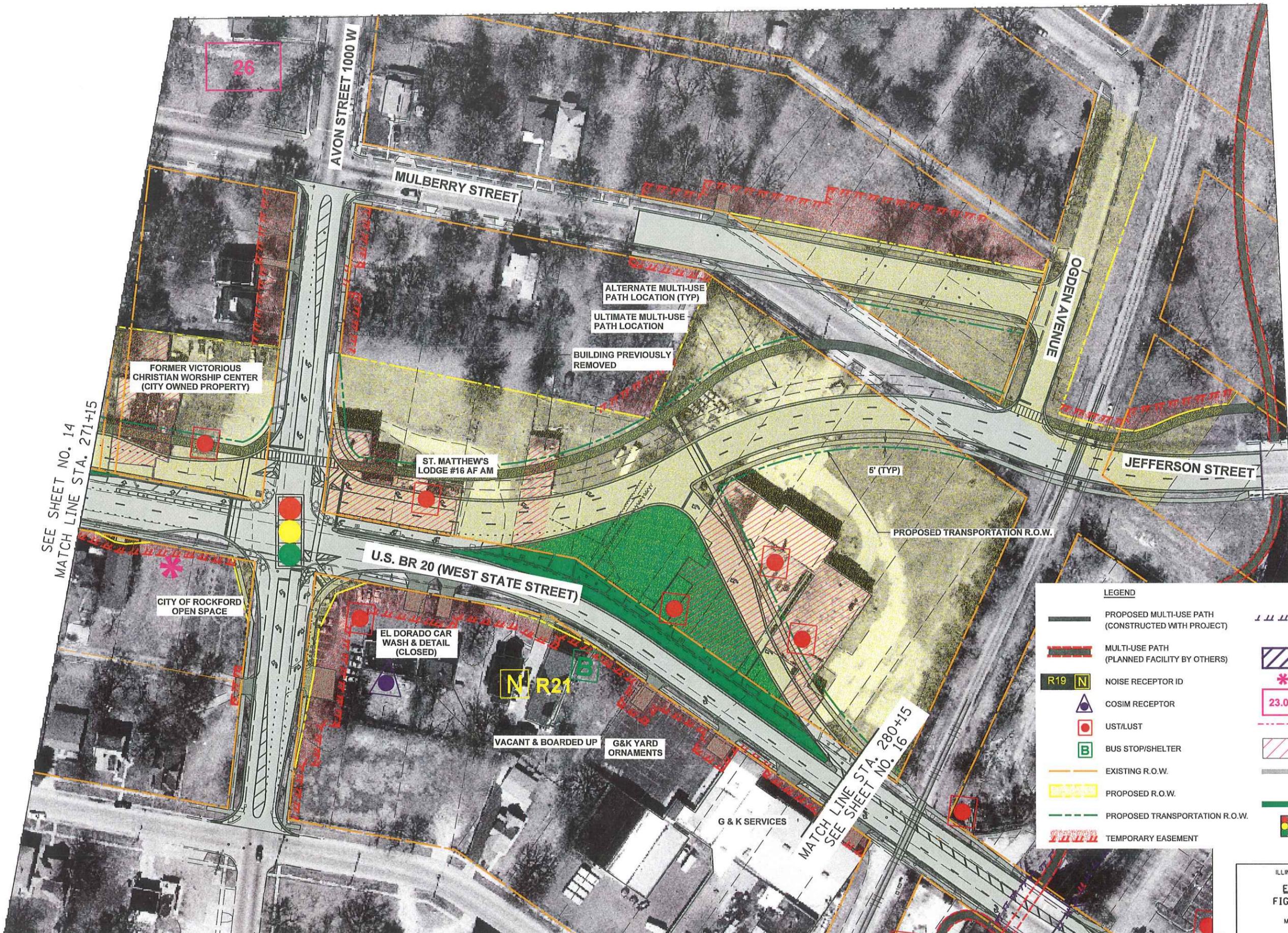
ENVIRONMENTAL IMPACTS

FIGURE 4.1 SHEET 14 OF 16

U.S. BUSINESS ROUTE 20 (FA 303)
MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
SCALE IN FEET

DATE: 11-07
DRAWN BY: NFO
CHECKED BY: GLD



SEE SHEET NO. 14
MATCH LINE STA. 271+15

MATCH LINE STA. 280+15
SEE SHEET NO. 16

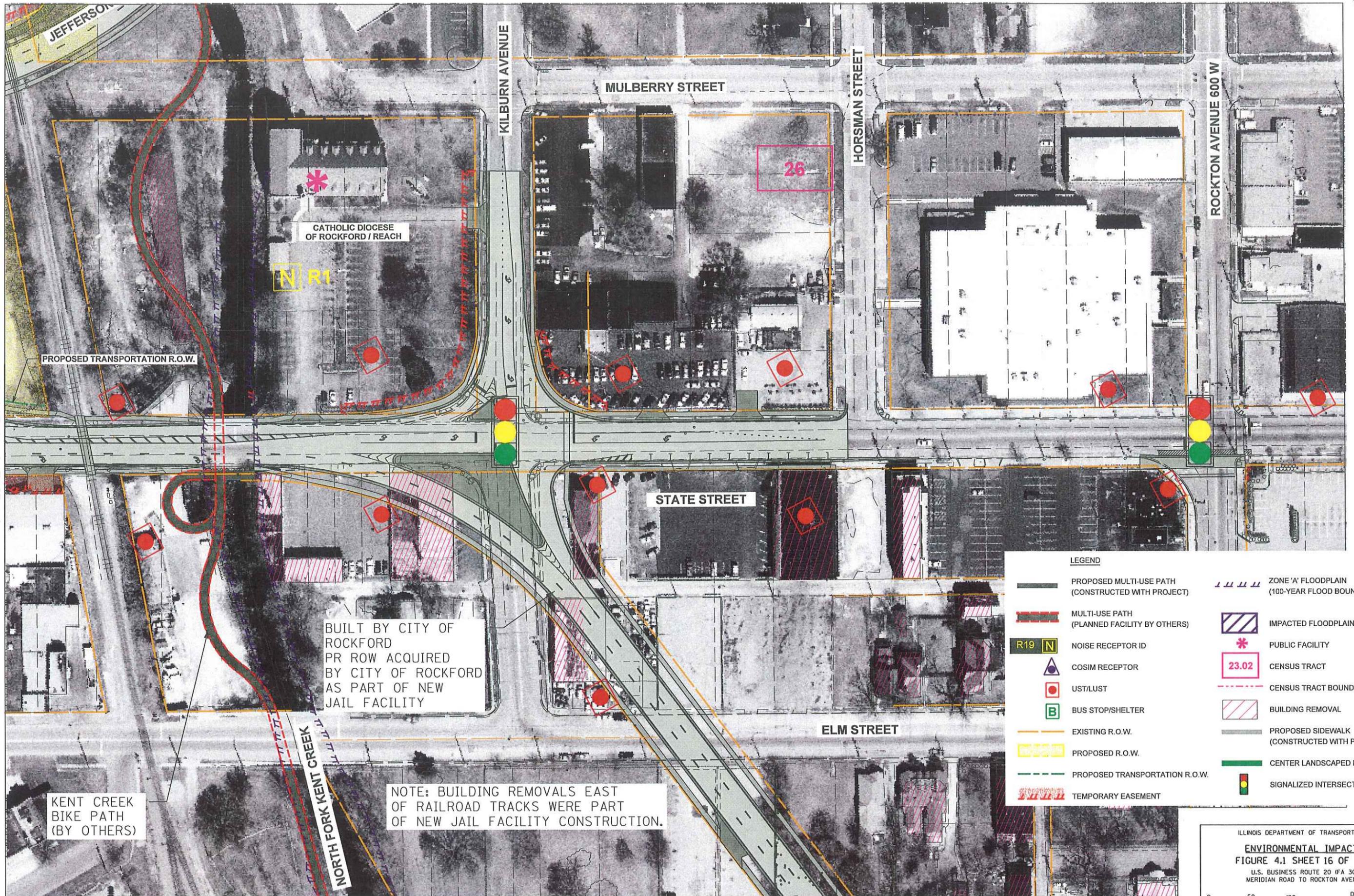
LEGEND	
	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
	NOISE RECEPTOR ID
	COSIM RECEPTOR
	UST/LUST
	BUS STOP/SHELTER
	EXISTING R.O.W.
	PROPOSED R.O.W.
	PROPOSED TRANSPORTATION R.O.W.
	TEMPORARY EASEMENT
	ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	IMPACTED FLOODPLAIN
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	CENSUS TRACT
	CENSUS TRACT BOUNDARY
	BUILDING REMOVAL
	PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	CENTER LANDSCAPED MEDIAN
	SIGNALIZED INTERSECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACTS
 FIGURE 4.1 SHEET 15 OF 16
 U.S. BUSINESS ROUTE 20 (FA 303)
 MERIDIAN ROAD TO ROCKTON AVENUE

0 50 100
 SCALE IN FEET

DATE: 11-07
 DRAWN BY: NFO
 CHECKED BY: GLD

SEE SHEET NO. 15
MATCH LINE STA. 280+15



PROPOSED TRANSPORTATION R.O.W.

N R1

CATHOLIC DIOCESE
OF ROCKFORD / REACH

26

MULBERRY STREET

KILBURN AVENUE

HORSMAN STREET

ROCKTON AVENUE 600 W

STATE STREET

BUILT BY CITY OF
ROCKFORD
PR ROW ACQUIRED
BY CITY OF ROCKFORD
AS PART OF NEW
JAIL FACILITY

ELM STREET

KENT CREEK
BIKE PATH
(BY OTHERS)

NORTH FORK KENT CREEK

NOTE: BUILDING REMOVALS EAST
OF RAILROAD TRACKS WERE PART
OF NEW JAIL FACILITY CONSTRUCTION.

LEGEND	
	PROPOSED MULTI-USE PATH (CONSTRUCTED WITH PROJECT)
	MULTI-USE PATH (PLANNED FACILITY BY OTHERS)
	NOISE RECEPTOR ID
	COSIM RECEPTOR
	UST/LUST
	BUS STOP/SHELTER
	EXISTING R.O.W.
	PROPOSED R.O.W.
	PROPOSED TRANSPORTATION R.O.W.
	TEMPORARY EASEMENT
	ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
	IMPACTED FLOODPLAIN
	PUBLIC FACILITY
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	CENSUS TRACT BOUNDARY
	BUILDING REMOVAL
	PROPOSED SIDEWALK (CONSTRUCTED WITH PROJECT)
	CENTER LANDSCAPED MEDIAN
	SIGNALIZED INTERSECTION

5. PROJECT COORDINATION & PUBLIC INVOLVEMENT SUMMARY

This section summarizes the coordination efforts that have occurred throughout the project development process. Coordination has been on-going with interested agencies and local communities through a series of meetings and written correspondence. Coordination with the public occurred via a Public Informational Meeting held on July 29, 2004. A public hearing for this project is currently anticipated for late 2007.

The numerous coordination efforts between IDOT and the interested agencies have covered issues regarding sensitive environmental resources. The agencies coordinated with include the following:

- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency
- Illinois State Geologic Survey
- Illinois Department of Natural Resources
- Winnebago County & Rockford Township
- City of Rockford
- Rockford Area Transportation Study
- Rockford Mass Transit District
- Rockford Park District
- Rockford School District
- West State Street Corridor Steering Committee

5.1 PROJECT COORDINATION

Environmental Coordination

IDNR - Agency Action Report	IDNR	5/2/2002	5-6
IDNR - Agency Action Report (Update)	IDNR	3/31/2006	5-7
Air Quality Analysis	IDOT-District 2	12/1/2004	5-8
Cultural Resource Clearance	IDOT-BDE	1/30/2002	5-10
Cultural Resource Clearance SHPO Concurrence Stamp: January 10, 2003	SHPO	1/21/2003	5-12
Cultural Resource Clearance (Addendum) Finding of "No Effect"	IDOT-BDE	5/31/2006	5-14
Natural Resources Review Clearance	IDOT-BDE	5/21/2002	5-16
Potential Contamination & UST Notification	IDOT-BDE	11/14/2001	5-19
Potential Contamination & UST Notification	IDOT-BDE	10/24/2002	5-23

West State Street Steering Committee

Initiation of Steering Committee & Member Listing	City of Rockford	7/17/2001	5-25
W. State Street Steering Committee Status Meeting Minutes	City of Rockford	5/27/2003	5-32
W. State Street Steering Committee Status Meeting Minutes	City of Rockford	6/2/2004	5-38
W. State Street Steering Committee Status Meeting Minutes	City of Rockford	7/14/2004	5-43

City of Rockford

W. State Street Corridor Study Final Plan Adoption	City of Rockford	1/27/2003	5-47
Letter of Understanding to City of Rockford	IDOT	1/14/2005	5-49
IDOT, City of Rockford Coordination Meeting	City of Rockford	8/24/2005	5-53
IDOT, City of Rockford Coordination Meeting	City of Rockford	8/29/2006	5-58
Letter and Resolution 2007-67R (Non-support of Mulberry Street as a One-Way Couple Alternative)	City of Rockford	8/2/2007	5-60

Rockford Park District

Support Letter for W. State Street Corridor Study	Rockford Park District	11/1/2001	5-63
Endorsement and Support for bike path along the Ingersoll Golf Course frontage	Rockford Park District	2/14/2006	5-64
Meeting with Park District to discuss tree impacts	IDOT & Rockford Park District	6/19/2006	5-65
Park District Conditions for the <i>De Minimis</i> 4(f) coordination	Rockford Park District	6/20/2006	5-68
Commitment letter regarding the Ingersoll Golf Course - <i>De Minimis</i> Impact Findings for Parks, Recreational Areas, and Wildlife and Waterfowl Refuges Park District Signed Concurrence: August 1, 2006	IDOT & Rockford Park District	7/26/2006	5-69

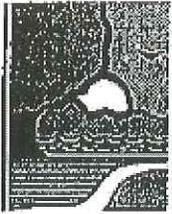
<u>Description</u>	<u>Agency</u>	<u>Date</u>	<u>Page</u>
Rockford School District			
Request for Meeting - Bus Route Construction Impacts	IDOT	5/9/2006	5-72
Ellis Arts Academy - Determination of "No 4(f) Involvement"	Rockford School District	8/7/2006	5-73
Rockford Mass Transit District (RMTD)			
Data Request letter	IDOT	8/10/2004	5-75
Data Request letter	IDOT	4/28/2005	5-76
Data Request reply	RMTD	5/13/2005	5-78
Request for Meeting	IDOT	5/9/2006	5-81
Minutes of Meeting - Bus Coordination (Included the Rockford School District)	RMTD	5/31/2006	5-84
Minutes of Meeting - Bus Stops & Turnout Locations	IDOT	6/19/2006	5-86
Letter to City of Rockford - Coordination Update	RMTD	6/19/2006	5-88
Minutes of Meeting - Bus Stops & Turnout Locations	IDOT	8/15/2006	5-90
Response to Bus Stop and Turnout Request	IDOT	12/7/2006	5-97
Comment/Reply Form	RMTD	12/18/2006	5-101
Rockford Area Transportation Study (RATS)			
Project support letter for additional funding	RATS	1/31/2005	5-102
Rockford Housing Authority (RHA)			
Letter - Transfer of Property to the City of Rockford	RHA	6/7/2001	5-104
Support Letter for W. State Street Corridor Study	RHA	1/31/2002	5-105
Winnebago County & Rockford Township			
Meeting Minutes	IDOT	2/22/2007	5-106
Project support letter	Rockford Township Highway Department	3/2/2007	5-110
Project support letter	County of Winnebago Highway Department	3/7/2007	5-111
Project Meetings			
Consultant Service Status Meeting	City of Rockford	5/26/2004	5-112
Additional pages intentionally left blank			5-117 thru 5-140

5.2 PUBLIC INVOLVEMENT SUMMARY

<u>Description</u>	<u>Agency</u>	<u>Date</u>	<u>Page</u>
Public Information Open House - July 29, 2004			
Public Information Open House - Publication Request	Rockford Register Star	7/6/2004	5-141
Public Information Open House - Publication Request	Rock Valley Publishing	7/7/2004	5-143
Public Information Open House Meeting Invitation Letters - Public Officials	IDOT	7/16/2004	5-145
Public Information Open House Meeting Invitation List - Property Owners	IDOT	7/16/2004	5-146
Public Information Open House Brochure	IDOT	7/29/2004	5-165
Public Information Open House Flyer	IDOT	7/29/2004	5-173
Public Information Open House Sign In Sheets	IDOT	7/29/2004	5-174
Public Information Open House Meeting Summary Notes - Cassandra Rodgers	IDOT - Staff	7/29/2004	5-182
Public Information Open House Meeting Summary Notes - David Pittman	IDOT - Staff	7/30/2004	5-183
Public Information Open House Meeting Summary Notes - Jon McCormick	IDOT - Staff	8/2/2004	5-185
Post Public Information Open House Coordination			
Public Information Open House - Various Public Comments & Response Letters & emails	Various	8/2/2004	5-187
General Correspondence with the Public			
Letter & Response to Roger Artman	Property owner of Rent-A-Center facility	10/12/2001	5-204
Letter & Response to Rodney DeWalt	Resident	11/13/2002	5-206
Letter from Rockford Properties, Inc. - Interest in selling properties on W. State Street	Rockford Properties, Inc.	12/27/2002	5-216
Letter & Response to Mark Keller, President	A-American Machine & Assembly	12/30/2002	5-217
Various Coordination with Booker T. Woodard	Resident	12/2/2003	5-221
Letter to Comprehensive Community Solutions, Inc. - Job Opportunities for Low-income Individuals (JOLI)	City of Rockford	7/9/2004	5-228
Letter providing information to Didier Greenhouses	City of Rockford	8/5/2004	5-229
Letter & Response to Vicki Johnson	Rockford Central Plastics	8/26/2004	5-230
Letter & Response to Julian Holt	Resident	10/14/2004	5-232
Noise Coordination Meeting with Residents	IDOT	12/6/2005	5-235
Aldermanic Project Support Letters			
Ald. Carl R. Wasco	4th Ward	8/15/2006	5-239
Ald. Victory Bell	5th Ward		
Ald. Leonard J. Jacobson	6th Ward		
Ald. Ann Thompson	7th Ward		
Ald. Nancy L. Johnson	8th Ward		
Ald. John C. Beck	12th Ward		

<u>Description</u>	<u>Agency</u>	<u>Date</u>	<u>Page</u>
Church Properties Coordination & Meetings			
Various Coordination with Rev. Earl S. Dotson, Pastor	West Rockford Missionary Baptist Church	6/25/2004	5-245
Letter to Gladys Smith, Pastor	Living Word Missionary Church	10/21/2004	5-253
Letter & Response (City of Rockford) to Ulysses Smith, Pastor	Living Word Missionary Church	1/31/2005	5-254
Statement of Project Support - Ministers of Churches in the West State Street Area	Signature sheet	8/15/2006	5-263
Various Coordination letters with impacted Church properties	IDOT	9/5/2006	5-268
Meeting with Starlight Mission Baptist Church	IDOT	9/23/2006	5-298
Summary of Church Contacts	TranSystems	12/19/2006	5-302
Coordination letter to Primera Iglesia de Dios	IDOT	2/2/2007	5-298
Comment/Reply form from Greater Calvary Baptist Church	Pastor Frank Jefferson	2/7/2007	5-305
Meeting with Greater Calvary Baptist Church	IDOT	3/13/2007	5-309
Email of Meeting notes for meeting with Pastor Jefferson of Greater Calvary Baptist Church	IDOT	3/14/2007	5-310
Meeting with Primera Iglesia de Dios (First Hispanic Church of God)	IDOT	4/5/2007	5-311
Comment/Reply form from Primera Iglesia de Dios	Pastor Noel Ayala	4/5/2007	5-314
Letter to Pastor Noel Ayala - sending requested preliminary plans	IDOT	4/13/2007	5-315
Meeting with Affected Churches and Ponds Funeral Home - Property relocations	IDOT	6/19/2007	5-316

Environmental Coordination



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

524 South Second Street, Springfield 62701-1787

George H. Ryan, Governor ● Brent Manning, Director

RECEIVED

APR 25 2002

Dept. of Natural Resources

ENDANGERED SPECIES CONSULTATION PROGRAM
AGENCY ACTION REPORT

Date Submitted: April 23, 2002
Is this a Resubmittal? [Yes / No] Please circle one
If 'Yes', enter PROJCODE: _____

PROJCODE: <u>0202870</u>
Date Due: <u>6-09-02</u>

For Office Use Only

Agency Name: Illinois Department of Transportation
Contact Person: George Rose
Agency Address: Bureau of Design and Environment, Room 330 Phone: (217)785-2830
2300 South Dirksen Parkway, Springfield, IL 62764 E-mail: _____

DESCRIBE PRECISE LOCATION OF PROPOSED ACTION

Project Name: FAP 303 (US BR 20, West State St), Job # P-92-096-00 BDE Seq. No. 9749A
County(ies): Winnebago
City/Town: Rockford
Township/Range/Section: T44N-R1E-Sec 22
U.S.G.S. Quad Map Name(s): Winnebago and Rockford North

Brief Description of the Proposed Action: The development of a five lane section from Meridian Rd to Avon St along US BR 20 in Rockford, and re-alignment of a one-way from Avon St to Kilburn Ave with resurfacing of US BR 20 from Kilburn St to Rockton Ave. Acquisition of additional ROW, 40 acres.

Please enclose a map delineating the location of the proposed action, and return to the SPRINGFIELD address above.

FOR DEPARTMENT USE ONLY	
Are there threatened/endangered species or natural areas located within the vicinity of the project?	[Yes <input type="radio"/> No <input checked="" type="radio"/>]
Is the proposed project likely to adversely affect the threatened/endangered species or INAI sites?	[Yes <input type="radio"/> No <input checked="" type="radio"/>]
The consultation process is terminated?	[Yes <input checked="" type="radio"/> No <input type="radio"/>]
Comments: _____	
Evaluated by: _____	
<u>Rich Lewis</u> Division of Resource Review & Coordination	<u>5-2-02</u> Date

[printed on recycled and recyclable paper]



Illinois
Department of
Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271

DEPARTMENT OF
NATURAL RESOURCES

MAR 24 2006

OREP <http://dnr.state.il.us>
Rod R. Blagojevich, Governor

RECEIVED
APR 06 2006
ENVIRONMENT
SECTION

CONSULTATION AGENCY ACTION REPORT
(Illinois Administrative Code Title 17 Part 1075)
Division of Resource Review and Coordination

Date Submitted: March 22, 2006
If this is a re-submittal, include previous
IDNR response if available.

FOR DEPARTMENT USE ONLY
PROJCODE: 0604329 DUE DATE: _____

Applicant: Illinois Department of Transportation Phone: (217) 782-9129
Contact Person: Felecia Hurley Fax: (217) 524-9356
Applicant Address: Bureau of Design and Environment, Room 330 Email: _____
2300 S. Dirksen Parkway, Springfield, IL 62764

LOCATION OF PROPOSED ACTION
A MAP SHOWING LOCATION OF PROPOSED ACTION IS REQUIRED

Project Name: FAP 303 (US BR 20, West State St), Job# P-92-096-00 County: Winnebago
Project Address (if available): _____ BDE Seq. No. 9749A
City, State, Zip: _____
Township/Range/Section (e.g. T45N, R9E, S2): T44N-R1E-Sec 22
Brief Description of Proposed Action: The development of a five lane section from Meridian Rd to Avon St along US BR 20 in Rockford, and re-alignment of a one-way from Avon St to Kilburn Ave with resurfacing of US BR 20 from Kilburn St to Rockton Ave. Acquisition of additional ROW, 40 acres. In stream work in North Fork Kent Creek.
Projected Start Date and End Date of Proposed Action: _____ IDNR Proj code 3
00202870

Will state funds or technical assistance support this action? [Yes | No] If Yes, the Interagency Wetland Policy Act may apply.
Contact funding agency or this Division for details.

Local/State Agency with Project Jurisdiction: _____
Contact: _____ Phone: _____
Address: _____ Fax: _____

FOR DEPARTMENT USE ONLY

Are endangered/threatened species or Natural Areas present in the vicinity of the action? Yes No
Could the proposed action adversely affect the endangered/threatened species or Natural Area? Yes No
Is consultation terminated? Yes No
Comments: _____

Evaluated by: Steve Name Date: 3-31-06
Division of Resource Review & Coordination (217) 785-5500



Illinois Department of Transportation

Memorandum

To: Geoff Smith
From: Mark Nardini
Subject: Air Quality Analysis
Date: December 1, 2004

FAP 303 (US BR 20)
Section 40R-RS-3&41RS-1
Job No. P-92-096-00
Contract 64574
Winnebago County

A COSIM Analysis was performed on 3 intersections along US BR 20 (West State Street) in Rockford. The first was at Daisyfield Avenue. The existing level of concentration at this intersection is 4.0 ppm in year 2003 and without the improvement the levels rose to 4.5 ppm in year 2025. However, with the project the levels actually decreased 3.7 ppm in year 2025. This is due to the removal of receptor #4. All 7 of the calculations performed on this intersection passed the 8-hr NAAQS level.

The second intersection to be looked at was Avon Avenue. The existing levels are some what higher than those at Daisyfield. Our currently level at Avon is 4.6 ppm in year 2003 and actually decreases in the "no-build option" to 4.3 ppm in 2005 and levels out to 4.0 ppm in years 2015 and 2025. With the build option the levels are 3.8 ppm in 2005, 3.6 ppm in 2015 and 3.7 ppm in 2025. All 7 of the calculations performed on this intersection passed the 8-hr NAAQS level.

The third intersection modeled was US BR 20 at Pierpont Avenue. Like analysis that was performed at Daisyfield Avenue the "No-Build" numbers are higher than the build options numbers because receptor #4 will be removed under the "Build" option. This intersection represents the worst case scenario for this project thus the following paragraph should be incorporated into the EA per BDE Section 23-3.

The air quality effects of the proposed project were analyzed using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM). The "worst case" analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a

violation of the Nation Ambient Air Quality Standard for CO. CO concentrations for the worst case receptor were as follows:

Existing (2003) – 4.7 ppm; Build – Time of Construction (TOC) (2005) – 3.4 ppm, TOC + 10 years (2015) – 3.3 ppm, and Design Year (2025) – 3.4 ppm; No Action – 4.5 ppm in 2005, 4.0 ppm in 2015, and 3.0 ppm in 2025.

The results from this roadway improvement indicate the concentrations are below the 8-hour National Ambient Air Quality Standard of 9.0 ppm which is necessary to protect the public health and welfare.

If you have any question, please contact me at ext. 460.

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request

A: Project Information: Bio Cultural Wetlands Special Waste

Submittal Date: 05/11/2001 Sequence No: 9749

District: 2 Requesting Agency: DOH Project No: _____

Contract #: 64574 Job No.: P-92-096-00

County: Winnebago

Route: FAP 303 Marked: US BR 20

Street: West State Street Section: 40R-RS-3&41RS-1

Municipality(ies): Rockford Project Length: 6.437 km 4 miles

From To (At): Meridian Rd. to Rockton Ave.

Quadrangle: _____ Township-Range-Section: _____

Anticipated Design Approval: 11/01/2001

B: Reason for Submittal: (Check all that apply)

Acquisition of additional ROW or easment _____ ha/ _____ acres

In-Stream Work Stream Name: _____

Other: _____

C: Project Description: Grin and resurface with CC&G repair

Proposed Work: Highway Bridge Bike Trail Other _____

D: Tree Removal?: Don't Know Number?: 0 ha/ _____ acres

Historic District Involved? No Historic Buildings Involved? Don't Know

Section 4(f) Lands Involved? Don't Know Section 6(f) Lands Involved? No

E: Funding: Federal State TBP MFT Local Non-MFT

404 Permit Required Anticipated Processing: CE

F: Contact Person: Kim Tressel Local Contact Person: _____

Telephone #: (815) 284-5953 ext. Telephone #: _____

E-Mail: _____ E-Mail: _____

Field Sign Off (Bio & Cultural Only) _____ Received in CO 05/11/2001

CULTURAL RESOURCES:
NO SURVEY OR FURTHER COORDINATION REQUIRED

Sp. Wetland 1/29/02
SIGNED DATE



Illinois Department of Transportation

Memorandum

To:	G. Mounts	Attn: Ross Monk
From:	Michael Hine	By: J. A. Walthall
Subject:	Cultural Resource Concurrence	
Date:	January 21, 2003	


 JAN 2003
 Received
 IDOT
 DIST. TWO

Winnebago County
FAP 303, U.S. BR 20, Addendum A
Sec. 40R-RS-3&41RS-1
Job No. P-92-096-00
West State Street – Meridian Road to Rockton Avenue
 64750 + 864807

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

Attachment

JAW:km

J. A. Walthall



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 8, 2003

Winnebago County
FAP 303, US BR 20
Project: P-92-096-00

IDOT Seq. # 9749A
ITARP# 02079

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Attached is a report from the Illinois Transportation Archaeological Research Program concerning the results of survey of the 40 acre project area referenced above. No archaeological, architectural, or historic sites were identified within the proposed project rights-of way.

In accordance with the established procedure for coordination of proposed Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 1 / 10 / 03



Illinois Department of Transportation

Memorandum

To: G. Mounts Attn: R. Monk
 From: Michael Hine By: J. A. Walthall
 Subject: Cultural Resource Clearance
 Date: May 31, 2006

Winnebago County
FAP 303, U.S. BR 20, Addendum A
Sec. 40R-RS-3&41RS-1
Job No. P-92-096-00
Meridian Rd. to Rockton Ave.

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on July 17, 1995. The signed request form attached is your evidence of coordination.

Attachment

JAW:km

cc. Sam Mead

RECEIVED REGION 2	D-2	D-3	
	<input checked="" type="checkbox"/>		PROGRAM DEVELOPMENT
			PROJECT IMPLEMENTATION
			OPERATIONS
			ADMINISTRATIVE SERVICES
		LOCAL ROADS	
JUN 01 2006			
	REGION ENGINEER		
	Confer with Region Engineer		
	Correspondence for RE signature		
	Correspondence for your signature		

Environmental Survey Request Addendum

A. Project Information Bio Cultural Wetlands Special Waste

Submittal Date: 04/05/2002 Sequence No: 9749 A

District: 2 Requesting Agency: DOH Project No: _____

Contract #: 64574 Job No.: P-92-096-00

Counties: Winnebago

Route: FAP 303 Marked: US BR 20

Street: West State Street Section: 40R-RS-3&41RS-1

Municipality(ies): Rockford Project Length: 6.4374 km 4 miles

From To (At): Meridian Rd. to Rockton Ave.

Quadrangle: Winnebago & Rockford North Township-Range-Section: T26N, R1E, Sec. 19,20,21,22

Anticipated Design Approval: 11/01/2001

B. Reason for Submittal: (Check all that apply)

Acquisition of additional ROW or easement Addendum: 40 acres Total Project: 40.000 acres

In-Stream Work Stream Name: N. Fork Kent Creek

Other: _____

Field Sign Off (Bio & Cultural Only)

C. Addendum Description: The scope of work now includes the development of a five lane section from Meridian Rd. to Avon St. along US BR 20 in Rockford, and re-alignment of a one-way couple from Avon St. to Kilburn Ave. with resurfacing of US BR 20 from Kilburn St. to Rockton Ave

D.

Existing Bridge(s) Structure Number:	101-6127	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	101-6115	On Historic Bridge List:	No

E.

Contact Person:	Kim Tressel	Local Contact Person:	
Telephone #:	(815) 284-5953 ext.	Telephone #:	
Env. Contact:		E-Mail:	
Telephone #:		Title/Company:	

F.

Update Entire Project

Addendum Only

Field Sign Off (Bio & Cultural Only) Received in CO

**BIOLOGICAL & WETLAND
 RESOURCES**

NO SURVEY OR FURTHER
 COORDINATION REQUIRED

Thomas C. Brooks 5/21/02
 SIGNED FAD DATE



Illinois Department of Transportation

PL-2734/Env/cr-0323/sb

Route: FAP 303	Marked: US BR 20	County: Winnebago	District 2
Section No. 40R-RS-3 & 41RS-1		Seq. No. 9749A	
Local Name: West State Street in Rockford		Job No. P-92-121-01	
From: Meridian Road to Rockton Avenue		6.4 Kilometers (4 Mi.)	

POLICY GUIDELINES

1. All trees removed from the project area (411 trees, max.) for construction or maintenance purposes will be replaced with deciduous tree species which are native to the District 2 area. Trees will be replaced according to the IDOT Departmental Policy D&E-18 (September 18, 2002). The location of the replacement trees shall be determined by the District 2 Landscape Architect.

COMMITMENTS

1. Only trees within the construction limits will be removed during construction and therefore replaced.
2. The location of the tree mitigation will be in accordance with the "Business U.S. 20 – West State Street Corridor Study" and the City of Rockford.
3. The fence along Ingersoll Golf Course which is removed for construction shall be replaced by IDOT.
4. The sign for Ingersoll Golf Course will be relocated by IDOT.



Illinois Department of Transportation

Memorandum

To: Plan Preparation
 From: Larry Hill *L Hill*
 Subject: Potential Contamination & UST Notification
 Date: November 14, 2001

FAP Route 303 (US BR 20)
 Section 40R-RS-3 & 41RS-1
 Winnebago County
 Job No. P-92-096-00
 US BR 20: Meridian Rd. to Rockton Ave.

Per current policy, attached are the results of the of the Hazardous Waste Investigation of the above project corridor.

As this time it cannot be determined if the restrictions noted on the first page of the memorandum can be met. Therefore, no right-of-way or easement should be purchased from these sites until the approved Design Report is forwarded to you, which will present the status of each site.

Speedway gasoline station, 4900 West State St.	No grading or excavation
The West Side Guy's Auto Repair, 4811 West State St.	1.8 meters (6 feet)
Shell gasoline station, 4712 West State St.	No grading or excavation
Didier Greenhouse, 4601 West State St.	0.6 meters (2 feet)
K-Kap Toppers, Inc. 4412 West State St.	0.6 meters (2 feet)
Ingersoll Golf Course 101 Daisyfield Rd.	No grading or excavation

Ed's Automotive Repair 4335 West State St.	No grading or excavation
former gasoline station #1 4117 West State St.	No grading or excavation
Collins & Stone Funeral Home 3993 West State St.	No grading or excavation
Vacant lot #1 3800 West State St.	1.2 meters (4 feet)
Phillips Machine Co. & Warehouse 3600 West State St.	No grading or excavation
Merfeld's Auto Repair 3620 West State St.	No grading or excavation
Vacant lot #2 3502 West State St.	No grading or excavation
Vacant lot #3 3410 West State St.	No grading or excavation
Brown's Master Touch 3303 West State St.	No grading or excavation
Greater Calvary Baptist Church 3215 West State St.	No grading or excavation
Smitty's Towing & Park Automotive 3240 West State St.	No grading or excavation
Touch Custom 3203 West State St.	No grading or excavation
West Side Automotive & Car Repair 3105 West State Street	0.6 meters (2 feet)
Larry's Garage 101 Vista Terrace	1.2 meters (4 feet)
Westside Grocery 3001 West State St.	0.6 meters (2 feet)
former gasoline station #2 3000 West State St.	No grading or excavation
Citgo gasoline station 2914 West State St.	No grading or excavation
Lee's Automotive 2801 W. State St.	0.9 meters (3 feet)
Henrietta Ave. Church of Christ 112 S. Henrietta Ave.	1.8 meters (6 feet)

Body Shop & Repairs 2500 West State St.	1.4 meter (4.5 feet)
Former gasoline station #3 2426 West State St.	No grading or excavation
Former gasoline station #4 2201 West State St.	No grading or excavation
Vacant lot #4 2132 West State St.	No grading or excavation
Louie's Auto Repair 1719 West State St.	No grading or excavation
Ubiquity Records 1701 West State St.	No grading or excavation
K's Cleaners 1601 West State St.	No grading or excavation
Vacant Lot #5 1455 West State St.	No grading or excavation
Twelve Gates Church of God in Christ 1101-1103 West State St.	No grading or excavation
D & A Auto Care 1062 West State St.	No grading or excavation
St. Matthew Lodge #16 1055 West State St.	No grading or excavation
Former light industrial site 1027-1019 West State St.	No grading or excavation
Superior Aerial Lifts & Equipment 932 West State St.	No grading or excavation
Seton Center 921 West State St.	No grading or excavation
Rock River Properties, Inc 906-926 West State St.	No grading or excavation
Mid-West Auto Sales 825 West State ST	No grading or excavation
California Auto Repair 802 West State St.	No grading or excavation
Rockford Auto Bodyline, Inc 801 West State St.	No grading or excavation

Rockford Rescue Mission 715 West State St.	No grading or excavation
Whiz Kid Enrichment Center 702 West State St.	No grading or excavation
Rockford Rescue Mission Hope Plaza, 625 West State St.	0.9 Meters (3 feet)

In addition, coherent magnetic anomalies were detected at the following site: former gasoline station (Site 1318-35); Louie's Auto Repair (Site 1318-37); California Auto Repair (Site 1318-50) and Rockford Auto Bodyline, Inc. (Site 1318-51. These anomalies may be due to the presence of an UST (s).

Once plans are available for the project, it will be necessary to review the hazardous waste restrictions with the construction activities and excavation requirements at each of the above noted sites to determine if further testing will be required. This should be done in the early stages of project development to allow adequate time for further studies if necessary.

Commitment

Phase II Project Engineer must contact the Environment Unit when plan preparation begins so that the need for and preparation of the necessary Special Provisions for Special Waste can be prepared in time for inclusion in the PS&E submittal package.

If you have any questions, please call Kim Tressel at Ext. 953.

PL-0020/Env/kjt-0215

Attachment
 c: L. Berkenpas
 J. Howell
 R. Monk
 Masood Ahmad
 ✓ G. Smith



Illinois Department of Transportation

G. SMITH'S
COPY

Memorandum

To: ~~Plan Preparation~~
 From: Larry Hill *L Hill*
 Subject: Potential Contamination & UST Notification
 Date: October 24, 2002

FAP Route 303 (US BR 20)
 Section (40R)R & (40R)RS-2
 Winnebago County
 Job No. P-92-121-01 & P-92-034-02
 US BR 20: Springfield Ave. to Day Ave. & US BR 20: Day Ave. to Rockton Ave.
 Contract No. 64750 & 64804

Per current policy, attached are the results of the of the Hazardous Waste Investigation of the above project corridor.

As this time it cannot be determined if the restrictions noted on the first page of the memorandum can be met. Therefore, no right-of-way or easement should be purchased from these sites until the approved Design Report is forwarded to you, which will present the status of each site.

1318A-1	Story Motor Sales, 826 W. State St.	1.8 meters (6 feet)
1318A-2	Martinez Auto Repair, 823 Elm St.	0.9 meters (3 feet)
1318A-3	Barnes International, Inc., 814 Chestnut St.	0.6 meters (2 feet)
1318A-4	Barnes International, Inc., 700 block Chestnut St.	1.8 meters (6 feet)
1318A-5	Excelsior, 720 Chestnut St.	No grading or excavation
1318A-6	former light industrial site, 1027-1019 W. State St.	No grading or excavation
1318A-7	former lumber yard 933 W. State St.	0.6 meters (2 feet)

Once plans are available for the project, it will be necessary to review the hazardous waste restrictions with the construction activities and excavation requirements at each of the above noted sites to determine if further testing will be required. This should be done in the early stages of project development to allow adequate time for further studies if necessary.

Commitment

Phase II Project Engineer must contact the Environment Unit when plan preparation begins so that the need for and preparation of the necessary Special Provisions for Special Waste can be prepared in time for inclusion in the PS&E submittal package.

If you have any questions, please call Kim Tressel at Ext. 953.

PL-0020a/

Attachment

c: L. Berkenpas
J. Howell
R. Monk
M. Ahmad
G. Smith

West State Street Steering Committee



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

DOUG SCOTT
MAYOR

WILLIAM L. BITTNER
DIRECTOR OF PUBLIC WORKS

July 17, 2001

Dear West State Street Corridor Steering Committee Member:

Thank you for agreeing to participate as a member of the West State Street Corridor Steering Committee. We appreciate your contribution of time, enthusiasm and ideas for this most important project for the Rockford Metropolitan Area.

The Rockford West State Street Corridor Steering Committee will consist of approximately 20 local residents and community leaders. The project is scheduled to be completed by December of 2001. During this time, the project committee members will be asked to participate in approximately five (5) meetings, workshops, community meetings or other events.

The West State Street Corridor Steering Committee represents one level of public involvement. This group, with guidance by the Consultant, will take the lead in beginning to explore the corridor opportunities and constraints and development of a program during the Phase One Discovery Phase. As the project proceeds to subsequent phases, the Corridor Steering Committee will be an important focal point as Rockford residents will be able to define and articulate the design elements they feel are needed to create a strong visual image of their community's corridor. As such, the Corridor Steering Committee will be responsible for collecting and integrating all the various opinions, comments and positions that come forth from reaching out to the community at large through the community meetings. A summary of the various phases of the planning and design process is as follows:

Phase 1. Discovery/Program Development

During this phase, the consulting team will collect all types of data from the city, take photographs of the area, assess transportation information, inventory existing businesses and residential housing, conduct stakeholder interviews, and document this information for review and comments.

The consultants have been conducting a site analysis and visual impact analysis to determine important visual aspects of the corridor and identify opportunities for improving the overall image and visual character of the corridor. Land use and zoning has also been documented. Today, the consultant will conduct an initial workshop for the Corridor Steering Committee and City Staff to review this above information. From this meeting, the consultants will conduct a community meeting next Tuesday, July 24th at the Crusader Clinic from 6:00 p.m. to 8:00 p.m to give an overview of the project goals and initial project findings. From these two workshops/meetings, a list of the Master Development Program needs will be developed.

Phase 2. Conceptual Alternative Studies

Based on the previously developed program and the establishment of design objectives, principles, and priorities for the corridor, the Consultant will prepare image/identity planning and design alternative concepts. These will include ideas for gateway areas and key focal points such as lighting, project entry monuments and signs. Landscape design concepts that frame vistas and views, create continuity, add seasonal color and interest and help define edges and districts would be developed. Relative costs of each concept would be developed at this time.

The design alternatives will be presented to the Corridor Steering Committee and City Staff for review, and to select a concept (or combination of concepts) that best meet the original goal and objectives of the West State Street Corridor Study. This workshop will insure understanding of all options and develop a general consensus leading to the establishment of a single planning direction for a more detailed, refined plan. The goal is to have this second steering committee meeting in mid to late September.

Phase 3. Comprehensive Corridor Enhancement Plan

The Consultant will develop and further refine from this approved concept a single comprehensive plan. The plan will include narrative as well as graphic material to explain and support its overall rationale and will include a preliminary cost estimate of costs for all proposed improvements. The plan will also recommend priority and phasing for immediate and long-range improvements.

The conceptual plan will include recommendations for roadway improvements, intersection and traffic signal modernization, driveway consolidations where applicable, landscaping and signage treatments, building façade enhancement and renovation, enhanced roadway lighting standards, and a potential bike path alignment. The Consultant will develop a preliminary cost of construction of the plan, as well as a breakout of public versus private estimated costs.

A second community meeting will be held to present this final West State Street Corridor Plan. Final comments from individuals and community groups would be solicited at this time. After this meeting, the Consultant will conduct a workshop meeting to discuss the results of the Community Meeting with the Steering Committee. The plan will be revised to reflect consensus refinements. A tentative time for this meeting would be late October, 2001.

Phase 4. Draft Report

Based on the results of the comments received from the workshop with the Corridor Steering Committee, a draft report will be prepared. This draft report will be submitted to the Corridor Steering Committee for review and general consensus of approval. A tentative date for this meeting would be mid-November, 2001.

Phase 5. Final Report

After public feedback has been received, the Consultant will further refine, prepare and present a final report detailing the existing conditions of the corridor, the proposed plans for the corridor, and the cost estimates for the various components for review and comments. The Consultant will present the Final West State Street Corridor Study Plan to the Mayor, the City Council, and other public officials for their review, comment, and approval. The Consultant will make any necessary changes and prepare the Final Report. A tentative date for this meeting is early December, 2001.

Major roadways such as West State Street are the gateways to our community and the windows to our businesses and neighborhoods. It is important that we promote and sustain a positive image along our major City entryways so that we can take pride in the community we live in and display that pride and positive image to those who visit the Rockford metropolitan area. Thank you again for taking part in this most important endeavor.

Sincerely,

CITY OF ROCKFORD



Doug Scott
Mayor



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

DOUG SCOTT
MAYOR

WILLIAM L. BITTNER
DIRECTOR OF PUBLIC WORKS

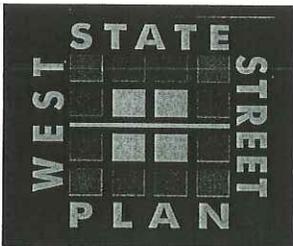
NEWS RELEASE

FOR IMMEDIATE RELEASE:

July 23, 2001

CONTACT PERSON: Jim Ryan, Construction Program Manager 967-6732
Jon Strandin, Communications Director 967-6779

COMMUNITY MEETING TO DISCUSS WEST STATE STREET CORRIDOR STUDY TO BE HELD TOMORROW AT CRUSADER CLINIC ON WEST STATE



Rockford – The City of Rockford will be sponsoring its first community meeting to discuss issues and opportunities to improve the West State Street Corridor on Tuesday, July 24th. The meeting will be held at Crusader Clinic on West State Street, 1200 West State Street, in the 3rd floor conference room from 6:00 to 8:00 p.m.

The consultant for the project, Wight & Company and Wolff, Clements & Associates, will lead the community meeting by giving an overview of the project goals and the initial project findings. The West State Street Corridor Study is designed to provide a framework for the physical functional enhancement of the West State Street Corridor from the Rock River to Meridian Road. The study includes an inventory of existing conditions of the study area, including road/right-of-way width, traffic patterns, business inventory, housing inventory, lighting, driveway access points, sidewalks, landscaping, signage, and future development planning.

From the input of various constituents throughout the corridor, a conceptual plan will be developed with recommendations and cost estimates for corridor improvements, including roadway improvements, driveway consolidation, landscaping and signage treatments, natural buffer areas, lighting, and a potential bike path alignment. This study is made possible through \$150,000 in State of Illinois funding. The total cost of the study is \$187,500.

“Major roadways such as West State Street are the gateways to our community and the windows to our businesses and neighborhoods,” stated Mayor Scott. “It is important that we promote and sustain a positive image along our major City entryways so that we can take pride in the community we live in and display that pride and positive image to those who visit the Rockford metropolitan area.”

###

5-27

Phone (815) 987-5570
Fax (815) 967-6942

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www.ci.rockford.il.us



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

DOUG SCOTT
MAYOR

WILLIAM L. BITTNER
DIRECTOR OF PUBLIC WORKS

July 5, 2001

«NAME»
«ADDRESS1»
«ADDRESS2»
«ADDRESS3»

Dear West State Steering Committee Member:

Thank you again for your willingness to be a member of the West State Street Steering Committee. Your input will be invaluable as we move forward in the process of developing the West State Corridor Study.

As a reminder, the first Steering Committee will be held on:

TUESDAY, JULY 17TH, 2001
CITY HALL, 425 E. STATE STREET
CITY HALL COUNCIL CHAMBERS, 2ND FLOOR
4:00 P.M. TO 6:00 P.M.

At this meeting, we will discuss various concepts and ideas regarding the West State Street Corridor. This will be a preview to a larger, community-wide meeting that will be held on:

TUESDAY, JULY 24TH, 2001
CRUSADER CLINIC, 1200 WEST STATE (use Tay Street entrance)
3RD FLOOR CONFERENCE ROOM
6:00 P.M. TO 8:00 P.M.

I'm looking forward to seeing you all on July 17th. If you have any questions prior to the meeting, please let me know.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

James R. Ryan
Construction Program Manager

Cc: Doug Scott, Mayor
Einar Forsman, City Administrator
Bill Bittner, Director of Public Works

Phone (815) 987-5570
Fax (815) 967-6942

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James M. Peterson, Executive Director
Northwest Community Center
1325 N. Johnston Ave.
Rockford, IL 61101

Kim Wheeler, Executive Director
River District
P.O. Box 4331
Rockford, IL 61110

Barry Long, Director of Development
Rockford Housing Authority
223 S. Winnebago Street
Rockford, IL 61102

John Schmidt
Ideal Printing
116 N. Winnebago Street
Rockford, IL 61101

Will Rodgers
Crusader Clinic
1200 West State Street
Rockford, IL 61102

Pastor Mark Williams
House of Refuge
1401 West State Street
Rockford, IL 61102

Alderman Dick Goral, 7th Ward
1108 N. Rockton Avenue
Rockford, IL 61103

Reggie Taylor, Winnebago County
Board Member
2107 Shelley Drive
Rockford, IL 61101

Joe Martin
Oakwood Community Outreach
223 Oakwood Avenue
Rockford, IL 61101

Amy Hill
Winnebago County Board Member
1612 Mulberry Street
Rockford, IL 61101

Alderman Linda McNeely, 13th Ward
2419 West State Street
Rockford, IL 61102

Gerald Albert
Lewis Lemon Neighborhood Assc.
2114 West Jefferson
Rockford, IL 61101

Rick Strader
Rockford Park District
1401 North Second Street
Rockford, IL 61107

Lottie Flowers
Orchard Hill/Washington Park
Neighborhood Watch Group
730 Newport
Rockford, IL 61102

Ron Graw
412 N. Day Avenue
Rockford, IL 61101

Lavonne Williams
303 Howard Avenue
Rockford, IL 61102

Barry Long, Director of Development
Rockford Housing Authority
223 S. Winnebago Street
Rockford, IL 61102

Geoff Smith
IDOT, District 2
819 Depot Avenue
Dixon, IL 61021

Bob Soltau
Metropolitan Planning Manager
Office of Planning & Programming
2300 South Dirksen Parkway
Springfield, IL 62764

Joe Vanderwerff
Winnebago County Highway
Department
424 North Springfield Avenue
Rockford, IL 61101

ATTENDANCE RECORD



Project No. : 01-6804

Project : WEST STATE STREET CORRIDOR STUDY

Meeting Description : WEST STATE STREET STEERING COMMITTEE MEETING NO.1

Date : 17-Jul-01

Time : 4:00 P.M.

Place : CITY OF ROCKFORD, CITY HALL

ATTENDANT

Name :	Representing :	Phone No. :	FAX No. :
1. <u>DICK GORAL</u>	<u>ALDERMAN</u>	<u>964-0686</u>	
2. <u>Amy Hall</u>	<u>12th COUNTY BOARD</u>	<u>965-8331</u>	
3. <u>WILL RODGERS</u>	<u>CRUSADER CLINIC</u>	<u>490-1606</u>	<u>490-1625</u>
4. <u>JOHN SCHMIT</u>	<u>IDEAL ADV+PTE</u>	<u>9651713</u>	<u>9658161</u>
5. <u>BARRY LONG</u>	<u>ROCKFORD HOUSING</u>	<u>987-3888</u>	<u>987-3241</u>
6. <u>MARK WILLIAMS</u>	<u>HOUSE OF REFUGE</u>	<u>968-0026</u>	<u>968-0950</u>
7. <u>Joseph MARTIN</u>	<u>OAKWOOD NRC</u>	<u>962-0916</u>	<u>962-0922</u>
8. <u>Jim Peterson</u>	<u>13th DISTRICT Green Book</u>	<u>963-8677</u>	<u>964-9628</u>
9. <u>Pearl Hawks</u>	<u>DIST. 6 Winn. Co. Bd</u>	<u>963-2670</u>	
10. <u>Lonnie Jupp</u>	<u>FRANKS PARK</u>	<u>965-1214</u>	
11. <u>LAVonne Williams</u>	<u>3303 W. State</u>	<u>962-3288</u>	
12. <u>Alan Werner</u>	<u>1815 Oxford St</u>	<u>965-1688</u>	<u>965-1732</u>
13. <u>REBBIE TAYLOR</u>	<u>Winn Cnty Brd Dist 12</u>	<u>963-8953</u>	
14. _____	_____	_____	_____
15. _____	_____	_____	_____
16. _____	_____	_____	_____
17. _____	_____	_____	_____
18. _____	_____	_____	_____
19. _____	_____	_____	_____
20. _____	_____	_____	_____
21. _____	_____	_____	_____
22. _____	_____	_____	_____
23. _____	_____	_____	_____
24. _____	_____	_____	_____
25. _____	_____	_____	_____

**AGENDA
FOR
CITY OF ROCKFORD
WEST STATE STREET CORRIDOR STUDY**

**WEST STATE STREET CORRIDOR STEERING COMMITTEE
MEETING No. 1**

July 17, 2001

- I. Introductions
 - Attendees
 - West State Street Corridor Study Team
- II. Corridor Study Tasks/Schedule
- III. Guidelines for Workshop
- IV. Findings Presentation
 - Existing Conditions
 - Zoning
 - Economic Development
 - Transportation
 - Utilities
 - Land Use
 - Building Conditions
 - Image Character
 - Historic Buildings
 - Pending Conditions
- V. Discussion
- VI. Break
- VII. Survey

Wight & Company
Wolff Clements and Associates
Gary W. Anderson & Associates

FAP Route 303 (U.S. Bus. 20)
Section (40R, 41) RS-2
Job No. P-92-121-01
S.N. 101-6127
101-6115
PTB # 124/17

RE: Design Steering Committee Meeting Minutes
Held at Offices of Missman, Stanley & Associates, P.C.
1:00 P.M. – 3:20 P.M., May 27, 2003

TO: Attendees

FROM: Frank J. Hodina, Missman, Stanley & Associates, P.C.

DATE: June 16, 2003

ATTENDEES: Refer to Sign-In-Sheet
(Exhibit A)

Attachments: Meeting Agenda (Exhibit B)
Downtown Circulation Improvements Map from
Approved West State Street Corridor Study (Exhibit C)

Meeting called by Jon McCormick, P.E., Project Engineer, Illinois Department of Transportation, District 2.

1:00 P.M.

Frank Hodina, Branch Manager of Missman's Rockford office introduce himself and asked all the others present to go around the table and introduce themselves. Each attendee then made an introduction giving their name, title and agency they represented. Mr. Hodina then explained that this meeting had been called by the State to coordinate and determine design criterion, between I.D.O.T. District 2, the City of Rockford and Winnebago County, to prepare the Phase One Location/ Design Report for the development of US 20 BR from Meridian Road to Rockton Avenue in the City of Rockford.

Geoff Smith, Project Studies Engineer, Illinois Department of Transportation, District 2, commented that the design concepts outlined in the "Business U.S. 20-West State Street Corridor Study" approved by the City of Rockford should be followed. Mr. Smith also commented that there is a lot of interest and support within the community for improving West State Street and that this interest needs to be maintained.

Jim Ryan, Construction Project Manager of the Department Public Works of the City of Rockford passed out copies of the "Business U.S. 20-West State Street Corridor Study" which was approved by the Rockford City Council. Mr. Ryan went on to explain that the present

corridor study does not include any consideration for the proposed County Jail. The alignment at the project's east end will need to accommodate the site plan of the new jail.

Carlos Molina, Assistant County Engineer, Winnebago County Highway Department described the proposed jail project as he knew it. Mr. Molina stated that he was not the one to comment on the jail but that the gentleman, who was Gary Burdett, wasn't available for this meeting. Mr. Molina believes that jail construction is proposed for the Spring of 2005.

Bill Bittner, Public Works Director of the Department of Public Works of the City of Rockford commented that the first phase of the location/ design report should be to study traffic affects caused by construction of the new jail.

Jim Ryan went on to explain that Elm Street on the east end of the project is very near the proposed beginning of the eastbound one-way. The City recommends the intersection with Elm Street be a right turn only. The Elm Street bridge could then be removed once its useful life has expired. Mr. Ryan questioned if the Phase I work could be one project or two.

Bill Bittner went over the project route from Meridian Road into downtown Rockford noting those items of concern to the City as outlined in the approved corridor study.

Tony Baratta, Field Liaison Engineer, Illinois Department of Transportation, District 2, commented that traffic to and from West State Street and downtown will be funneled across the existing bridges of West State Street and Jefferson West of Kilburn Avenue.

Geoff Smith stated that a Bridge Condition Report needs to be done for each of the structures noted by Mr. Baratta as part of the Location/ Design Report. The long-term status of said bridges as they fit the proposed traffic pattern on the project's east end also needs to be addressed in the design report. The current plan is to have each structure incorporated into the final design.

Bill Bittner commented that the City would be disappointed if the City's approved West State Street Corridor Study wasn't used as the basic for design on this project.

Tony Baratta explained that the design concept is for a variable widening project rather than an alignment change. Mr. Baratta briefly went through the history of the approved corridor study. It was noted that the study has been endorsed by R.A.T.S. There are several centerline adjustments through the project to minimize possible affects on historical sites, schools, etc. Mr. Baratta also reminded the group about a proposed housing project on the southwest corner of West State and Concord. Access to this development needs to be addressed in the final design report.

Frank Hodina suggested that some sort of agreement or "Letter of Understanding" needs to be drafted and agreed to by both the State and City defining the project's design criterion and goals.

Geoff Smith stated that before any agreement can be reached between the City and State, that a project centerline needs to be determined. The City and State also need to better define the role

each will take to design and construct the enhancement concepts outlined in the approved Corridor Study. Mr. McCormick commented that frontage roads need to be considered at several locations within the project section. Mr. Ryan, Mr. Bittner and Masood Ahmed, Project Support Engineer, Illinois Department of Transportation, District 2, also made several comments on possible widened pavement cross sections and frontage roads. Mr. Smith then stated that "access issues" between side streets and West State Street are what allowed the State to place this project within the program. Mr. Ryan ended this part of the discussion by noting that a new \$18.5 million housing development was being constructed on Springfield Avenue north of West State Street.

A general discussion on the items to be included in a "Letter of Understanding" then ensued. Dwight Schwertley, Engineer VI, Missman, Stanley & Associates, P.C. commented that a logical place needs to be determined on the east side of the project to end it. Mr. Smith commented that jail access needs to be included in the Design Report. Mr. Baratta made several comments on including slotted left turn lanes at the various intersections. Then followed a general discussion between Mr. Baratta, Mr. Ryan, Mr. Smith and Mr. Schwertley on median designs and pavement cross sections. Twelve- to fourteen-foot wide medians would be the minimum. Mr. Schwertley mentioned that an effort needs to be made to follow State design policy to determine median width and pavement cross sections. Mr. Schwertley also expressed the concern that current traffic counts don't justify a four-lane pavement section. Mr. Baratta and Mr. Smith commented that traffic will increase because it will move from other side streets, which will be blocked from through movements when the project is completed. It was noted that the design year is 2025.

Steve Earnst, Department of Public Works of the City of Rockford, stated that the City can place "tubes" on the various intersecting streets to obtain traffic counts. It was agreed between the City of Rockford and Mr. Geoff Smith that the City will do traffic counts and the State will project traffic to be used for the various intersection design studies.

Then followed a general discussion between Mr., Ryan, Mr. Smith and Mr. Bittner on whom, State or City, will purchase required right-of-way. Also there was a question concerning contaminated sites, who could purchase these? Several other questions were asked as to who would pay for enhancement items such as lighting, paths and landscaping and utility replacements such as buried electric. Mr. Ryan stated that he would like to keep as many existing trees as possible. It was the general consensus of the committee that the State would draft the "Letter of Understanding" (LOU). The task of drafting said letter was assigned to Mr. Ahmad of the I.D.O.T. The letter is to include and/or state the following:

1. The reasons for the project as outlined in the approved corridor study needs to be stated in the LOU. One of these includes widening the existing pavement section to include a noted key feature such as a landscape median. The City will identify key features that should be avoided by the variable widening that will be designed by the I.D.O.T. The State will study a five-lane section for West State Street including a 22-foot and variable width median as well as curb and gutter with a two-foot gutter flag.
2. The general layout at the project's east end needs to be stated and show. This layout is to conform to that shown in the approved corridor study. The I.D.O.T. will

consider the proposed location of the county jail as part of the design of the east end connections to U.S. BR 20.

3. A general comment as to who, the City or State, will purchase which right-of-ways and properties needs to be made. One item to be addressed is, can the I.D.O.T. purchase right-of-way which is contaminated, in the City's name. The I.D.O.T. will perform and pay for property acquisition necessary to accommodate the proposed roadway improvements. Any additional acquisition for those areas required to construct the enhancement aspects of the project that are identified and approved by the City will be done by the I.D.O.T., but at the City's cost. The State will prepare an environmental analysis, including a PESA on all properties along the proposed improvements.
4. The general design criterion needs to be stated such as median and pavement widths, sidewalks widths, type of curbs, etc.
5. Utility relocations and/or replacements need to be noted. The City has proposed a water main extension project on West State Street from Springfield Avenue to Meridian Road to Pierce Chemical. The City also desires that the existing overhead electric, phone and cable lines be buried. The I.D.O.T. will provide sufficient lead-time for relocation and burial of all utilities while the City will have to pay all additional costs required to bury all utilities above and beyond the costs covered by the utility companies. The City will develop plans for the proposed water main and pay all costs associated with the improvement.
6. Finally, the type and cost of enhancements are to be addressed in the LOU. The City desires multi-use paths, highway lighting and landscaping. The I.D.O.T. agrees to pay for path costs up to the normal cost of sidewalk replacement within the project which is one-half the cost of construction of standard sidewalk width. The City would be responsible for all path costs above the normal sidewalk replacement amount. The City will also develop a landscape plan and plans for the multi-use path. The City also desires enhanced and decorative highway lighting be installed as part of the project. Again, the I.D.O.T. agreed to pay for typical highway lighting. Any additional costs for decorative lights or more lights will be the City's responsibility. Lighting plans will be developed at the City's cost with I.D.O.T. guidance. Trees will be replaced on a 1:1 ratio. Any additional trees would be at the City expense.

Several miscellaneous items were then discussed and agreed to by the Steering Committee. These items need not be included in the "Letter of Understanding". The City will be eliminating all on street parking on West State Street within the project section. The City will pass whatever ordinance is required to do this. The City will also pass whatever resolution is required to remove all mailboxes from West State Street. The City will provide Missman with a listing of the properties currently owned by the City and a determination of their environmental status. The City will provide Missman with accident data for the years 2000, 2001 and 2002. It was noted that the City has supplied digital files for it's aerial photos with preliminary alignment

shown to Missman. All traffic signals are to be video detected and interconnected between intersections.

Finally, publication of some sort of newsletter was discussed. Also noted was a local "storefront" for housing project exhibit material for review by groups or individuals would be helpful in informing the public as to this project's status. It was agreed to that the City will provide this space. Missman offered the use of the large conference room in their Rockford office for this. No action was taken on these last two items.

3:20 P.M. meeting ended.

PROJECT: FAP 303 (US BUS 20)

WEST STATE STREET - ROCKFORD

TYPE OF MEETING: "STEERING COMMITTEE"

LOCATION: MISSMAN'S ROCKFORD OFFICE

DATE: MAY 27, 2003 / 1:00 P.M.

ATTENDANCE

NAME	ADDRESS & ORGANIZATION	
MIKE MCCAW	Rock Island, Missman	309-788-7644
Brad Mokeog	City of Rockford	815-987-5570
STEVE ERNST	CITY OF ROCKFORD - TRAFFIC	815-967-6734
TONY BARATTA	IDOT 2 - LR&S	815-284-5324
GEOFF SMITH	IDOT 2 STUDIES	815-284-5510
JAN MCCORMICK	IDOT 2 STUDIES	815-284-5513
Bill Bittner	City of Rockford	815-987-5570
Masood Ahmad	IDOT Dist 2 - Project Support	815-284-5353
Dwight Schwertley	MISSMAN, Stanley	309-788-7644
David Lutyens	MISSMAN, Stanley	815-965-6400
CORCY STOUT	MISSMAN, STANLEY	815-965-6400
Jim Ryan	City of Rockford	815-967-6732

FAP Route 303 (US Bus. 20)
Section (40R, 41) RS-2
Job No. P-92-121-01
S.N. 101-6127
101-6115
PTB# 124/17

RE: West State Street Steering Committee Meeting
Held at Crusader Clinic
Rockford, Illinois
6:30 P.M. – 8:15 P.M., June 2, 2004

TO: Attendees

FROM: Frank J. Hodina, Missman, Stanley & Associates, P.C.

DATE: June 28, 2004

ATTENDEES: See Attached Sign-In Sheet

ATTACHMENTS: Sign-In Sheet (Exhibit A)
Meeting Agenda (Exhibit B)
Purpose & Need Points (Exhibit C)
Proposed Funding Outline (Exhibit D)

Meeting called by Jim Ryan, Construction Program Manager, City of Rockford, Public Works Department

6:15 P.M.

Jim Ryan introduced himself and apologized to the Steering Committee for not having a meeting sooner. Mr. Ryan then asked all the others present to go around the table and introduce themselves. Each attendee then made an introduction giving their names, title and agency or firm or address they represent.

Mr. Ryan then thanked all for coming. Mr. Ryan reviewed the status of work done to date on this project. Mr. Ryan noted that a grant was received in 2000 to perform the corridor study and establish framework objectives. Mr. Ryan then went through the proposed plan based upon those framework objectives. The City of Rockford has been aggressively enforcing neighborhood standards within the project area, as was requested through public comment during the study. The plan will also provide enhancements along the corridor such as landscaping and a bike path and limit the number of curb cuts. The design is governed by Federal highway requirements. Mr. Ryan reviewed the various goals of the framework plan by going through the corridor study booklet. Mr. Ryan noted that the project preserves key institutions such as

schools and churches. To interlink the community and to provide an alternative transportation mode than the automobile, a bike path is being provided on the south side of the projects. The reconstructed West State Street will be the key gateway from the west into the City of Rockford and Winnebago County. The alignment of the project came from the Corridor Study. Mr. Ryan commented that the Illinois Department of Transportation and the consultant have done a good job in matching their design to the Corridor Study. The design reflects the character of the corridor moving from a rural to a city setting providing for a welcome entry into the city. Mr. Ryan noted that the project will include several features as follows:

- One of the main items in the crossovers located on the east end of the project to transition from two way traffic on West State Street to one way traffic on both Chestnut and Jefferson.
- Landscaping
- Will encourage economic enhancement with the possible development of food and drug stores.

The Phase I Engineering Study is underway. This work takes the vision outlined in the Corridor Study and develops it into an actual engineering design framework.

Geoff Smith, Project Studies Engineer, Illinois Department of Transportation, District 2, then went through the Purpose and Need Statement which is used to justify the project.(Mr. Smith went item by item explaining Exhibit C.) Mr. Smith noted that the roadway is being design for traffic out to 2025.

The attendees then viewed the animated virtual tour (DVD) of the proposed West State Street project.

Mr. Ryan pointed out that the proposed project is on drawings at the back of the room. He also noted that the City is working closely with the County and State to acquire properties for this project to reinvest in the neighborhood. Mr. Ryan reviewed with the group other area projects such as the Hope VI Housing development and water main construction west of Springfield Avenue, which should start very soon. The Hope VI project is estimated to bring some \$18.6 million in development into the area while the water main is estimated at \$3,000,000. A general discussion ensued regarding the opportunity for "big box" development in the area along with water and sewer service. It was noted that in response to low water pressure in some areas on the west side, the City implemented Phase I of the West High Zone Water Pressure Boundary in 2003 to boost water pressures in the northwest quadrant of the city. Phase II implementation will be completed this year. This will increase water pressure significantly.

Everyone then broke to review the concept drawings displayed at the rear of the room.

Mr. Ryan commented that one of the main questions that will be asked is when will the project be built. Mr. Smith stated that the next step is to get public comments on the proposed project; the "Public Involvement Phase". The design report is scheduled to be

completed and submitted to the State's Transportation Central Office for review in February of 2005. Design or Phase II work is scheduled to start about that time. The State's current transportation program calls for construction of the eastern section in fiscal year 2007 which starts in July of 2006.

Mr. Ryan passed out to the group a roadway project listing with noted funding. Ann Thompson of 804 Hoban Avenue questioned why the West State Street project is being done in parts and why the crossover at the County's new Public Safety Building is being constructed first. She noted that the focus should be on what the community was promised which was "one" West State Street project. Mr. Ryan explained that all funding won't be available at once to do the project, as such it must be done in parts. Roger Sexton of 310 Morgan Street asked if funding is available for the South Main Street Project. Mr. Smith noted that the State has a multi-year construction program but that only the next fiscal year is funded and only projects which are funded in the next fiscal year can be built. Mr. Ryan reviewed all State programmed work within the City; West State, South Main (Route 2) and Kishwaukee Street (Route 251).

A general discussion was had on where and how to show the exhibits, the video and how to promote the project. It was suggested that a video be done, using "real" people, to comment on the project. Mr. Smith noted that a public informational meeting is scheduled for late July. The time is generally from one to six p.m., but that this could be extended. One comment on the animated virtual tour is that the locations in the video need to be pointed out. It was noted that this would be fixed for the public meeting.

Mr. Smith reviewed the steps required to complete the Phase I Design Report. After the public informational meeting there will be a two week comment period. A further discussion ensued regarding how to facilitate the public meeting and what sorts of questions will be asked.

The next meeting of the Steering Committee will be held on Wednesday, July 14th with the Public Informational Meeting scheduled for the week of the 19th or 26th.

8:15 P.M. meeting ended.

WEST STATE STREET STEERING COMMITTEE SIGN-IN

STATE WEST	STREET	PLAN	NAME	ADDRESS	PHONE	E-MAIL	STATE	STREET	PLAN
							L	S	W
			Jim Ryan	425 E. State	815- 284 967-6792	jim.ryan@c.rockford.il.us			
			Garth Smith	819 Depot Ave. Dixon	815-284-5516	gsmithg@DOR.IL.GOV			
			Mark Madini	819 Depot Ave. Dixon	815-284-5460	mark.madini@dot.il.gov			
			DAVE PITTMAN	819 DEPT AVE DIXON	815-284-5509	PITTMAN DV@DOT.IL.GOV			
			Ann Thompson	804 Hoban Av	815-968-8389	annthompson@SBCglobal.net			
			GARY BURDITT	404 ELM	815-987-3033	gburditt@ca.wisconsin.gov			
			Frank Hawks	404 Elm	815-963-8670				
			Geord Albert	1614 Evergreen Street	815-962-9650	geordt213@aol.com			
			AMY HARRIS	1616 Mulberry St	815-965-9391				
			Anthony Cording	1701 units State St	815-964-8933				
			Victory Bell	1516 Xlanding St	963-1075	VJB1516@aol.com			
			Robert Herten	310 Morgan St	963-3606	rherten@rockford.com			
			Remond Hraus	412 No Day Ave	964-3202				
			Mark T. Williams	1401 W. State St	968-0026	psrmark@cfairth.com			
			L.C. Wilson	2615 Withrow Ave	962-6108	Wilson@RockfordTrans.com			
			Elizabeth Kinoyrager	425 E. State St.	967-5612	elizabeth.kinoyrager@			

el.rockford.il.us

WEST STATE STREET STEERING COMMITTEE SIGN-IN

Elmo Doud	HAS E State St	(815) 987-5611	elmo.doud@ci.rockford.il.us
John G. Hart	116 N. WINNEBAGO ST	815 965 1713	JOHNS@IDEALAD.COM
Will Rodgers	1200 W. STATE ST	987-1606	
Scott Christensen	404 ELM	987-3057	
Joe Vanderwerff Sr.	Winn Co. Hwy Dept 424 N. Springfield, Rockford	987-5113	jvanderwerff@ca.winnco.il.us
LA Vonne Williams	3303 W. State St	815 962 3388	LAVILL@S@cast.com
STEVE EMST	425 E. STATE ST	815-967-6734	steve_emst@ci.rockford.il.us
Lewis Jordan	203 So. Winnebago	987-3842	LJordan@Rockfordna.org

West State Street Steering Committee Status Meeting Minutes

LOCATION: Crusader Clinic
1200 West State Street
Rockford, IL

DATE: July 14, 2004 6:30 p.m. -- 8:15 p.m.

ATTACHMENTS: Attendee List
Meeting Agenda

Meeting called by Jim Ryan, Construction Program Manager, City of Rockford, Public Works Department at 6:40 p.m.

Mr. Ryan requested attendees introduce themselves and the agency or firm they represent.

Old Business

Mr. Ryan indicated the comments made by Ms. George Anne Duckett, Winnebago County Board, at the last meeting regarding the 1 p.m. to 6 p.m. time frame for the public informational meeting were legitimate. We should try to extend that to 7:00 p.m. or 7:30 p.m. so those getting off work have more time to attend. That meeting will be on July 29th at Ellis School. The Illinois Department of Transportation and the City will attempt to get the time of the open house extended to 7:30 p.m.

The overview of the corridor design plans previously didn't show right-of-ways. The new exhibits now have the right-of-way on the displays.

The animated virtual tour of the proposed West State Street didn't show side street names at the previous meeting; they have now been added. The voice-over will need to be completely re-worked before the July 29th public meeting.

New business

Mr. Ryan passed around The West State Connection, a newsletter prepared by the Illinois Department of Transportation, Missman Stanly & Associates, and TranSystems Corporation to provide information on the West State Street Study. Copies of this newsletter will be distributed to the Human Services Department of the City of Rockford, the Rockford Public Library, Chuck Jefferson's office, and willing churches. Mr. Ryan stated we are trying to post the newsletter on the City and/or County website in the next week or so.

Mr. Geoff Smith, Illinois Department of Transportation, indicated the newsletter will be printed about three times, again in August or September. Because of the open format of the public meetings, many people may have the same question. After the public meetings, the newsletter can act as a frequently asked question guide for some of the recurring questions asked at the meetings. This way they can get everyone's question and answer in one place.

Ms. Duckett thought the newsletter was too generic, without enough specific information given for those affected along West State Street. Mr. Ryan replied those directly affected will be sent individual mailings. Mr. Smith pointed out that specific information, such as road construction, is too complex to be disseminated in a newsletter. For those questions, people will need to attend the public meetings. Ms. Duckett wondered if some of the public might be too embarrassed to ask questions or attend the public meeting. Linda McNeely, 13th Ward Alderman, didn't believe that was a significant problem, as both Mr. Ryan and herself have received numerous phone calls and letters from the public asking about the West State Corridor.

The next item discussed was preparing for questions at the public informational meeting. Mr. Ryan stated members of the Community Development Department will be at the July 29th meeting and are here tonight to answer questions regarding economic opportunities along the corridor. This includes opportunities to the

key intersections of West State, including Central, Springfield and Avon Street. He then introduced Mr. Ron Moore, Ms. Elizabeth Kinsinger, and Mr. Elmo Dowd of the Community Development Department. Discussion continued regarding ways to get the word out about the West State Corridor Improvements and how to sustain the message. Mr. Ryan stated a final decision will need to be made fairly soon so it stays fresh in the public mind. News releases will be made to the Rockford Register Star, Radio and Television spots. Mr. Ryan then asked Rev. Mark Williams, of the House of Refuge, if the church could be an outlet for information. Rev. Williams indicated that would be a possibility and details for the printing format were arranged. Information is also posted on the City's website.

Exhibit Discussion

At 7:10 p.m. committee moved to the exhibits posted by the Illinois Department of Transportation. Mr. Smith explained various points on the exhibit, including:

- Roadway geometrics of what West State will become
- Properties and how they will be affected
- Street systems and how the intersections will work

Some of the changes include:

- West State widened, with left and right turns added. Raised median for landscaping. Mr. Smith noted this is not something that will be done first, but it is in the long range plan depending on funding.
- Multi-use path on the southern edge of West State, with sidewalks on the north edge.
- Some entrances eliminated to clean up access to State highway.
- Daisy field now one intersection instead of staggered. Flow of traffic is impacted to a lesser degree.
- City is developing a plan to acquire land for economic development at the key strategic intersection nodes.
- Westbound one-way pair: Currently, people coming down Jefferson turn down Mulberry, diverting high-speed traffic up residential streets. The City can make it inconvenient to go this way, cleaning up the geometrics, which will also get more traffic onto State Street, reducing residential traffic down Mulberry and increasing traffic on West State where it belongs.
- Eastbound one-way pair: A proposed new crossover from Kilburn Avenue south to the intersection of Rockton Avenue and Chestnut Street. This provides a smooth transition for U.S. Business 20 eastbound. This is important to the downtown area as U.S. Business 20 is the main route to the Metro Centre, Davis Park and the proposed Federal Building and Winnebago County Justice Center
- Both one-way pair systems will be improved as part of the West State corridor improvements.

Mr. Smith pointed out no changes were proposed to historical or hazardous areas, and existing institutions were kept in mind when the design was developed.

The question was asked what economic development has been planned around Daisy Field. Mr. Ryan replied economic development efforts would be focused on the intersections that have the most economic development potential, such as West State and Avon, Central, Springfield and Meridian intersections.

Mr. Ryan said State Street was too busy for residential traffic. He went on to say that a lot of what homeowners asked for was to be buffered from State, with more landscaping, more open space.

Ms. Kinsinger said it isn't feasible to do commercial development all along State Street as there's not enough support. If you concentrate along commercial nodes located at key intersections, businesses can work off each other.

Mr. Ryan noted that residential areas closer to the downtown would hold more local businesses, such as barbershops. Further west along State you'll see the larger commercial businesses like groceries.

Break for personal exhibit study

Economic Development

Meeting reconvened at 7:40 p.m. Mr. Ryan introduced Mr. Elmo Dowd.

Mr. Dowd listed several possibilities the City plans to utilize for Economic Development along the West State Corridor. Some of the major points include:

- Creation of a TIF zone
- Relocation packages
- Acquiring additional property as the funding is available
- Finding the business that will fit the neighborhood's needs
- Discovering an economically viable solution for those businesses that want to remain on State Street during and after the construction.
- Addressing the issue of what's going to happen to the businesses along State
- Discovering businesses that will serve not just the immediate area, but also 10 blocks either direction

Ms. Duckett asked if anyone had talked to banks about getting a branch along the West Side. Mr. Dowd replied the City is starting those discussions.

Ms. Kinsinger indicated the City is working on many projects for West State; getting the County more involved is one of those projects. Mr. Ryan mentioned that Scott Christianson, Winnebago County Board Chairman, was at the last meeting and supported the City and County working together.

Alderman McNeely stated the City needs to consider where those businesses impacted by the highway project on West State will go and begin working with them now, not wait until after the construction is complete, so they aren't waiting five years down the road. Mr. Dowd replied that Mr. Moore is working on that now.

Mr. Moore said the viable businesses that are there now will want to remain, but construction always inhibits the customers. This will financially hurt the businesses. Alderman McNeely asked if it was possible to start work at both ends and have the businesses remain in the center. That way when you're ready to relocate the businesses the construction will be done and traffic will be open. Mr. Ryan stated that the City would work with the Illinois Department of Transportation on construction phasing, but regardless of how it is phased, businesses along the corridor will be impacted.

Ms. Duckett asked if it would be easier to start developing those areas with little construction. Mr. Moore replied we've learned from the past business are affected as construction cuts them off. Those businesses that want to come back after the construction will first have to survive. Mr. Dowd pointed out that when there are construction improvements shopping patterns are affected. We need to discover how to make those businesses survive during the improvements.

Rev. Williams said that as businesses are approached with these questions, churches and other institutions should also be contacted. Mr. Dowd replied profit and non-profit groups need to present strategic plans along with the commercial businesses in an open discussion. This allows the City to incorporate everyone's plans. Alderman McNeely was concerned there might be a problem with only two churches, Mt. Sinai and House of Refuge, being aided. Mr. Ryan stated that some buildings that used to be commercial have been transformed into churches. Some of those were uses are non-conforming from a zoning standpoint and do not meet life safety building codes. Ms. Duckett asked if the City had met with the churches. Mr. Ryan replied he had met with several church representatives since the corridor study was completed.

Mr. Ryan stated this is not going to be a clean process. It's going to be difficult. The key is to keep up the dialogue with impacted property owners.

Mr. Sonny Crudup, local business owner, said that as a business owner, when there is construction you need to keep the traffic where people can get to the business. Businesses want to stay open but if construction keeps them away, we're out of business. Mr. Moore asked for an estimate of how long will each phase of construction will take. Mr. Ryan replied that would depend on the scale of the project. Mr. Moore indicated a timeframe would help with the dialogue with some of the businesses. The building will still be there for awhile but the traffic pattern will be affected. That would help them plan. Mr. Dowd added that businesses need to know their customer profile and traffic pattern. That would help the City work out a construction traffic pattern. Mr. Smith mentioned a need for a schedule of demolition.

Ms. Duckett suggested creating TIF districts. Mr. Dowd replied the City is not averse to creating TIF districts to assist in this process, the question is where and how do we do it. In fact, a TIF district has been created near West State and Springfield to spur economic development.

Mr. Ryan said the Shopstead is a classic example of where we didn't have quite enough space to do it right. We need to have that space, at the same time we don't have to buy more space than we need. Perhaps that space would be better for future expansion of Crusader Clinic or House of Refuge, that's the analyses we really need to get going on now.

As no further questions were asked, Mr. Ryan thanked everyone for attending. He mentioned there will be name tags for Steering Committee members at the public meeting July 29th, along with additional newsletters.

Meeting adjourned at 8:15 p.m.

City of Rockford



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

DOUGLAS P. SCOTT
MAYOR

WILLIAM L. BITTNER
DIRECTOR OF PUBLIC WORKS

MEMO

DATE: January 27, 2003

TO: Alderman Pat Curran, Planning & Development Committee
Planning & Development Committee members
Members of City Council

FROM: James R. Ryan, Construction Program Manager 

RE: West State Street Corridor Study – Final Plan Adoption

The West State Street Corridor Study was presented to Planning & Development Committee on August 5, 2002. This draft was then reviewed by the West State Street Corridor Study Steering Committee. Minor corrections, such as typos, phraseology, etc. were completed to the document. City Council and the Planning & Development Committee received the Final Draft last week.

The Illinois Department of Transportation has selected Missman Stanley & Associates to complete the Phase I engineering study. Work has begun on this contract, which has been based the findings and recommendations of the West State Street Corridor Study. The Illinois Department of Transportation, both in Dixon and Springfield, has commended the work and public outreach efforts completed by the City of Rockford on this study.

Attached for the Committee's recommendation is a resolution which approves and endorses the West State Street Corridor Study Plan. Staff recommends approval of the West State Street Corridor Study and the attached resolution. If you have any questions, please let me know.

Cc: Doug Scott, Mayor
Einar Forsman, City Administrator
Bill Bittner, Director of Public Works
Andres Sammul, Finance Director
Bonnie Henry, Director of Building
Jim Caruso, Director of Community Development
Ron Schultz, Legal Director
Granada Williams, Human Services Executive Director
Bill Robertson, Fire Chief
Steve Pugh, Chief of Police
CIP

Council Rooms, City of Rockford

Date: January 27, 2003

By Alderman Pat Curran, on behalf of the Planning & Development Committee:

WHEREAS, the West State Street Corridor, from the Rock River to Rockton Avenue, is classified as U.S. Business Route 20 and is under the jurisdiction of the State of Illinois Department of Transportation (IDOT); and

WHEREAS, the West State Street Corridor is vital for the efficient travel of vehicles, public transit, and pedestrians, and is the key western entry into the downtown area; and

WHEREAS, the West State Street Corridor suffers from years of deferred investment and maintenance of residences, businesses, and infrastructure, contributing to the overall decline and negative public perception of the corridor; and

WHEREAS, in 2001 the City of Rockford, in cooperation with IDOT, set out to develop a plan and vision for improving the West State Street Corridor from Meridian Road to the Rock River; and

WHEREAS, the City of Rockford, in cooperation with its consultant team, established a West State Street Steering Committee comprised of key stakeholders to serve as a sounding board and advisor for the project; and

WHEREAS, the West State Street Steering Committee solicited extensive public involvement through interviews, public surveys, small group meetings, and public workshops; and

WHEREAS, through this public involvement process, the West State Street Steering Committee developed the West State Street Corridor Study Framework Plan, which is a series of design concepts and recommendations based upon a review of the history and existing conditions of this corridor as it relates to zoning, land use, image and character, transportation and economic development; and

Therefore Committee on Planning and Development, to whom was referred the memo of Jim Ryan, Construction Program Manager, regarding the West State Street Corridor Study Final Plan Adoption, hereby begs leave to report recommending

- 1) The West State Street Corridor Study be approved and endorsed; and
- 2) All Department Heads and staff be directed to begin the implementation of the recommendations set forth within the West State Street Corridor Framework Plan, including aggressive efforts to obtain funding for said implementation; and
- 3) The West State Street Corridor Study shall be used as a guide for future public decisions along this corridor, including zoning, economic development, building, public infrastructure, and financing. Any inconsistency related to the West State Street Corridor Study shall be explicitly stated in any future public action, including a written statement in Committee and City Council minutes; and
- 4) Copies of this report shall be submitted to the Illinois Department of Transportation and to Winnebago County as the official recommendations of the City of Rockford regarding West State Street. Copies of this report shall also be made available for public review at the Rockford Public Library and on the City of Rockford website.



Illinois Department of Transportation

Division of Highways / Region 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
LETTER OF UNDERSTANDING
FA Route 303, Section (40R, 41)RS-2
Job No. P-92-121-01, Winnebago County
Agreement No. 2-33-03

COPY

January 14, 2005

The Honorable Doug Scott
Mayor of Rockford
425 East State Street
Rockford, IL 61104

Dear Mayor Scott:

The State of Illinois, Department of Transportation, in order to facilitate the free flow of traffic and insure safety to the motoring public, is desirous of improving US Business Route 20 (West State Street), FA Route 303, Section (40R, 41)RS-2, Job No. P-92-121-01 from Meridian Road to Rockton Road. The proposed improvement as warranted by policy consists of widening and resurfacing with intersection improvements consisting of four 12-foot traffic lanes, 22-foot and variable width median with 12-foot left turn lanes, combination concrete curb and gutter, and sidewalk replacement five-foot in width at various locations. The State has been advised that the City of Rockford has prepared and approved a US Business 20 - West State Street Corridor Study and desires construction and inclusion of enhancements above and beyond the scope of the State's project.

The State has selected the consulting engineering firm of Missman Stanley and Associates to prepare the Phase I Preliminary Engineering Study for the above noted project which will include coordinating design concepts outlined in the before mentioned US Business 20 - West State Street Corridor Study provided by the City.

This Letter of Understanding will outline the respective obligations of the State of Illinois, hereinafter referred to as the STATE, and the City of Rockford, hereinafter referred to as the CITY, for the preparation of the Phase I Preliminary Engineering Study for the proposed project. After completion of the Phase I Study, the CITY and STATE may enter into subsequent agreements as required for (1) the preparation of construction plans and specifications, (2) property acquisition (3) construction and construction engineering, (4) future project costs, and (5) maintenance. The STATE and the CITY mutually understand and agree to the following:

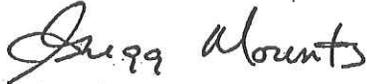
1. The CITY has advised the STATE that Winnebago County is proposing the future construction of a County Jail at the northwest quadrant of Chestnut Street and Winnebago Street. The STATE will prepare the Phase I roadway plans for the east end of the project with consideration of the County plans, and in coordination with the CITY.
2. The CITY will identify and provide locations of key features to be avoided by the variable widening to be designed by the STATE. After approval from the Illinois Department of Transportation's Central Office, the STATE shall consider these key features in its roadway improvement design. Three key features currently identified are the Crusader Clinic, House of Refuge and the City Fire Department. (The CITY will identify several sites to be added to list).
3. The STATE will study a five-lane section for West State Street including a maximum 22-foot and variable width median as well as curb and gutter with a two-foot gutter flag. The right-of-way footprint intended for the STATE improvements will typically provide for a sidewalk or multi-use path, and a possible 10-foot wide parkway between the back of curb and edge of the sidewalk or multi-use path. The cross section of the road will be determined by the projected traffic volume along West State Street (US Business Route 20). Approval for a wider cross section than warranted by IDOT policy will require approval from the IDOT'S Central Office and FHWA.
4. The STATE shall acquire the right-of-way necessary for the proposed roadway improvement. Any additional right-of-way needed due to the CITY'S enhancements that are identified and approved by the CITY, shall be acquired at the CITY'S expense. A separate agreement covering the property acquisition elements of the project will be developed by the STATE and the CITY.
5. The STATE will study the entire corridor for access management and will limit access to West State Street (US Business Route 20) by eliminating some access of City streets upon mutual agreement with the CITY.
6. The STATE shall prepare an environmental analysis, including a PESA and air quality and noise analysis on identified properties along the corridor of the proposed improvement.
7. The CITY shall pay additional costs required to bury utilities above and beyond the relocation costs covered by the utility companies, and the STATE will provide sufficient lead time for utility companies to relocate and/or bury their facilities.
8. The CITY'S proposed enhancements with cost breakdowns are as follows:

- a. **Multi-Use Path** – The STATE agrees to pay the normal 50% of standard sidewalk width replacement costs. The CITY will be responsible for all costs above and beyond the costs covered by the STATE.
 - b. **Highway Lighting** – The CITY will be responsible for all costs for highway lighting or decorative lighting.
 - c. **Landscaping** – The STATE will replace trees at a minimum 1:1 ratio, and possibly a higher ratio at the STATE'S discretion, and the CITY will be responsible for any additional costs above and beyond the STATE'S tree replacement. The STATE will, to the extent possible based on current design standards; provide sodding within the 22-foot median for landscaping opportunities. The STATE will also attempt to preserve as many existing mature trees as possible that are not in conflict with the roadway. In its roadway plans, the STATE will incorporate a landscape plan as developed by the CITY that includes berming to buffer existing residential property from the roadway.
9. The CITY agrees to develop at their own cost and expense lighting plans, landscaping plans, plans for a multi-use path, and plans for a watermain improvement on West State Street from Springfield Avenue to Meridian Road. The CITY will prepare plans for additional improvements that will be at CITY cost. Approval of all of the abovementioned plans shall be obtained from the STATE prior to the STATE including these plans as part of the STATE'S roadway plans for the project.
 10. The CITY agrees to pass ordinances, and provide copies to the STATE, prohibiting all parking and removing all mailboxes on West State Street within the project limits. The STATE will pay for replacement parking in other locations for any parking that exists along West State Street at the time of design plan preparation which is removed with the STATE'S project.
 11. The CITY will provide a space for displaying and housing Phase I project exhibits for public viewing.
 12. The traffic signals for this project shall include video detection, and interconnect between intersections within a reasonable distance. Costs for the traffic signals will be outlined in a future agreement.
 13. This Letter of Understanding shall be binding upon the parties hereto, their successors and assigns.

Mayor Doug Scott
January 14, 2005
Page Four

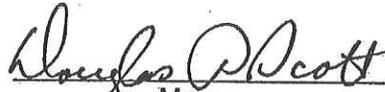
Your acceptance of this Letter of Understanding shall be considered as your approval of the responsibilities outlined and terms contained herein. Two copies of this letter have been prepared both with my original signature. Please sign and return one to this office. The other copy may be retained for your files.

Sincerely,



Gregory L. Mounts, P.E.
Deputy Director of Highways,
Region Two Engineer

APPROVED:



Mayor
City of Rockford

DATE: 4-14-05

FAP Route 303 (US Bus. 20)
Section (40R, 41) RS-2
Job No. P-92-121-01
S.N. 101-6127
101-6115
PTB# 124/17

RE: IDOT, City of Rockford Coordination Meeting
Held at the Rockford, Illinois Offices
Of Missman, Stanley & Associates, P.C.
9:00 A.M. – 11:10 A.M., August 24, 2005

TO: Attendees

FROM: Frank J. Hodina, Missman, Stanley & Associates, P.C.

DATE: October 10, 2005

ATTENDEES: See Attached Sign-In Sheet

ATTACHMENTS: Meeting Agenda (Exhibit A)
Sign-In Sheet (Exhibit B)

Meeting called by Jon McCormick, Project Engineer, Illinois Department of
Transportation, District 2.

9:00 A.M.

Jon McCormick opened the meeting by noting that it has been some time since the City and State have met to discuss this project. Jon noted that the plan and profile sheets, traffic management analysis, cross section sheets, noise analysis, intersection design studies and hydraulic report are done pending I.D.O.T. review. Jon reviewed the detour route asking if it was acceptable to the City. Mr. Bill Bittner, City of Rockford Public Works Director, noted that the detour route to Preston Street was acceptable. Jon noted that work continues on the environmental assessment (EA). The EA is the current critical path item at this time in order to complete this project. FHWA approval of the EA is required before the next public informational meeting can be held. This meeting is currently scheduled for January. Jon also stated that a newsletter will be issued prior to the January meeting. Jon asked if an additional meeting would be required with the West State Street Steering Committee prior to the January public meeting. There then followed a general discussion regarding the need for a meeting of the Steering Committee. Mr. Bittner is to determine if the City desires one. John handed Mr. Bittner a signed copy of the "Letter of Understanding" between the STATE and CITY which outlines the project limits and funding.

Jon then started a discussion concerning the level of "enhancements" to be included in this project. Jon noted that the mainline roadway alignment was relocated to protect such historic areas as the House of Refuge and Crusader Clinic. It was also noted that several side streets have had access removed from West State Street to protect area neighborhoods from additional traffic. Mr. Bittner agreed to the closing of these side streets. Bill noted that he is looking for a traditional boulevard look along West State Street when it is completed. Several comments were also made concerning the multi-use path. It was agreed that the path should follow existing contours with the side slope graded to meet the path.

The next topic concerned the limits of the project. Jon is trying to determine if the project can be extended to Pierpont on the west. Jon then went through available exhibits pointing out various design elements to the group. Masood Ahmad, Project Studies Engineer, Illinois Department of Transportation, District 2, asked how wide the proposed right-of-way is to be. Jon went through the various widths noted on the exhibits. Jay Howell, Studies and Plans Engineer, Illinois Department of Transportation, District 2, noted that space is needed between the back of curb and right-of-way line for signs and such. About ten feet is required. Jon noted that the multi-use path need not be in STATE right-of-way. Mr. Bittner agreed that CITY property could be next to STATE right-of-way and contain the multi-use path. David Lutyens, Transportation Specialist, Missman, Stanley & Associates, P.C., commented that the final design report should include the ultimate path design. Mr. Howell noted that an intergovernmental agreement between the STATE and CITY will be required in order to determine a right-of-way cost sharing percentage. There then followed a general discussion on the multi-path's location east of Central Avenue. The path will be moved to the north side of U.S. BR 20 at Central Avenue. This relocation would eliminate impacts to historic structures at Crusader Clinic. The median through this area would also be reduced to 18 feet. This would minimize impacts at the House of Refuge. Mr. Bittner questioned how much time would it take to determine a multi-use path location through the School property. Mr. Ahmad stated that the STATE would contact the School to discuss the path's location.

The next topic was land acquisition. Jon noted that there are several homes at Webster that need not be acquired. Then following a general discussion between Jon, Jay and Bill as to which properties should be acquired and by who. Mr. Bittner commented that the current design should be moved forward with proposed right-of-ways being acquired.

Jon noted that the eastern terminus of the project is at Rockton.

It was noted that the two bridges belong to the City.

Jon commented on the noise wall report. Jon will follow-up with area residents and local officials to determine if the walls are desired.

Jon noted again that the STATE is considering moving the project limits west to Pierpont. Mr. Bittner stated that nothing should be done that would slow getting the project done.

Jon asked if any further coordination was required with the Steering Committee. Mr. Bittner will determine if another meeting the Committee is desired by the City. Bill will also move a resolution forward for road closures prior to construction.

11:10 A.M. Meeting Ended.

EXHIBIT A

Meeting Agenda
FAP 303 (US BR 20)
Section (40R,41)RS-2
Winnebago County
P-92-121-01
Meridian Rd. to Rockton Ave.

Wednesday, August 24, 2005

Location: Missman, Stanley, & Associates, 333 East State Street

1. Review of previous project coordination
2. Proposed improvements
Roadway alignment and cross section; side street access, commercial access; extent of improved alleys; multi-use path location; others
3. Environmental Assessment issues
4. Interim project terminus -- Day Avenue versus Pierpont Avenue
5. Proposed closure and detour for east section construction
Use of Preston Street, need for local route improvements, temporary access issues, critical sideroad concerns; public transportation, fire protection and EMS; others
6. Land Acquisition
Property acquisition currently identified, full and partial takes; limits of current City ownership
7. Potential City participation items
Sidewalk/multi-use path, lighting, landscaping, sanitary sewer, water, others
8. Steering Committee coordination
Previous input, need for additional meetings
9. Public coordination
Current schedule for hearing, possible Road Closure hearing
10. Agreements
Review of signed Letter of Understanding, further City/State agreements



Illinois Department of Transportation Memorandum

To: File
From: Ron Heck *RH*
Subject: Meeting with City of Rockford
Date: August 29, 2006

PROGRAM DEVELOPMENT

Studies and Plans
Route 303 (US Business 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
Contract No. 64750
Reconstruct US BR 20 from just west of Meridian Road to IL 70 (Kilburn Avenue)

IDOT
Jay Howell
Masood Ahmad
Ron Heck

City of Rockford
Patrick Zuroske
Brad Moburg

Missman Stanley & Associates
Frank Hodina

A meeting was held at the Rockford City Hall at 1:30 PM for the above-referenced project regarding the land acquisition agreement with the City of Rockford. The purpose of the meeting was to discuss the proposed total property acquisitions with the City of Rockford and review the property exhibit by Missman Stanley & Associates (MSA) to be attached to the City's land acquisition agreement. The Department provided MSA with copies of recent meeting minutes and various letters. MSA indicated that TranSystems will be submitting a supplement for interviewing residents along West State Street. The City provided the Department copies of letters of support for the project.

The Department indicated that a letter is being written to the churches that are total property acquisitions. This will give them an opportunity to comment on the proposed improvements and begin discussion on the land acquisition process to comply with the FHWA comments on the Environmental Assessment. The City advised the Department to meet with the Pastors of the churches individually. The City indicated that they have purchased the church properties at 1101 and 1102 West State Street as purchases of opportunity, and the City can be listed as the property owner.

The City indicated that the last correspondence that was received from the Department concerning the City's land acquisition along West State Street was an email inquiring what the Department should do with the plats that are in the City's name. The City wants to attach an exhibit to the agreement that shows property already owned by the City, property that will require total acquisition, and property that requires partial purchase. The City can then begin the process of purchasing any remaining property for their separate development project.

The Department indicated that the additional \$5.0 million is earmarked for extending the reconstruction of West State Street to Pierpont Avenue, which will provide for five lanes from Kilburn Avenue to Meridian Road. This was done to eliminate having an hour glass type of roadway design. The \$14.0 million straight State funds provides for the remaining Phase III construction. The initial \$1.0 million was provided to the City to begin early acquisition for purchases of opportunity. The remaining \$3.0 million State fund is programmed for land acquisition. The City may use these funds as needed, provided that all the property required for the roadway improvement is purchased.

The City stated that the FHWA has indicated that they cannot buy property with federal funds that is not part of the highway improvement. The Department indicated that the \$3.0 million for land acquisition is available and the City may begin purchases upon approval of the Project Report. IDOT Programming Section indicated that every project eligible for federal funding must follow Department and federal policies for the projects to remain eligible. The Department informed the City that they can do early acquisition of property with owners that have hardship cases. The City indicated that they have been purchasing property along West State Street with a variety of programs, knowing that the City wants to do something along this stretch of roadway and the State will be improving the highway. The Department would like the City to finalize the agreement to purchase the property along West State Street as soon as possible. IDOT's Central Office has not reviewed the agreement yet and the District will need to obtain their approval.

The Department indicated that the cost to purchase the property along West State Street is estimated at \$9.0 million. The City anticipates the cost to be closer to \$8.0 million. The Department is concerned whether the City can come up with \$4.0 million to match the Department's funds, as previously agreed to split right-of-way costs for this project. MSA provided an exhibit that identified the properties that the City currently owns. The City stated that they have limited money to purchase additional property without additional funding from the Department. The Department indicated that if the City could not obtain the needed matching funds, the project may be delayed. Some additional funding could be requested from the Department for the cost of relocation assistance, demolition, man-hours for acquisition, and other items not accounted for in the original \$9.0 million that included only land acquisition costs. The Department indicated that the agreement will only cover what has been programmed on West State Street from Pierpont Avenue to Rockton Avenue. Once the agreement has been finalized, the \$3.0 million will be available to purchase property for purchases of opportunity and to acquire property once the Project Report is approved.

The Department, MSA and the City reviewed parcel total takes, parcel partial takes, and City owned property to be included in the agreement.



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

LAWRENCE J. MORRISSEY
MAYOR

TIMOTHY HANSON
INTERIM DIRECTOR OF PUBLIC WORKS

August 2, 2007

Mr. George F. Ryan, P.E., Deputy Director of Highways,
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave
Dixon, IL 61021-3500

Attn: Bureau of Planning & Development. Masood Ahmad

RE: West State Street Corridor Project (U.S. Route 20)
City Resolution: Non-Support of West State and Mulberry Street One-Way Couple
Section No. 40R-RS-3&41RS-1 / Job No. P-92-096-00

Dear Mr. Ahmad:

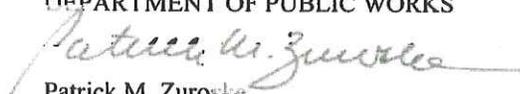
Attached is a copy of the City of Rockford, June 18, 2007 City Council Meeting Minutes that provides an overview of the resolution of non-support for the West State Street – Mulberry Street one-way couple system. This alternative was presented to the City via discussions with the Illinois Department of Transportation (IDOT) in early June 2007. At the time of our discussions, the City of Rockford expressed no interest in pursuing this option. Our opposition to this alternative is chronicled in the attached resolution.

Not only would a one-way couple system negatively impact the residential neighborhood along Mulberry Street, it could potentially impact traffic safety for residents and children attending Lewis Lemon Elementary School. The community, City staff, and IDOT staff participated in an extensive public involvement process during the assembly of the West State Street Corridor Plan. The consensus of this process is that the project, as outlined in the corridor plan, is the preference of all community groups, City and State agencies that participated.

If you have any further questions please do not hesitate to call me at (815) 987-5570.

Sincerely,

DEPARTMENT OF PUBLIC WORKS


Patrick M. Zuroske
Capital Program Manager

cc: Lawrence J. Morrissey, Mayor
James Ryan, City Administrator
Timothy Hanson, Interim Director of Public Works
Patrick Hayes, Legal Director
Brad Moberg, P.E., City Engineer

Jon Hollander, P.E. City Engineer
CIP File

Phone (815) 987-5570
Fax (815) 967-6942

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Projects and Ongoing Projects\West State Corridor Study\West State-FHWA Submittal Info\Resolution\WState-1 tr (IDOT-Resolution)-8-2-07.doc

**CITY COUNCIL, CITY OF ROCKFORD
JOURNAL OF PROCEEDINGS
JUNE 18, 2007
COUNCIL CONVENED AT 6:18 P.M.**

1. The invocation was given by Minister Anthony Wilson, Providence Baptist Church/Police Chaplain and the Pledge of Allegiance was led by Page Karla Centeno.
2. Roll Call:
Mayor Lawrence J. Morrissey
Aldermen: Sosnowski, Curran, Mark, Wasco, Bell, Jacobson, Thompson-Kelly,
Johnson, Timm, Beach, Holt, Beck –12-
Absent: McNeely, Conness –2-
3. Alderman Mark moved to accept the Journal of Proceedings of June 4, 2007, seconded by Alderman Wasco. MOTION PREVAILED (Ald. McNeely, Conness absent).

PUBLIC PARTICIPATION

4. Rev. Jim Roberts addressed Council supporting Rockford Becoming Part of the Mayor's Climate Change Agreement.
5. Jamie Johannsen addressed Council supporting the Regional Planning and Development Center.
6. John Weaver apologized to Council members and spoke regarding Marches and Sightings.

PETITIONS AND COMMUNICATIONS

7. Alderman Thompson-Kelly requested Public Participation Speaker John Weaver call her at 815/968-8389.
8. Alderman Beck submitted an e-mail from a constituent regarding a possible drug house, speeding traffic and loud amplification systems in vehicles in his neighborhood. Referred to the Police Department.
9. Alderman Curran submitted a Memorandum from Patrick Zuroske, Capital Program Manager regarding City-State Agreement: Harrison Avenue Lighting & Landscaping. Referred to Finance and Personnel Committee.
10. Alderman Bell read a Memorandum from Jennifer Cacciapaglia, City Attorney, regarding CPAC Funding. Referred to Planning and Development Committee.
11. Alderman Bell read a Memorandum from Vicki Manson, Neighborhood Development Administrator, regarding the Gilbert Avenue Area Rehabilitation Program. Referred to Planning and Development Committee.

MOTIONS AND RESOLUTIONS

2007-67R

74. Alderman Mark, on behalf of Aldermen Thompson-Kelly and McNeely, moved the adoption of a Resolution;

WHEREAS the Federal Highway Administration has asked the Illinois Department of Transportation to consider making West State and Mulberry Streets into a one-way pair system as an alternative to the expansion and redevelopment of West State Street; and

WHEREAS the designation of West State and Mulberry Streets as a one-way pair system may negatively affect the surrounding area as follows:

Increased traffic levels in residential streets will create safety issues for residents;

Significant property impacts resulting from required improvements to Mulberry Street for increased traffic volume and truck traffic as well as create a safety issue to the children attending Lewis Lemon Academy on Mulberry Street;

Potential detriment to area Weed and Seed efforts;

Disincentive for residential maintenance of property;

Distrust by citizens in the public hearing process, as residents and the City have consistently favored and supported the expansion and improvement of the West State Street Corridor as a four lane road, separated by a combination landscaped median and bi-directional turn lane;

THEREFORE, BE IT RESOLVED that the City Council of the City of Rockford hereby formally requests that the FHWA and the Illinois Department of Transportation not view the proposed Mulberry / West State Street one-way pair system as a viable alternative to the development of West State Street.

MOTION PREVAILED (Ald. Beach, McNeely, Conness absent).

2007-68R

75. Alderman Jacobson suggested a Resolution that the City Council of the City of Rockford, Illinois requesting that the Illinois Department of Children and Family Services respectfully reconsider its decision to cease operations of The Mill and reopen the same pending a thorough and fair investigation into certain allegations.

Be it further resolved that at the conclusion of said investigation into those allegations the Illinois Department of Children and Family Services take action, should any be required at all, that fairly and appropriately corrects and deters any misconduct that is founded.

LAID OVER one week.

Rockford Park District

November 1, 2001

Via Fax
[967-6732]
967-6942

Mr. Jim Ryan
Public Works Department
City of Rockford
425 E. State Street
Rockford, IL 61104-1068



Dear Jim:

Some belated observations on the West State meeting.

- First, nice job on hosting the meeting—you have a good relaxed style that brings people together.
- Regarding commercial areas, I think it's important to keep as much linear/strip commercial on the street. This is much preferable than one or more small shopping complexes which are removed from being actually contiguous to the corridor. What comes to mind are the 1940's and 1950's commercial strips along arterials where a small frontage road immediately adjoins or there is diagonal parking. This keeps the activity concentrated on the corridor and also keeps it more accessible to transit-dependent persons as well as pedestrians and bikeless.
- I don't think that many people in your audience are familiar with Chicago boulevards and the type of street-scapes you are imagining. The PowerPoint plan view and profiles are very good. I mentioned this to Gary Anderson, but you might want to consider a virtual drive down the street. This could be a virtual drive existing and then with alternates plugged in. Gary Anderson did a very nice virtual tour of the Burpee Museum and has experience in this area.
- During the meeting I thought about the evolution of the Charles Street Path. Originally I had envisioned bike lanes on Charles Street east of Alpine. Jack Kretzer, County Engineer, went ahead with the idea of a path even though the right-of-way was very narrow. I was skeptical, but it worked out well. If there is any weakness to the path, it is the frequent side street intersections near Alpine Road. This probably would have been improved by several cul-de-sacs, but it wasn't feasible. So a side path in this area did work out and probably could on West State as well. The big advantage of having bike lanes in combination with multipurpose paths is that it removes higher speed users and eliminates a lot of the problems caused by intersecting side streets.
- I noticed Alderman Dan Conness was briefly in attendance at the West State meeting—he was a big supporter of the Charles Street Path.

Look forward to future presentations.

Rick

5-63



February 14, 2006

Frank Hodina
Missman Stanley & Assoc.
333 East State Street ~ Suite 201
PO Box 4327
Rockford, Il 61110-0827

RE: Job No. P-92-121-01 -- West State Street

Dear Frank,

On behalf of the Rockford Park District, I would like to formally endorse and support the proposed widening of West State Street and path construction along the northern boundary of Ingersoll Golf Course and the Junior Links Course.

Our Board of Commissioners approved the dedication of right-of-way for the path at their October 24, 2004 meeting and the property was deeded to the City of Rockford on March 9, 2005.

The path is an important link in the Rockford area system as we plan to expand west to connect with the Pecatonica Prairie Path. The path has also been identified in the 2005 Boone and Winnebago Regional Greenways Plan.

The road improvements and the path will serve the citizens and visitors to Rockford and the Park District by providing a gateway to the City from Highway 20. The path will provide safe access to the golf course for local residents.

We support the City of Rockford in this roadway and path project and are grateful for the coordination provided through Missman Stanley and Associates.

Sincerely,

A handwritten signature in blue ink that reads 'Jim Reid'. The signature is fluid and cursive, with the first name 'Jim' being more prominent than the last name 'Reid'.

Jim Reid, Senior Manager
Capital Planning and Management



Illinois Department of Transportation Memorandum

To: File
From: Ron Heck *RH*
Subject: Meeting with Rockford Park District
Date: June 19, 2006

Route 303 (US Business 20)
Section (40R, 41)R
Winnebago County
Job No. D-92-121-01
Contract No. 64750
Reconstruct US BR 20 from just west of Meridian Road to IL 70 (Kilburn Ave)

IDOT
Masood Ahmad
Ron Heck
Mark Nardini

Rockford Park District
Jim Reid
Golf Course Employee

A meeting was held on June 19, 2006 at 1:00 PM at Rockford Park District Golf Course on US BR 20 between Memorial Avenue and Daisyfield Avenue to discuss the impacts of the above-referenced project. The following items were discussed.

1. The Department described the proposed right-of-way limits of the golf course along US BR 20 and Memorial Avenue and the temporary easement along Memorial Avenue. The Park District indicated that they have already received compensated for the additional right-of-way by the City. The Department indicated that the Park District property would be treated as proposed right-of-way for the Phase I process since this is a Section (f) property. The Department is required to minimize impacts where it is possible.
2. The proposed construction limits were reviewed along the golf course along with the cross-sections to identify tree removal. The following 15 trees were identified to be removed: STA 141+41 @ 68' RT, STA 141+61 @ 68' RT, STA 141+97 @ 63' RT, STA 142+19 @ 71' RT, STA 142+25 @ 67' RT, STA 144+13 @ 74' RT, STA 144+31 @ 75' RT, STA 145+43 @ 67' RT, STA 146+02 @ 68' RT, STA 146+81 @ 69' RT, STA 150+76 @ 63' RT, STA 151+81 @ 75' RT, STA 153+16 @ 65' RT, STA 153+54 @ 65' RT and STA 10606+12 @ 18' RT. Tree removal was identified using amount of fill placed under the tree canopy, trees with storm damage/severely damage due to utility lines and amount of removal of tree root system in cut areas. The Park District identified areas along West State Street where equipment parking and two stockpiles of maintenance materials will be lost due to the proposed right-of-way.

3. The Department identified the fence along the golf course (STA 140+86 to STA 146+13 RT West State Street and STA 10606+85 to STA 10607+98 RT Memorial Avenue) that will require removal. The gate at STA 10606+41 RT will also need to be removed and replaced due to the new profile of the entrance. The Park District requested that the fence be replaced prior to removing the existing fence or that temporary fence be installed to secure the property. The Park District will request that the proposed work be included in the Department's contract and constructed with an equal or better type of materials at the cost of the State.
4. The Department indicated that the Golf Course sign is within the proposed right-of-way and will require removal. The Park District will request the cost of the sign replacement/relocation be reimbursed by the Department.
5. The Department indicated that the south leg of Daisyfield Avenue is being relocated to the east and the construction limits will not impact the golf course.
6. The Department advised the Park District that the utility lines that are currently located on the south side of West State Street could be relocated to the north side of the roadway to further reduce the impacts to the existing trees that will remain.
7. The Department committed to saving the trees located at STA 10605+70 @ 50' RT and STA 10607+33 @ 42' RT. A retaining wall could be constructed along the proposed right-of-way on Memorial Avenue minimizing the amount of fill over the tree root system. The new fence could also be build as part of the retaining wall.
8. The Park District requested that the Department save as much of the existing parking lot (located along Memorial Avenue) as possible.

S&P/Heck/rh-0735/sb

Station	Offset CL	Offset Lane
141 +00	75	45
141 +50	76	46
142 +00	76	46
142 +50	76	46
143 +00	76	46
143 +50	75	45
144 +00	73	43
144 +50	71	41
145 +00	69	39
145 +50	67	37
146 +00	66	36
146 +50	66	36
147 +00	65	35
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148 +00	57	30
148 +50	59	29
149 +00	60	30
149 +50	60	30
150 +00	60	30
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151 +00	68	26
151 +50	69	25
152 +00	70	26
152 +50	71	27
153 +00	71	28
153 +50	73	30
154 +00	76	

Rockford Park District

www.rockfordparkdistrict.org



June 20, 2006

Mark Nardini, Environmental Specialist
IDOT, Region 2, District 2
819 Depot Ave
Dixon IL 61021-3500

Dear Mark,

I would thank you and your co-workers for taking the time to come and explain the future improvements to West State Street that affect the Ingersoll Golf Course. It was very informative and both Kevin Faherty and I have a good understanding of what is being proposed.

In your previous correspondence, you have asked the Park District to sign a 4F letter that is a federal requirement that indicates the impact of this road improvement on Ingersoll Golf Course. As a condition to our signing off on the 4F letter, I would ask that IDOT include the following terms as part of the 4F signoff document.

1. That 16 trees are replaced with 3" BB deciduous trees. The selection of the species by a Park District representative.
2. That a local arborist's recommendations for saving existing trees would become a part of your specifications in the road improvement bid documents.
3. That all replacement fencing be new and match the size, style and quality of the two existing fence types.
4. Given the new configuration of the maintenance entry gate relative to existing paving and parking area, we would ask that sliding gates be installed at the maintenance entry point.

If you have any questions, please call me at (815) 987-8863.

Sincerely,

Jim Reid, Senior Manager
Capital Planning & Management

JR/jeo

Cc Ron Butler
Dave Claeysens

10-3	NO. 21111111
	10.15.2006
	JUN 27 2006
	REGION ENGINEER
	10.15.2006
	10.15.2006
	10.15.2006

BOARD OF COMMISSIONERS

Harris H. Agnew • Douglas J. Brooks • Charlotte Hackin • Nate Martin • Laura Pigatti Williamson

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Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES & PLANS

Environment
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Job No. P-92-096-00
Contract No. 64574

July 26, 2006

Mr. Jim Reid, Senior Manager
Rockford Park District
401 South Main Street
Rockford, Illinois 61101-1310

Dear Mr. Reid:

The Illinois Department of Transportation (IDOT) is currently studying a project along West State Street (US BR 20) in Rockford. This project will consist of widening West State Street from Meridian Road to Rockton Avenue to accommodate four-12' lanes with a raised median. Along with the roadway project IDOT will be constructing a 10' wide multi-use path.

The proposed project will impact the Ingersoll Golf Course, which is located on the south side of West State Street between Memorial Avenue and Daisyfield Avenue. The Department will be acquiring approximately 0.13 acre of right of way and 0.15 acre of temporary easement for the reconstruction Memorial Avenue, and 0.60 acre of right of way for the construction of the multi-use path along West State Street. Therefore, the Department will need to acquire approximately 0.72 acre of right of way and another 0.15 acre will be needed for temporary easement.

Since this project is anticipated to have Federal funds used in the construction of the project, your property falls under protection as a Section 4(f) property. Section 4(f) is the Federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The Department anticipates utilizing the *De Minimis* Impact Findings for Parks, Recreation Areas, and Wildlife and Waterfowl Refuges process to document our impact and findings in our Environmental Assessment (EA)/Finding of No Significant Impacts (FONSI) in Section 4.12.1. The Department feels that the impacts of this transportation project on the Ingersoll Golf Course qualifies for *De Minimis* because:

1. The transportation use of the Section 4(f) Resource, together with the impacts and enhancement measures incorporated into the project does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

2. The Rockford Park District who has jurisdiction over the Ingersoll Golf Course has been informed by IDOT or their agent about the *De Minimis* Impact Finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).
3. The public will be afforded the opportunity to review and comment on the effects of the project on the Ingersoll Golf Course at the Public Hearing which is tentatively scheduled for July 2006.

As a condition of the concurrence the Department will commit to the following as outlined in your June 20, 2006 letter.

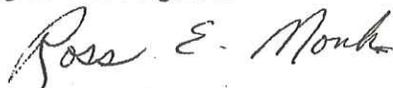
1. That 16 trees that are impacted by the project will be replaced with 3" BB deciduous trees. The selection of the species and the location to be determined by the Rockford Park District.
2. That a local arborist will be used to evaluate the remaining trees and develop recommendations for saving them. If the arborist determines that a tree will not survive, a new 3" BB deciduous tree will replace it per comment No. 1.
3. That all replacement fencing be new and match the size, style, and quality of the two existing fence types. The Park District will be asked if they would like the old fence before being disposed of by the contractor.
4. The Department will install a new sliding gate at the maintenance entry point.
5. The contractor will provide security fence, temporary or permanent prior to removing existing fence and coordinate this work with the appropriate Golf Program Staff or the Golf Course Superintendent.

If the Rockford Park Districts concurs with the use of the *De Minimis* Impact Finding, please sign one copy of this letter and return it to IDOT, District 2, in the enclosed envelope. The second copy is for your files.

If you have any other questions concerning the above, please contact Mark Nardini in the District 2 office at 815/284-5460.

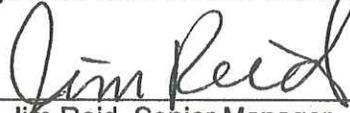
Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways,
Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

The Rockford Park District concurs with the commitments made by the Department, the use of *De Minimis* Impact Findings, and the effect that the project will have on the Rockford Park District owned by Ingersoll Golf Course.



Mr. Jim Reid, Senior Manager
Rockford Park District

8/1/06
Date

Env/Nardini/mn-274/gz

Rockford School District



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

May 9, 2006

Mr. Gregg Wilson
Director of Transportation
Rockford Public Schools
2000 Christina Street
Rockford, IL 61104

Dear Mr. Wilson:

On May 31, 2006 at 1:30 PM a meeting will take place at Rockford City Hall (Conference Room B) to discuss the above-noted project, which is currently scheduled in our multi-year program. The project will consist of reconstructing the 5-lane and 3-lane sections of US BR 20 (West State Street) from just west of Pierpont Avenue to Kilburn Avenue (IL 70) in Rockford with new curb and gutter, sidewalk, intersection improvements, left turn lanes, and storm sewer.

Attendance at the meeting by you or a representative from your office is requested, as one of the topics to be discussed will be closing West State Street during construction between Pierpont Avenue and Kilburn Avenue, which will affect bus service. The proposed detour re-routes traffic onto Pierpont Avenue, to Preston Street, to Avon Street, to Cedar Street, and to Main Street (IL 2).

If you need additional information, please contact Masood Ahmad, IDOT Project Engineer, at (815)284-5510.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways,
Region Two Engineer

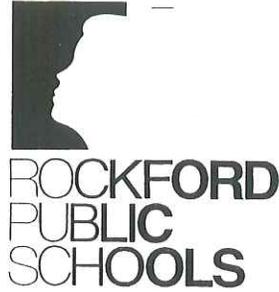
A handwritten signature in cursive script that reads "Ross E. Monk".

By: Ross E. Monk
Engineer of Program Development

S&P/rh-0732/sb

August 7, 2006

Mr. Gregory L. Mounts, Deputy Director of Highways
Illinois Department of Transportation, Region 2
819 Depot Avenue
Dixon, Illinois 61061-3500



Dennis L. Thompson, Ed.D.
Superintendent
201 South Madison Street
Rockford, Illinois 61104-2092
Phone 815 / 966-3101
Fax 815 / 966-3193
E-Mail thompsd@rps205.com

Attn: Bureau of Program Development, Mr. Masood Ahmad

**RE: City of Rockford – West State Street: Meridian Road to Rockton Avenue
FAP 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
P-92-096-00**

Dear Mr. Mounts:

I want to take this opportunity to thank the local representative from the Illinois Department of Transportation (IDOT) for taking the time to discuss with the Rockford School District (District 205) the details of the West State Street reconstruction project, and definition of a 4(f) property. We fully support the City of Rockford, IDOT, and the Federal Highway Administration (FHWA) efforts to reconstruct the West State Street corridor.

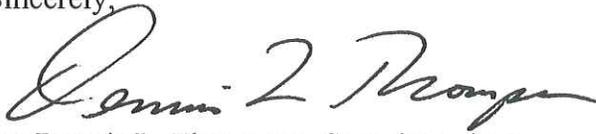
District 205 does not feel that the Ellis Arts Academy property, located at 222 S. Central Avenue, Rockford, IL, warrants protection under Section 4(f) of the Federal Transportation Act (23 CFR 771.135). There is currently no organized use of the ball diamond or adjacent open space located on the north side of the property. Additionally, there is no substantial walk on use by the general public. Based on these issues, District 205 does not feel that the Section 4(f) designation is appropriate for the Ellis Arts Academy property.

We understand that improvements to the corridor will require the removal of an existing fence along portions of the north and west sides of the property. The District would require that any fence that requires removal as part of the project be replaced with the same type of fencing material.

August 7, 2006
Letter to Mr. Mounts
Page 2

Thank you for your consideration in this matter. Please feel free to contact me with any additional comments that you may have.

Sincerely,



Dr. Dennis L. Thompson, Superintendent
Rockford School District 205

cc: Rockford School Board
Mr. Larry Morrissey, City of Rockford, Mayor
Mr. Patrick Hayes, City of Rockford, Legal Director
Mr. William Bitner, City of Rockford, Director of Public Works

	D-2	D-3	
RECEIVED REGION 2			PROGRAM DEVELOPMENT
			PROJECT IMPLEMENTATION
			OPERATIONS
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			LOCAL ROAD
AUG 09 2006			
REGION ENGINEER			
		Confer with Region Engineer	
		Correspondence for RE signature	
		Correspondence for your signature	

Rockford Mass Transit District (RMTD)



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

John FILE COPY
DM

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US BR 20)

Section (40R, 41) RS-2

Winnebago County

Job No. P-92-121-01

West State Street from Meridian Road to Rockton Avenue

August 10, 2004

Dennis Hendrick
Operation Manager
Rockford Mass Transit District
520 Mulberry St.
Rockford, IL 61101

Dear Mr. Hendrick:

The Department is currently working on preliminary engineering for the West State Street project in Rockford. The project involves the widening of West State Street from two lanes with parking to four lanes with a 22' wide landscaped median from Day Avenue to Rockton Avenue, as well as providing a wider median between Meridian Road and Day Avenue. At the east end, the current one way couple will be realigned connecting Jefferson Street and Chestnut Street to West State Street. A drawing of the realignment is provided.

The current plans for the improvements of West State Street call for a bus turnout on the south side of West State Street near Avon Street. The Department would like to coordinate with the RMTD to determine if additional bus turnouts would be desired or if you have any other concerns.

Please contact Geoff Smith at 815/284-5510 to continue coordination.

Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in black ink, appearing to read 'RM' or similar initials.

By: Ross E. Monk
Engineer of Program Development

ST/dp-053.RMTD/sb



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US BR 20)

Section (40R, 11)RS-2

Winnebago County

Job No. P-92-121-01

West State Street from Meridian Road to Rockton Ave.

April 28, 2005

Mr. Rick McVinnie
Rockford Mass Transit District
520 Mulberry Street
Rockford, IL 61101

Dear Mr. McVinnie:

The Illinois Department of Transportation is currently studying improvements to US BR 20 (West State Street) between Meridian Road and Rockton Avenue, as referenced above. The scope of our improvements is based on a conceptual plan developed by the City of Rockford and published as the West State Street Corridor Study in September of 2002. At this time the Department is seeking input from the Rockford Mass Transit District regarding transit services along West State Street. A project location map is attached.

The Corridor Study identified the need for a bus turn-out at the Crusader Clinic and we have included this in our preliminary plans (see attached sheets). If you have a current bus schedule and route information for West State Street we would appreciate this information for use in the environmental document we are preparing. Please provide any available information as well as your comments at your earliest opportunity. The portion of the project from Day Avenue to Rockton Avenue is part of our current multi-year program.

Thank you for your help on this important project. If you have any questions, please contact Shanna Dollinger at (815)284-5509.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways,
Region Two Engineer

A handwritten signature in cursive script that reads "Ross E. Monk".

By: Ross E. Monk
Engineer of Program Development

ST/sd-0112/sb
Attachment



ROCKFORD MASS TRANSIT DISTRICT

Lawrence J. Morrissey
Mayor

Charles J. DiBenedetto
Chairman
Michael H. Wilcop
Vice Chairman
Gary L. Marzorati
Sec./Treas.
Richard W. McVinnie
Executive Director

May 13th, 2005

Mr. Ross E. Monk
Engineer of Program Development for I.D.O.T
819 Depot Avenue/Dixon, Illinois/61021-3500

Re: FAP Route 303 (US BR 20)
Section (40R, 11) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Ave.

I am responding to your April 28th, 2005 letter regarding the above referenced project. I have reviewed your drawings of the bus turn-out at the Crusader Clinic and concur that the dimensions will accommodate our buses. I have included with this letter a copy of our current bus route and schedule as requested. Please note that we operate two different routes, one on days and one on nights.

From the plans it appears that West State will be going from a two-lane with parking to a four-lane without parking. I have a concern. Currently we have designated Bus Stops on West State Street approximately every other block inbound and outbound along the route. I assume that our buses will still be able to stop on West State inbound and outbound at designated stops, as is our current procedure.

Sincerely,

Dennis R. Hendricks
Operations Manager

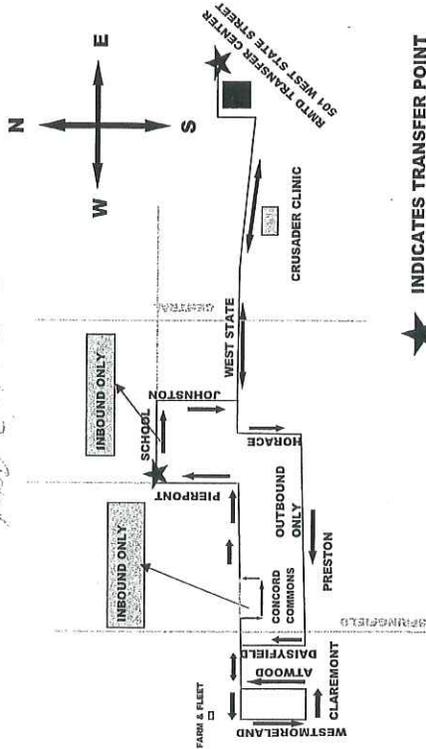
cc: Rick McVinnie, Executive Director

RECEIVED REGION 2	D-2	D-3	
			PROGRAM DEVELOPMENT
			PROJECT IMPLEMENTATION
			OPERATIONS
			ADMINISTRATIVE SERVICES
		LOCAL ROADS	
MAY 18 2005			
		REGION ENGINEER	
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		Correspondence for RE signature	
		Correspondence for your signature	

#1

WEST STATE / BERTH M

DAY SERVICE AND SAT SERVICE



★ INDICATES TRANSFER POINT

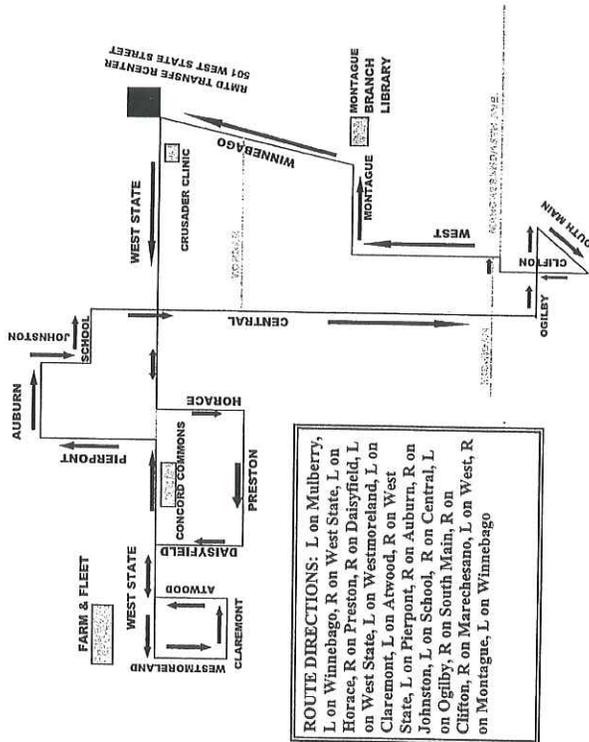
ROUTE DIRECTIONS: L on Mulberry, L on Winnebago, R on State, L on Horace, R on Preston, R on Daisyfield, L on State, L on Westmoreland, L on Claremont, L on Atwood, R on State, R on Elm, L on Concord, R on State, L on Pierpont, R on School St, R on Johnston, L on State, L on Winnebago.

Shaded areas reflect weekday AND Saturday times. Unshaded areas reflect WEEKDAYS ONLY

Transfer Center	Horace & Preston	Pierpont & Springfield	West State & Westmoreland	West State & Daisyfield	Pierpont & School	West State & Central	Transfer Center
515	525	530	535	540	545	550	555
600	610	615	620	625	630	635	640
645	655	700	705	710	715	720	725
730	740	745	750	755	800	805	810
815	825	830	835	840	845	850	855
900	910	915	920	925	930	935	940
945	955	1000	1005	1010	1015	1020	1025
1030	1040	1045	1050	1055	1100	1105	1110
1115	1125	1130	1135	1140	1145	1150	1155
1200	1210	1215	1220	1225	1230	1235	1240
1245	1255	1300	1305	1310	1315	1320	1325
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215	225	230	235	240	245	250	255
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430	440	445	450	455	500	505	510
515	525	530	535	540	545	550	555

NIGHTS AND SUNDAYS: #33 & 43 W. STATE/CLIFTON BERTH Q

(NIGHT SERVICE: MONDAY
THROUGH FRIDAY ONLY)



ROUTE DIRECTIONS: L on Mulberry, L on Winnebago, R on West State, L on Horace, R on Preston, R on Daisyfield, L on West State, L on Westmoreland, L on Claremont, L on Atwood, R on West State, L on Pierpont, R on Auburn, R on Johnston, L on School, R on Central, L on Ogilby, R on South Main, R on Clifton, R on Marechano, L on West, R on Montague, L on Winnebago

NIGHT TIMEPOINTS

TRANSFER CENTER	615	625	635	645	650	655	700	705	710
HORACE & PRESTON	715	725	735	745	750	755	800	805	810
W. STATE & WESTMORELAND	815	825	835	845	850	855	900	905	910
AUBURN & JOHNSTON	915	925	935	945	950	955	1000	1005	1010
W. STATE & CENTRAL	1015	1025	1035	1045	1050	1055	1100	1105	1110
CENTRAL & MICHIGAN									
CLIFTON & S MAIN									
WINNEBAGO & MORGAN									
TRANSFER CENTER									

SUNDAY TIMEPOINTS

TRANSFER CENTER	915	925	935	945	950	955	1000	1005	1010
HORACE & PRESTON	1015	1025	1035	1045	1050	1055	1100	1105	1110
W. STATE & WESTMORELAND	1115	1125	1135	1145	1150	1155	1200	1205	1210
AUBURN & JOHNSTON	1215	1225	1235	1245	1250	1255	100	105	110
W. STATE & CENTRAL	115	125	135	145	150	155	200	205	210
CENTRAL & MICHIGAN	215	225	235	245	250	255	300	305	310
CLIFTON & S MAIN	315	325	335	345	350	355	400	405	410
WINNEBAGO & MORGAN	415	425	435	445	450	455	500	505	510
TRANSFER CENTER									



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpoint Avenue to IL 70 (Kilburn Avenue)

May 9, 2006

Mr. Dennis R. Hendricks
Operations Manager
Rockford Mass Transit District
520 Mulberry Street
Rockford, IL 61101-1016

Dear Mr. Hendricks:

On May 31, 2006 at 1:30 PM a meeting will take place at Rockford City Hall (Conference Room B) to discuss the above-noted project, which is currently scheduled in our multi-year program. The project will consist of reconstructing the 5-lane and 3-lane sections of US BR 20 (West State Street) from just west of Pierpont Avenue to Kilburn Avenue (IL 70) in Rockford with new curb and gutter, sidewalk, intersection improvements, left turn lanes, and storm sewer.

Attendance at the meeting by you or a representative from your office is requested, as one of the topics to be discussed will be closing West State Street during construction between Pierpont Avenue and Kilburn Avenue, which will affect bus service. The proposed detour reroutes traffic onto Pierpont Avenue, to Preston Street, to Avon Street, to Cedar Street, and to Main Street (IL 2).

If you need additional information, please contact Masood Ahmad, IDOT Project Engineer, at (815)284-5510.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways,
Region Two Engineer

By: Ross E. Monk
Engineer of Program Development

S&P/rh-0733/sb



Date and Time of Meeting: May 31, 2006. 1:30 PM

Location: Rockford City Hall

Attendees: See Sign-in Sheet

Subject: BR US 20, Rockford
FAP 303
PTB # 139/007

BUS COORDINATION

The meeting was held to begin coordination with the Rockford Mass Transit District (RMTD) and the Rockford School District Transportation Department concerning bus routing for the Phase 2 design engineering for the BR US 20 project in Rockford. The following items were discussed.

1. IDOT described the project scope and provided Phase 1 plan sets to the bus companies. The tentative schedule for Bid Letting is November 2008 with a construction start in March 2009. The Department indicated that the reconstruction of West State Street from Kent Creek to Pierpoint Avenue would be accomplished by closing the roadway. A marked detour will be provided using Pierpoint Avenue, Preston Street, Avon Street, Cedar Street and IL Route 2. The length of construction will likely be 1.5 to 2 years.
2. During road construction, the School District Transportation Department indicated that the school busses will be routed on Elm and/or Mulberry Streets, with crossings of US 20 as required. The Department indicated that the major cross roads (Pierpoint Avenue, Horace Avenue, Johnston Avenue, Central Avenue and Avon Street) will be staged permitted traffic to cross West State Street. The School District Transportation Department indicated that no major problems are foreseen.
3. RMTD indicated that buses currently stop along West State Street in the outside lane where there is no parking. The Department indicated that this will be permitted after the improvement where there are no bus turnouts. The proposed improvements provide bus turnouts near Springfield and the Crusaders Clinic. The RMTD indicated that the City busses may utilize Preston Street and/or Elm Street as the temporary bus route during the construction detour.
4. The Department indicated that access to West State Street at some side streets are permanently being eliminated at the request of the City of Rockford (Lexington Avenue, Carbough Avenue, Burbank Avenue, Willard Avenue, Day Avenue, Henrietta, Foster Avenue, Carson Avenue, Howard Avenue, Webster Avenue, Steward Avenue, Oakley Avenue, Arving Avenue and South Hinkley Avenue). Right turns in and right out are also

being provided at many of the side streets due to the proposed raised median island at the request of the City (Klines Anenue, Vista Terrace, Bayliss Avenue, Miriam Avenue, Royal Avenue, Albert Avenue, Sunset Avenue, Independence Avenue, Waldo Street, North Hinkley Avenue, Forest Avenue, Oakwood Avenue and Lakin Terrace. The Department indicated that a 10' Multi-use path will be provided on the south side of West State Street west of Central Avenue and on the north side of West State Street east of Central Avenue. A 5' sidewalk will be provided on the opposite side of the multi-use path on West State Street.

5. RMTD indicated that spacing criteria for City bus stops is 900' maximum and 300' minimum (every 2 to 3 blocks). A 10' wide and 7' to 30' long concrete pad is normally provided at bus stop/shelters. IDOT may include bus turnouts at some bus stops as part of the road plans. The Department indicated that cost of replacement bus turnouts, bus stop concrete pads and sidewalk connecting the multi-use path to the bus stops due to the proposed improvements is normally at IDOT expense. Bus Shelters would be at the expense of RMTD. The Department will further investigate the local participation of these costs.
6. RMTD expressed concern about pedestrian and disabled/wheelchair access at cross streets that are to be closed as part of the road project. The proposed close cross streets termini do not provide sidewalk to access either the multi-use path or the sidewalk. Bus patrons who need to use the sidewalk to access West State Street would need to walk a longer distance down a local street. Snow removal at these locations is also a concern. The meandering multi-use path and sidewalk does not provide access to the bus stop (no sidewalk leading patrons to bus stops) and there is no concrete bus stop pads proposed at existing bus stop locations. RMTD also expressed a concern with the raised concrete median at closed cross streets and side streets with right turns only in and out. The raised concrete median does not permit bus patrons, especially the disabled, to cross West State Street. Crosswalks, disability ramps and opening in the raised concrete median are not provided at the close streets and at the right in/out side streets. The Department indicated that mid-block crosswalks are not desirable. The RMTD indicated that West State Street bus route services local neighborhoods whose only means of travel by many residents is by walking or bus. Bus patrons on either side of West State Street (north or south) would need to travel (east or west) to a major signalized intersection (Pierpoint Avenue, Horace Avenue, Johnston Avenue, Central Avenue or Avon Street) to cross the road meeting ADA requirements). The distance between Johnston Avenue to Central Avenue and Central to Avon Street is over 2,600 feet requiring a person needing ADA access to travel over 1,300 feet if starting at the midpoint. (The maximum bus stop spacing is 900 feet.) Decorative raised concrete median planting may also visually hinder pedestrians attempting to cross West State Street. The RMTD indicated that the West State Street bus route travels outbound on West State Street to the west only from Pierpoint Avenue to Johnston Avenue (weekdays) and from Pierpoint to Central Avenue (weekends). Inbound uses local streets. This area would require patrons to cross the street or travel to the major intersection. The Department inquired about the possibility of using local streets and/or revision to the bus route. The RMTD indicated that there would be turning problems at many of the local street, add total travel time, and would not solve the problem of patrons needing to cross West State Street. RMTD will submit comments to IDOT regarding bus stop locations, bus turnouts, bus shelters and pedestrian access issues.

7. The design for the north leg of the intersection of West State Street and Pierpont Avenue in the northbound direction of travel may be modified to maintain full width of the existing northbound lanes to better accommodate a bus stop, rather than the narrowed geometry shown in the Phase 1 plans. A bus turnout could also be requested at this location by the RMTD.
8. The RMTD expressed concern with access to the Crusader Clinic during the detour. The Department indicated that the contractor would be required to maintain access to businesses and residents during construction.
9. The RMTD inquired about possible changes in the speed limit. The Department indicated that a speed study would need to be requested and a Speed Study done upon completion of the proposed improvement.
10. The Department informed RMTD that the District will meet with the City of Rockford to discuss any revisions to closed street, to right turn in/out streets, to multi-use path/sidewalk and bus stop spacing.



Illinois Department of Transportation

Memorandum

To: File
From: Ron Heck **RH**
Subject: Meeting with Rockford Mass Transit District
Date: June 19, 2006

PROGRAM DEVELOPMENT

Studies and Plans

Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Meridian Road to IL 70 (Kilburn Avenue)

IDOT

Masood Ahmad

Ron Heck

Mark Nardini

Rockford Mass Transit District

Lisa Grown

Paula Hughes

Dennis Hendricks

A meeting was held on June 19, 2006 at 10:00 AM at Rockford Mass Transit District (RMTD) to discuss the impacts of the above-referenced project with the West State Street bus route. The following items were discussed:

1. The Department described the project scope for the Phase I Report is to reconstruct US BR 20 from just west of Meridian Road to Kilburn Avenue. Bus accommodations will need to be provided for the entire length. The initial project is funded for construction from just west of Pierpoint Avenue to Kent Creek, which the Department discussed in the initial meeting on May 31, 2006.
2. RMTD indicated that bus stops are normally provided either before or after an intersection. Bus stops are not installed within the limits of a right turn lane at major intersections. RMTD indicated that the maximum bus stop spacing is 500 feet to 900 feet.
3. RMTD requested that sidewalk be extended to the multi-use path at all the side roads where access to West State Street is being removed (Lexington Avenue, Carrough Avenue, Burbank Avenue, Willard Avenue, Day Avenue, Henrietta, Foster Avenue, Carson Avenue, Howard Avenue, Webster Avenue, Steward Avenue, Oakley Avenue, Arving Avenue and South Hinkley Avenue). RMTD indicated that there needs to be sidewalk that connects the multi-use path to the bus stops and concrete bus pads need to be added at bus stop locations.

4. RMTD expressed a concern with the raised median at closed cross streets and at side streets with right turn only in and outs. The raised median does not permit bus patrons, especially the disabled, to cross West State Street. Crosswalks, disability ramps and openings in the raised median are not provided at the closed streets or at the right in/out side streets. The Department indicated that mid-block crosswalks are not desirable. The RMTD indicated that the West State Street bus route services local neighborhoods whose only means of travel for many residents is by walking or bus. Bus patrons on either side of West State Street (north or south) would need to travel (east or west) to a major signalized intersection to cross the road meeting ADA requirements. The maximum bus stop spacing is 900 feet. Decorative raised median planting may also visually hinder pedestrians attempting to cross West State Street. The spacing of cross streets at over 2,600 feet is a major concern. Bus patrons expect less than 900 feet maximum travel to a bus stop. Following is a list of continuous raised median islands shown on the plans (**Bold** indicates a major stretch of continuous raised median):

Meridian – Westmoreland = 2,820.69'

Westmoreland - Euclid = 671.99'

Euclid – Memorial = 1,334.55'

Memorial – Daisyfield/Monroe = 1,400.89'

Daisyfield/Monroe – Springfield = 1,312.12'

Springfield – Cameron = 787.76'

Cameron – Pierpoint = 1,818.22

Pierpoint – Horace = 1,643.36'

Horace – Johnston = 1,009.82'

Johnston – Central = 2,636.42'

Central – Tay = 1,856.29'

Tay – Avon = 788.24

Avon – Kilburn = 1,191.49'

5. The Department requested that the RMTD identify desired bus stops and bus turnout locations. The RMTD indicated that they wish to have additional bus turnouts at Pierpoint Avenue (near Elm Street) for the Concord Commons Apartments and in front of the school. The RMTD indicated that taking the bus route onto the side street is not desirable, since it takes more time for the bus to travel. It also would be desirable to have turnouts at every major intersection. Bus stops should be placed either before intersections if no right turn lane exists, or after the intersection if there is a right turn lane.
6. RMTD informed the Department that the bus does not travel on Jefferson Street but uses West State Street. The bus is required to stop before the railroad crossing near Kent Creek. The goal of the RMTD with the improvements to West State Street is to increase ridership. The RMTD plans to contract Pat Zuroske, City of Rockford Capital Program Manager, to discuss concerns with the multi-use path, closed side streets and the raised medians.

JUN 23 2006



ROCKFORD MASS TRANSIT DISTRICT

Lawrence J. Monissey
Mayor

Gary L. Marzorati
Chairman
Michael H. Wilcop
Vice Chairman
Venita Hervey
Secretary/Treasurer
Richard W. McVinnie
Executive Director

June 19, 2006

Mr. Patrick Zuroske
Capital Program Manager
Department of Public Works
City of Rockford,
425 E. State Street
Rockford, IL 61104

Dear Patrick,

As you may already know, Rockford Mass Transit has had two meetings to date with the project team from IDOT on the West State Street corridor project. The RMTD staff truly appreciates the opportunity to be involved with this project so early on and would like to thank both you and IDOT for including us in this project at the ground floor level. After having looked at the plans for the W. State Street corridor a number of times now, we do have two concerns about this project which we would like to share with you.

Our first issue has to do with the number of side streets being closed off along West State. We are very concerned about the distance our passengers will have to walk or otherwise maneuver to access a bus shelter or bus stop along this route. Typically, we like to have a distance of no more than 600 ft to 900 ft between stops and/or shelters along a route. Given the W. State scenario with the side street closures, at times a passenger may have to walk up to 1200 ft or more if the stops/shelters have to coincide with the open streets. Therefore, we are asking that you consider placing stops at the 600 to 900 ft intervals and allow for sidewalk access from the side streets which may be closed off, thru the green areas, up to the shelters/stops and then to the curb for bus access. We presented this idea to IDOT and they felt that some compromise could be reached on their part if the city was agreeable to this. It is our hope that we can sit down in the near future to determine how we can shorten the distance between stops and shelters for our passengers while still keeping the integrity of the project intact.

Our other major concern is the lack of crosswalks along the corridor. This is a concern for us as our route is bi-directional along most of this strip. With the limited crosswalks

and other areas to safely cross the street, again, we are restricting how our passengers use our system. If a passenger lives on the outbound side of W. State in an area that is bounded by green space, and if he needs to come inbound, or downtown, he basically has limited options as to where to cross to catch the inbound bus, and vice versa. The passenger either has to walk down to a cross walk which may be several hundred feet away and then cross to catch a bus, or he has to risk cutting thru the median area to get to the other side. If the passenger is disabled or elderly, or if the weather is bad, the limited crossing options would really inconvenience our passengers. We also assume you want to discourage crossing thru the medians, hence the boulevard concept, therefore, a crosswalk is the preferred option. We simply need more safe crossing options for our passengers.

Again, we would like to sit down with you to further explore acceptable alternatives in solving these issues so we can all reap the benefits of this exciting revitalization effort. Please feel free to give any of our team members a call to set up a time to meet. If you would like to involve IDOT at this time, please let us know and we can make those arrangements too. The team members on this project are Lisa Brown, 961.2226, Paula Hughes, 961.2227, Dennis Hendricks, 961.2228 and Mike Amans at 961.2237.

Patrick, we look forward to meeting with you soon.

Best regards,



Lisa J. Brown
Marketing & Public Relations Specialist

Cc: R. McVinnie, D Hendricks, P Hughes, M Amans, Hayes Morrison.



Illinois Department of Transportation Memorandum

To: File
From: Ron Heck *RH*
Subject: Meeting with Rockford Mass Transit District
Date: August 15, 2006

PROGRAM DEVELOPMENT

Studies and Plans
Route 303 (US Business 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
Contract No. 64750
Reconstruct US BR 20 from just west of Meridian Road to IL 70 (Kilburn Avenue)

IDOT

Masood Ahmad
Ron Heck

City of Rockford

Patrick Zuroske
Brad Moburg

Rockford Mass Transit District

Dennis Hendricks
Paula Hughes
Lisa Grown
Michael Amans

A meeting was held at Rockford Mass Transit District (RMTD) at 1:00 PM for the above-referenced project in Rockford regarding the RMTD concerns with the West State Street bus route. The purpose of the meeting was to discuss the proposed bus stop locations with the RMTD and portray the RMTD concerns with bus patron's access to the bus stops with the City of Rockford. The Department provided the RMTD a strip plot of proposed bus stop, bus shelter and bus turnout locations on West State Street from Meridian Road to Kent Creek for their review and comments (see attached Bus Stop Locations summary).

The Department explained that the major issues the RMTD have are the side road closures along West State Street with no access to the multi-use path, no sidewalk or pads to the bus stops, and the proposed raised median islands with landscaping. The City explained that the West State Street initial plan was developed from a larger West State Street Corridor Study done by the City of Rockford a few years ago. There were multiple public meetings with local citizens and area groups, including a task force committee, many pastors, and local aldermen. There were no concerns mentioned about the West State Street bus route in the extensive public involvement process in the West State Street Corridor Study.

The Department indicated that the only concern received by the RMTD from the West State Street Project was making sure that the buses could still stop on West State Street and pick-up passengers with a four-lane roadway section. The Department replied that the bus could still make its passenger pick-ups along West State Street. The RMTD indicated that they did not have a problem with the overall concept of the West State Street Corridor Study. The concern recently occurred after the Department presented the proposed Phase I plans showing closing of many of the side street that access West State Street, no pedestrian access from the multi-use path and sidewalk to the bus stops, and problems with bus patrons crossing the raised median island with no depressed curb for the disabled to cross the road, except at signalized intersections with spacing up to one-half mile. The RMTD may lose rider-ship with the long distances some passengers would need to travel. Sight distance may also be an issue at some locations for bus patrons who choose to cross the raise median island to access bus stops. The City indicated that the planting areas will not be extensive, but will consist of low maintenance plantings (98 percent will have no low level trees and the rest low level shrubs). The Department indicated that the median curb height for the raised median is six inches.

The Department indicated that after the Environmental Assessment is approved a public hearing will be conducted by the Department to obtain final public input. The City indicated that they would desire to move the multi-use path further from the roadway after the Environment Assessment is approved. The Department inquired if the RMTD could change the West State Street bus route and move it to a side street adjacent to West State Street. The RMTD indicated that they may lose rider-ship due to longer travel time for the bus and some bus patrons still could not cross the raised median island. The RMTD could have two buses that run the route, but funding would be an issue. This route currently has a high rider-ship and any loss of bus patrons would have a negative affect on the RMTD budget. The RMTD inquired about funding to include bus shelters within the green areas of this project with the City's arts project. The City indicated that this plan would be better developed in the Phase II (design phase) of this project. The Department indicated that the project will provide concrete sidewalk (5' wide) to the bus stop locations with concrete pads. It is more critical in the Phase I Project Report to identify bus stop locations so that the Department's consultant can provide sidewalk and bus stop pads (access) for the proposed bus stops.

The Department intends to use the proposed plan as shown to the RMTD that follows the West State Street Corridor Study with the above additions and see what happens with the bus rider-ship after the project is built. The Department requested the RMTD provide the District with standard drawing of bus stop pads, bus turnout and bus shelters. The District's minimum standard for bus turnout provides for a 60 foot entrance taper, a 50 foot stopping length and a 36 foot re-entry taper with a 12 foot width. The City indicated that a total length of 146 feet would be acceptable. The RMTD indicated that the buses are 36 feet in length and 8.5 feet wide. A minimum of 3 feet is required for sidewalk access to the bus stops. For a wheel chair to turn around, a width of five feet is required. There are many types of shelters with different dimensions. A 10'x6' minimum should be used for a single shelter. Double and triple shelters are also available. The Department indicated that a minimum design will be provided for Phase I.

The RMTD indicated that intersection spacing of 1,818 feet from Cameron to Pierpont, 1,644 feet from Pierpont to Horace, 2,636 feet from Johnston to Central, and 1,856 from Central to Tay may not be reasonable to the local rider-ship. A bus service study which was done a few years ago indicated that a minimum of 300 feet to a maximum of 900 feet spacing should be used for bus stops. The desired bus stop spacing is 400 feet. A disabled bus patron in the middle of the block on the outbound side of the road would need to travel over ¼ mile to obtain access to the inbound bus between Johnston and Central. The Department inquired if they could ride the outbound bus to the end of the route and then take the inbound bus. The RMTD indicated that currently this would require that the bus patron pay an additional fare and would add to the travel time of the bus patron. This could cause many of the disabled patrons to take alternate public transportation (RMTD - Paratransit Services that are for people who are unable to take fixed routes) which would add additional cost to the RMTD. The Department indicated that a 300 foot to 900 foot bus stop spacing was used in the bus stop location plan provided. Most of the bus stops were spaced at 400 feet.

The RMTD inquired if curb cuts could be made in the raised median at side roads where either access was removed or where there is a right turn in and a right turn out. The Department indicated that there would be a liability issue at these locations. The RMTD asked about the possibility of having pedestrian traffic signals at bus stop locations that have higher rider-ship with curb cuts across the median (possible 2 to 3 locations). The Department indicated that we will look into who would be responsible to pay for the additional traffic signals. The City indicated that they would not desire additional traffic signals, but would consider possible one location. The City also indicated that they do not want any pedestrian bridges along the corridor.

The RMTD indicated that they plan to obtain more input from their passengers and survey their bus drivers on bus stop locations that have higher rider-ship. The Department asked how bus patrons get to the bus stop when the sidewalks are covered with snow. The RMTD indicated that most people travel in the streets during this time.

The Department indicated that intersection spacing is normally around 1,400 feet where there are continuous raised median islands. The 2,636 feet between Johnston to Central is not according to standard practices. The District suggested that there should be an open intersection somewhere in the middle. The area of Royal Avenue and Albert Avenue would be a good location with left turn lanes on West State Street. A three legged ("T") intersection with no traffic signal could be provided creating an opening in the raised median suitable for pedestrians to cross without a marked crosswalk. Disability ramps will be provided at all non-signalized intersections for pedestrians to cross West State Street. The RMTD will check and see which intersection would serve more bus patrons. The City will look at both intersections and coordinate with the RMTD on which location would meet each others needs.

The RMTD inquired about who will plow/maintain the multi-use path and sidewalks. The Department indicated that the District does not maintain anything outside the roadway in urban areas. The City would be responsible for maintaining the green areas, sidewalk and multi-use path. The City indicated that the Neighborhood Association is currently very active in this area, and in other areas in the City the neighborhoods have maintained them. There is no assurance that the Association would agree to plow these areas or continue to plow these areas if they would take on this responsibility. The City will confer internally with the people responsible for maintenance of these areas and get back with RMTD and the Department.

The RMTD will review the Department's strip plot of the bus stop, bus shelter and bus turnout locations and provide comments to the Department. The Department indicated that the District will be available to assist the RMTD with any adjustments to the bus stop locations. The Department inquired if bike racks are installed on the busses to permit bicyclist to ride the bus. The RMTD indicated that they are not currently installed on the busses but this could change in the future.

S&P/rh-0535/sb

Bus Stop Locations

Westbound

<u>STATION</u>	<u>TYPE</u>	<u>LOCATION</u>	<u>EXISTING</u>
STA 126+00 LT	Shelter	West of Euclid Ave	
STA 131+50 LT	Stop	East of Vincent Ave	
STA 135+50 LT	Stop	East of Atwood Ave	
STA 141+50 LT	Shelter	East of Memorial Ave	
STA 146+00 LT	Stop	Middle of Gulf Course	
STA 151+00 LT	Shelter	West of Monroe Ave	
STA 11603+00 LT	Turnout	Horace Ave (STA 210+00)	
STA 214+00 LT	Stop	West of N Day Ave	
STA 218+00 LT	Stop	East of Henrietta Ave	
STA 222+00 LT	Shelter	East of Johnston Ave	
STA 227+00 LT	Stop	West of Carson St	
STA 232+00 LT	Shelter	West of Royal Ave	East of Royal Ave
STA 238+00 LT	Stop	East of Albert Ave	
STA 242+00 LT	Shelter	West of N. Independence Ave	East of Sunset
STA 245+50 LT	Stop	West of Central Ave	
STA 249+00 LT	Turnout	East of Central Ave	East of Central
STA 255+00 LT	Stop	West of Waldo St	
STA 261+50 LT	Shelter	East of N. Hinkley St	East of Hinkley St
STA 266+00 LT	Stop	East of Tay St	
STA 271+00 LT	Turnout	West of Avon St	East of Avon St
STA 3001+50 RT	Turnout	Westbound Crossover	

Eastbound

<u>STATION</u>	<u>TYPE</u>	<u>LOCATION</u>	<u>EXISTING</u>
STA 135+00 RT	Shelter	East of Atwood Ave	
STA 141+50 RT	Stop	East of Memorial Ave	
STA 146+00 RT	Stop	Middle of Golf Course	
STA 150+00 RT	Stop	West of Daisyfield Ave	
STA 156+00 RT	Stop	East of Daisyfield Ave	
STA 162+00 RT	Stop	East of Victory Street	
STA 170+60 RT	Turnout	East of Springfield Ave	East of Springfield
STA 175+00 RT	Stop	West of Cameron Ave	
STA 179+00 RT	Stop	West of Elm St	
STA 184+50 RT	Shelter	East of Elm St	
STA 190+00 RT	Stop	West of Pierpont Ave	Lexington Ave
STA 11508+00 RT	Turnout	Pierpont (STA 194+00)	
STA 222+00 RT	Stop	East of Johnston Ave	
STA 226+00 RT	Shelter	Foster Ave	West of Foster
STA 230+00 RT	Stop	Howard Ave	West of Webster
STA 234+00 RT	Stop	Webster Ave	
STA 238+00 RT	Shelter	Steward Ave	
STA 242+50 RT	Stop	West of S Independence Ave	W. of Independence
STA 245+50 RT	Stop	West of Central Ave	
STA 249+00 RT	Turnout	East of Central Ave	
STA 255+00 RT	Stop	West of Waldo St	West of Weldo St

Eastbound (Continued)

<u>STATION</u>	<u>TYPE</u>	<u>LOCATION</u>	<u>EXISTING</u>
STA 260+50 RT	Shelter	S. Hinkley St	
STA 266+00 RT	Stop	West of Oakwood Ave	
STA 270+60 RT	Turnout	West of Avon St	
STA 277+00 RT	Stop	East of Avon St	

S&P/rh-0535/sb



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FA Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just West of Pierpont Avenue to IL 70 (Kilburn Avenue)

December 7, 2006

Dennis R. Hendricks

Operations Manager, Rockford Mass Transit District

520 Mulberry Street

Rockford, IL 60101-1016

Dear Mr. Hendricks:

The Department has reviewed your email from October 20, 2006 concerning bus stops and bus turnouts with shelters which was discussed at our meeting with you on October 18, 2006. The Department considers the number of bus turnouts with shelters to be excessive and may exceed the available funding. The District believes that bus turnouts are warranted near signalized intersection due safety and capacity concerns, at the end of the bus route (Farm & Fleet), and at the Concord Housing, Ellis Arts Academy and Crusaders Clinic due to passenger volumes and bus stop passenger loading time (see attached Bus Turnout Warrant sheet). The Phase I Project Report will include bus turnouts with concrete pads for shelters and bus stop locations in the plans that are ADA accessible (See attached Bus Turnout/Bus Stop Location sheet). Bus turnouts were eliminated at STA 141+50 LT, STA 232+00 LT, STA 242+00 LT, STA 261+50 LT, STA 135+00 RT, STA 238+00 RT and STA 260+50 RT because they do not meet the minimum passenger volume warrant, the average bus stop time is less than 30 seconds, and they are less of a capacity and safety concern. The bus stop and bus turnout location may be adjusted in the final plans phase (Phase II). If sufficient funding is not available for the proposed improvement, bus turnouts may be eliminated or alternate funding would need to be discussed.

The Department has committed to the following:

- Full access intersection with a left turn lane will be provided on US BR 20 at Royal Avenue.
- A standard concrete shelter pad of 10' x 8' with a 4" thickness will be provided at the locations noted on the attached Bus Turnout/Bus Stop Location sheet and will be fully ADA accessible.
- Sidewalk will be included in the Phase I plan sheets to access bus stops that are ADA compliant.
- The Department's contractor will remove any current RMTD bus signs and posts after the marked detour is established and contact RMTD to pick up the signs and posts to be store at the RMTD. Near the completion of the project, the Department's resident engineer shall contact the RMTD so they can re-install the bus signs and posts prior to removal of the marked detour.

The RMTD indicated that the bus turnout on Horace Avenue at STA 11603+00 LT is to be eliminated. The lane width at this location is too narrow for a vehicle to go around a stopped bus and may back up traffic into the signalized intersection when picking up passengers. A bus turnout should either be provided at this intersection or the RMTD needs to commit to not picking up passengers on Horace Avenue from US BR 20 to Elm Street.

Accompanying this letter are two sheets on which you can indicate the RMTD's choice. Please indicate the appropriate response and return one signed copy to us in the enclosed, self-addressed envelope by December 22, 2006 so that progress on this project is not jeopardized.

If you have any questions or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Project Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Regional Engineer



By: Ross E. Monk
Engineer of Program Development

c: Missman Stanley and Associates Attn: Frank J. Hodina, P.E.

ST/rh-0537/sb

FA Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County

PLEASE CHECK THE APPROPRIATE RESPONSE:

- The RMTD wishes to include a bus turnout on Horace Avenue just south of the intersection of US BR 20 near STA 11603+00 LT.
- The RMTD wishes to include a bus turnout on Horace Avenue just south of the intersection of US BR 20 near STA 11603+00 LT with a bus shelter.
- The RMTD does not wish to include a bus turnout on Horace Avenue just south of the intersection of US BR 20 near STA 11603+00 LT. The RMTD does not intend to pick up passengers on Horace Avenue from US BR 20 to Elm Street.

THE ROCKFORD MASS TRANSIT DISTRICT

Dennis R. Hendricks
Operations Manager, Rockford Mass Transit District

Date

Comments:

(Use Reverse Side if Necessary)

ST/rh-0537/sb

BUS TURNOUT WARRANTS

Bus turnouts are considered by the Department where the following conditions exist:

- Arterial street with posted speeds of 35 mph and greater.
(Met from Meridian Road to Pierpont Avenue)
- Bus volumes are 10 or more during peak hour.
(Not met since bus schedule shows 2 buses per hour in each direction)
- Passenger volumes that exceed 20 to 40 boardings per hour.
(Met maybe at Concord Housing, Ellis Arts Academy and Crusader Clinic)
- The average bus stop time exceeds 30 seconds per stop.
(Met maybe at Concord Housing, Ellis Arts Academy and Crusader Clinic)
- 250 vehicles per hour in the curb lane during peak hour.
(Met at Meridian Rd., Memorial Ave., Horace Ave., Central Ave., Avon St., West State St. Westbound Crossover and Kilburn Rd. intersections)
- Buses are expected to lay over at the end of the trip.
(Met maybe at west of Euclid Ave – Farm & Fleet)
- Potential vehicular/bus conflicts warrant separation of bus and other vehicles.
(Met maybe at signalized intersections at Meridian Rd., Daisyfield Ave., Springfield Ave., Pierpont Ave., Horace Ave., Johnston Ave., Central Ave., Avon St., West State St. Westbound Crossover and Kilburn Rd.)
- History of traffic and/or pedestrian crashes that can be resolved with a turnout.
(Not met since 7 pedestrian accidents did not involve a bus)
- Right-of-way is sufficient to prevent adverse impacts on pedestrian movements.
(Met for most proposed locations)
- Curb parking is prohibited.
(Met since City will prohibit parking)
- Poor stopping sight distance.
(Not met since stopping sight is adequate)
- Priority bus treatment at signalized intersections.
(Not met since signalized intersections do not have priority bus treatment)
- Other improvements planned.
(Not met since there are not other improvements planned)

**ROCKFORD MASS TRANSIT DISTRICT
BUS TURNOUT/BUS STOP LOCATIONS**

WESTBOUND

<u>STATION</u>	<u>TYPE</u>	<u>LOCATION</u>	<u>Justification</u>
STA 126+00 LT	Shelter/Turnout	West of Euclid Ave	End of route/speed limit 45 mph
STA 131+50 LT	Stop	East of Vincent Ave	
STA 135+50 LT	Stop	East of Atwood Ave	
STA 141+50 LT	Shelter/No Turnout	East of Memorial Ave	Save house/minimize impacts
STA 146+00 LT	Stop	Middle of Golf Course	
STA 151+00 LT*	Shelter/Turnout	West of Monroe Ave	Near signalized intersection
STA 11603+00 LT*	Shelter/No Turnout	Horace Ave (STA 210+00)	Narrow road width/no bus stop
STA 214+00 LT	Stop	West of N Day Ave	
STA 218+00 LT	Omit	East of Henrietta Ave	
STA 222+00 LT*	Shelter/Turnout	East of Johnston Ave	Near signalized intersection
STA 227+00 LT	Stop	West of Carson St	
STA 232+00 LT	Shelter/No Turnout	West of Royal Ave	Number of turnouts excessive
STA 238+00 LT	Omit	East of Albert Ave	
STA 242+00 LT	Shelter/No Turnout	West of N. Independence Ave	Number of turnouts excessive
STA 245+50 LT	Omit		
STA 249+00 LT*	Shelter/Turnout	East of Central Ave	Near signalized intersection
STA 255+00 LT	Stop	West of Waldo St	
STA 261+50 LT	Shelter/No Turnout	East of N. Hinkley St	Number of turnouts excessive
STA 266+00 LT	Stop	East of Tay St.	
STA 271+00 LT*	Shelter/Turnout	West of Avon St	Near signalized intersection
STA 3001+50 RT*	Shelter/Turnout	Westbound Crossover	Near signalized intersection

EASTBOUND

<u>STATION</u>	<u>TYPE</u>	<u>LOCATION</u>	<u>Justification</u>
STA 135+00 RT	Shelter/No Turnout	East of Atwood Ave	Minimize impacts to property
STA 141+50 RT	Stop	East of Memorial Ave	
STA 146+00 RT	Omit	Middle of Golf Course	
STA 150+00 RT	Stop	West of Daisyfield Ave	
STA 156+00 RT*	Stop	East of Daisyfield Ave	No Turnout due to Frontage Rd
STA 162+00 RT	Stop	East of Victory St	
STA 170+60 RT*	Shelter/Turnout	East of Springfield Ave	Near signalized intersection
STA 175+00 RT	Omit	West of Cameron Ave	
STA 179+00 RT	Stop	West of Elm St	
STA 184+50 RT	Shelter/Turnout	East of Elm St	Speed limit 40mph/high # riders
STA 190+00 RT	Omit	West of Pierpont Ave	
STA 11508+00 RT*	Shelter/Turnout	Pierpont (STA 194+00)	Near signalized intersection
STA 223+00 RT*	Shelter/Turnout	East of Johnston Ave	Adjust save house on Johnston
STA 226+00 RT	Omit	Foster Ave	
STA 232+00 RT	Stop	Howard Ave	Move closer to Royal w/ Lt turn
STA 234+00 RT	Omit	Webster Ave	
STA 238+00 RT	Shelter/No Turnout	Stewart Ave	Number of turnouts excessive
STA 242+50 RT	Stop	West of S Independence Ave	
STA 245+50 RT	Omit	West of Central Ave	
STA 249+00 RT*	Shelter/Turnout	East of Central Ave	Near signalized intersection
STA 255+00 RT	Stop	West of Waldo St	
STA 260+50 RT	Shelter/No Turnout	S. Hinkley St	Number of turnouts excessive
STA 266+00 RT	Stop	West of Oakwood Ave	
STA 270+60 RT*	Shelter/Turnout	West of Avon St	Near signalized intersection
STA 277+00 RT	Stop	East of Avon St	

*Near Signalized intersection

FA Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County

PLEASE CHECK THE APPROPRIATE RESPONSE:

- The RMTD wishes to include a bus turnout on Horace Avenue just south of the intersection of US BR 20 near STA 11603+00 LT.
- The RMTD wishes to include a bus turnout on Horace Avenue just south of the intersection of US BR 20 near STA 11603+00 LT with a bus shelter.
- The RMTD does not wish to include a bus turnout on Horace Avenue just south of the intersection of US BR 20 near STA 11603+00 LT. The RMTD does not intend to pick up passengers on Horace Avenue from US BR 20 to Elm Street.

THE ROCKFORD MASS TRANSIT DISTRICT

Dennis R. Hendricks
Dennis R. Hendricks
Operations Manager, Rockford Mass Transit District

12-18-06
Date

Comments:

(Use Reverse Side if Necessary)

ST/rh-0537/sb



Rockford Area Transportation Study (RATS)

RATS

Rockford Area Transportation Study
Metropolitan Planning Organization
City of Rockford, Public Works Department
425 East State Street, Rockford, IL 61104

POLICY COMMITTEE

Mayor Douglas P. Scott, City of Rockford
Mayor Darryl F. Lindberg, City of Loves Park
Board Chairman Scott H. Christiansen, Winnebago County
President Linda M. Vaughn, Village of Machesney Park
Mayor Frederic C. Brereton, City of Belvidere
Board Chairman Susan L. Anderson, Boone County
Deputy Director Gregory L. Mounts, Illinois Department of
Transportation, Region 2

January 31, 2005

U.S. Representative Don Manzullo, 16th District
Attn: Mr. Bryan Davis, Director of Economic Development
415 S. Mulford Road
Rockford, IL 61108

Re: Request for funding: West State Street Corridor Improvement Project

Dear Congressman Manzullo:

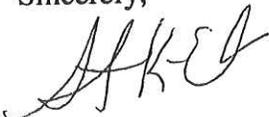
On behalf of the Rockford Area Transportation Study, I would like to reconfirm our support for the continued development and efforts towards reconstructing West State Street (U.S. Business 20) from Meridian Road to Rockton Avenue in downtown Rockford.

A major goal of the Rockford urbanized area is to improve the function, condition, and image of our gateways into our community. The gateways that serve the urban area are state highways and, unfortunately, have suffered from deferred investment and few upgrades for several decades.

West State Street serves as the western gateway into the urban core of the City of Rockford and is the transportation spine that links the traveler to a myriad of downtown land uses, including such regional assets as the Metro Centre, Rockford Museum Campus, and Coronado Theatre, to name a few. More importantly, the West State Street Corridor project can serve as a catalyst for redevelopment efforts on the west side of Rockford, where disinvestment has occurred for decades.

The Rockford Area Transportation Study strongly endorses the continued funding efforts to make the West State Street Corridor Improvement project a reality.

Sincerely,



Stephen K. Ernst, Study Director
Rockford Area Transportation Study

State Street (Business Route 20) - West

1. **Description:** This project will widen an existing 2-lane roadway currently serving as the western entrance and main east-west corridor in the City of Rockford. \$18.746 million has been identified in the multi-year program for this project, though nothing has been allocated for 2005.
2. **Status:** The City of Rockford is at work on PE I engineering and expects to be complete in February or March 2005. With funding, PE II engineering could be complete by summer 06.

Immediate Action 2004-2005

In order to keep these high-priority projects moving forward,
we ask that \$1.5 million be added to the 2005 budget in the following areas:

Construction

\$1.5 million (Match)

Local governments have agreed to pay 1/2 the cost of an important aspect of this project, the crossover from ILL. 70 to Rockton Ave at the site of the new Winnebago County Public Safety Building. The City of Rockford is handling engineering for the project and construction could begin in the fall of '05.

Jobs/Investment:

Criminal Justice Center – This voter-approved project will add approximately \$120 million in investment, including 200-220 full-time jobs. Construction is slated for 2005.

Federal Courthouse – This state-of-the-art facility will add approximately \$45,000,000 in investment to the downtown area, adding 80-100 full-time jobs. Construction is slated for 2005-2006.

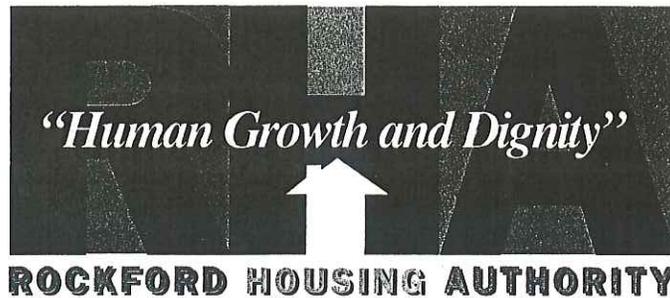
Hope IV Grant- The Winnebago County Housing Authority has received \$18.5 million in federal HOPE VI funds to redevelop the Champion Park housing project into single-family scattered site housing. The implementation of the West State Street Corridor Study is a major component of their redevelopment efforts.

Springfield Ave Construction- The West State Street Corridor is the western gateway into the Rockford region. As part of the redevelopment efforts of the West State Street Corridor Study, the gateway intersection at West State Street and Springfield Avenue is slated for new economic development, including a major bank and pharmacy, adding approximately 100 jobs to this economically depressed area of the region.

Construction has recently been completed on a \$15 million, four-lane construction project to complete the inner loop connecting the economically depressed southwest side of the City of Rockford to the greater Rockford area. Winnebago County and the City of Rockford are working together with an outside consultant to prepare a comprehensive development plan for the corridor.

Rockford Housing Authority (RHA)

JUN 08 2001



June 7, 2001

Mr. Jim Ryan
Construction Program Manager
City of Rockford Public Works
425 East State Street
Rockford, Illinois 61104

Re.: West State Street Corridor

Dear Mr. Ryan,

The Rockford Housing Authority hereby requests the City of Rockford to exercise its rights under eminent domain in the "friendly taking" of 2008-10 West State Street, a duplex residential building owned and operated by the Housing Authority under Public Housing Project IL22-008.

The purpose of the taking is for demolition and land clearing to facilitate the West State Street Corridor Improvements. The transfer of the property will benefit the City and the Housing Authority as well as the neighborhood. Residential property along the West State Street Corridor is difficult at best to lease and maintain. With the high traffic count and close proximity to the traffic lanes this building is our least desirable unit and is a detriment to the viability of the remaining units in Project IL22-008.

I am in contact with the HUD Special Applications Center (SAC) in Chicago to determine how we can most economically convey this property to the City. We have had success in the past with selling (disposition) units to Community Housing Development Organizations for \$1 per unit based on the costs to rehabilitate the units and contingent on the units being rehabbed and leased to low income families for up to 2-years from the date of transfer. However, eminent domain cases are almost always approved without contest.

I will keep you posted in these efforts. Meanwhile, any information on the West State Street Corridor planning process that you could provide us would be most appreciated.

Sincerely,

Barry W. Long
Director of Development & Technical Services

Xc.: Gary Verni-Lau, Executive Director
Arson Rayford, Director of Management Services
Tom O. Meyer, Esq., RHA Counsel
Files



West State Street
FEB 01 2002

January 31, 2002

Mr. James R. Ryan,
Construction Program Manager
City Hall
425 East State Street
Rockford, Illinois 61104



Re.: West State Street Corridor Steering Committee Meeting of 01-30-02

Dear Jim,

The proposed West State Street improvements are excellent but come with a cost. I understand that there are many changes that will involve relocations, property acquisitions and demolition to carryout the plan that will impact the lives of the residents, property owners and people that use the existing services. These are tough decisions and we appreciate the fact that the City and it's Consultants at Wight and Wolff Clements and Associates recognize this and are working to develop the plan to assist the residents and businesses in this transition to best meet the future needs of the community.

I don't know why I didn't speak these words at the meeting and was somewhat awestruck that not one of us made a single comment at the close of the meeting. So, I'm letting you and the Steering Committee know through this letter that I feel we are right on target with the proposed improvements and that I believe the Rockford Housing Authority's revitalization plans for Concord Commons fit very well with the pedestrian trail and wide right-of-ways.

The proposed modifications of Jefferson Street to connect it to West State are well thought out. I travel West Jefferson almost every day of the week and have done so for many years. It is a raceway and needs to be connected to West State as proposed.

I also feel that the frontage road recommendation is very good and hope to see some concepts on paper in the near future of how they can be utilized in the project.

Just to let you know Jim, the design team is doing a great job! Oh, and by the way, the pizza was really good too! Thanks!

Sincerely,

Barry W. Long
Director of Development

Xc: Honorable Doug Scott, Mayor
West State Steering Committee
Gary Verni-Lau, RHA Executive Director

H:\BLong\West State Corridor\Letter to Ryan 01-31-02.doc

Winnebago County & Rockford Township



Illinois Department of Transportation

Memorandum

To: File
From: Ron Heck RDK
Subject: Meeting with Winnebago County and Rockford Township
Date: February 22, 2007

Route 303 (US Business 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
Contract No. 64750
Reconstruct US BR 20 (West State Street) from Meridian Road to Rockton Road

A meeting was held at 2:00 PM on February 22, 2007 at the Winnebago County Highway Department for the above-referenced project regarding township road closures and restricted access of township roads to a right in and right out. The attached attendance sheet indicates those who were present at the meeting.

The Department indicated that the proposed improvements follow the City of Rockford Land Use Study. The proposed improvements include reconstruction of West State Street between West of Meridian Road and Rockton Road to a four-lane roadway with a 22 foot raised median. The City would like low profile plantings in the median where possible. A ten foot multi-use path will be provided on one side of the highway (south side from Meridian to Central and the north side from Central to Kent Creek) and a five foot sidewalk will be provided on the other side of the roadway. Missman, Stanley & Associates has been hired by the Department to provide the Phase I Combined Project Report. An Environmental Assessment (EA) is required on this project. The Federal Highway Administration (FHWA) review of the EA included concerns with the access control of the township roads. The Department assumed that the City of Rockford had coordinated with the county and township during the West State Street Corridor Study. The City indicated that there was no coordination with the county or township at that time.

The City of Rockford conveyed to the Department that they have an overall plan to improve the major entryways into the city, such as West State Street and Main Street. The County indicated that many of the rural entryways into the city have been left to deteriorate. The Department indicated that they wish begin the coordination project with Winnebago County and Rockford Township in order to obtain a letter of support for the proposed improvements. The proposed improvements include restricting access to West State Street on many of the township roads by either closing them or making them a right in and right out, due to the continuous raised median island on West State Street. The Department indicated that closing of the access of township roads requires a public hearing.

The County expressed support for the multi-use path and sidewalk. The location of the multi-use path should be compatible with the Rockford Area Transportation Study (RATS). The Department indicated that the multi-use path will connect to the proposed RATS multi-use path at Tributary South Fork Kent Creek to the west and Kent Creek to the east. The Department also coordinated with the Rockford Park District (Jim Reid). The County advised that they would like to include either sidewalk or a multi-use path on the north side of West State Street from Meridian Road past the two hotels to the west. Pedestrians normally walk in the roadway in this area due to lack of sidewalk and there have been several pedestrian accidents. The County indicated that they do not maintain sidewalk. In the past they have worked with community groups on the maintenance of sidewalk. The Department indicated that the State does not maintain sidewalk either. The Department will investigate the possibility of the City of Rockford maintaining the sidewalk and multi-use path in this area.

The Department indicated that the proposed plans restrict access at La Clede Avenue to right in and right out. Unrestricted access to West State Street is provided approximately every ¼ mile. The County indicated that La Clede Avenue provides direct access to the Stiles Elementary School, and a subdivision to the south, and that school buses use La Clede Avenue. The County would like to keep full access to West State Street at La Clede Avenue and restrict Westmoreland Avenue to a right in and right out. Platted streets are located north of West State Street at both locations. The Department indicated that a public meeting was already held showing the proposed access restrictions. The District will ask the consultant why full access was provided at Westmoreland Avenue and review the options of providing full access or a right in and right out at La Clede Avenue.

The Department indicated that the frontage road just south of West State Street from Vincent Avenue to Garver Avenue will be removed, and a new 22 foot wide (face of curb to face of curb) connector road is being proposed to the south connecting Euclid Avenue to Memorial Avenue. Several houses will be impacted. The Township would be expected to take jurisdiction upon completion of the connector road. The businesses would have access from either the new connector road or remaining side streets. Euclid Avenue and Memorial Avenue would have full access. Vincent Avenue and Atwood Avenue access would be limited to a right in and right out. The access will also be limited to a right in and right out at Garver Avenue. The Township advised that Memorial Avenue is under the City's jurisdiction. The Township indicated they would prefer a street name such as Garland Court instead of Connector Road B. On Figure 4.1, sheet 3 of 6, Garver Court should be Garland Court. The Township does not want Garver Avenue to just end; instead, a 60 foot radius minimum cul-de-sac or hammerhead needs to be provided for snow plows. The Department indicated that a hammerhead extending on both side of Garver Avenue will be investigated due to the property impacts.

The Department indicated that the frontage road between Daisyfield Avenue and Springfield Avenue is being relocated to the south. This will allow for the widening of West State Street and to provide for a multi-use path to be installed between the two roads. Access to the frontage road on Daisyfield Avenue will be moved further south of the intersection with West State Street. Woodrow Avenue and Victory Avenue access will be restricted to a right in and right out at West State Street, due to the continuous raised median. The Township indicated that Mosy's Grocery & Liquor store may object to the restricted access at Woodrow Avenue. The Department indicated that Victory Avenue is too close to Springfield Avenue to allow full access. Access to West State Street will be eliminated at Lincoln Park Boulevard. The County indicated that Dennis Early Education Center is located at the end of this street and the Department should coordinate directly with the school. The Department indicated that coordination has initially taken place with the Superintendent of Education.

The Township indicated that McLain Avenue, Ashley Avenue, Cameron Avenue and the roads to the east are under City of Rockford jurisdiction.

The Department requested that the County and Township provide a letter to the Department that affirms support for the proposed improvements, including any recommendations or comments. These letters will be included in the EA along with any changes or commitments the Department makes with the County and Township.

The County inquired about the possibility of the Department participating in a project at the intersection of West State Street and Meridian Road. The pavement and concrete median islands are in poor condition. The intersection is a prime candidate for development. The County would like to be the lead agency for an improvement at this intersection which would include the Department's West State Street plans at this intersection. The Department asked that the County submit a request in writing.

S&P/rh-0758/sb

MEETING AT WINNEBAGO COUNTY.
(USBUS.20) WEST STATE STREET PROJECT.

February 22nd, 2007.

Name	Organization	Phone #
Masood Ahmad	IDOT	815-284-5510
Mark		
Mark Nachowi	IDOT	815-289-5460
Ron Heck	IDOT	815-284-5951
BRAD TRENT	Rockford Township Highway	815-962-7313
Wanda VLA	WCHO	815-319-4000
Joe Vanderwerff Sr	WCHD	815-319-4000



**ROCKFORD
TOWNSHIP
HIGHWAY
DEPARTMENT**

Peter M. MacKay
HIGHWAY COMMISSIONER

404 N. SPRINGFIELD AVE. • ROCKFORD, ILLINOIS 61101-5098 • (815) 962-7313 • FAX (815) 962-7350

02 March 2007

Mr. Masood Ahmad, P.E.
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021-3500

Dear Mr. Ahmad:

This letter is in regard to the West State Street Project. We have reviewed the plans that will impact Rockford Township which encompasses Meridian Road to Springfield Avenue.

Rockford Township Highway Department is requesting changes as follows.

1. According to the plans you are removing the access to LaClede Avenue from West State Street. LaClede Avenue services an elementary school as well as a bus route and a large sub-division. Our recommendation is to remove the access for Westmoreland Avenue and maintain LaClede Avenue access.
2. If Westmoreland Avenue access is removed the dead end must be constructed with a hammer-head turn-around.
3. Garver Avenue also must be constructed with a hammer-head turn-around.

Rockford Township will take ownership and maintain the new service road constructed between Euclid Avenue and Memorial Avenue.

This agreement will not involve any Rockford Township funds. If any changes are to be made to the existing construction plans, Rockford Township must agree to those changes.

Respectfully,

A handwritten signature in black ink, appearing to read "Peter M. MacKay".

Peter M. MacKay
Highway Commissioner

C.c. Mr. Joseph Vanderwerff

County of Winnebago

Jay H.

HIGHWAY DEPARTMENT

424 North Springfield Avenue
Rockford, Illinois 61101-5097

Joseph A. Vanderwerff, Sr. P.E.
County Engineer

Phone (815) 319-4000
Fax (815) 965-9433

March 7, 2007

Joseph Crowe, P.E.
Deputy Director of Highways
Interim Region 2 Engineer
IL Dept. of Transportation
819 Depot Avenue
Dixon, IL 61021

Attention: Mr. Ross Monk, Program Development Engineer

Ref: US Business Route 20 (Meridian Road to Rockton Avenue) Improvements.

Dear Mr. Monk,

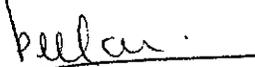
We appreciate Mr. Ahmad meeting with us on February 22, 2007 to discuss the proposed improvements as referenced above.

We are in general agreement with the proposal; however, we would like you to extend the sidewalk along Business Route 20 further west beyond Meridian Road up to the project limits.

We have received comments/suggestions from the Rockford Township Highway Commissioner (copy enclosed). Please incorporate these comments suggestions into your plans as well.

Please call me at (815)-319-4000 if you have any questions.

Very truly yours,
Winnebago County Highway Department



Prafull Soni, P.E.
Civil Engineer
Encl: As above

RECEIVED REGION 2	D-2	D-3	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PROGRAM DEVELOPMENT
	<input type="checkbox"/>	<input type="checkbox"/>	PROJECT IMPLEMENTATION
	<input type="checkbox"/>	<input type="checkbox"/>	OPERATIONS
	<input type="checkbox"/>	<input type="checkbox"/>	ADMINISTRATIVE SERVICES
			LOCAL ROADS
			MAR 08 2007
			REGION ENGINEER
			Confer with Region Engineer
			Correspondence for PE signature
			Correspondence for other signature



Project Meetings

FAP Route 303 (US Bus. 20)
Section (40R, 41) RS-2
Job No. P-92-121-01
S.N. 101-6127
101-6115
PTB# 124/17

RE: Consultant Service Status Meeting
Held at the Rockford, Illinois Offices of
Missman, Stanley & Associates, P.C.
10:15 A.M. – 12:30 P.M., May 26, 2004

TO: Attendees

FROM: Frank J. Hodina, Missman, Stanley & Associates, P.C.

DATE: June 10, 2004

ATTENDEES: Jon Hollander, City of Rockford
Brad Moberg, City of Rockford
Jim Ryan, City of Rockford
Steve Ernst, City of Rockford
Patrick F. Warkins, IDOT
Jon McCormick, IDOT
Geoff Smith, IDOT
Dave Pittman, IDOT
Corey Stout, Missman
Frank Hodina, Missman

ATTACHMENTS: Meeting Agenda (Exhibit B)
Project Schedule (Exhibit C)
Proposed Typical Section
Meridian Road to Rockton Avenue

Meeting called by Jon McCormick, Project Engineer, Illinois Department of Transportation,
District 2

10:15 A.M.

Frank Hodina, Branch Manager of Missman's Rockford office began the meeting by stating its purpose; to review project exhibits prior to the West State Street Steering Committee meeting scheduled for Wednesday, June 2, 2004 and for future public involvement meetings. Jon McCormick noted that an overall profile will be needed for the entire project, an estimate of the amount of right-of-way to be acquired and typical sections throughout the project.

The first exhibit reviewed was the video. Comments received from viewing the video are as follows: The east project limit needs to be fixed, fix to Rockton Avenue; "connectivity" of the corridor needs to be mentioned; note that this an I.D.O.T. project; the preliminary goals mentioned should include traffic, capacity and safety; that landscaping is an important aspect of the project which will include wide buffers; that a bike path is to be located on the projects south side; and that the City and State Street corridor logos need to be included at both the beginning and end of the video. Jon Hollander, City Engineer, City of Rockford noted that preservation of large mature trees within the project section will be an important issue. A transcript of the video will be provided to review. If need be a new script can be drafted and the existing commentary replaced.

A possible agenda for the West State Street Steering Committee meeting for June 2nd was discussed. Jim Ryan, Construction Program Manager, City of Rockford, Public Works Department will start the meeting with a brief power point program reviewing the history and giving a brief overview of the project. Mr. Ryan will also note that watermain is being installed on West State Street from Springfield west to Meridian and then north. A five million sanitary trunk sewer for the western area of the project is also being developed. Mr. Ryan will then introduce the State.

Pat Warkins, Geometrics Engineer, Illinois Department of Transportation, District 2, Jon Hollander, Jim Ryan and Geoff Smith, Project Studies Engineer, Illinois Department of Transportation, District 2 engaged in a general discussion concerning economic development on the west side of Rockford. Mr. Ryan noted that there is planned a development of some 400 homes are planned for that part of the City which is in the Winnebago School district. Pat Warkins brought up the question of "frontage roads" and/or "cul-de-sacs" on those City side streets which will be closed at West State Street. Jim Ryan noted that the City desires to maintain circulation on City side streets by connecting the cut off segments with pavement running parallel to West State Street. Jon Hollander and Brad Moberg, City Engineer, City of Rockford see these pavement segments as being nothing more then an "enhanced alley". Pat Warkins asked if these segments are needed. The general answer is yes these pavement segments are required to allow access to the signalized intersections. Geoff Smith asked if there would be parking allowed on these segments. Jim Ryan commented that these are details which still need to be "work out". Pat Warkins asked what width should these "alley" pavements be constructed at. The general group consensus is that these should be just wide enough for two lanes. The exhibits will be left "as-is" for the Steering Committee meeting, but will be changed for the final displays. The City will work with the I.D.O.T. to determine this width.

Next began a discussion between Jim Ryan, Pat Warkins, Jon McCormick and Geoff Smith on limits of the right-of-way and who, the City or I.D.O.T., was going to acquire which parcels. The line between City and I.D.O.T. right-of-way has yet to be determined. Geoff Smith noted that areas required for right-of-way by the project are connected with those properties which the City has purchased. Jim Ryan asked if the I.D.O.T. can act as the City's agent in the purchase of right-of-way as the State has "quick-take" powers. Geoff Smith noted that there are "funding issues" with the I.D.O.T. purchasing property for the City. Monies for any such purchase would come from the project budget while payments to the State would go into the general fund. Jim Ryan will supply a current listing of properties owned by the City along this project. Pat

Warkins, Jim Ryan, Jon McCormick and Geoff Smith then discussed what the standard or typical right-of-way width should be. Geoff Smith noted that the extra buffer width between the pavement and sidewalk can be justified through context sensitive design. With a five-foot wide sidewalk on one side and a ten-foot wide bike path on the other and with four thru lanes, a 22-foot raised curb median and 13-foot wide parkways, the total proposed right-of-way width is 113 feet. Geoff Smith and the other I.D.O.T. staff agreed that the right-of-way footprint would be 113 feet. It was noted that the first section of the project to be reconstructed is from "Day" to "Rockton". A meeting will be held on Wednesday, June 9th at 9:00 A.M., at the I.D.O.T.'s District 2 office in Dixon between the I.D.O.T. and the City to determine project right-of-way limits. Pat Warkins stated that the 113-foot width will be used to determine the line between State and City property.

The next item was discussion of the proposed east end "crossover" to bypass the Winnebago County Public Safety Building. Jim Ryan noted that the goal was for the City to take the lead on "crossover" construction as a local roads project. Jim Ryan updated the group on the status of negotiations with the County on this project. Funding of the connector has yet to be settled. Then followed a discussion of the proposed County improvements at West State and Winnebago compared to "crossover" construction. Geoff Smith noted that all crossover "issues" need to be identified to move construction forward. The County's proposed turn lane improvement at West State and Winnebago is only a temporary detour for U.S. Business 20. Jon Hollander stated that part of the County's proposal is to construct a tunnel under Winnebago south of West State. To the City's knowledge, no one at the County has spoken to the owners of the building that the tunnel will be connected to on the east side of Winnebago. Pat Warkins commented that once U.S. Bus. 20 had been relocated to Winnebago, that the route could not be closed for tunnel construction. It was also noted that building construction could not be started until Rockton and Elm were vacated. Pat Warkins, Geoff Smith, Jim Ryan and John Hollander then discussed various ways to work out the issues related to "crossover" construction. Watermain relocation is scheduled for this fall. Geoff Smith will bring up the noted "crossover" issues at the West State Street Steering Committee meeting.

Jon McCormick noted that the draft Purpose and Need Statement has been submitted to the I.D.O.T.'s Central Office for their review and comment. It is believed that an addendum from the environmental assessment requirements will be needed as the City is the lead agency for right-of-way acquisition. Geoff Smith commented that he will speak at the Steering Committee Meeting on the Purpose and Need Statement.

As per Jon McCormick, the I.D.O.T. will provide an example of the State's newsletter form to Missman to be used for the West State Street Newsletter. It was agreed the cover would include the I.D.O.T.'s Corridor Study and City of Rockford's logo. All properties adjoining the project would be on the newsletter mailing list. Missman will mail the newsletters. Jim Ryan suggested that the editorial boards of local newspapers be used to educate the public on the project. Jon McCormick also suggested that some of the storefronts within the project section could be used for exhibit sites. The City will check on this.

Geoff Smith noted that the "Letter of Understanding" (LOU) will be e-mailed to Jim Ryan for City review.

The final item addressed was the project schedule. Public informational meetings are to be done in July and October. A draft report will be submitted to Central Office in February of 2005 with design approval estimated for April. Right-of-way acquisition will be a key issue for the project's timeline. This item will be resolved at the Jun 9th meeting so the ESR can proceed. It was also noted that limited access is an important issue west of Springfield Avenue and will need to be addressed in the project report.

Jim Ryan commented that the City is requesting construction funds for this project in the current Federal Transportation bill. With enhancements, the full project is estimated to cost over \$30,000,000.

12:30 P.M. meeting ended.

Public Information Open House – July 29, 2004



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FILE COPY
DMP

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 6, 2004

Ms. Pat Udell
Rockford Register Star
99 E. State Street
Rockford, IL 61104

Dear Ms. Udell:

Enclosed is a copy of a notice concerning a Public Informational Open House for US Business Route 20 (West State Street) to be conducted by the Illinois Department of Transportation. Please reduce to a two-column width and publish this as a Display Ad on July 13th and July 21st, 2004.

Also enclosed is a Field Purchase Authority Form. Please complete the form, retain the white copy for your files and return the green copy with your billing to this office. Also, please submit a certification of publication and one clipping of the ad from the newspaper.

If you have any questions concerning the request, please contact Jon McCormick of this office at 815/284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk *RM*
Engineer of Program Development

PL-0078/ST/dp-040/sb
Enclosure



Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

FOR

**THE PROPOSED IMPROVEMENTS OF US BUSINESS ROUTE 20
WEST STATE STREET**

FROM MERIDIAN ROAD TO ROCKTON AVENUE, ROCKFORD

DATE AND LOCATION

**THURSDAY, JULY 29, 2004
1:00 PM TO 6:00 PM**

**ELLIS ARTS ACADEMY
222 S. CENTRAL AVENUE
ROCKFORD, IL 61102**

PURPOSE

- ◆ VIEW DISPLAYS AND VIDEO PRESENTATION
- ◆ ANSWER QUESTIONS ◆ DISCUSS DESIGN DETAILS
- ◆ OBTAIN PUBLIC COMMENTS AND INPUT

This meeting is accessible to disabled individuals. Persons planning to attend this meeting who will need a sign language interpreter, or other similar accommodations should notify, either by telephone or letter Mr. Geoff Smith at the Illinois Department of Transportation, 819 Depot Avenue, Dixon, IL 61021 or (815) 284-5510, or Transmission for the Deaf (815) 284-1667 at least five days prior to the meeting so that reasonable accommodations can be made.



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

ym
FILE COPY
Jan

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 7, 2004

Rock Valley Publishing
Attn: Maxine
11512 N. Second Street
Machesney Park, IL 61115

Dear Maxine:

Enclosed is a copy of a notice concerning a Public Informational Open House for US Business Route 20 (West State Street) to be conducted by the Illinois Department of Transportation. Please reduce to a two-column width and publish this as a Display Ad in the Rockford Journal on July 15th and July 22nd, 2004.

Also enclosed is a Field Purchase Authority Form. Please complete the form, retain the white copy for your files and return the green copy with your billing to this office. Also, please submit a certification of publication and one clipping of the ad from the newspaper.

If you have any questions concerning the request, please contact Jon McCormick of this office at 815/284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in cursive that reads "Ross E. Monk".

By: Ross E. Monk
Engineer of Program Development

PL-0078/ST/dp-041/sb
Enclosure



Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

FOR

**THE PROPOSED IMPROVEMENTS OF US BUSINESS ROUTE 20
WEST STATE STREET**

FROM MERIDIAN ROAD TO ROCKTON AVENUE, ROCKFORD

DATE AND LOCATION

**THURSDAY, JULY 29, 2004
1:00 PM TO 6:00 PM**

**ELLIS ARTS ACADEMY
222 S. CENTRAL AVENUE
ROCKFORD, IL 61102**

PURPOSE

- ◆ VIEW DISPLAYS AND VIDEO PRESENTATION
- ◆ ANSWER QUESTIONS ◆ DISCUSS DESIGN DETAILS
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This meeting is accessible to disabled individuals. Persons planning to attend this meeting who will need a sign language interpreter, or other similar accommodations should notify, either by telephone or letter Mr. Geoff Smith at the Illinois Department of Transportation, 819 Depot Avenue, Dixon, IL 61021 or (815) 284-5510, or Transmission for the Deaf (815) 284-1667 at least five days prior to the meeting so that reasonable accommodations can be made.



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 16, 2004

Bill Bittner
Public Works Director
City of Rockford
425 E. State Street
Rockford, IL 61104

Dear Mr. Bittner:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-042.Bittner/sb
Attachment



Illinois Department of Transportation

Division of Highways / District 2
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PROGRAM DEVELOPMENT
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West State Street from Meridian Road to Rockton Avenue

July 16, 2004

Scott H. Christiansen
County Board Chairman
Winnebago County
404 Elm Street, Room 504
Rockford, IL 61101

Dear Mr. Christiansen:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-051.Christiansen/sb
Attachment



Illinois Department of Transportation

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FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 16, 2004

The Honorable Richard Durbin
United States Senator
525 S. 8th Street
Springfield, IL 62703

Dear Senator Durbin:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-050.Durbin/sb
Attachment

bc: Richard J. Smith
Victor Modeer



Illinois Department of Transportation

Division of Highways / District 2
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PROGRAM DEVELOPMENT
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FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 16, 2004

The Honorable Peter Fitzgerald
United States Senator
230 S. Dearborn, Suite 3900
Chicago, IL 60604

Dear Senator Fitzgerald:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-048.Fitzgerald/sb
Attachment

bc: Richard J. Smith
Victor Modeer



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT
STUDIES AND PLANS
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Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 16, 2004

The Honorable Charles E. Jefferson
State Representative
200 S. Wyman Street
Suite 304
Rockford, IL 61101

Dear Representative Jefferson:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-043.Jefferson/sb
Attachment

bc: Brock Phelps
Victor Modeer



Illinois Department of Transportation

Division of Highways / District 2
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Telephone 815/284-2271

PROGRAM DEVELOPMENT
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Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 16, 2004

Peter M. Mackay
Highway Commissioner
Rockford Township
404 N. Springfield Avenue
Rockford, IL 61101

Dear Mr. Mackay:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in cursive script that reads "Ross E. Monk".

By: Ross E. Monk
Engineer of Program Development

PL-0131/ST/dp-049.Mackay/sb
Attachment

FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 303 (US BR 20)
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Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

July 16, 2004

The Honorable Donald Manzullo
Member of Congress
415 S. Mulford Road
Rockford, IL 61108

Dear Representative Manzullo:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-045.Manzullo/sb
Attachment

bc: Richard J. Smith
Victor Modeer



Illinois Department of Transportation

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West State Street from Meridian Road to Rockton Avenue

July 16, 2004

Doug Scott
Mayor, City of Rockford
425 E. State Street
Rockford, IL 61104

Dear Mayor Scott:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-046.Scott/sb
Attachment



Illinois Department of Transportation

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West State Street from Meridian Road to Rockton Avenue

July 16, 2004

The Honorable Dave Syverson
State Senator
200 S. Wyman Street
Suite 302
Rockford, IL 61101

Dear Senator Syverson:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-044.Syverson/sb
Attachment

bc: Brock Phelps
Victor Modeer



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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West State Street from Meridian Road to Rockton Avenue

July 16, 2004

Joe Vanderwerff
County Engineer
Winnebago County
424 N. Springfield Avenue
Rockford, IL 61101

Dear Mr. Vanderwerff:

Attached is a copy of an advertisement for a Public Informational Open House to be held for a roadway project on US BR 20/West State Street from Meridian Road to Rockton Avenue, Rockford. This ad has been and will be published in the Rockford Register Star on July 13 and July 21, 2004 and in the Rockford Journal on July 15 and July 22, 2004. Newsletters announcing the public meeting have been mailed to the individual property owners within this area.

If you have any questions regarding this meeting, please contact Geoff Smith at 815/284-5510.

Sincerely,

A handwritten signature in cursive script that reads "Gregory L. Mounts".

Gregory L. Mounts
District Engineer

PL-0131/ST/dp-047.Vanderwerff/sb
Attachment

Open House Meeting Invitation List - Property Owners along U.S. BR 20
 Open House Brochures were mailed to inform/invite property owners to the meeting

Name	Address1	Address2
A and A Drop Box Disposal	5520 Garland Ct.	Rockford, IL 61102
Albert & Francis Crumbly	119 S. Pierpont Avenue	Rockford, IL 61102
Amcore Investment Group	P. O. Box 1537, 501 7 th St.	Rockford, IL 61110
B & D Properties	906 W. State Street	Rockford, IL 61102
Bank One	P. O. Box 4900	Rockford, IL 61106
Belvidere National Bank & Trust Co., Trust #1878	600 S. State Street	Belvidere, IL 61008
Board of Education Dist. 205	201 S. Madison	Rockford, IL 61104
Bulldog Investment Group, Inc.	7785 Prairie Hill Road	South Beloit, IL 61080
Carl and Rotha Waldsmith	2710 W. State Street	Rockford, IL 61102
Charles Coby	2687 Richardson Street	Fitchburg, WI 63711
Connie Rexilius	1134 W. Jefferson Street	Rockford, IL 61101
Daniel Crain	9325 Starboard Drive	Roscoe, IL 61073
Dawn Higa	124 N. Central Avenue	Rockford, IL 61101
Demerte Sarantopoulos	6572 Hayfield Lane	Loves Park, IL 61111
Donald N. & Gloria Lawson	3212 Mulberry Street	Rockford, IL 61103
Edna Daniel	2415 Arthur Avenue	Rockford, IL 61101
Elvin & Grace Swift	103 Atwood Avenue	Rockford, IL 61102
George Madison	945 Kilburn Avenue	Rockford, IL 61101
Gregory & Leah Kniss	127 Central Avenue	Rockford, IL 61101
Guadalupe & Alicia Valdes	719 Chestnut Street	Rockford, IL 61102
Henry Graglia	3303 Elm Street	Rockford, IL 61102
Home Investments LLC	7711 Forest Hills Road	Loves Park, IL 61111
James & Yvonne Fox	127 N. Central Avenue	Rockford, IL 61103
James Carey	418 Westmoreland Avenue	Rockford, IL 61102
James E. and Ollie P. Brown	411 Montague Street	Rockford, IL 61102
James L. Brown	112 S. Horace Avenue	Rockford, IL 61102
Jerry Flaming	906 W. State Street	Rockford, IL 61102
John Martin	121 Atwood Avenue	Rockford, IL 61102
Kenneth E. Baker, Samuel B. Baker, Danita L. Lisane	129 S. Pierpont Avenue	Rockford, IL 61102
Kenneth Sims .	121 Horace Avenue	Rockford, IL 61102
Leroy & Suzanne D. Simplot	104 Atwood Avenue	Rockford, IL 61102
Madhusadan & Minafi Patel	7885 West State Street	Rockford, IL 61102
Magdalene Glass	118 S. Horace Avenue	Rockford, IL 61102
Mamie G. and Kenneth D. Sims	117 S. Horace Avenue	Rockford, IL 61102
Margaret Morey	121 N. Central Avenue	Rockford, IL 61101
Marie Rosas	133 S. Pierpont Avenue	Rockford, IL 61102
Maryland & Mary E. Hunter	1328 Chestnut Street	Rockford, IL 61102
Maxie Sims	1051 Mulberry Street	Rockford, IL 61103
Michael Dice	317 W. Mechanic	Rockton, IL 61072
Mid-West Dairymen's Co.	4313 W. State Street	Rockford, IL 61102
Randy Moore	1120 Kishwaukee St.	Rockford, IL 61109
Richard & Michael Radean	835 Timber Ridge Trail	Rockford, IL 61114
Robert L. & Janet L. Grace & Mona Madden	106 Garver Avenue	Rockford, IL 61102

Robert L. and Christine Digby	9011 S. Crandon Avenue	Chicago, IL 60617
Rockford Sportsman Golf Assoc.	3304 W. State Street	Rockford, IL 61102
Rosie Richardson	P. O. Box 14031	Rockford, IL 61105
Roy & Marian Williams	1420 Heron Drive	Machesney Park, IL 61115
Sandra P. Bock	121 S. Pierpont Avenue	Rockford, IL 61102
Steve and Ruth J. Adams	2720 W. State Street	Rockford, IL 61102
Steve Noble	927 S. Bell School Road	Rockford, IL 61108
Vicky Levera Wiley	1050 Mulberry Street	Rockford, IL 61101
Virgil G and Sharie M. Lameyer	5520 Garland Ct.	Rockford, IL 61102
Wayne Ahrens	5002 Sherwood Forest	Rockford, IL 61109
Willie Moore	116 Vincent Avenue	Rockford, IL 61102
Willie W. and Osie Bodde	123 S. Pierpont Avenue	Rockford, IL 61102
Winnebago County, County Board	404 Elm Street, Room 504	Rockford, IL 61101

Name	Address1	Address2
ABSOLUTE QUALITY HEAT TREATING INC., & LATHAM TOOL	3600 W. STATE ST.	ROCKFORD, IL 61102
ADAM & SUE HERRON	1915 ELM ST.	ROCKFORD, IL 61102
AHMA ALI	2632 WALNUT GROVE	LOVES PARK, IL 61111
ALI ALISHAWI	3001 W. STATE ST.	ROCKFORD, IL 61102
ALVIN THRIST	223 S. CENTRAL AVE.	ROCKFORD, IL 61102
AMERICAN HOUSING TRUST XI SECURITY PACIFIC, NATIONAL BANK	555 ANTON BLVD.	BC 071 COSTA MESA, CA 92626
ANDRES & JAMIE GUERRERO	1332 W. STATE ST.	ROCKFORD, IL 61102
ANDREWS-1907-LLC	803 N. CHURCH ST.	ROCKFORD, IL 61103
ANNE DAVIS	2608 W. STATE ST.	ROCKFORD, IL 61102
ARBOR-BEND INVESTMENT CORP.	1020 BLUFF CITY BLVD.	ELGIN, IL 60120
ARK OF THE NEW COVENANT OF GOD IN CHRIST CHURCH INC.	1101 WEST STATE STREET	ROCKFORD, IL 61102
ARLINE ROSE GRIMMITT	105 WEBSTER AVE.	ROCKFORD, IL 61102
ASSOCIATES FINANCIAL SERVICES COMPANY INC.	5930 N. SECOND STREET	LOVES PARK, IL 61111
B R PROPERTIES INC.	5995 SPRING CREEK ROAD	ROCKFORD, IL 61114
BANK ONE	P. O. BOX 4900	ROCKFORD, IL 61110
BARBARA SWINFORD	1125 WEST STATE STREET	ROCKFORD, IL 61101
BARNES DRILL CO	814 CHESTNUT STREET	ROCKFORD, IL 61102
BEATRICE GULLEY	1816 W. STATE ST.	ROCKFORD, IL 61102
BEATRICE WEBB	2213 ELM ST.	ROCKFORD, IL 61102
BEEF-A-ROO INC.	6365 SEBRING WAY	LOVES PARK, IL 61111
BETTY MCCLURE	4118 W. STATE ST.	ROCKFORD, IL 61102
BILL & DEBORAH GOOD	490 JOE MORRIS RD	GLASGOW, KY 42141
BILLY & EMMA WIMBERLY	122 N. DAY AVE.	ROCKFORD, IL 61103
BIMICA INVESTMENTS INC.	4602 ARLINGTON ST.	LOVES PARK, IL 61111
BOARD OF EDUCATION DIST. 205	201 S. MADISON ST.	ROCKFORD, IL 61104
BOBBY W. FREDDI M. BILLBERRY	120 N. BURBANK AVE.	ROCKFORD, IL 61101
BROWN'S TEMPLE C/O JESSE PENIX PASTOR	W. STATE ST.	ROCKFORD, IL 61102
BROWN'S TEMPLE COGIC	2806 W. STATE ST.	ROCKFORD, IL 61102
C/O OLYMPUS SERVICING/ FEDERAL NATIONAL MORTGAGE ASSN.	9600 GREAT HILLS TRAIL	AUSTIN, TX 78759
CALVIN & EARLENE PARHAM	118 WILLARD	ROCKFORD, IL 61101
CAROL ADDOTTA	6319 N. FIRST STREET	LOVES PARK, IL 61111
CATHOLIC DIOCESE OF ROCKFORD	C/O CHANCERY OFFICE P.O. BOX 7044	ROCKFORD, IL 61125
CHAD & AMY CUNNINGHAM	6306 WALNUT GROVE	LOVES PARK, IL 61111
CHARLES BLACKWELL	312 SOPER AVE.	ROCKFORD, IL 61101
CHARLES SCHULZ	1801 W. STATE ST.	ROCKFORD, IL 61102

CHURCH OF CHRIST	112 S. HENRIETTA AVE.	ROCKFORD, IL 61102
CITY OF ROCKFORD	425 E. STATE ST., SUITE 504	ROCKFORD, IL 61104
CITY OF ROCKFORD HOMESTEAD	425 EAST STATE STREET	ROCKFORD, IL 61104
CITY OF ROCKFORD LEGAL DEPT.	415 E. STATE ST.	ROCKFORD, IL 61104
CITY OF ROCKFORD, LEGAL DEPT.	412 E. STATE ST.	ROCKFORD, IL 61104
CITY OF ROCKFORD, LEGAL DEPT.	425 E. STATE ST.	ROCKFORD, IL 61104
CLARA BOX	3418 LATHAM ST.	ROCKFORD, 61103
CLARISSA SCHAUER	125 N. HORACE AVE.	ROCKFORD, IL 61101
CLAWE CONSTRUCTION CO., INC.	7711 FOREST HILLS RD.	LOVES PARK, IL 61111
CLEO WILLIS	1321 ELM STREET	ROCKFORD, IL 61102
CLIFFORD KOBISCHKA	1301 ELM STREET	ROCKFORD, IL 61102
COLLINS & STONE FUNERAL HOME INC.	415 MORGAN ST.	ROCKFORD, IL 61102
COMMERCIAL MORTGAGE & FINANCE CO.	115 7 TH STREET	ROCKFORD, IL 61104
CORNELIUS & BERNIECE WASHINGTON	2304 W. STATE ST.	ROCKFORD, IL 61101
COUNTY BOARD OF WINNEBAGO COUNTY	404 ELM ST., 5 TH FLOOR	ROCKFORD, IL 61101
CRUSADERS CENTRAL CLINIC	1216 WEST STATE STREET	ROCKFORD, IL 61102
CRUSADERS CLINIC	120 TAY STREET	ROCKFORD, IL 61102
CRUSADERS DELIVERANCE	2827 W. STATE ST.	ROCKFORD, IL 61102
CYNTHIA MCFARLANE	1316 W. STATE ST.	ROCKFORD, IL 61102
D & J PROPERTIES, INC.	336 NORTHWAY PARK RD., UNIT 5	MACHESNEY PARK, IL 61115
DAVE COOK	3005 W. STATE ST.	ROCKFORD, IL 61102
DAVID HIGHTOWER	P. O. BOX 3312	ROCKFORD, IL 61106
DAVID SALEH	3724 CHARLES ST.	ROCKFORD, IL 61108
DEAION & LISA BEROGAN	4640 WEST STATE STREET	ROCKFORD, IL 61102
DENNIS BALLINGER AGENT WINNEBAGO COUNTY TRUSTEE	P. O. BOX 1452	DECATUR, IL 62525
DERWIN & LINDA HAYES	2219 W. STATE ST.	ROCKFORD, IL 61102
DIANE CHAVEZ	1113 GRANT AVENUE	ROCKFORD, IL 61103
DIDIER GREEN HOUSES, INC.	4603 W. STATE STREET	ROCKFORD, IL 61102
DONNA BLASSINGHAM	1815 ELM ST.	ROCKFORD, IL 61102
DONNA CHISTEN	810 S. GREENVIEW AVE.	ROCKFORD, IL 61102
DUANE YOUNG	2229 EVANS AVE.	LOVES PARK, IL 61111
DWIGHT & WAYNE LINQUIST	1006 ROXBURY RD.	ROCKFORD, IL 61107
EARL & ANNE RUCKER	2025 ELM ST.	ROCKFORD, IL 61102
EDDIE STEVENS	2106 FAIRVIEW AVE.	ROCKFORD, IL 61101
EDNA DANIEL	2415 ARTHUR AVE.	ROCKFORD, IL 61101

EDWARD GODLEWSKI	1439 BING CHERRY CT	ROCKFORD, IL 61108
EDWARD HORNBECK	5995 SPRING CREEK ROAD	ROCKFORD, IL 61114
ELLSWORTH HILL	1036 N. RANDALL RD.	AURORA, IL 60506
ELOISE JACKSON	2303 W. STATE ST.	ROCKFORD, IL 61102
EMRO MARKETING CO. C/O TAX DEPT.	539 S. MAIN STREET	FINDLAY, OH 45840
ESPERANZA ZEPEDA	1325 ELM STREET	ROCKFORD, IL 61102
EVIN & WILMA JEAN BROWN	1819 ELM ST.	ROCKFORD, IL 61102
EXCELSIOR INC.	P.O. BOX 970	ROCKFORD, IL 61105
EXCELSIOR INC.	720 CHESTNUT STREET	ROCKFORD, IL 61102
FARM & FLEET OF DEKALB INC.	P. O. BOX 391	JANESVILLE, WI 53547
FELIPE & IMELDA MARTINEZ	823 ELM STREET	ROCKFORD, IL 61102
FERNANDO RIVERA ALVEREZ	211 OAKLEY AVENUE	ROCKFORD, IL 61101
FIRST ASSEMBLY OF GOD CHURCH	5950 SPRING CREEK RD.	ROCKFORD, IL 61114
FOUNTAIN OF LIFE CHURCH OF GOD IN CHRIST	2717 W. STATE ST.	ROCKFORD, IL 61102
FRANK BAILEY	3611 MERRIOTT DR.	ROCKFORD, IL 61101
FRED VINES	307 S. INDEPENDENCE	ROCKFORD, IL 61102
G & K SERVICES INC.	5995 OPUS PKWY SUITE 500	MINNETONKA, MN 55343
GARY & CYNTHIA SCHMIDT	751 W. LOCUST	BELVIDERE, IL 61008
GENESE PRIDE	215 KILBURN AVENUE	ROCKFORD, IL 61101
GEORGE & VICKI JOHNSON	7651 W. STATE STREET	ROCKFORD, IL 61102
GEORGIANN CURRY	2312 SILVERTHORN DR.	ROCKFORD, IL 61107
GERALD & JUDITH ANDERSON	621 FRIENDSHIP DR.	ROCKFORD, IL 61102
GETHSEMANE CHRISTIAN CHURCH	831 N. CHURCH ST.	ROCKFORD, IL 61101
GREATER CALVARY BAPTIST CHURCH	3215 W. STATE ST.	ROCKFORD, IL 61102
GREGORY & TERESA ALEXANDER	2317 ELM STREET	ROCKFORD, IL 61102
GREGORY HAWKINS	109 WEBSTER	ROCKFORD, IL 61102
GUADALUPE & ALICIA VALDES	719 CHESTNUT STREET	ROCKFORD, IL 61102
HARRY E. & SUSAN T. DARNELL	3415 BLACKSTONE AVE.	ROCKFORD, IL 61101
HART OIL CO.	2222 E. STATE ST., SUITE 106	ROCKFORD, IL 61104
HART OIL CO. C/O JAY A.C. HART	2406 EAST LN.	ROCKFORD, IL 61107
HENRY SCOTT	1122 BRUCE ST.	ROCKFORD, IL 61101
HOME INVESTMENTS LLC	7711 FOREST HILLS ROAD	LOVES PARK, IL 61111
HOMER MCULLOUGH	1224 MORGAN ST.	ROCKFORD, IL 61102
HOUSE OF REFUGE CHURCH	1401 W. STATE ST.	ROCKFORD, IL 61102

HURD PROPERTIES, LLC	402 S. SEWARD	WINNEBAGO, IL 61088
I & M RAIL LINK	1910 EAST KINBERLY ROAD	DAVENPORT, IA 52807
IMOGENE COUNTS	4208 W. STATE ST.	ROCKFORD, IL 61102
JAMES & PEGGY REID	4330 MILA AVE.	ROCKFORD, IL 61101
JAMES BLOCK	3324 W. STATE ST.	ROCKFORD, IL 61102
JAMES CRUDUP	1701 W. STATE ST.	ROCKFORD, IL 61102
JAMES FITHEN	4213 W. STATE ST.	ROCKFORD, IL 61102
JAMES LEHRMANN	P. O. BOX 15428	ROCKFORD, IL 61132
JAMES MERRITT	3334 GLADSTONE AVE.	ROCKFORD, IL 61101
JAMES WELSH	3158 MARIA LINDEN	ROCKFORD, IL 61114
JEANNETTE MARTIN	1911 ELM ST.	ROCKFORD, IL 61102
JEFFREY & MARY PRZYTULSKI	1940 GRANT AVE.	ROCKFORD, IL 61103
JERRY FLAMING	906 WEST STATE STREET	ROCKFORD, IL 61102
JERRY LINDSEY	4502 W. STATE ST.	ROCKFORD, IL 61102
JETAUN LAMBERT	221 KILBURN AVENUE	ROCKFORD, IL 61101
JETHABHAI PATEL	4206 W. STATE ST.	ROCKFORD, IL 61102
JOANNE NIFFENEGGER	2019 ELM ST.	ROCKFORD, IL 61102
JOAQUIN SANTILLAN	725 CHESTNUT STREET	ROCKFORD, IL 61102
JOE HOOKS	1323 WEST STATE STREET	ROCKFORD, IL 61102
JOHN & CATHERINE ULLRICH	P. O. BOX 52	ALDEN, IL 60001
JOHN & CATHERINE ULRICH	P. O. BOX 52	ALDEN, IL 60001
JOHN & DONNA BOSS	1116 S. STATE ST.	BELVIDERE, IL 61008
JOHN & JUANITA MCNEELY	502 S. JOHNSTON AVE.	ROCKFORD, IL 61102
JOHN & OZELLIA MORGAN	1305 ELM STREET	ROCKFORD, IL 61102
JOHN & SHARON & VAUGHN WHITEFORD	3833 AUBURN ST.	ROCKFORD, IL 61101
JOHN NICOLOSI	3005 SPRING CREEK RD.	ROCKFORD, IL 61107
JOHN PATRICK	1920 W. STATE ST.	ROCKFORD, IL 61102
JOHN TAYLOR	2116 W. STATE ST.	ROCKFORD, IL 61102
JOHN TIBBETT	3121 GOLDEN PRAIRIE AVENUE	ROCKFORD, IL 61109
JOHN ULREY	1275 DRY FALLS CLOSE	RENO, NV 89523
JUANA LOPEZ	2105 W. STATE ST.	ROCKFORD, IL 61102
KATHERINE & PRINCESS DENNY	2354 FOREST VIEW RD.	ROCKFORD, IL 61108
KATHY ZOLLI	1305 12 TH AVENUE	ROCK FALLS, IL 61071
KEITH KULA	20 N. CLARK STREET, SUITE 2300	CHICAGO, IL 60602
KELLY BUTLER	1125 WEST STATE STREET	ROCKFORD, IL 61101
KENNETH GORDON	4675 BEDFORSHIRE DR.	LOVES PARK, IL 61111
KEVIN ESCHMEYER C/O NATIONAL PROPERTY	P. O. BOX 4531	ROCKFORD, IL 61110
KEVIN PAULSON	4412 W. STATE ST.	ROCKFORD, IL 61102
KEVIN SWAN	1937 VALENCIA DR.	ROCKFORD, IL 61108
L C & BETTY E. WASHINGTON	2913 W. STATE ST.	ROCKFORD, IL 61102
LARRY CASS	1336 W. STATE ST.	ROCKFORD, IL 61102
LAURENCE BOSS	4108 W. STATE ST.	ROCKFORD, IL 61102
LAVONNE WILLIAMS	303 HOWARD AVE.	ROCKFORD, IL 61102

LAWRENCE MATHIS	3415 HUFFMAN BLVD.	ROCKFORD, IL 61103
LAWRENCE MCCAMMOND	2900 ELM ST.	ROCKFORD, IL 61102
LAZARO & LINDA GANZALEZ	1617 MONTAGUE ST.	ROCKFORD, IL 61102
LEE SAGO	P. O. BOX 1181	ROCKFORD, IL 61105
LETS TALK IT OUT INC.	1045 WEST STATE STREET	ROCKFORD, IL 61102
LINDA GALLARDO	4212 W. STATE ST.	ROCKFORD, IL 61102
LIVING WORD MISSIONARY CHURCH/ C/O ULYSSES SMITH, PASTOR	2411 W. STATE ST.	ROCKFORD, IL 61102
LLOYD & MARY DISHMAN	1903 ELM ST.	ROCKFORD, IL 61102
LODEN BOX	2118 W. STATE ST.	ROCKFORD, IL 61102
LOIS MELVIN	1232 CLOVER AVE.	ROCKFORD, IL 61102
LORETTA SEAN BIRKETT	1713 13 TH AVE.	ROCKFORD, IL 61104
LOUIS & BIRDDIE INGRAM	6903 MONTAGUE RD.	ROCKFORD, IL 61102
LOUIS BAGEANIS	7151 TRASK BRIDGE ROAD	ROCKFORD, IL 61101
M & V RENTALS	2620 AUBURN STREET	ROCKFORD, IL 61101
MAE ANDERSON	1918 W. STATE ST.	ROCKFORD, IL 61102
MANTALLA ELLIS	115 S. HINKLY AVE.	ROCKFORD, IL 61102
MARILYN GILLESPIE	2612 W. STATE ST.	ROCKFORD, IL 61102
MARION JEAN ELLIS	1116 WEST STATE STREET	ROCKFORD, IL 61102
MARK & PENNY HURLBUT	258 FLINTRIDGE DR.	ROCKFORD, IL 61107
MARK & VENITA JORDAN	2101 ELM ST.	ROCKFORD, IL 61102
MARTIN & ANA MERCADO	1428 5 TH AVE.	ROCKFORD, IL 61104
MARY LOU SIMPSON	2003 W. STATE ST.	ROCKFORD, IL 61102
MARY ZANDONATTI	3027 CHATEAU LANE	ROCKFORD, IL 61103
MARYLAND & MARY E HUNTER	1328 CHESTNUT STREET	ROCKFORD, IL 61102
MAX PERKINS/ ROBERT L. PERKINS TRUST	3579 S. BEND RD.	ROCKFORD, IL 61109
MELVIN BROWN	510 ELIDA ST.	WINNEBAGO, IL 61088
MESSIAH LUTHERAN CHURCH	4141 W. STATE ST.	ROCKFORD, IL 61102
MIC LTD	P. O. BOX 408	DURAND, MI 48429
MICHAEL ALEN & PETRIE, PHOEBE SWANSON	101 LINCOLN PARK BLVD.	ROCKFORD, IL 61102
MIDWEST CORRECTIONAL SERVICES INC.	310 S. AVON ST.	ROCKFORD, IL 61102
MOHAMED ALKABSH	4203 W. STATE ST.	ROCKFORD, IL 61102
MOTORCYCLE CLUB BROTHERS	2501 W. STATE STREET	ROCKFORD, IL 61102
MT. SINI BAPTIST CHURCH	1901 W. STATE ST.	ROCKFORD, IL 61102
NAGI ABDO & MUSHREH AHMED ALI	3109 W. STATE ST.	ROCKFORD, IL 61108
NANCY REMMERS	6148 N. MERIDIAN ROAD	ROCKFORD, IL 61101
NICOR GAS COMPANY C/O REAL ESTATE	P. O. BOX 190	AURORA, IL 60507
NORA BENJAMIN	4125 W. STATE ST.	ROCKFORD, IL 61102
NORMAN & GLORIA BRADDIX	106 HENRIETTA AVE.	ROCKFORD, IL 61101
OTHA & LASHARONEE FORD	1040 WEST STATE STREET	ROCKFORD, IL 61102

OTHA FORD	2011 KNOWLTON	ROCKFORD, IL 61102
PATRICIA GATES	3127 W. STATE ST.	ROCKFORD, IL 61102
PAUL STORY	826 WEST STATE STREET	ROCKFORD, IL 61102
PEDRO & MARIA HERNANDEZ	2411 ELM ST.	ROCKFORD, IL 61102
PEIRPONT VENTURE INC.	3240 W. STATE ST.	ROCKFORD, IL 61102
PERRY BENNETT	1604 MONTAGUE	ROCKFORD, IL 61102
PETER & PEGGY JOACHIM	1035 HARLEM BLVD.	ROCKFORD, IL 61103
PHILO PARK C/O TAX DEPT.	855 PARK WOODS DRIVE	ROCKFORD, IL 61102
PILGRIM BAPTIST CHURCH	1703 CENTRAL AVE.	ROCKFORD, IL 61102
PRICILLA CROSS	1811 ELM ST.	ROCKFORD, IL 61102
PROGRESSIVE WEST ROCKFORD COMMUNITY DEVELOPMENT	1411 BLAISDELL ST.	ROCKFORD, IL 61101
RACHEL HAYNES	227 KILBURN AVENUE	ROCKFORD, IL 61101
RANDALL & PATRICIA WADE	7552 W. STATE ST.	ROCKFORD, IL 61102
RANDALL SCOTT	P. O. BOX 168	CALEDONIA, IL 61011
RANDY MCFARLLANE	1315 WEST STATE STREET	ROCKFORD, IL 61102
RICHARD GENOVESE	3209 TWIN RIDGE LANE	ROCKFORD, IL 61109
ROBERT & INA BELDEN	102 DAISYFIELD RD.	ROCKFORD, IL 61102
ROBERT CARDENAS	808 BLUE LAKE AVENUE	ROCKFORD, IL 61102
ROBERT E. LEE JR.	523 MEMORIAL AVE.	ROCKFORD, IL 61102
ROBERT PERKINS	3579 SOUTH BEND ROAD	ROCKFORD, IL 61109
ROBERT POLK	2227 ELM STREET	ROCKFORD, IL 61102
ROBERT WEST	2007 ELM ST.	ROCKFORD, IL 61102
ROBERTA & JOHN MOORE	4301 PINECREST	ROCKFORD, IL 61107
ROBERTA KEEN	210 CR 279	BAY SPRINGS, MS 39422
ROCK RIVER PROPERTIES, INC.	906 W. STATE ST.	ROCKFORD, IL 61102
ROCKFORD HOUSING AUTHORITY	223 S. WINNEBAGO ST.	ROCKFORD, IL 61102
ROCKFORD MONUMENTS, INC.	4804 W. STATE STREET	ROCKFORD, IL 61102
ROCKFORD PARK DISTRICT	1401 N. 2 ND STREET	ROCKFORD, IL 61107
ROCKFORD PROPERTIES INC.	906 WEST STATE STREET	ROCKFORD, IL 61102
ROCKFORD SPORTSMAN GOLF ASSOC.	3304 W. STATE ST.	ROCKFORD, IL 61102
RODRIGO CARRILLO	803 LEE ST.	ROCKFORD, IL 61101
ROGER ROBERTS	128 N. DAY AVE.	ROCKFORD, IL 61101
ROKEITHCO ENTERPRISES, INC.	P. O. BOX 4582	ROCKFORD, IL 611010
RONALD HAYNIE	1211 PIERCE AVE.	ROCKFORD, IL 61103
RONALD SIMMONS	P. O. BOX 991	ROCKFORD, IL 61105
RONNIE JOE	238 COLE AVE.	ROCKFORD, IL 61102
ROSAMARY PONDS	3404 LIBERTY ST.	ROCKFORD, IL 61102
ROSETTA JONES	2915 W. STATE ST.	ROCKFORD, IL 61102
ROSS & HEIDI LALOGGIA	3959 JULIA LN.	ROCKFORD, IL 61101
ROY STONE	1331 ELM STREET	ROCKFORD, IL 61102
RUSSEL LUNDBERG &	121 N. HORACE AVE.	ROCKFORD, IL 61103

VALUA REED		
SAMUEL JOHNSON	5912 CAMBRIDGE DR.	VA 22407
SERENA SNYDER	118 S. HINKLEY AVE.	ROCKFORD, IL 61102
SHARIFA & LEWIS NICHOLS	1010 RONCEVALLES AVE.	ROCKFORD, IL 61107
SHAWN CLOUSE	11854 FLORY RD.	SHANNON, IL 61078
SHAWN DALY	2621 W. STATE ST.	ROCKFORD, IL 61102
SHIRLEY DICKENS	1428 ELM ST.	ROCKFORD, IL 61102
SIMON & SHERMAN JOAN JOHNSON	2007 W. STATE ST.	ROCKFORD, IL 61102
ST. MATTHEWS MASONIC LODGE	1055 WEST STATE STREET	ROCKFORD, IL 61102
STARLIGHT MISSION BAPTIST CHURCH	3908 DELAWARE ST.	ROCKFORD, IL 61102
TAKISHA EVANS	5423 SHOSHONI TRAIL	ROCKFORD, IL 61101
TALMADGE & RITA WHEELER	4114 W. STATE ST.	ROCKFORD, 61101
TERRY KAY	3119 LASALLE AVE.	ROCKFORD, IL 61111
THOMAS HERNANDEZ	330 NORTHWAY PARK RD., UNIT 6	MACHESNEY PARK, IL 61115
TIMOTHY EWERS	4430 W. STATE ST.	ROCKFORD, 61102
TIMOTHY JENSEN	P. O. BOX 8955	ROCKFORD, IL 61126
TIMOTHY JENSEN	P. O. BOX 8944	ROCKFORD, IL 61126
TOMACA GOLDSMITH	2345 N. HORSMAN STREET	ROCKFORD, IL 61101
TOMMIE & BELLE BANDY	4117 W. STATE ST.	ROCKFORD, IL 61101
TOMMIE & EARNESTINE BEASLEY	1311 ELM STREET	ROCKFORD, IL 61102
VELVET WOODS	2018 W. STATE ST.	ROCKFORD, IL 61102
VICTORIA DUPREE	2223 W. STATE ST.	ROCKFORD, IL 61102
VIDAL & MATHINA QUINONEZ	2437 ELM ST.	ROCKFORD, IL 61102
VINCENTE PELAYO	1322 W. STATE ST	ROCKFORD, IL 61102
VIRGILIO & JOSEPHINE ALESOS	618 ALBERTS CT.	ROCKFORD, IL 61102
WALTER KULA	P. O. BOX 945	WALWORTH, WI 53184
WAYNE & PATRICIA LEFFLER	4210 W. STATE ST.	ROCKFORD, IL 61102
WAYNE BIRKHOLZ	1309 GARRISON AVE.	ROCKFORD, IL 61103
WEST ROCK PROPERTIES INC.	906 WEST STATE STREET	ROCKFORD, IL 61102
WEST STATE LLC NO. 217	P. O. BOX 4745	ROCKFORD, IL 61110
WEST SUBURBAN FIRE PROTECTION DIST.	3816 W. STATE ST.	ROCKFORD, IL 61102
WHITEWOOD LAND TRUST	3620 W. STATE ST.	ROCKFORD, IL 61102
WILBUR & EVELYN BROOKER	2423 W. STATE ST.	ROCKFORD, IL 61102
WILLIAM DACH	4901 BUSINESS 20 WEST	ROCKFORD, ILLINOIS 61109
WILLIAM RICHARDSON	2716 PRAIRIE AVE.	ROCKFORD, IL 61103
WILLIAM THACKER	3108 E. 19 TH ST.	STERLING, IL 61081
WILLIAM WALDMAN CMC HARTLAND PARTNERS	330 N. JEFFERSON CT. SUITE 305	CHICAGO, IL 60661
WILLIAM WEST	2211 W. STATE ST.	ROCKFORD, IL 61102
WILLIE MCGHEE	705 INDIANA AVE.	ROCKFORD, IL 61102

WILLIE MUNSON	204 MIRIAM AVE.	ROCKFORD, IL 61101
WILLIE WILKS	408 S. HORACE AVENUE	ROCKFORD, IL 61102
WILLIE ZACHERY	2115 ELM ST.	ROCKFORD, IL 61102
WILLIS WILSON	115 STEWART AVE.	ROCKFORD, IL 61102
WOM KIM	7801 SCOTT LN.	MACHESNEY PARK, IL 61111
YADIRA QUINONES	4116 W. STATE ST.	ROCKFORD, IL 61102
ZENEN & MARIA MORALES	1429 ELM ST.	ROCKFORD, IL 61102

THE WEST STATE CONNECTION

Public Informational Meeting Scheduled

This is the first edition of The West State Connection, a newsletter prepared by the Illinois Department of Transportation, Missman, Stanley & Associates, P. C. and TranSystems Corporation to provide information on the West State Street (U.S. Bus. 20) study.

Any highway project is sure to generate a lot of questions. We hope that this newsletter will help to answer many of those questions.

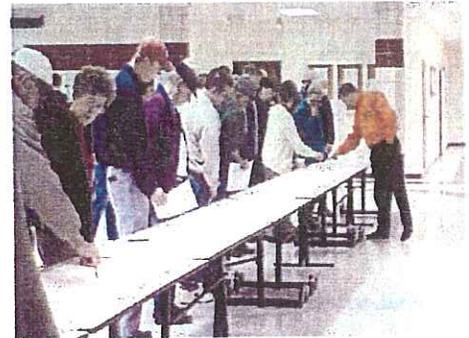
If you have any questions, comments, suggestions for articles or information regarding the project or the study area, or would like to be added to the mailing list, please contact:

- Jon McCormick, P.E.
- IDOT District 2
- 819 Depot Avenue
- Dixon, IL 61021-3500
- Phone: 815/284-5513



Illinois Department of Transportation

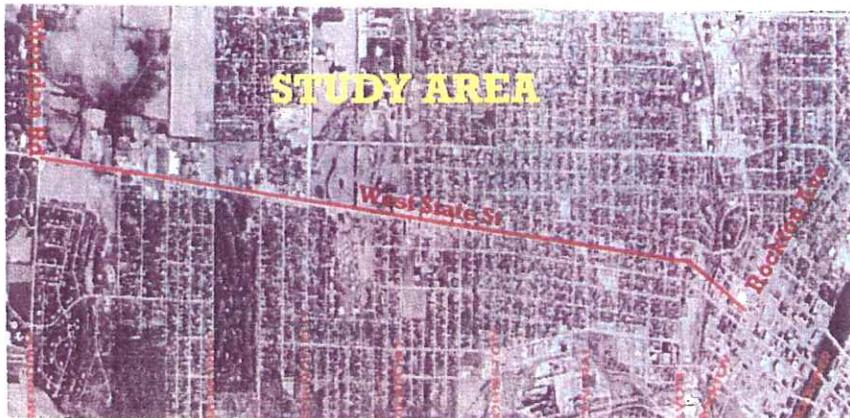
The Illinois Department of Transportation will host a public meeting on the Phase I study to improve West State Street (U.S. Business Route 20) from Meridian Road to Rockton Avenue in Rockford, Illinois, on Thursday July 29, 2004. The meeting will be held at Ellis Arts Academy at 222 South Central Avenue, Rockford, Illinois in the gymnasium and will last from 1 to 6 p.m. An aerial photo of the project will be on display showing the scope of improvements being considered. Other project related exhibits will also be available. Representatives of the Illinois Department of Transportation and their consultant team will be on hand to answer questions and receive your comments. There will not be a formal presentation or program, so you can drop by at any time during the afternoon to review the project. Everyone is welcomed and encouraged to attend.



input will be used by the study team, along with engineering, environmental and planning information, to determine the most economically, socially and environmentally acceptable solution to this area's traffic needs

The meeting is wheelchair accessible. If you need special accommodations, please contact Geoff Smith at the Illinois Department of Transportation (815) 284-5510 at least three days prior to the meeting.

People attending the meeting will receive an informational flier and have an opportunity to submit questions or comments regarding the project. Your



Inside this issue:

Purpose & Need of the Project	2
Frequently Asked Questions	7
The Project Team	8

PURPOSE AND NEED OF PROJECT



Crusader Clinic

The Illinois Department of Transportation is conducting an engineering study to provide an improved transportation facility along West State Street (U.S. Business 20) from Meridian Road to Rockton Avenue, in order to facilitate the free flow of traffic and insure safety for the motoring public, as the western entry into the Rockford Community. The State has been working closely with the City of Rockford. Both the city and state have approved the West State Street Corridor Study, which is the local framework plan for the corridor and is being used to guide the current Phase I project. The need for the project is based on:

Community and Economic Transportation Demand

The project will begin to correct years of deferred investment and maintenance of infrastructure that has contributed to the decline of the West State Street area.

The project will support and sustain projected development in accordance with the Framework Plan. Key goals of the Framework Plan include improving access to downtown Rockford from the west, extending utility services, instituting incentive programs, establishing TIF districts, improving transit services and increasing business opportunities along the corridor.

The project seeks to provide elements of community and context sensitivity by incorporating ideas that represent a clear consensus of the local community.

System Linkage and Continuity

The project will widen West State Street to provide a consistent cross section and system continuity.

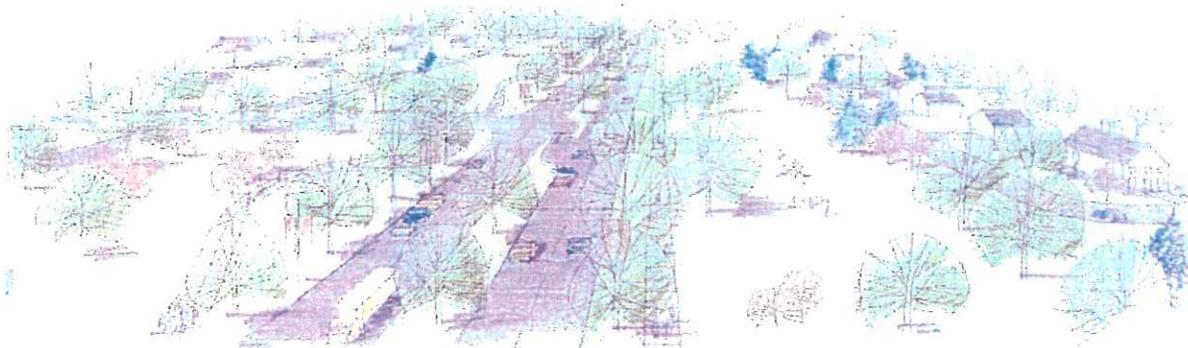
The project will enhance continuity and capacity by incorporating elements for safe and efficient travel for both pedestrians and bicyclists.

Capacity

The project will provide intersection channelization and a continuous four-lane cross section to improve capacity to an acceptable level through the design year 2025.

Safety

The project will reduce the potential for vehicle conflicts and thereby increase safety by partially controlling access and introducing new local access connections.



PROJECT HIGHLIGHT

“One-Way Pair” realignment

One aspect of the Phase I Study is to more efficiently tie together the “one way pair” roadway system through downtown Rockford. One current concern is that the west-bound vehicles on Jefferson Street continue west into the residential area, where Jefferson Street turns into Mulberry Street. One consideration in Phase I is to realign Jefferson Street and tie it into westbound West State Street at Avon Street. This part of the reconfiguration directs traffic back to West State Street and may strengthen the retail activity in the area. This realignment also consolidates neighborhood green space and redevelopment opportunities in this area and provides a more efficient way to enter the west bound one-way pair system.

The eastbound one-way pair tie-in to West State Street is proposed as a new “crossover” from Kilburn Avenue south to the intersection of Rockton Avenue and Chestnut Street. Some modifications to Kilburn Avenue north of West State Street would be required for alignment purposes. This crossover provides a smooth transition for U.S. Business 20 eastbound. The eastbound crossover is important for the downtown area as U.S. Business 20 is the main route to the Metro Centre arena, Davis Park festival grounds and the proposed Federal Building and Winnebago County correctional facility.



PUBLIC MEETING: July 29, 2004

Ellis Arts Academy

Rockford Public Schools

222 South Central Avenue

Rockford, Illinois 61102-2011



The Ellis Arts Academy is located on South Central Avenue, one block south of West State Street. The public meeting will be held in the gymnasium. Directions to the meeting room will be posted around the school. The meeting is handicapped accessible.



THE WEST STATE CONNECTION

First Class
Postage
Required



Illinois Department of Transportation

District Engineer, District 2

Attn: Jon McCormick, P.E.

819 Depot Avenue

Dixon, IL 61021-3500



Illinois Department of Transportation

Frequently Asked Questions

Is the project funded?

At this point the project is funded for Phase I preliminary engineering and environmental studies for the entire corridor. Additional funding is also available for the section between Day Avenue and Rockton Avenue, including Phase II engineering, land acquisition, and construction.

When will it be built?

The timeline for construction will be determined based upon availability of funding for project design and construction. The first section, Day to Rockton, is included in the 2006-2011 Highway Improvement Program, but a specific year for this work has not been established.

Will access to properties be changed?

Traffic flow will be aided through the control of access to the roadway. Some existing intersections will be removed at West State Street, and local connections made between adjacent streets so that both safety and mobility are effectively addressed. Other streets will have access to West State Street via right turns only.

How can I find out more about the project as it moves forward?

Attend the Public Informational Meeting on July 29, 2004. Project team members will be available to discuss the project and answer your questions. You may also contact the IDOT project manager, Mr. Jon McCormick (815-284-5513) at any time with your questions. Please complete the Comment Form in this newsletter to be added to the mailing list for future newsletters and announcements.

What about pedestrian and bicycle access?

The project includes provisions for the construction of a pedestrian and bicycle path. Such access is currently somewhat limited within the corridor. Potential improvements to pedestrian and bicycle access will be coordinated with the City of Rockford.

How will I get to local businesses during construction?

Access will be provided during construction. The work along West State Street will likely be staged such that some traffic can remain on the roadway, although the number of lanes and widths would be reduced during construction.

Will there be visual improvements along the road?

The proposed grass median will provide opportunities for planting vegetation such as shrubs and trees. On the outside edges of the roadway landscaping and streetscaping opportunities are presented in wide areas that will incorporate a sidewalk on the north side, and a multi-use path for bikes and pedestrians on the south.

Motorists are driving too fast on this stretch of roadway now. Can the speed limit be lowered to slow the traffic down?

In accordance with Illinois State Statutes, an engineering study must be done which takes into consideration the vehicular speed, side road & driveway conflicts, pedestrian activity, parking conditions and accident history before an existing speed limit can be lowered.

Who determines how much compensation I will receive for the proposed right-of-way that the Department will acquire with the project and how is it calculated?

The Department would have an appraisal prepared on your property to determine fair market value, either by an IDOT Staff Appraiser or a private Appraiser hired by the Department. They would determine the value of the area being purchased from you and determine effects to the remaining parcel. If the whole property is being acquired then additional relocation assistance would be provided by the Department.

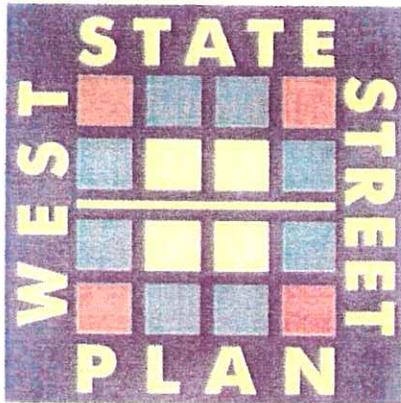
THE WEST STATE CONNECTION



Illinois Department of Transportation

Contact: Jon McCormick, P.E.
IDOT District 2
819 Depot Avenue
Dixon, IL 61021-3500

Phone: 815/284-5513
Fax: 815/284-5486
Email: McCormickJM@dot.il.gov



The Project Team

A transportation improvement project requires contributions from many different groups to be successful. The West State Street (U.S. Business 20) project team includes planners, design professionals, surveyors, environmental scientists and many others. The team is headed by the Illinois Department of Transportation from its District 2

headquarters in Dixon, Illinois. The City of Rockford is working closely with the Department to provide input throughout the planning process.

The Department is being assisted by Missman, Stanley & Associates, P.C. of Rockford Illinois and TranSystems Corporation of Schaumburg,

Illinois. Missman has primary responsibility for all of the engineering studies, surveying, project management, public involvement and preparation of the final design report. TranSystems is responsible for environmental studies, and preparation of the project environmental assessment.



Illinois Department of Transportation



CITY OF ROCKFORD, ILLINOIS
401 EAST STATE STREET
ROCKFORD, IL 61101





Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

FOR

THE PROPOSED IMPROVEMENTS OF US BUSINESS ROUTE 20
WEST STATE STREET

FROM MERIDIAN ROAD TO ROCKTON AVENUE, ROCKFORD

DATE AND LOCATION

THURSDAY, JULY 29, 2004
1:00 PM TO 6:00 PM

ELLIS ARTS ACADEMY
222 S. CENTRAL AVENUE
ROCKFORD, IL 61102

PURPOSE

- ◆ VIEW DISPLAYS AND VIDEO PRESENTATION
- ◆ ANSWER QUESTIONS ◆ DISCUSS DESIGN DETAILS
- ◆ OBTAIN PUBLIC COMMENTS AND INPUT

This meeting is accessible to disabled individuals. Persons planning to attend this meeting who will need a sign language interpreter, or other similar accommodations should notify, either by telephone or letter Mr. Geoff Smith at the Illinois Department of Transportation, 819 Depot Avenue, Dixon, IL 61021 or (815) 284-5510, or Transmission for the Deaf (815) 284-1667 at least five days prior to the meeting so that reasonable accommodations can be made.



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PUBLIC MEETING SIGN IN SHEET - JULY 29, 2004

US BR 20/WEST STATE STREET:

MERIDIAN ROAD TO ROCKTON AVENUE

PLEASE PRINT

ATTENDANCE

NAME	ADDRESS
Nick Gorb	3910 N. Milford Rd
Sam P. Cucco	3914 Landstown Rd #114
Maryann Taylor	382 N SPRINGFIELD AVE E
Bearly LaBore	118 N. Sunset 61107
Darius T. Smith	2827 W. STATE ST. ^{RKD} 61102
Bama M Dismuke	818 Trenton Ave 61102
Jordan Archibald	4542 Old Lyme Dr 61114
John Evans ^{House of Refuge}	401 West State 61102
Martha Bates ^{House of Refuge}	1401 West State 61102
Robert T.J. Leake	100 Park Ave 61105
Snyder	118 SOUTH Hunkley 61102
John J. Conforti	4309 W. State St. 61102
Nurie Hart	2406 East Ln 61107
Betty Baylow	117 Willard Ave 61107
Evelyn Brooker	2523 W State St
Wesley Brooker	2523 W States St
Marshall Starks	1234 N. Court St. 61103
Vicki Manser	City of Rockton - CD
Mae Anderson	



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PUBLIC MEETING SIGN IN SHEET - JULY 29, 2004

US BR 20/WEST STATE STREET:

MERIDIAN ROAD TO ROCKTON AVENUE

PLEASE PRINT

ATTENDANCE

NAME

ADDRESS

Tim Hill

1520 Benton St. RRFD 61102

GARRY W CASS

1336 W. STATE ST

Bell Beckman

2716 Prairie Ave

Debra Kopko

2721 Winding Prairie Trail

Princess Denny

2354 Forest View Rd #1

Lyndzara Sutton Baines

124 N. Sunset.

STARLIGHT M.B. Church

3110 WEST STATE STREET

Ginny Gaines - House of Refuge

1401 West State Str

Jessie Edd

3901 Delaware St

Dina Edd

3908 Delaware St

Alison Ahmoye & Sarah Gannon

WTVO -

Tray Kehoe + Josh Baer

WREX

DEON DAVENPORT

1103 Ferguson St., 61102

Elizabeth Kinsinger

425 E. State St. 61114

Nate Welch

WIFR

Terese Brandel

4909 W State St 61102

Susan Kozicki

2511 Oakridge Ln. 61107

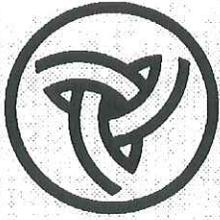
Bex A Parker

653 Schauer Lane 61107

Joan Anderson (Misses Kutterer Olson)

414 West State St. 61102

(2)



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PUBLIC MEETING SIGN IN SHEET - JULY 29, 2004

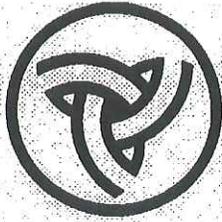
US BR 20/WEST STATE STREET:

MERIDIAN ROAD TO ROCKTON AVENUE

PLEASE PRINT

ATTENDANCE

NAME	ADDRESS
Lois Dolan	311 Fairview Blvd - RKF, IL
Mark Rose	City of Rockford
Jill Agnesda	Nordic Inv. Corp.
Mary H. Bastin	1115 Morgan St Rockford, IL
Mehri Brown	
West End Auction	PO Box 4907 W STATE 1452
Randy McFarlane	1316 W. State
Capt E. Stewart	410 Hamstead Lane
Pat Karp - nee Parker	Genascola, IL 32514
Carol Parker	653 Schauer Lane, RKF, IL
Angie Goral	1108 N. Rockton Ave 61103
Jim & Paula Swanson	5230 Osage Lane 61101
RICHARD GENDVESE	PO Box 5500 RKF 61125
John Silbrett	6621 W. State RKF 611
Steve Kunz	126 MONROE ST 61103
John King	309 S. 2nd St
Richard Wank	1113 Grant Ave, RKF, IL 61103
Jamie DEASLEY MARRA	



Illinois Department of Transportation

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PUBLIC MEETING SIGN IN SHEET – JULY 29, 2004

US BR 20/WEST STATE STREET:

MERIDIAN ROAD TO ROCKTON AVENUE

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ATTENDANCE

NAME	ADDRESS
Joe Melvin	7388 Faust Lane
Betty L. Washington	2913 W. State St
Anthony Arnold	410 S. Day Ave
Ronald Hraw	412 N. Day Ave
Rosemarie Hraw	412 N. Day Ave.
Granne A. Hoffmeyer	2019 Elm St.
Carl & Katherina Waldsmith	2710 W. State St.
The Mittell Family	1622 Green St.
ROTEMOS	2327 N. MAIN ST
James Morris	336 N. Anson St.
Charles Dismuke	1209 Andrews St.
S. Joho	429 N. Hunkley ave.
James E. Jones	7135 W. State
Mike M/K	124 Monroe St.
Carol Casner	125 Monroe St
Carolyn McCullough	1312 W. STATE ST 02
Annie R. DAVIS	2608 W. State st 02
Doucy Mark	1526 HALSEM BLVD
Carmen Montanez	2216 Arthur Ave, Red

(4)



Illinois Department of Transportation

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Telephone 815/284-2271

PUBLIC MEETING SIGN IN SHEET - JULY 29, 2004

US BR 20/WEST STATE STREET:

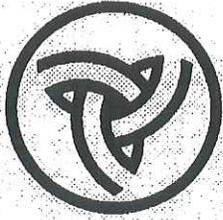
MERIDIAN ROAD TO ROCKTON AVENUE

PLEASE PRINT

ATTENDANCE

NAME	ADDRESS
Scott Puffer	XIOWZ GAS
SM COLLIN	61115
James Perleete	5928 Twin Orchard Dr.
ALAN Perleete	11 11 11
FRED MINER	2012 BRUNER 61103-44A
Cynthia Foster	120 N Horace St
Andrew Foster	120 N Horace Ave
Paul Johnson	4861 Linden Rd 722
KEVIN PAULSON	4412 W State
Jamie Bundy	4117 W. state ST.
Elaine Harrington	1401 N. 2nd St.
Laurette Brown	112 S. Horace St.
REV. EARL S. DOTSON	PWRC DC 1411 BLAISDELL ST. 61101
Dessie Street	3524 Andrews St, Rockford IL 61101
Marcus Couel	110 Albert St. Rockford
Patricia Bran	2511 Ridge Ave Rockford IL 61101
Marietta Lehrmann	4600 W. State St RKPIL 61101
Roy Whitmons	2406 W State St
Julian Holt	1435 Andrews St.

(5)



Illinois Department of Transportation

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PUBLIC MEETING SIGN IN SHEET - JULY 29, 2004

US BR 20/WEST STATE STREET: MERIDIAN ROAD TO ROCKTON AVENUE

PLEASE PRINT

ATTENDANCE

NAME	ADDRESS
Charles M. Scholz	1801 W. STATE ST
Rozetta West	2211 W. State St.
William West Sr.	2211 W. State St.
Tom STOUTBURGER	7939 KILBURN ROAD ROCKFORD, IL 61101
James & Geome Inf	127 N. Central Ave Rm 6,
Andre FORD	1045 W. State St. ROCKFORD
T Edwards	1623 W. Jefferson St 61101
PERCY PITNEY	ROCKFORD RESCUE MISSION
Janette & Kouff	P.O. Box 4083 61107
DALE KALLENBACH	2616 Cabot St Rockford
Jim Hawkins	704 IRVING 61101 PKD 61101
Kenneth R Dismale	2118 Magnolia St.
V. Ella BROWN	2717 W. STATE
Will Walker	116 S. Independence Av 61107
Maggie Kohley	3520 N. Main St 61103
WILLIE WILSON	3006 Carlson Garden Prairie 61038
Sandra Ann Hughes	121 SOUTH BAY AVE 61102
Chris Willis	1034 W. Jefferson
	822 N Ct

6



Illinois Department of Transportation

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819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PUBLIC MEETING SIGN IN SHEET – JULY 29, 2004

US BR 20/WEST STATE STREET:

MERIDIAN ROAD TO ROCKTON AVENUE

PLEASE PRINT

ATTENDANCE

NAME

ADDRESS

Diana Chavez

1113 Grant Ave Rkfd

Michael J. Mihelich

1202 Kent St. Rockford

Glenn Haynie

~~2224~~ 2224 Clover. Rkfd,

Joseph A. Martino

217 Oakwood Ave

Isabella S. Martino

217 Oakwood Ave.



Illinois Department of Transportation

Memorandum

To: File

From: Cassandra Rodgers *Cassandra Rodgers*

Subject: Public Meeting on US BR 20: West State Street

Date: July 29, 2004

I attended the Public Open House on the West State Street project. Following are some comments that I heard during the meeting:

- 1) One property owner, who will lose his house with the proposed project, was very upset. He said if we'd remove street parking and the wide raceway, there would be plenty of room to add extra lanes. He said this would save the State a large amount of money to not have to purchase all of the homes. He couldn't understand why we would waste all of that money. I tried to explain how this project fits into Rockford's plan. Jon also explained it to him. I asked him to write a comment, but I don't think he did.
- 2) One property owner owns two (2) rental properties. He was concerned that he has been unable to rent these properties because of the future project. We explained how we can buy properties like his ahead of the project (once it's approved).
- 3) One property owner was upset that we would be acquiring her home. She said it is all paid for and she's too old to go back to work to try and pay for another home. Tim Himes explained how we pay the assessed property value plus the difference in cost for a comparable property.
- 4) Several people who were not affected by the project, but lived nearby, were happy with the proposal and stated that it was needed. Several people asked when we would build it.
- 5) Mark Nardini suggested we move the bicycle path closer to the Ellis Art Academy to avoid impacting their ball diamond and recreational area. He asked some people who have children attending the school and they thought it was a good idea. (This would also help with 4(f) issues.)

Env/cr-0393/sb



Illinois Department of Transportation

Memorandum

To: File
From: David Pittman
Subject: Public Meeting Notes – West State Street – July 29, 2004
Date: July 30, 2004

FAP 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

I attended the Public Meeting for the above mentioned project on July 29, 2004. At the meeting, I spoke to the following people:

William Richardson – I spoke to Mr. Richardson about his property at 2504 West State Street. I informed him that his property was shown as a total acquisition. He said that he wanted to sell the property, and that he was in favor of the project.

Rex Parker – Mr. Parker is the owner of the large property in the southeast quadrant of Meridian Road and West State Street. He was not on the mailing list. His address is:

653 Schauer Ln.
Rockford, IL 61107

He wanted to know about what impacts would be to his property. I told him that according to the current design, we would need to acquire approximately 8' along West State Street, along with some ROW along Meridian for the turn lane. He said that there are some very old and rare American Horse Chestnut Trees in his property that he was concerned about losing. He was also concerned about possible access to the property. Ross Monk then told him that typically right in/right out access would be allowed at $\frac{1}{8}$ mile increments and that full access would be at approximately $\frac{1}{4}$ mile increments.

Mr. Parker's sister was also concerned about the closing of La Clede Ave., because there is a school south of West State Street that uses that road for access for school busses and parents picking up and dropping off children.

Public Meeting Notes – West State Street
July 30, 2004

John Tibbet- Owner of boat business near 32+00 LT. He requested full access at that location, because he has a lot of trailers and trucks using that entrance. He said that currently the trucks turning left pull into the existing center turn lane and wait for a gap of time to cross the other lanes. He would prefer to leave the cross-section as is.

Cyclops Industrial – This business is near the corner of Monroe and West State Street. He was concerned about business owners along the west side of West State Street. He expressed concerns about the removal of the center turn lane and the subsequent removal of access to left turning vehicles. He has specific concerns about the intersection of Monroe/Daisyfield and West State Street. His opinion was that the intersection should not be realigned because Monroe is a dead end street, so there is very little vehicles that would make the though movement on the intersection.



Illinois Department of Transportation

Memorandum

To: File
From: Jon McCormick
Subject: Public Meeting Notes – West State Street – July 29, 2004
Date: August 2, 2004

FAP 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

I attended the Public Meeting for the West State Street project on July 29, 2004. At the meeting, I spoke to the several people and noted the following items. IDOT staff encouraged people to submit any comments that they may have.

Lois Melvin pointed out that she has been the owner of the property at 2426 West State since 1997. This is an old gas station. She was interested in the potential dates for acquisition. I said that based on the earliest likely construction date of 2007, we could be in touch with her regarding acquisition as early as 2006. She requested that a plan sheet of the area of her property be sent to: Lois Melvin, 7388 Faust Lane, Rockford, 61109. Her phone number is 815-566-7237

Rex Parker of 653 Schauer Lane, Rockford, 61107, would like us to explain in writing how the project traffic volumes for the year 2025 were developed. He cannot understand why both the east end and west end would have higher volumes, while the middle segments would be lower. We discussed possible reasons, but I said that we would send him a letter to elaborate on our methods and possible explanations for the pattern shown. He also would like to get the sideroad traffic volumes for the design year.

I was notified that Bertha Zachery is the owner of 2115 Elm Street.

Kevin Paulson asked about the possibility of reducing the impacts to his property just west of Memorial on the south side. This is K Kap Toppers. He stated that by increasing the median width and adding the bike path on the south side we would be making access to his buildings more difficult and this would result in the removal of his existing parking. He asked about the possibility of omitting the proposed RTL eastbound to southbound at Memorial.

Public Meeting Notes – West State Street Rockford
August 2, 2004

I noted that according to our drawings we will not be acquiring any right-of-way from his property and that his existing parking appears to be within State right-of-way. I said that we don't normally allow this and we would probably not have a way to reimburse him since ROW is not required at his property. He suggested that we stay with the existing 5-lane cross section (flush median) that exists today. He said that when there was barrier median in the past many U-turn accidents occurred in this general vicinity.

It was suggested to me that we check the traffic signal warrants for Euclid and the Farm and Fleet access driveway. The individual commented that Memorial is probably busier than Daisyfield.

I noticed that several driveways are still not reflected on the drawings. One example is 1921 West State. These will need to be added when the plans are further developed and/or the exhibits are updated.

Post Public Information Open House Coordination



Date: 8/2/2004

To: <u>Bill Dixon</u>	Bureau/District: _____
Telephone Number: _____	Company: _____
Room Number: _____	Telefax No.: <u>(847) 5171988</u>
From: <u>Jon McCormick</u>	Bureau/District: <u>PD/D2</u>
Telephone Number: <u>(815) 284-5513</u>	Telefax No.: <u>(815) 284-5486</u>
Room Number: _____	

Number of Pages Including This Cover Sheet: 2

Subject: Materials Requested

Comments: _____

Bill- _____

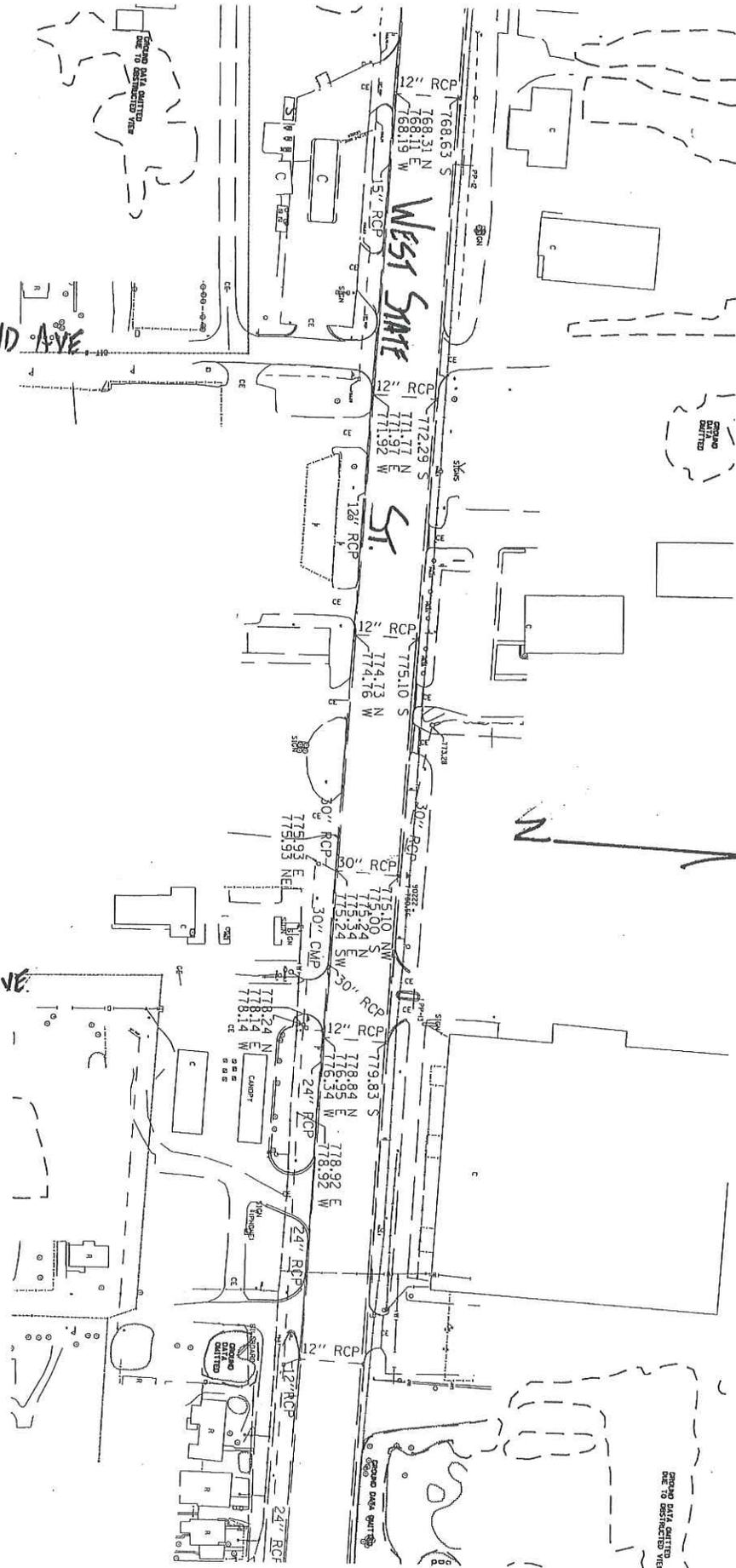
This is in response to your recent inquiry. If you have any further information, please contact myself or Dave Pittman at
(815) 284-5509.

-Jon _____

If there are any problems upon receipt of this transmission, please call the sender immediately.

Documents must be single side copy
Convert two sided originals to single side before transmitting

WESTMORELAND AVE





Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FILE COPY
a

PROGRAM DEVELOPMENT
STUDIES & PLANS
Consultant Services
FAP Route 303 (US BR 20)
Section (40R,41)RS-2
Winnebago County
Job No. P-92-121-01
Contract No. 64750

August 5, 2004

Dear Property Owner:

In order to make a survey for the preparation of plans for West State Street (US BR 20) from Meridian Road to Rockton Avenue, it will be necessary to enter upon your property.

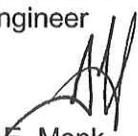
This letter will introduce representatives of Missman, Stanely, and Associates and TranSystems, Inc., who are under contract with the Illinois Department of Transportation to obtain field survey data for design purposes. Representatives of the firm will enter upon your lands to make necessary surveys and determinations in accordance with Section 4-503, Chapter 121, of the Illinois Highway Code.

Section 4-503, Chapter 121, authorizes the Department of Transportation, its officers, agents or employees the right to enter upon your lands or waters for the purpose of making preliminary surveys and determinations, but subject to responsibility for all damages which may occur and written notification as given in this letter.

If you have any questions, please contact Jon McCormick at 815/284-5513.

Sincerely,

Gregory L. Mounts
District Engineer


By: Ross E. Monk
Engineer of Program Development

PL-0070

Sum
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DM



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans
FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

August 12, 2004

Jamie Alvarez
10824 Miller Lane
Machesney Park, IL 61115

Dear Mr. Alvarez:

Thank you for your recent inquiry regarding the proposed improvement of West State Street in Rockford. The Illinois Department of Transportation welcomes public involvement and considers it a very important part of the planning process.

Enclosed is the map of the Avon Street and West State Street area you requested from Geoff Smith of this office. If you have any further questions or comments, please call Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in cursive script that reads "Ross E. Monk".

By: Ross E. Monk
Engineer of Program Development

Enclosures
ST/dp-054.Alvarez.doc

FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FAP Route 303 (US BR 20)
Section (40R, 41)RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

August 13, 2004

Mr. Rex Parker
653 Schauer Lane
Rockford, IL 61107

Dear Mr. Parker:

Thank you for attending the Public Informational Meeting for the West State Street project on July 29, 2004 at the Ellis Arts Academy. We are always interested in receiving input from affected residents on our roadway improvement projects.

In your discussions with Jon McCormick at the meeting, you inquired about our process for developing the traffic projections for the project. For the West State Street project, we have coordinated the projections with the Rockford Area Transportation Study (RATS), which is the Metropolitan Planning Organization for the Rockford area. The RATS model takes into consideration traffic demand throughout the metropolitan area, as well as projected development in the planning period. Daily traffic counts for a recent year are used as a starting point for the regional model, and projected growth in traffic demand is assigned to all available roadway links based on roadway cross sections, trip lengths, and other factors.

The average daily traffic volumes presented at the public meeting have been revised upward slightly based on RATS studies and recommendations. The percentage changes are consistent for all sections of the project area. The volumes below are the current traffic projections for the year 2025.

West State Street Volumes (ADT = Average Daily Traffic)

<u>Location</u>	<u>2025 ADT</u>
E. of Avon	19000
W. of Avon	17000
E. of Central	15880
W. of Central	12750
E. of Johnston	12000
W. of Johnston	11500
E. of Pierpont	11250
W. of Pierpont	12630
E. of Springfield	13130
W. of Springfield	21000
E. of Meridian	17130

2025 Sideroad Volumes

<u>Sideroad</u>	<u>North Leg ADT</u>	<u>South Leg ADT</u>
Meridian Road	15880	16630
Monroe Ave./Daisyfield Ave.	810	3750
Springfield Ave.	34880	27630
Pierpont Ave.	4380	5250
Johnston Ave.	5380	3250
Central Ave.	11000	9500
Avon St.	4000	3500
Kilburn St.	4380	9690

Regarding the sideroad volumes, note that many of the existing sideroad connections to West State Street would be eliminated as part of the proposed plan. Additional traffic would therefore be routed to the intersections that remain open.

We have also recorded your concerns regarding your property at Meridian Road and West State Street. Our consultant is currently performing a detailed tree survey so that we can assess which trees can be avoided during construction. We have also noted your concerns regarding property access. As we noted during the meeting, funding is currently available for only the portion of the project east of Day Avenue. Construction of the eastern segment remains several years away.

We have added your name to our mailing list so that you receive all future newsletters and other notices regarding the project. If you have further comments or concerns at any time, please contact Jon McCormick at 815/284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

ST/jm-0188.Parker



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

Jim
FILE COPY
[Signature]

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US BR 20)

Section (40R, 41) RS-2

Winnebago County

Job No. P-92-121-01

West State Street from Meridian Road to Rockton Avenue

August 26, 2004

Larry M. Cass
1336 W. State Street
Rockford, IL 61102-2005

Dear Mr. Cass:

Thank you for your interest in the US BR 20 West State Street Project. We appreciate your input and interest in the proposed improvements. You suggest in your comments that the roadway footprint be minimized to avoid residential displacements.

When proposing improvements to a roadway, the Department uses a twenty year design period. That means that the traffic volumes used to determine the number of lanes are for the year 2025. These Average Daily Traffic (ADT) volumes for West State Street range from 11,250 to 21,000 vehicles per day. The volume of traffic to warrant four lanes on an urban arterial like West State Street is approximately 12,500 to 15,000 vehicles per day. Most of the project has an ADT above 15,000 vehicles per day and the entire corridor is proposed to be improved to four lanes for continuity.

In the City's 2002 corridor study, the cross section recommendation was to provide a four lane roadway with a 22' curbed median, planted with grass. The Department is following the recommendations as closely as possible. Providing a barrier median to control access creates a safer condition in this type of urban setting than having no median or flush median. Due to the proximity of the houses to the roadway in this area, displacements are inevitable with the widening project. Beyond the displacements required by the widening, the City's plan for additional open space and strategic development opportunities has been included in our project.

Mr. Larry M. Cass
August 26, 2004
Page 2

When the Department acquires property for the purpose of a roadway project, the Department pays fair cash market value for the property. The Department uses professional appraisers to determine this value.

If you have any further questions or comments, please call Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

ST/dp-055/Cass/sb



Illinois Department of Transportation

August 4th 2004

CITIZENS COMMENTS

FAP ROUTE 303 (US BR 20)
SECTION NO. (40R,41)RS-2
JOB NO. P-92-121-01
WINNEBAGO COUNTY
CONTRACT NO. 64750
BR 20: MERIDIAN RD TO ROCKTON AVE

AT THIS DATE IN TIME I SEE NO USE
FOR SUCH A EXPRESSWAY MAYBE IN 25 TO
30 YEARS ON WEST STATE ST. I DO SEE REMOVING
PARKING IT IS A BAD SAFETY HAZARD AND
FAR AS I CAN SEE YOU HAVE FOUR LANES

BY TAKING PARKING AWAY AND REMOVING
GRASS STRIP ON NORTH SIDE OF STREET
OR BOTH SIDES YOU CAN PUT POWER
POLE IN FRONT YARD AND AS FAR I'M
CONCERNED YOU CAN TAKE SIX FEET OF FRONT
YARD I SEE NO REASON TO DISPLACE ALL OF THE
FAMILYS ~~FAMILYS~~ LIVING ALONG WEST STATE AND TEAR DOWN
THEIR HOMES WHEN YOU HAVE FOUR LANES ALREADY

MADE COPY OF THIS

I (DO ~~NOT~~) DESIRE A
RESPONSE. PLEASE
SUBMIT WRITTEN
RESPONSE BY:

60-90 DAYS



NAME: LARRY M. CASS
ADDRESS: 1336 W. STATE ST,
ROCKFORD, ILL
PHONE: 61102-2008

FILL OUT
MM
MR



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans
FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

August 26, 2004

Marie Hart
2406 East Ln.
Rockford, IL 61107

Dear Ms. Hart:

Thank you for your interest in the US BR 20 West State Street Project. We appreciate your input and interest in the proposed improvements. In your comment you state that you are interested in selling your property at 3000-3002 West State Street.

Currently, the Department does not show that property as being acquired as part of this project. The Department cannot acquire this property, but this project should not affect your decision regarding putting your property up for sale.

If you have any further questions or comments, please call Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

ST/dp-057.Hart/sb



Illinois Department of Transportation

CITIZENS COMMENTS

FAP ROUTE 303 (US BR 20)
SECTION No. (40R,41)RS-2
JOB No. P-92-121-01
WINNEBAGO COUNTY
CONTRACT No. 64750
BR 20: MERIDIAN RD TO ROCKTON AVE

*Cem interested in selling my
property located at 3000-3002
West State.*

Reply appreciated!

Thank you.

I (Do Do NOT) DESIRE A
RESPONSE. PLEASE
SUBMIT WRITTEN
RESPONSE BY:

Return To:
DISTRICT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION
819 DEPOT AVENUE
DIXON, ILLINOIS 61021

NAME:

Marie Hart

ADDRESS:

*2406 East Ln
Rockford IL 61107*

PHONE:

815 877-1533



FILE COPY *JA*
JMM

Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans
FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

August 26, 2004

Arline Grimmitt
106 Webster Ave.
Rockford, IL 61102-1962

Dear Ms. Grimmitt:

Thank you for your interest in the US BR 20 West State Street Project. We appreciate your input and interest in the proposed improvements. In your comment you express concern about the possible impacts to you property.

As noted in your discussion today with Jon McCormick, the current plan for West State Street shows your property to be acquired. However, the Department is studying options to avoid acquisition of properties such as yours, as it is located one-half block from West State Street. We will keep you informed as these Phase I studies progress.

If you have any further questions or comments, please call Mr. McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in black ink, appearing to read 'Ross E. Monk'.

By: Ross E. Monk
Engineer of Program Development

ST/dp-056.Grimmitt/sb

Comment Form
West State Street-Rockford

We welcome your questions on this project. If you have questions and are unable to attend the meeting on July 29, 2004 please complete the enclosed form and mail it by folding and adding postage. If requested, a member from the project team will contact you to discuss your concerns.

I WOULD LIKE TO KNOW HOW THIS PROJECT WOULD AFFECT MY PROPERTY. MY FAMILY HAS LIVED ON THIS LAND SINCE 1886. I AM THE 3RD GENERATION TO OWN IT. I HAVE LIVED IN MY HOME FOR 78 YRS. I AM ALONE NOW, AND MY HEALTH IS NOT GOOD, BUT AS LONG AS I HAVE MY HOME & MY CAT I WILL BE OK. ANOTHER PROPERTY OF OURS WAS AT PRO ELM ST & WAS TAKEN FOR URBAN RENEWELL IN 1969. WE HAD OWNED IT FOR 96 YEARS. THAT WAS ONLY INCOME PROPERTY. IT DIDNT MATTER. THIS IS MY HOME & MY WHOLE LIFE. I CANNOT ATTEND THE MEETING — PLEASE CALL ME AT (815) 965-2846

Please complete the information below if you would like to be added to our mailing list or would like someone to call you about your comments.

Name: ARLINE GRIMMITT

Affiliation: _____

Address: 106 WEBSTER AVE.
ROCKFORD, IL 61102-1962

McCormick, Jon M

From: McCormick, Jon M
Sent: Thursday, August 26, 2004 11:10 AM
To: Pittman, David N
Cc: 'Frankh@msa-pc.com'
Subject: Property Owner Contact On West State -- Arline Grimmitt

I called Ms. Arline Grimmitt in response to her request via mail last month. She said that her concern was that we not acquire her residence at 106 Webster Avenue. I explained that as part of the current plans her home is shown for acquisition. I noted, however, that part of our Phase I process we receive input from the public and attempt to address concerns that are identified.

She explained that it would be very upsetting to her to have to leave her home. She described that her grandfather built the home after buying the property in 1885. Several other homes were also built by her grandfather in adjacent areas. She has lived in the home for her entire life.

I explained that we would be looking carefully at her situation and that there may be an opportunity to avoid her property since it is a half block from West State. She said that she very much hopes that this is possible. I said that I would keep her informed regarding the ongoing studies.

Jon M. McCormick
IDOT Program Development District 2
(815) 284-5513



Illinois Department of Transportation

CITIZENS COMMENTS

FAP ROUTE 303 (US BR 20)
SECTION No. (40R,41)RS-2
JOB No. P-92-121-01
WINNEBAGO COUNTY
CONTRACT No. 64750
BR 20: MERIDIAN RD TO ROCKTON AVE

Please Go for it!

I (Do Do NOT) DESIRE A
RESPONSE. PLEASE
SUBMIT WRITTEN
RESPONSE BY:

Return To:
DISTRICT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION
819 DEPOT AVENUE
DIXON, ILLINOIS 61021

NAME:

S John

ADDRESS:

RKFD

PHONE:



Illinois Department of Transportation

CITIZENS COMMENTS

FAP ROUTE 303 (US BR 20)
SECTION No. (40R,41)RS-2
JOB No. P-92-121-01
WINNEBAGO COUNTY
CONTRACT No. 64750
BR 20: MERIDIAN RD TO ROCKTON AVE

*Will Ed. come in
and all the big US in
the place??*

Fantastic Plan -

*I would like to see R.K.F.L.
Board of Realtors = refurbish
older homes in older neighborhoods
and advertise these areas when they
have their annual Parade of Homes.*

*I'm tired of developers using up
all our praries & green spaces for
"Cornfield Communities."*

*Everyone benefits when more efforts
are put into revitalization of aged
(mature) neighborhoods*

I (Do Do NOT) DESIRE A
RESPONSE. PLEASE
SUBMIT WRITTEN
RESPONSE BY:



NAME:

Susan L. Loecker

ADDRESS:

*2511 Calbridge
R.K.F.L. 61107*

PHONE:

654-1515



Illinois Department of Transportation

CITIZENS COMMENTS

FAP ROUTE 303 (US BR 20)
SECTION No. (40R,41)RS-2
JOB No. P-92-121-01
WINNEBAGO COUNTY
CONTRACT No. 64750
BR 20: MERIDIAN RD TO ROCKTON AVE

Sidella Hughes
1034 W. Jefferson 61101
962-0029
w) 967-3731

Please incorporate
on future w. state
mailing list

I (Do Do NOT) DESIRE A
RESPONSE. PLEASE
SUBMIT WRITTEN
RESPONSE BY:

NAME: _____

ADDRESS: _____

PHONE: _____

Return To:
DISTRICT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION
819 DEPOT AVENUE
DIXON, ILLINOIS 61021

General Correspondence with the Public



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES & PLANS
FA Route 303
US BR 20 West State St.
Section (40R, 41) RS-2
City of Rockford
Winnebago County

October 12, 2001

Mr. Roger Artman
31434 Locust Rd.
Shannon, IL 61078

Dear Mr. Artman:

This letter is in reply to your inquiries regarding our improvement project which will include the intersection of Central Avenue and US Business Route 20, and it's affect on your property located at 1625 West State Street. You stated that you were trying to rent your property, but had been unable to do so due to the uncertainty of how our roadway improvement would affect your property. You stated that you would be interested in an early acquisition of your property. As discussed in our previous conversations, it appears that your property will be affected by the project and require some amount of ROW. Currently, we are not far enough along in our design process to determine the exact limits of our construction. The extent of our acquisition and the possibility and timing of an early acquisition will depend on the following:

- Final design and approval of our Intersection Design Study.
- Determination of construction limits based on our approved design.
- Appropriation of monies to fund the cost of acquisition of properties for this project.
- Completion of title evidence work and plat preparation.
- Appraisals of the property to obtain fair market value of your parcel.

When these items have been resolved, you and other property owners will be contacted to facilitate the purchase of the area required from the individual properties. I have attached a brochure that explains our acquisition process.

You asked for a time frame of when the project would be constructed. Our estimate tentatively puts construction start up in June of 2004.

If you have any questions, please contact Geoff Smith at 815-284-5510.

Sincerely,

Roger E. Rocke
District Engineer

A handwritten signature in cursive script that reads "Daryl Stienstra".

By: Daryl Stienstra
Engineer of Program Development

7-24-01

Roger Roche:

I have a situation that I talked to Jeff Smith about. He said I needed to draft you a written letter about the situation and then the D.O.T. can proceed.

My daughter owns the property of 1625 W. State St. in Rockford on Highway 20. It's the corner of Central & Hwy. 20. Jeff Smith attended a meeting with the City of Rockford for it's corridor planning. The plan is to put a turn lane at that intersection which would mean the removal of our building. It sets very tight to the intersection about 6-7 feet from the road, both on Hwy. 20 and Central. This is scheduled in 2 years, 2003.

The problem I have is the Rent-A-Center has been leasing this building for a lot of years from us. A year ago you sent information to myself and the Rent-A-Center about the turn lane going in. They also know the building will be torn down. We use 3 to 5 year leases with Rent-A-Center. Our lease renewal for the next 5 years is this November of 2001. They will NOT renew the lease because of the letter. They are going to look for another location.

This is putting somewhat of a hardship on us. Land appraisals are made on area land value and to a degree property income ability. With this project transpiring, it will probably cause me 2 years of rent loss at \$7500 to \$8000 a year, plus 2 years of an empty building with devaluation of the property. This will allow the D.O.T. to purchase our property at an unfair low value.

I am asking that the D.O.T. please consider the purchase of 1625 W. State St., Rockford, this fall to subsidize undo hardship for us.

Thank-you for your consideration,

Roger Artman

Roger Artman SA

Shawn Clouse

Shawn Clouse
owner

ROGER ARTMAN
31434 Locust Rd
Shannon IL
61078

H- 815-864-2372
W- 815-964-8647

Dwight Schwentky
MSA
COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES & PLANS

FAP 303 (US BUS 20)
West State Street
City of Rockford
Section (40R, 41) RS-2
P-92-121-01
Winnebago County
PTB 124/17

November 13, 2002

Mr. Rodney DeWalt
416 Sawyer Road
Rockford, IL 61109

Dear Mr. DeWalt:

Thank you for your October 23, 2002 letter regarding the West State Street project. As you are aware the Department has just started a Phase I study of US Business Route 20 (West State Street) fronting your property. We are currently in the process of completing contract negotiations with our consultant, Missman, Stanley & Associates of Rockford who will be developing the engineering study along West State Street.

At this time, we are unable to provide you with any specifics regarding how much of your property, if any, will be impacted by the project. Once our consultant determines location and design issues such as drainage systems and proposed cross sections we will be able to determine if the project will have an impact on your parcel. We will be holding an Informational Open House once project impacts are determined. We will place your name on our contact list for this meeting.

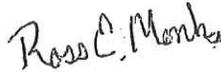
West State Street (US Bus 20)
November 13, 2002
Page 2

We would not anticipate an informational meeting being held until late Spring or Summer 2003. Enclosed are several brochures developed by the Department that explain our Land Acquisition process.

If you have any further questions, please contact Tony Baratta, Project Coordinator, at 815-284-5513.

Sincerely,

Roger E. Roche
District Engineer



By: Ross E. Monk
Engineer of Program Development

c: Jay Howell, IDOT Land Acquisition
Dwight Schwertley-MSA Rock Island ✓
Corey Stout- MSA Rockford

St/ab-211/krs



 **FILE COPY**

Illinois Department of Transportation

Memorandum

To: Jay Howell
From: Kevin Marchek
Subject: Property Owner Contact
Date: October 29, 2002

By: Geoff Smith 

FAP 303 (US BUS 20)
West State Street
City of Rockford
Section (40R, 41) RS-2
P-92-121-01
Winnebago County
PTB 124/17

Attached is correspondence we recently received from Mr. Rodney Dewalt a concerned property owner along the West State Street project. Mr. Dewalt has property for sale as described in his letter. We informed him by phone that the City had developed a corridor plan and now the Department has just begun a Phase I study of the corridor. It was explained to Mr. Dewalt that at this time we have no information on construction limit impacts to his property. Do you have any additional information we can use to respond to him in writing other than we will keep him informed of the Public meeting dates?

Please contact Tony Baratta at 513 with any information or suggestions you might have. Do you have any literature to send him on the Land Acquisition process should we eventually need to acquire the parcel?

October 23, 2002

Rodney Dewalt
416 Sawyer Rd
Rockford, IL 61109

Roger Rocke
District Engineer
Attn: J. Howell
Land Acquisition Engineer
819 Depot Ave
Dixon, Illinois 61021-3546

TO: FROM:	DISP. ENGINEER	
	PROJECT DEVELOPMENT	
	PROJECT IMPLEMENTATION	
	OPERATIONS	
	ADMINISTRATIVE SERVICES	
	LOCAL ROADS	
OCT 23 2002		
DISTRIBUTE TO ALL BUREAUS		
DISTRIBUTE WITH DISTRICT ENGINEER		
PREPARE CORRESPONDENCE FOR THE DIST. SIGNATURE		
PREPARE CORRESPONDENCE FOR THE DIST. SIGNATURE		
OWNER		
REMARKS		

Dear Sir:

I'm writing you in regards to the West State St Corridor Study (U.S. Business 20) in Rockford, Illinois in the county of Winnebago. I currently own and also I am trying to sell a property (2218-2220 West State St.) that will be impacted by this plan/development. My property has been listed on the market for the last 3 months. I have owned this property for almost 5 years and I never received any type of notice for this proposal that will severely affect me. I only became aware of this plan on Saturday, October 19, 2002 when I had a very interested investor/buy look at the building. His only issue in making a decision to buy my property was a rumor that he heard about a development plan to widen West State St and take up 15 feet of property from the curb, or to acquire all the property impacted.

I then contacted a Mr. John Holender (Ph: 815-987-7060) at the City of Rockford Public Works Department to confirm or deny this rumor. Mr. Holender confirmed my worst fear that the development plan was true. Mr. Holender was also very helpful, friendly and informative. He then told me the plan has been placed in the hands of IDOT because West State or U.S. Business 20 is the jurisdiction of the State. He then referred me to Mr. ~~Tony Baratta~~ Project Engineer, who was also very friendly and helpful. He then told me to write you and talk to Mr. Jim Ryan (Ph: 815-987-5570) who I think is the liaison for the West State St Corridor Study. I now understand that phase one (1) just began weeks ago or days ago when the project was given to an independent contractor for feasibility study, but as I said before I've had my property on the market since August 2002.

I was told that in cases as mine when a owner is trying to sell his or her property and the up coming proposal plan effects getting that property sold, I should write to you for help. The property I have I've invested a great deal of my savings into it. The building is in very good shape. It has a newer roof, carpeting, 2 furnaces and 2 hot water heaters. The

property is kept as clean as possible. (Please see attached pictures and map location.) There are also 2 properties right around the corner from me that is also currently on the market. They are on the corner of Elm and Foster. The owner of that property is asking \$59,900 for each for his. One property is almost identical to the one I have. My price is more than fair and very competitive but now I have been placed at a considerable disadvantage because of just even the rumor of the forthcoming proposal/plan. It will almost be impossible to sell on the market now. Can you help me?

Please contact me at one of the following numbers if we can discuss further:

815-397-1731 (Home)

608-364-6678 (Work)

Sincerely,

Rodney Dewalt

CC: John Holender

 Tony Baratta

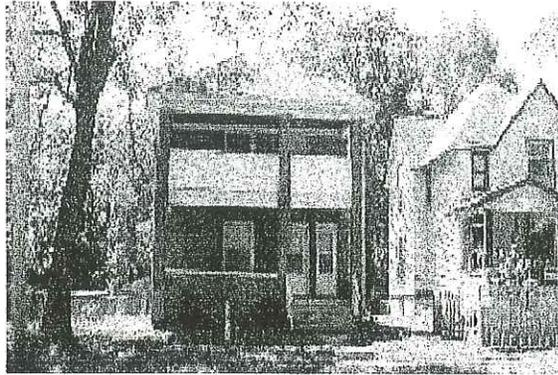
Jim Ryan



\$50,900

2218 State St, W, Rockford, IL 61102

MLS #30358



HELP-U-SELL FIRST CHOICE RLTY

Office: (815) 484-2467

\$50,900 Located in Area: 17, ROCKFORD, Zip Code: 61102.

This two story condo/townhouse has 4 bedroom(s), 2 bath(s). This home has a basement.
MLS#: 30358.

Master bedroom is 11.6X11.4

2nd bedroom is 11.9X10.3

Living room is 18.1X13.1

Dining room is 12.7X14.2

Kitchen is 13.1X11.3

Brick exterior

Elementary School: 205

Jr. High School: 205

Middle School: 205

High School: 205



Equal Housing
Opportunity

Broker may not have reviewed or approved listing enhancements. All information provided by the listing agent/broker is deemed reliable but is not guaranteed and should be independently verified.





Yahoo! Maps

[Back to Map](#)

★ **2.00 Baths, 4 Beds. Price: 50,900.00**
2218 W State St, Rockford, IL 61102-1851
Contact: Youman, Ron (815)484-2467



When using any driving directions or map, it's a good idea to do a reality check and make sure the road still exists, watch out for construction, and follow all traffic safety precautions. This is only to be used as an aid in planning.

The Web

- advanced search
- most popular

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2214 - 2220 West State St.
Rockford, IL 61107

Ro.

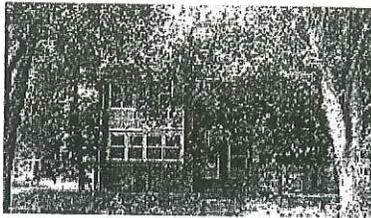


Coldwell Banker Premier

(815) 397-2890

Property Information

\$59,900



2225 Elm St.
Rockford, Illinois 61102

Bedrooms: 2
Full Bathrooms: 1
Duplex
MLS#: 30802

Features

- Garage (2)
- Year Built: 1928

Contact Information
Agent: Dick Eckburg

Coldwell Banker Premier
Phone: (815) 397-2890

E-Mail Us

[Return To Details](#)

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Rockford Properties, Inc.

906 West State Street
Rockford, IL 61102-2208

(815) 964-8789
Fax 964-5277

E-MAIL
rockprop@aol.com

DEC 30 2002

December 27, 2002

City of Rockford
Jim Ryan
425 E. State Street
Rockford, IL 61104

Dear Jim,

This letter is in response to the conversation that we had the other day regarding our buildings that our corporation owns on W. State Street. As I stated in our conversation, I would like the city of Rockford to purchase these units. We can transfer many of our tenants into other units, thus eliminating the cost of the city relocating them. The following is the list of properties that I am referring to:

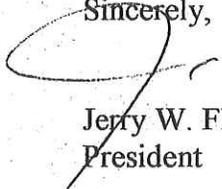
1430-32 W. State
1925 W. State
2202 W. State

1225 W. State
1914 W. State
2224 W. State

I would also like to visit with you in regards to our office building at 906 W. State and our warehouse next door at 926 W. State. Please give me a call so that we can make a date to visit with each other at your convenience.

I look forward to hearing from you very soon, and if you have any questions or concerns please do not hesitate to give me a call.

Sincerely,


Jerry W. Flaming
President

MEMBERS OF
Rockford Apartment
Association

ARM
Illinois Real Estate
Management

NLAAC
National Lead Assessment
Abatement Council

BSCA
Building Service
Contractors Association

Illinois State Apartment
Association



FILE COPY

Illinois Department of Transportation

Memorandum

To: Jay Howell
From: Kevin Marchek
Subject: Property Owner Contact
Date: December 30, 2002

By: Geoff Smith 

US Bus 20 (West State Street)
City of Rockford
P-92-121-01
Section (40R,41)RS-2
Contract #64750

Attached is correspondence recently received from Mr. Mark Keller, President, A-American Machine & Assembly. Mr. Keller owns the property that the current relocation proposal developed by the City of Rockford cuts through. See the attached print. Mr. Keller stated he was in contact with City as far back as 1995 and has been unable to sell the property as a result of the proposed project impacts. Mr. Keller is in a hardship situation as a result of the project.

Mr. Keller would like someone to contact him from the Bureau of Land Acquisition and explain if anything can be done for him, i.e. early acquisition or when we would be able to work with him and/or the City in acquiring his parcel. It was explained to Mr. Keller that the Department has just hired a consultant to begin study of the corridor and the attached concept was developed by the City with IDOT's input.

Mr. Keller would like someone from Land Acquisition to contact him within the next two weeks (by January 17, 2003) regarding this matter.

If you have any questions, contact Tony Baratta or Jon McCormick at 513.

ST/ab215/krs

Mr. Geoff Smith
 819 Depot Avenue
 Dixon, Illinois
 61021

RECEIVED DISTRICT 2	TO	FROM	DATE	BY
		DISTRICT ENGINEER		
		PROGRAM DEVELOPMENT		
		PROJECT IMPLEMENTATION		
		OPERATIONS		
		ADMINISTRATIVE SERVICES		
	LOCAL PORTS			
DEC 20 2002				
	DISTRIBUTE TO ALL BUREAUS			
	CONFER WITH DISTRICT ENGINEER			
	PREPARE CORRESPONDENCE FOR THE DES SIGNATURE			
	PREPARE CORRESPONDENCE FOR YOUR SIGNATURE			
	BY	DATE		
REMARKS:				

Dear Mr. Smith:

This letter is to open a line of communication between IDOT and M & V Rentals, the owners of 1019 West State Street, Rockford, Illinois 61102. In June of 1995 we received grant authorization from the city to add on to this building. The following week it was rejected because of the West State Street Corridor Project. This prompted us to purchase a building elsewhere for our manufacturing facility. Since that time, we have only been able to rent this building for two years. No one is interested in neither purchasing nor renting this property because of the proposed project. However, this building has been quite a burden on us since we still have to maintain and pay taxes on this building. We currently need to add on to our present location, but we are unable to. Please contact me at your earliest convenience to discuss this dilemma.

Mr. Mark Keller
 President
 A-American Machine & Assembly
 (815) 965-0882

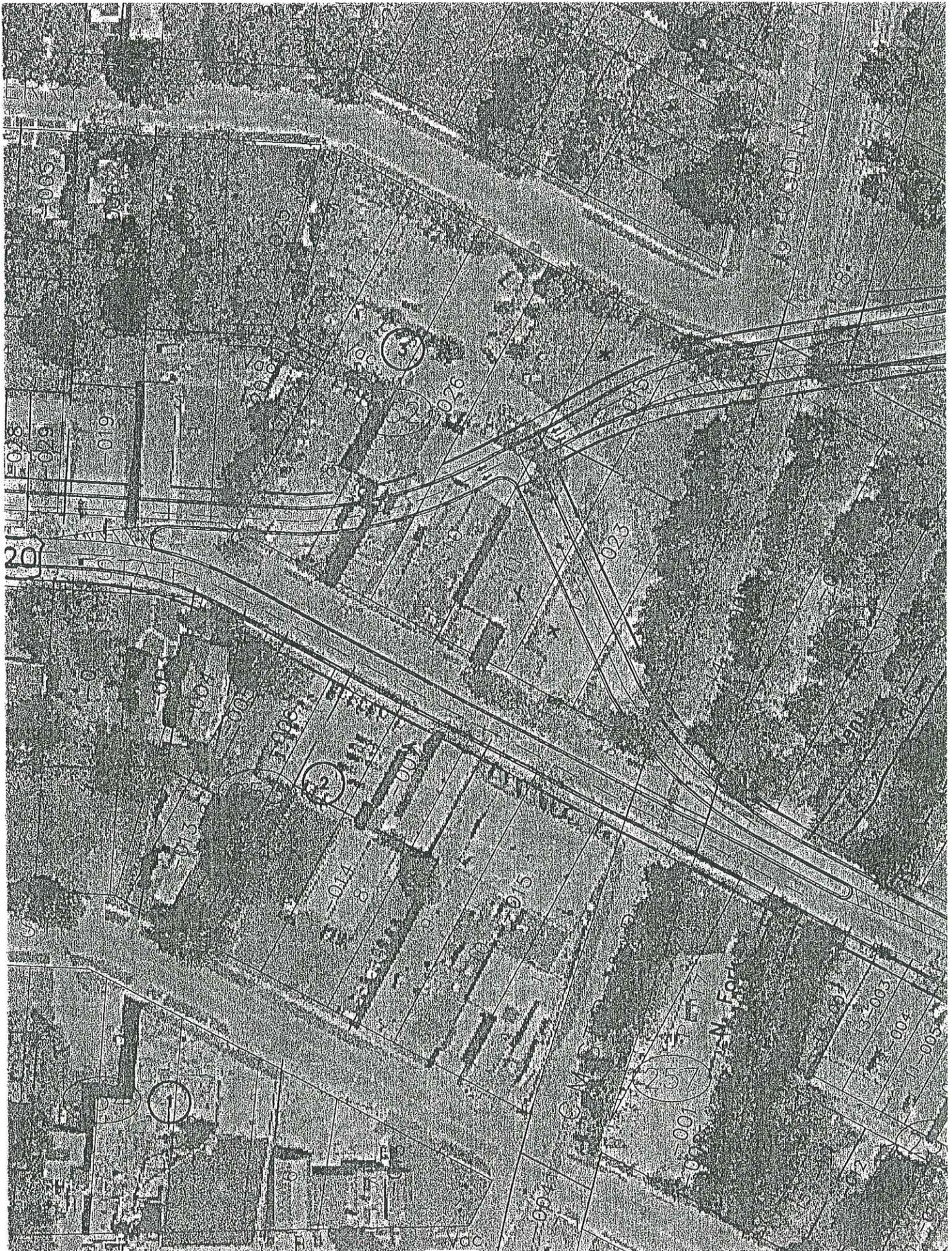
Mr. Roger Roche
 819 Depot Avenue
 Dixon, Illinois
 61021

RECEIVED DISTRICT 2	TO	FROM	NC	AC	EX	112
		DISTRICT ENGINEER				
		PROGRAM DEVELOPMENT				
		PROJECT IMPLEMENTATION				
		OPERATIONS				
		ADMINISTRATIVE SERVICES				
		LOCAL ROADS				
DEC 20 2002						
	DISTRIBUTE TO ALL BUREAUS					
	CONFER WITH DISTRICT ENGINEER					
	PREPARE CORRESPONDENCE FOR THE DES SIGNATURE					
	PREPARE CORRESPONDENCE FOR YOUR SIGNATURE					
	TITLE	DATE				
REMARKS						

Dear Mr. Roche:

This letter is to open a line of communication between IDOT and M & V Rentals, the owners of 1019 West State Street, Rockford, Illinois 61102. In June of 1995 we received grant authorization from the city to add on to this building. The following week it was rejected because of the West State Street Corridor Project. This prompted us to purchase a building elsewhere for our manufacturing facility. Since that time, we have only been able to rent this building for two years. No one is interested in neither purchasing nor renting this property because of the proposed project. However, this building has been quite a burden on us since we still have to maintain and pay taxes on this building. We currently need to add on to our present location, but we are unable to. Please contact me at your earliest convenience to discuss this dilemma.

Mr. Mark Keller
 President
 A-American Machine & Assembly
 (815) 965-0882



FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES & PLANS
FAP Route 303 (US BR 20)
Section (40R, 41)RS-2
Meridian Road to Rockton Avenue
Job No. P-92-121-01
Winnebago County

December 2, 2003

Mr. Booker T. Woodard
1227 Holland Street
Rockford, IL 61102

Dear Mr. Woodard:

Thank you for your interest in the US 20 West State Street improvement project in Rockford, as you recently expressed to Geoff Smith of our District 2 office. Phase I studies have been underway since March of this year, with data collection, field surveys and initial roadway alignment studies being some of the early tasks performed. Initial meetings have been held with the City of Rockford and Winnebago County in order to coordinate the work.

Public involvement opportunities will occur throughout 2004 with a public meeting scheduled for early spring and a public hearing for late in the year. In addition, we are currently working with the City of Rockford to develop a project steering committee that includes local community representation. Opportunities will be available for citizens to provide meaningful input during this Phase I project. Phase II plans for the section between Day Avenue and Rockton Avenue are expected to be developed during 2005.

If you have any further questions please call Mr. Jon McCormick at 815/284-5513.

Sincerely,

Gregory L. Mounts
District Engineer


By: Ross E. Monk
Engineer of Program Development

ST/jm-0160/sb



Illinois Department of Transportation

Memorandum

To: File

From: Jon McCormick

Subject: West State Street Project, Rockford
Contact with Booker T. Woodard 815-397-4000 X329

Date: January 10, 2003

As a follow up to a letter from Mr. Woodard, I responded to a phone call from him. I noted that we had sent out a written response to his recent letter on West State, and that he should have received it by today. He said that he is not currently living in his house and will be picking up his mail tomorrow.

He thanked me for the letter and the returned call. He said that he is involved with the "Rock River Development Corporation" and will be attending their Board meeting on Saturday. He is concerned about the property at "South Main and 15th Avenue", which may be impacted substantially by the project. I said that I was not familiar with the location. (It appears that this location is involved with a different project).

He said that on the West State project we should make sure that the Reverend Earl Dotson be involved with the project. He is heavily involved with the community. I stated that Mr. Woodard should contact the City if he would like to more involved in the project than the ways we lay out in our letter response.

Booker Woodard discussion on Jan 1/10/03

Meeting w Rode River Development Corporation

Looking forward

South Main and 15th Avenue is his concern (east) Marciana Dr (west)
If we take property it won't be efficient - building may need to come out.

If we draw intersection from NW corner 140' pull to S main

then only a 25' wide property remains (25' x 140')

people are using it to park contractor even sealed parking on his parcel

Rev. Earl Dotson should be involved - MAKE SURE HE'S CONTACTED
energetic - has been there for years

I said he should contact the City

He said he'll be working with the Board of RRDC and therefore the City
He will be networking with many groups on this project.

Follow-up 1/13/03 He didn't get letter - provided new address in MISSISSIPPI

c/o Jessie Armstrong Prentiss MS
Rte 3 Box 234 39474

FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP 303 (US Bus 20) (West State Street)
Meridian Road to Rockton Avenue
City of Rockford
P-92-121-01
Section (40R, 41)RS-2

January 7, 2003

Mr. Booker T. Woodard
1227 Holland Street
Rockford, IL 61102

Dear Mr. Woodard:

Thank you for your concern regarding the subject project. The Department has recently hired the Rockford firm of Missman, Stanley and Associates to begin a Phase I study of the West State Street corridor. During the next two years our consultant will develop an engineering study for the project. We would anticipate several public meetings to gather input about design issues and impacts for the project. At this time, we would anticipate the first public meeting to be sometime during late summer of 2003.

We will forward your name and address to our consultant to place you on our contact list for any future announcements and scheduled meetings. Once again, your enthusiasm for this project is greatly appreciated and we look forward to working with you as the project develops.

If you have any questions, please contact Mr. Jon McCormick, Project Manager, at 815/284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in black ink, appearing to be 'G. Mounts'.

By: Ross E. Monk
Program Development Engineer

c: Frank Hodina - MSA
ST/JM/pm:jm-0101

FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
Studies and Plans – Studies
FA Route 303 – U.S. B.R 20
West State Street
Section (40R, 41)RS-2
City of Rockford
Winnebago County

Jim Ryan
City of Rockford
Department of Public Works
425 East State Street
Rockford, IL 61104

August 8, 2001

Dear Mr. Ryan:

We have received a letter from an individual interested in becoming involved in the West State Street corridor study. We have informed him that the City is the lead agency as far as the Corridor Study is concerned, and that the Department is just a coordinating member represented on the steering committee. We are forwarding this letter from this individual for you to handle in an appropriate manner. The person's name is Booker T. Woodard. He attended the Public meeting on July 24, 2001.

If you have any questions, contact Geoff Smith at 815-284-5510.

Sincerely,

Roger E. Rocke
District Engineer


By: Daryl A. Stienstra
Engineer of Program Development

C: Booker T. Woodard

BOOKER T. WOODARD, TAXPAYER
1227 Holland Street
Rockford, Illinois 61102
July 25, 2001

Telephone/Fax 815-963-8240

RE : PEOPLE OF THE ROCKFORD COMMUNITY
THE NEED TO WORK TOGETHER
THE NEED FOR A MASTER PLAN
THE NEED FOR A BUDGET

Mr. **GEOFF SMITH, P.E.**
PROJECT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NUMBER 2
819 Depot Avenue
Dixon, Illinois 61021-3500

Dear Mr. **SMITH** :

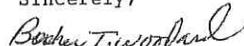
The purpose of this letter, to follow up on our **JULY 24, 2001** conversation, at the public meeting in Rockford, Illinois concerning **WEST STATE STREET 2001 PLAN**.

Yes, there are many issue, concerning what need to be done, we have some people with good ideals with a clear vision. The problems, like of support and a good budget, because we have been giving out our data and information to the local system, that have been use only for those within the system self interest. The time is long over due, for equal and fair treatment for all when it come to writing a plan.

I, do not believe, my information should be use free by some one being paid to write a plan, that I could have written with a clear vision.

Please consider me for assistance with the effort by the **IDOT** in Rockford, Illinois.

Sincerely,


Booker T. Woodard

ENCLOSURE
3 pages

W. State Street



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

DOUGLAS P. SCOTT
MAYOR

WILLIAM L. BITTNER
DIRECTOR OF PUBLIC WORKS

July 9, 2004

Comprehensive Community Solutions, Inc.
Attn: Kerry Knodle, Executive Director
917 S. Main St.
Rockford, IL 61101

Dear Mr. Knodle:

As we discussed, the grant application to be submitted under the Job Opportunities for Low-income Individuals in developing business opportunities for disadvantaged individuals is consistent with the City of Rockford goals for the West State Street Corridor Project.

The West State Street Corridor Project is a redevelopment and revitalization effort to improve the transportation system and economic development opportunities along this key western entry into Winnebago County and the City of Rockford. As part of the project, we want to develop minority and low-income job skills to be able to participate in the construction of this major construction project, as well as the ongoing future maintenance and sustainability of the neighborhoods and businesses along the corridor.

Specifically, the development of job skills in the area of landscaping is of particular importance for this project. I understand this is one of the businesses that would be developed under the JOLI program.

I look forward to working with your firm in developing this partnership so that we can successfully attain our mutual goals of skill development for disadvantaged individuals and the revitalization and sustainability of the West State Street Corridor. Good luck in your application process. If you have any questions, please call me at 967-6732.

Sincerely,

CITY OF ROCKFORD

James R. Ryan
Construction Program Manager

Cc: CIP



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

DOUGLAS P. SCOTT
MAYOR

WILLIAM L. BITTNER
DIRECTOR OF PUBLIC WORKS

August 5, 2004

Ann Didier
Didier Greenhouses
4601 West State Street
Rockford, IL 61102

Dear Ms. Didier:

Enclosed you will find the below listed items pertaining to the West State Street Corridor Improvement Study. No further meetings have yet been scheduled, however your address has now been added to our distribution list and we will contact you for the next meeting.

- Public Involvement Newsletter
- West State Connection Newsletter
- Open House Team pamphlet
- Project Summary sheet
- July 14th, 2004 meeting agenda
- July 14th, 2004 meeting minutes
- June 2nd, 2004 meeting minutes (minus attachments)
- West State Street Corridor Study booklet

Please feel free to contact me with any questions at (815) 967-7060.

Sincerely,



Jon Hollander
City Engineer

cc: James Ryan, Capital Development Administrator
CIP File

Phone (815) 987-5570
Fax (815) 967-6942

An Equal Opportunity Employer

TDD# (815) 967-6951
www.ci.rockford.il.us

Draft



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP 303 (US BR 20)

Section (40R, 41) RS-2

Winnebago County

Job No. P-92-121-01

West State Street from Meridian Road to Rockton Avenue

August 26, 2004

Vicki Johnson
Rockford Central Plastics
6715 W. State Street
Rockford, IL 61102

Dear Ms. Johnson:

Thank you for your interest in the US BR 20 West State Street Project. We appreciate your input and interest in the proposed improvements. In your comment you express your opposition to the proposed raised, grass median on West State Street, west of Springfield Ave.

The raised, grass medians are planned for this project due to the Framework Plan developed by the City of Rockford for West State Street. The Plan called for grass medians and decorative landscaping and streetscaping in order to create a gateway into the city. This plan was developed with input from various interests along the corridor. Also, the raised medians create a way to control access along West State Street, and therefore limit conflict points and help to reduce accidents.

If you have any further questions or comments, please call Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts



6715 W. State Street • Rockford, IL 61102
 (815) 963-4465 • (800) 344-0179 • Fax: (815) 963-4485

August 17, 2004

Illinois Department of Transportation
 District Engineer, District 2
 Attn: Jon McCormick, P.E.
 819 Depot Avenue
 Dixon, IL 61021-3500

RECEIVED DISTRICT 2	TO	COPY	PROGRAM DEVELOPMENT
			PROJECT IMPLEMENTATION
			OPERATIONS
			ADMINISTRATIVE SERVICES
			LOCAL ROADS
			DISTRICT ENGINEER
			Confer with District Engineer
			Correspondence for DE signature
			Correspondence for your signature
Tickler		Date:	

Dear Jon:

In regards to the West State Street projects' proposed grass medians on West State Street, we strongly oppose these medians, especially in the business district between Springfield & Meridian Roads. The medians in this area were removed years ago to make way for turn lanes. These turn lanes are very functional for business traffic, whereas grassy medians are not.

As a homeowner West of Meridian on West State Street, I can speak with experience about grass medians. Ours are in a serious state of disrepair from neglect, not to mention becoming a visibility nightmare since these medians are only mowed once or twice a year making it impossible to see oncoming traffic.

Grass or shrubbed medians are nice in theory and definitely work well in residential areas such as Huffman Boulevard where they are maintained by the local residents. All I can see them becoming on West State Street between Springfield and Meridian Road is a hassle to truck drivers and others entering and exiting businesses in this area.

Sincerely,

FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US BR 20)

Section (40R, 41) RS-2

Winnebago County

Job No. P-92-121-01

West State Street from Meridian Road to Rockton Avenue

October 14, 2004

Julian Holt
1435 Andrews Street
Rockford, IL 61101

Dear Mr. Holt:

Thank you for your interest in the US BR 20 West State Street Project. We appreciate your input and interest in the proposed improvements.

Attached are the materials you requested. Please be aware that we are presently performing preliminary engineering (Phase I) and that changes in the extent of property acquisition may occur as the project proceeds. Phase I is scheduled for completion next spring, with Phase II engineering for the section from Day Avenue to Rockton Avenue scheduled to begin in 2005 and be completed in early 2007. Land acquisition for this eastern portion of the project could proceed in 2007. If you need any further information, please contact Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in cursive script that reads "Ross E. Monk".

By: Ross E. Monk

Dave -

10/6/04

Mr. Holt looking for plan of the whole corridor West State
reduced size plans of entire corridor on aerial - showing takes planned
he has business on S. side of State - looking to purchase property
Julian Holt

Said to : 1435 Andrews Street
Rockford IL 61101

IMPORTANT MESSAGE

FOR Jeff / Jan

DATE 10/5 TIME 8:30 A.M.
P.M.

M JULIAN HOLT

OF _____

PHONE 815/871-0828
AREA CODE / NUMBER EXTENSION

FAX

MOBILE
AREA CODE NUMBER TIME TO CALL

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CAME TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	RUSH	<input type="checkbox"/>
RETURNED YOUR CALL	<input type="checkbox"/>	SPECIAL ATTENTION	<input type="checkbox"/>

MESSAGE He needs info on plan gas
but NOT what is required
He needs plan sheets ID of
affected properties on

SM FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

FA Route 517 (US Bus 20)
Section 4RS-2 & 2RS-4
East State Street
City of Rockford
Winnebago County
Job No. P-92-081-00

August 27, 2004

Mr. Julian Holt
3024 Summerdale Avenue
Rockford, IL 61101

Dear Mr. Holt:

We received your recent request for information on projects along East State Street in Rockford. You requested that maps of improvements be provided along with identification of affected properties. Although IDOT had an active Phase I engineering study along East State Street in 2001-2002, the project has been put on hold and is not identified as part of the 7-year Statewide Program. The project limits were 9th Street to Fairview Avenue, and involved widening at certain intersections and a realignment of Rockford Avenue and Welty Avenue. Since this project is currently on hold, we do not have any further information at this time.

From the message we received it was not clear that it is the 9th to Fairview project that you have interest in. The only project along East State Street in Rockford that is currently in the Statewide Program is a resurfacing between Trainer Road and Buckley Drive. A year for construction of that project has not yet been established.

If you would like any further clarification of projects along East State Street, please contact Geoff Smith at 815/284-5510.

Sincerely,

Gregory L. Mounts

FAP Route 303 (US Bus. 20)
Section (40R, 41) RS-2
Job No. P-92-121-01
PTB# 124/17

RE: IDOT, City of Rockford Coordination Meeting
Held at Messiah Lutheran Church
4141 West State Street
Rockford, Illinois 61102
5:30 P.M. – 7:00 P.M., December 6, 2005

TO: Attendees

FROM: Frank J. Hodina, Missman, Stanley & Associates, P.C.

DATE: December 9, 2005

ATTENDEES: Rigoberto Salazar, 4214 W. State Street
Joe Vanderwerff, Sr., County Engineer, Winnebago County
George Ross, 4212 W. State Street
Richard Crawford, 7523 LaMaine Drive
Brad Moberg, City Engineer, Rockford, IL
Linda McNeeley, 13th Ward Alderman
Jon McCormick, I.D.O.T.
Mark Nardini, I.D.O.T.
Frank Hodina, Missman

ATTACHMENTS: Meeting Agenda (Exhibit A)
Sign-In Sheet (Exhibit B)

This meeting was held in order to get the opinion of the potentially affected property owners regarding a possible noise barrier along the south side of US BR 20 between Daisyfield Avenue and Springfield Avenue. All property owners were sent direct invitations to the meeting and the meeting was held in the church directly across the street from where the wall would be constructed. During display setup, several members of Messiah Lutheran Church were present. Jon McCormick, Project Manager, Illinois Department of Transportation, District 2 described the results of the project noise study to the members. Jon noted that the budget for the eastern project is some \$13 million and that it would be at least 2 ½ years before any construction begins. Jon also noted that no monies have been budgeted to construct the second section (west portion) where the potential wall is located.

The pastor expressed his concerns on the overall condition of the neighborhood. He believes that any such wall would attract graffiti. The pastor also expressed a concern on the trees located around the church; they want IDOT to avoid them if possible. Mr. McCormick explained that noise levels were investigated for the church property and

noted that any noise wall around the church would need to curve around the side street, extending to the parking lot driveway. The study showed that a noise wall would not provide cost-effective noise level reduction for the church.

Brad Moberg, City Engineer of the City of Rockford and Joe Vanderwerff, County Engineer of Winnebago County both commented that they would not be in favor of any noise walls along West State Street. They feel that it would detract from the project goal of providing a high degree of openness along the roadway. Thirteenth Ward Alderman, Linda McNeely of the City of Rockford, noted that the wall was something she could support if the residents were in favor of it.

Ms. McNeely asked when the project would start in this area. Mr. McCormick answered that no funds are available for construction in the Springfield Avenue area. Jon also noted that this two-block section is the only one in a project of four miles where a wall is both warranted and cost-effective.

Ms. McNeely noted that there will be no cost to the home owners for this project.

Mr. McCormick stated that the first question to ask is to put the noise wall in or not. The second question would be what type of wall to construct. A resident asked who would maintain the walls. Jon noted that the walls would be located on public property and therefore would be maintained by a public agency.

There then followed a general discussion on commercial development within the area. Mr. Moberg commented on a possible commercial development on the northeast corner of Meridian and West State Street. Mr. Moberg noted that the current owner is getting the property ready.

Mr. McCormick then briefed the group on the overall project.

- The study area is from Kent Creek to Meridian Avenue.
- The section from Kent Creek to Day is funded in the 6-year program for construction.
- A noise study is required as a section of the project is going from two to four lanes. When lanes are added a noise impact study is required
- Design is based on traffic as it will be in 20 years.
- A public open house was held in July of 2004.
- A public hearing will be held in approximately May of 2006.
- Funding is currently available only for the east half, Kent Creek to Day.

- No funding is currently available, on the west half, which is west of Day to Meridian.
- Even though funding is only available for the eastern section, State design policy calls for a study of the entire West State Street corridor.

Mr. McCormick then passed out the I.D.O.T. informational pamphlet concerning traffic noise and noise barrier walls. Jon noted that traffic during the peak hour determines the noise level. As an example of sound, conversational talking is at 66 decibels. With a forty percent increase in traffic over 20 years and the pavement reconstruction with a slightly wider median, noise levels will increase by two to three decibels. Current noise levels at the homes located on the south of West State are about 64 decibels.

Mr. McCormick explained how noise is created. He noted that noise walls are built to last at least 35 years. Jon also commented that the State is willing to work with area home owners in order to enhance the noise walls, with local cost sharing. John noted that a design year decibel level of 66 or higher results in the need to assess the feasibility and cost-effectiveness of a barrier. The decibel increase due to the project, about 2 to 3 decibels wouldn't be noticed over time. In order to construct a noise wall at least an eight decibel reduction in noise from the current levels is required.

Mr. McCormick stated he had received one call from an area home owner and that the home owner was against building a noise wall for security reasons. Both of the neighbors present also expressed their concerns on break-ins, noting that a barrier would add to their concerns.

One home owner noted that the walls are unattractive and that traffic noise does not bother him that much.

Of all those present (area residents, church members, and the Alderman), no one expressed interest in a noise wall in this area.

7:00 P.M. Meeting Ended.

Aldermanic Project Support Letters

Date:

Mr. Gregory Mounts
Deputy Director of Highways
Regional Two Engineer, District Two
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: West State Street Corridor Project
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Meridian Road to Rockton Avenue

Dear Mr. Mounts:

I appreciate your support for
the West State Street
Corridor improvement proposal
by ILL Dept of Transportation
and the City of Rockford.

Sincerely


Abraham H. Ward
City of Rockford



Jay

CITY OF ROCKFORD, ILLINOIS

CITY COUNCIL

VICTORY BELL
FIFTH WARD ALDERMAN

August 15, 2006

1516 HARDING STREET, 61102

TELEPHONE: 963-1075

Mr. Gregory Mounts
Deputy Director of Highways
Regional Two Engineer, District Two
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: West State Street Corridor Project
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Meridian Road to Rockton Avenue

RECEIVED REGION 2	D-2	D-3	
	X		PROGRAM DEVELOPMENT
			PROJECT IMPLEMENTATION
			OPERATIONS
			ADMINISTRATIVE SERVICES
			LOCAL ROADS
AUG 17 2006			
			← REGION ENGINEER
			Confer with Region Engineer
			Correspondence for RE signature
			Correspondence for your signature

Dear Mr. Mounts,

We appreciate the opportunity to provide a letter of support for the West State Street Corridor Improvements proposed by the Illinois Department of Transportation (IDOT) and the City of Rockford. As retailers whose businesses depend on the viability of our transportation corridors in this area we believe that the project is vital for our continued success in the area.

The current condition of West State Street is poor. This includes the curb and gutter and the pavement surface. Although we cannot provide you a specific year, we believe that no significant investment has been made to this road in many years. The existing parking configuration along the road, along with insufficient turn lanes at intersections, create an unsafe condition for both pedestrian and vehicular traffic. The design proposed in the West State Street Corridor Study that includes a pedestrian pathway and medians with turn lanes will create a much safer condition for our customers, residents in the area, along with our suppliers.

In addition to safety improvements, enhancements that will be provided with the pedestrian path, median, and lighting are vital to a strong retail environment. Many of our customers live in the area and will be able to walk to local businesses. These improvements will encourage others to develop in the area, in addition to showing support to existing businesses.

We believe the reconstruction of West State Street with medians, a pathway, lighting and other features will be a catalyst for future development in the area, and an enhancement to the community. We hope that our signatures to this letter are evidence that we enthusiastically support this project.

Sincerely,
West State Street Area Business Community

Alderman Victory Bell (5th Ward)

Date:

Mr. Gregory Mounts
Deputy Director of Highways
Regional Two Engineer, District Two
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: West State Street Corridor Project
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Meridian Road to Rockton Avenue

Dear Mr. Mounts:

*I support the West State Street
Corridor Improvement proposed by the
Illinois Department of Transportation and
the City of Rockford. As an Alderman in
the City of Rockford, I know how
important this proposal is.*

*Thank You
Alderman Jimmy Jacobson*



CITY OF ROCKFORD, ILLINOIS

LAWRENCE J. MORRISSEY
MAYOR

CITY COUNCIL
425 EAST STATE STREET
61104

ANN THOMPSON
SEVENTH WARD ALDERMAN

August 15, 2006

Mr. Gregory Mounts
Deputy Director of Highways
Regional Two Engineer, District Two
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: West State Street Corridor Project
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Meridian Road to Rockton Avenue

Dear Mr. Mounts:

I support the West State Street Corridor Improvement proposed by the Illinois Department of Transportation and the City of Rockford.

Thank you,


Alderman Ann Thompson
City of Rockford 7th Ward

Date:

Mr. Gregory Mounts
Deputy Director of Highways
Regional Two Engineer, District Two
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: West State Street Corridor Project
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Meridian Road to Rockton Avenue

Dear Mr. Mounts:

I support West State
project and the proposed
improvements by Illinois
Dept. of Transportation
and the City of Rockford.

Sincerely -

Nancy L Johnson
Alderman

5th Ward

City of Rockford

Date:

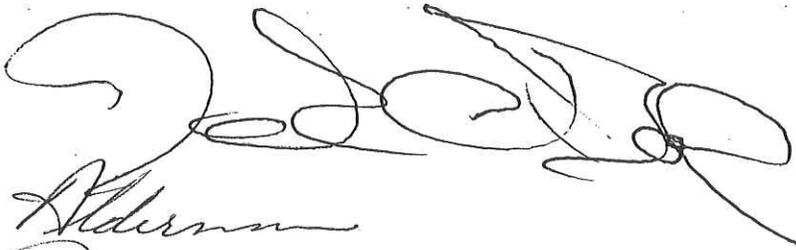
Mr. Gregory Mounts
Deputy Director of Highways
Regional Two Engineer, District Two
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: West State Street Corridor Project
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Meridian Road to Rockton Avenue

Dear Mr. Mounts:

8-14-06

*I support the West State Street
Corridor improvements proposed by
the Illinois Department of Transportation.*


Alderman
John C. Beck

Church Properties Coordination & Meetings



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FILE COPY
JMM

PROGRAM DEVELOPMENT Studies and Plans

FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

June 25, 2004

Reverend Earl S. Dotson
West Rockford Missionary Baptist Church
1411 Blaisdell Street
Rockford, IL 61101-5704

Dear Reverend Dotson:

Thank you for your continued interest in the US BR 20 West State Street Project. The Department is currently planning a Public Informational Open House for the project on Thursday, July 29, 2004 from 1:00 pm to 6:00 pm at the Ellis Arts Academy located at 222 S. Central Avenue in Rockford. The meeting will consist of displays showing the proposed improvement and other project information. Representatives from the Department will be there to answer questions as well. This meeting will be an open house format, so there is no formal presentation.

I look forward to seeing you at the open house where we can discuss your specific concerns. If after this meeting you require more information, we can set up another meeting or provide additional materials.

I will look for you at the public meeting on July 29th. If you have any questions or comments in the meantime, feel free to call me at (815) 284-5513.

Sincerely,

Jon McCormick, P.E.
Project Manager

ST/jm-0180.Dotson/sb
c: Gregory L. Mounts

AX: 815 284 5903

5-17-04

TO: MR. JON M^C CORMICK

FROM: WRMBC / REV. DOTSON

MR. M^C CORMICK - I AM SOME OF OUR

CHURCH MEMBERS WOULD LIKE TO MEET

WITH YOU. THIS IS ESPECIALLY SO

IF YOU HAVE MORE DETAILED INFORMATION

THAN MR. MOUNTS CONCERNING US BR 20

WEST STATE STREET.

YOUR NAME WAS GIVEN TO US BY MR.

MOUNTS AS THE PROJECT COORDINATOR

FOR A REASON, AND WE HOPE IT IS FOR

MORE INFORMATION.



Scott



WEST ROCKFORD MISSIONARY
BAPTIST CHURCH



Mr. James H. Parker, Jr.
Chairman
Board of Deacons
& Trustees

1411 BLAISDELL STREET
ROCKFORD, ILLINOIS 61101-5704
(815) 963-0[REDACTED]867

Ms. Joyce McIntire
Church Secretary-
Treasurer

Reverend Earl S. Dotson,
Pastor

Ms. Joyce McIntire
Director-Youth Choir

May 11, 2004

Mr. Gregory Mounts, Chief Engineer
District 2
ILLINOIS DEPARTMENT OF TRANSPORTATION
819 Depot Avenue
Dixon, Illinois 61021-3500

Dear Mr. Mount:

We appreciate your prompt response to our request for information concerning US BR 20 West State Street. And, for this, we say thank you. The tenor of the letter made a very favorable impression. This project can impact significantly the plans of our church to build a major complex in the area. Moreover, as stated in our letter of March 26, 2004, it will involve our recreational facility, affordable housing development, our church building and parking space. However, we did not identify the corner of West State and Pierpont as our desired location. It is an option. We are looking at the entire area. This is a clarification that needs to be made.

We are eagerly awaiting the arrival of the project newsletter as well as the announcement of the public meeting to be held this spring as we are particularly concerned about the aspects of the September 2002 study that you have incorporated.

Again, some member churches of Rockford & Vicinity Baptist District Association have expressed an interest in promoting commercial enterprises in the area. We will identify them in the very near future, as some want to attend public meetings concerning the West State Street project.

Most sincerely,
Rev. Earl S. Dotson
Rev. Earl S. Dotson, Pastor

TO	COPY
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<input type="checkbox"/>	PROJECT IMPLEMENTATION
<input type="checkbox"/>	OPERATIONS
<input type="checkbox"/>	ADMINISTRATIVE SERVICES
<input type="checkbox"/>	LOCAL ROADS
MAY 14 2004	
<i>[Signature]</i> DISTRICT ENGINEER	
<input type="checkbox"/>	Correspondence for DE signature
<input type="checkbox"/>	Correspondence for your signature
Ticker	Date:

cc. Mr. Jim Ryan , Mr. Jon McCormick



Mr. James H. Parker, Jr.
 Chairman
 Board of Deacons
 & Trustees

Ms. Joyce McIntire
 Church Secretary-
 Treasurer

Ms. Joyce McIntire
 Director-Youth Choir



WEST ROCKFORD MISSIONARY
 BAPTIST CHURCH

1411 BLAISDELL STREET
 ROCKFORD, ILLINOIS 61101-5704
 (815) 963-0867

Reverend Earl S. Dotson,
 Pastor

MAR 30 2004

Jay
response
prepared



March 26, 2004

**Mr. Gregory Mount, Chief Engineer
 District 2
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 819 Depot Avenue
 Dixon, Illinois 61021-3500**

Dear Mr. Mount:

Our church, West Rockford, seeks land on the West Side of the city of Rockford that is adjacent to the proposed West State Street Corridor Development. We have been working with Mr. James Ryan, construction manager for the city of Rockford (enclosures). He has been most cooperative and helpful.

We are concerned, however, with the timetable governing this corridor development and most specifically its impact on our plans for development. We want to build a church that will seat 1,000 worshippers, in addition to having space for our recreational facility and affordable housing development. This, we are guessing, will take at least six (6) acres, including parking space.

Given that this undertaking will involve a major logistical and financial commitment, it is understandable why we are concerned about timetables and related matters.

So, will you please let us know the state of progress of the West State Street Expansion and our possibility of fulfilling our space requirements?

Our church is a member of the Rockford & Vicinity Baptist District Association. And, some of the member churches of that organization want to be involved in promoting some commercial enterprises in the area as

joint venturers. This will insure the participation of the Black Church in this area that is heavily peopled by people of color.

I look forward to hearing from you at your earliest convenience.

Most sincerely,

Rev. Earl S. Dotson

**Rev. Earl S. Dotson
Pastor**

Cc: Mr. Jim Ryan



Mr. James H. Parker, Jr.
Chairman
Board of Deacons
Trustees

Ms. Joyce McIntire
Church Secretary-
Treasurer

Ms. Joyce McIntire
Director-Youth Choir

WEST ROCKFORD MISSIONARY
BAPTIST CHURCH

1411 BLAISDELL STREET
ROCKFORD, ILLINOIS 61101-5704
(815) 963-0867

Reverend Earl S. Dotson,
Pastor

August 28, 2003

Mr. Jim Ryan, Construction Manager
Department Of Public Works
CITY OF ROCKFORD
425 East State Street
Rockford, Illinois 61104

Dear Mr. Ryan:

This letter is a follow-up to my letter of July 3, 2003.

The chairman of our board of trustees, Mr. James Parker, Jr., and I would like to meet with you to discuss the availability, boundaries, and acreage mentioned in the aforementioned letter. We need to know this response, as we progress with our proposal for our church, recreational and other facilities.

We prefer morning time as the most convenient time for us to meet. I may be reached primarily at 968-9569 and secondarily at 963-0867.

Let us hear from you at your earliest convenience.

Most sincerely,

Rev. Earl S. Dotson

Rev. Earl S. Dotson, Pastor



Mr. James H. Parker, Jr.
Chairman
Board of Deacons
& Trustees

Ms. Joyce McIntire
Church Secretary-
Treasurer

Ms. Joyce McIntire
Director-Youth Choir



WEST ROCKFORD MISSIONARY
BAPTIST CHURCH

1411 BLAISDELL STREET
ROCKFORD, ILLINOIS 61101-5704
(815) 963-0867

Reverend Earl S. Dotson,
Pastor

July 3, 2003

Mr. Jim Ryan
Construction Manager
Department of Public Works
CITY OF Rockford
425 East State Street
Rockford, Illinois 61104

Dear Mr. Ryan:

First, let me thank you for setting aside some time to receive me and hear my concerns relative to the role of the Black community in West State Street development, in general for that community and particularly for the organizations with which I am involved.

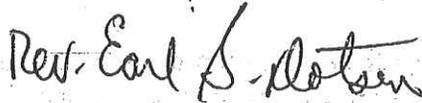
Second, and lastly, I want you to consider the information presented below. The church I pastor, WEST ROCKFORD MISSIONARY BAPTIST CHURCH (WRMBC), and the two development corporations I head, Progressive West Rockford Community Development Corporation (PWRCDC) and Alpha-Omega Industries, Inc. (AOII) are all interested in participating in a significant manner in this development.

To that end, our church, WRMBC, seeks approximately 6 acres of land in the Pierpont West State Street area, either east or west of Pierpont Avenue and either on the north or south side of West State Street to develop a church building of approximately 40,000 square feet. In addition to the church building, we seek to construct a recreational facility within approximately 100 feet of the church that will consist of two 20,000 square foot buildings that will house respectively a gymnasium on the second floor and a swimming pool on the first floor and an indoor tennis facility and health/exercise room. These are bold and ambitious undertakings, and that is what is required for West Side Rockford development. And, we proceed with faith and confidence buoyed by some promising events.

One such event involves our meeting with some architectural people from the University of Illinois at Urbana-Champaign shortly (see enclosed letter). We are soliciting their support in West Side Rockford development.

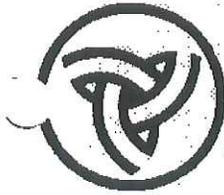
We will be contacting you shortly to explore further the prospects as outlined in this letter.

Most sincerely,

A handwritten signature in cursive script that reads "Rev. Earl S. Dotson".

Rev. Earl S. Dotson
Pastor

Donna
FILE COPY



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FA Route 303 (US BR 20)
Section (40R, 11) RS-2
Winnebago County
Job No. P-92-121-01
West State Street from Meridian Road to Rockton Avenue

October 21, 2004

Ms. Gladys Smith, Pastor
Living Word Missionary Church
2411 West State Street
Rockford, IL 61102

Dear Pastor Smith:

We are writing in response to your recent phone inquiry with Jon McCormick of our office regarding the above-referenced project. As you know, the church property at 2411 West State Street would be acquired as part of this project to widen the roadway in this area. You have asked about the possibility of an early acquisition of the property so that you can more effectively proceed with acquisition and/or construction on a new site.

The West State Street project is included in the current 7-year IDOT program, for both land acquisition and construction, between Day Avenue and Rockton Avenue. Funding becomes available for each current fiscal year (FY), and funding priorities sometimes shift for projects beyond the current year. There is no money currently available for early acquisitions. Because of the number of property acquisitions required on this project, and the uncertainty in the FY funding, we cannot commit to a precise date for property purchases. If priorities do not change and the project remains on its current schedule, acquisition of some of the needed properties along West State Street, between Day Avenue and Rockton Avenue, could begin within the next 3 years.

For projects such as this, we understand that the public announcement of our roadway improvement can create changes in property management and property transaction conditions. For this reason we strive to keep such projects on schedule and notify property owners of our progress. We regret any inconvenience that may be created for you.

If you have any questions please contact Jon McCormick at 815/284-5513.

Sincerely,

Gregory L. Mounts
District Engineer


By: Ross E. Monk
Engineer of Program Development

ST/jm-0194/sb



CITY OF ROCKFORD, ILLINOIS

425 EAST STATE STREET
61104

DOUGLAS P. SCOTT
MAYOR

WILLIAM L. BITTNER
DIRECTOR OF PUBLIC WORKS

January 31, 2005

Mr. Ulysses Smith, Pastor
Living Word Full Gospel Missionary Church
2411 West State Street
Rockford, IL 61101

RECEIVED REGION 2	D-2	D-3	
			PROGRAM DEVELOPMENT
			PROJECT IMPLEMENTATION
			OPERATIONS
			ADMINISTRATIVE SERVICES
		LOCAL ROADS	
FEB 01 2005			
	REGION ENGINEER		
	Confer with Region Engineer		
	Correspondence for RE signature		
	Correspondence for your signature		

Dear Pastor Smith:

Thank you for your letter of December 13, 2004 regarding your request for the City of Rockford to purchase the property located at 2411 West State Street.

As I indicated to Gladys Smith via telephone, the Phase I engineering being conducted by the Illinois Department of Transportation for the reconstruction of West State Street has not yet been completed. West State Street (U.S. Business 20) is under the jurisdiction of the State of Illinois Department of Transportation. As such, they are responsible for conducting Phase I engineering and land acquisition for the proposed project. Until Phase I engineering is approved, the State cannot purchase your property unless the property owner proves that there is a hardship caused by the pending roadway project. One of the criteria used by the State to review a hardship case is to review if a property has been actively listed with a real estate agency for a period of six months or more. According to the Board of Realtors Multiple Listing Service, your property was just listed on January 17, 2005. Unfortunately, another building coming available that your church is interested in is not reason enough to prove that there is a hardship for your property.

I will forward your information, along with a copy of this letter, to the State of Illinois for further consideration of your case. If you have any questions, please call me at 815-967-6732.

Sincerely,

CITY OF ROCKFORD

James R. Ryan
Capital Development Administrator

Cc: CIP

Mr. Jon McCormick, Illinois Department of Transportation

Phone (815) 987-5570
Fax (815) 967-6942

An Equal Opportunity Employer

5-254

TDD# (815) 967-6951
www.ci.rockford.il.us

*Living Word Full Gospel Missionary Church
2411 West State Street Rockford, IL 61101
Office (815) 963-4688 fax (815) 963-2602
Ulysses Smith, Pastor Gladys Smith, Co-Pastor*

Arianne Clarke
City of Rockford
425 E. State Street
Rockford, IL 61104

12/13/2004

Dear Ms. Clarke,

I am writing you on behalf of the congregation of Living Word Full Gospel Missionary Church. We have been informed that our church land will be apart of the West State Street development project. We understand the importance of this development project to the growth of the west side. However, as a small congregation, are faced with a three fold situation:

- We know that we “ will have to move” out of our present building.
- We “ must relocate and purchase” another building by the projected development date
- Another “ building is becoming available “ that will meet the needs of our congregation.

The main problem is, we do not have funds to purchase another building at this time. At present our funds are tied up in our present building and a new van. I am writing you because this whole situation has created a hardship for our church.

We had no intensions of moving from this location. Our present building is meeting our needs and probably will for the next tens years. There is no guarantee that the proposed relocation building will still be available when The land acquisition money is released on July 6, 2006. If we can't get this building we don't know how far we'll have to move away from the people we serve, and how much it will cost us at that time.

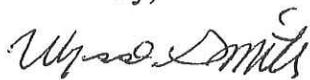
We need the City of Rockford to help us purchase this new building under "hardship case." We will try to do our part. We will try to sell our present building, but we doubt it will sale because of the development project. Our members are making pledges, and we are in the process of planning fund raisers. As you know, all this takes time and isn't guaranteed. To help you fully evaluate our case I have enclosed the following materials:

- MLS listing of church with additional photos
- Active membership list with signatures
- Non-profit status
- Monthly statement from church
- Monthly statement from bank
- Van statement
- Listing information of relocation church with photos

If more information is needed we will be more than happy to supply it to you.

Since this is a time sensitive matter, we look forward to hearing from you soon. If you would like to meet with the congregation, I will be more than happy to set this meeting up. I would like to take this time to personally thank you for your time in considering this matter.

Sincerely,



Ulysses Smith, Pastor

Living Word Membership List

1. Willie Anderson *Willie Anderson*
2. Timothy Smith *Timothy Smith*
3. Ray Searcy *Ray Searcy*
4. Brian Sallis *Brian Sallis*
5. Edwynne Griffin *Edwynne Griffin*
6. Carolyn Cherry *Carolyn Cherry*
7. Susie Harris *Susie M Harris*
8. Renay Clark
9. Joe Brown
10. Darrell Williams *Darrell Williams*
11. Ruby Smith *Ruby Smith*
12. Gloria Lee - *Gloria Lee*
13. Wanda Hampton *Wanda Hampton*
14. Tamiko Stewart
15. Evelyn Phillips *Evelyn Phillips*
16. Jessie Wilson
17. Elizabeth Jackson
18. Merline Causey *Merline Causey*
19. Bessie Buchanan
20. Dorothy McDowell
21. Gussie LeFlore *Gussie LeFlore*
22. Marcus Baker *Marcus Baker*
23. Tyrone Smith
24. Rachel Fry *Rachel Fry*
25. Miketha McDowell *Miketha McDowell*
26. Marvita Causey
27. Avery Norman *Avery Norman*
28. Cynthia Ellis *Cynthia Ellis*
29. Diane Chapman *Diane Chapman*
30. Claudia Grigsby
31. Carolyn Livingston *Carolyn Child Livingston*
32. Sherrie Bradley
33. Nykole Cherry *N/A*
34. Henry Curry *N/A*
35. Kathleen Waugh *Kathleen Waugh*
36. Xica Davis
37. Keona Mangruen
38. Larry Henly
39. Helen Haskins *Helen Haskins*
40. Penny Mangruen
41. Dorothy Naylor *N/A*
42. Tyrona Tucker *Tyrona Tucker*
43. Dorothy Thomas
44. Robert Thomas *N/A*

DATE PRINTED: 12/08/04
AMCORE BANK NA

- TEMPORARY STATEMENT -

ACCOUNT NO. 8107147

LIVING WORD MISSIONARY FULL GOSPEL
2411 W STATE ST
ROCKFORD IL 61102-0000

PREVIOUS STATEMENT BALANCE 8,570.14
CHECKS AND CHARGES 10 1,383.62
DEPOSITS AND CREDITS 4 1,980.00 **
BALANCE THIS STATEMENT 9,166.52

DATE	CHECK#	AMOUNT	BALANCE	TC
11/12/04	1162	167.59	8,402.55	90 CHECK
11/15/04	1163	161.00	8,241.55	90 CHECK
11/15/04	1164	35.00	8,206.55	90 CHECK
11/16/04		435.00 CR	8,641.55	20 DEPOSIT
11/17/04	1165	50.00	8,591.55	90 CHECK
11/22/04		340.00 CR	8,931.55	20 DEPOSIT
11/22/04	1168	487.81	8,443.74	90 CHECK
11/24/04	1167	28.44	8,415.30	90 CHECK
11/30/04		642.00 CR	9,057.30	20 DEPOSIT
11/30/04		300.00	8,757.30	183 CHECK PYMT CAPITAL ONE CHECK # 1169
11/30/04	1170	79.74	8,677.56	90 CHECK
12/01/04	1171	62.04	8,615.52	90 CHECK
12/02/04	1166	12.00	8,603.52	90 CHECK
12/08/04		563.00 CR	9,166.52	920 MEMO CREDIT

THIS TEMPORARY STATEMENT IS NOT A FORMAL STATEMENT OF ACCOUNT
THESE ITEMS WILL BE REFLECTED AGAIN ON YOUR REGULARLY SCHEDULED
CHECKING ACCOUNT STATEMENT.

Loan Payoff Church Van
12,985.94

67 PAID 67

DEC 08 2004

AMCORE Bank N.A. Rockford

2004

Living Word Ministry Expenditures

1/4/2004	\$58.39 copier
1/6/2004	\$147.16 food pantry mission
1/8/2004	\$46.04 paper goods
1/17/2004	\$391.87 lights
1/17/2004	\$286.00 gas
1/17/2004	\$40.54 waste
1/17/2004	\$13.70 water
1/22/2004	\$487.81 Church van
1/27/2004	\$69.11 phone
1/27/2004	\$100.00 musician
1/27/2004	\$105.00 covenant

\$1,745.42 total

2/3/2004	\$804.00 church Insurance
2/3/2004	\$58.39 copier
2/3/2004	\$140.92 food pantry mission
2/9/2004	\$40.54 waste
2/13/2004	\$403.61 lights
2/13/2004	\$286.00 gas
2/13/2004	\$364.24 visa
2/22/2004	\$487.81 van
2/24/2004	\$30.00 snow removal
2/2/2004	\$69.51 phone
2/28/2004	\$58.39 office supplies
2/28/2004	\$100.00 musician
2/28/2004	\$105.00 covenant

\$2,948.41 total

3/2/2004	\$143.01 food pantry mission
3/3/2004	\$34.24 floor wax
3/9/2004	\$46.67 water
3/9/2004	\$40.54 waste
3/16/2004	\$292.64 lights
3/16/2004	\$160.00 gas
3/20/2004	\$52.15 books
3/25/2004	\$60.04 phone
3/26/2004	\$58.39 copier
3/26/2004	\$487.81 van
3/26/2004	\$175.00 guest speaker
3/26/2004	\$100.00 musician
3/26/2004	\$105.00 covenant

\$1,960.49 total

[001] PIN 11-21-251-031 * GENERAL BUILDING DATA BUILDING NAME
[010] PROP CODE 201A-977A-01 2004 01 * BUILDING #-YEAR BUILT-# OF UNITS- STRUCTURE TYPE
[115] ROUTING NUMBER 201-A-4-112.00 * LINE NUMBER
[101] CLASS X [102] LND-USE-CODE 9074 * SECTION
[103] TAX CODE 001 [104] ZONING C3 * LEVELS FROM-T0
[106] PARTIAL [107] LIVING UNITS 000 * SIZE
[108] NEIGHBORHOOD 83825 * PERIMETER
[110] PROPERTY LOCATION * USE TYPE
23XX W STATE ST

----- COUNTY LEGAL DESCRIPTION -----
2ND COUNTY CLERKS PLAT
NE 1/4 SEC 21-44-1 LYG
BETW MULBERRY + STATE STS
BEG SW COR LOT 3 TH ELY
34 FT TH N 100 FT TH WLY
34 FT TH S 100 FT TO POB
SEC/TWP/[LOT]/RNG[BLK] ACRES
003 00.08

----- NOTES -----
[471]SFB BT 3400 SF 4-87 INC 201A-9 * PHY. CONDITION
[472]51,960.DOC #99-101-71 66% IN * FUNCT. UTILITY
[473]99 CHURCH PARKING * YEAR BUILT

----- SALES DATA -----
MO YR TYPE AMOUNT SCORE VAL DEL * PERIMETER
[201] 04 87 2 60,000 5 0 D * USE TYPE
[202] * WALL HEIGHT
[203] * EXTERIOR WALLS
* CONSTRUCTION
* INT. FINISH %
* PARTITIONS
* HEATING/AC
* PLUMBING
* SPRINKLER
* QUALITY

----- BUILDING PERMIT DATA -----
MO YR AMOUNT PU PURPOSE * PARTITIONS
[461] * HEATING/AC
[462] * PLUMBING
[463] * SPRINKLER
[464] * QUALITY

----- ENTRANCE DATA -----
DATE ENTR INFO CODE ID * PHY. CONDITION
[451]02/09/1984 3 3 124 * FUNCT. UTILITY
[452]06/10/1985 3 3 100 * YEAR BUILT
[453] * [410] TYPE

----- LAND DATA -----
[400] TOPOGRAPHY LEVEL 100 * [415] LOCATION
[401] UTILITIES ALL 100 * 4=MAJOR STRIP
[402] STREET PAVED/HEAV TRAF 1700 * FRONTING
[300] EXEMPT * 2=MAJOR THROUGHFARE
SOFT TYPE SQ.FT. BASE-PRICE FACTOR % SQFT-VAL * SEC# CODE +/- MEAS-1 MEAS-2 UNITS IDENT STRUCT FLAT IMPROVEMENTS * STRUC FLAT IDENT

----- ACRES -----
ACREAGE TYPE ACRES BASE-PRICE FACTOR % ACRE-VAL *
[321] * # EFF
[322] * # YARD IMPROVEMENTS AND/OR SECONDARY BUILDINGS * DESC. B.T.PARKING LOT-EXMPT
[323] * GROSS-VAL * STRUCT FLAT SIZE IDENT PHYS FUNC YEAR % ** 2003 VALUATION SUMMARY

----- APARTMENT DATA -----
1BR # 2BR # 3BR * DEACTIVATED
4BR # 5BR # 6BR * PRIOR LAND USE
7BR # 8BR # 9BR * HOME+SITE
10BR # 11BR # 12BR * LAND
13BR # 14BR # 15BR * IMPRVEMENTS
16BR # 17BR # 18BR * TOTAL

----- OTHER IMPROVEMENTS -----
* DEACTIVATED
* PRIOR LAND USE 9074 R
* HOME+SITE 0 I
* LAND 0 O
* IMPRVEMENTS 0 R
* TOTAL 0 *

----- EQUALIZED VALUATION FOR ASSESSMENT YEAR 2004 -----
EQUALIZATION FAC 1.445146 * MAINT DATE 06/15/2000 *
EQUALIZED LAND 0 * VALUE UPDATE 08/18/2004 *
EQUALIZED IMP. 0 * REASON 0 *
EQUALIZED TOTAL 0 * REVIEWER CST *

----- EQUALIZED VALUATION FOR ASSESSMENT YEAR 2004 -----
EQUALIZATION FAC 1.445146 * MAINT DATE 06/15/2000 *
EQUALIZED LAND 0 * VALUE UPDATE 08/18/2004 *
EQUALIZED IMP. 0 * REASON 0 *
EQUALIZED TOTAL 0 * REVIEWER CST *

Parcel Information Report
Winnebago County
11-21-251-030

Parcel Number	Township	Tax Code	Property Class	Land Use	1977 Base Value	Senior Freeze Year
11-21-251-030	ROCKFORD	001	9074		20,497	
Alternate Parcel Number	Homesite Acres	Farm Acres	Gross Acres	TIF Base	EZone Parcel	Senior Freeze Value
201A951	0.0000	0.0000	0.0000	0	NO	0
Parcel Status	Activation Year	Lot Dimension	Level Activated			
Active			Township Assessor			

Owner Name and Address LIVING WORD MISSIONARY CHURCH
 C/O ULYSSES SMITH PASTOR
 2411 W STATE ST
 ROCKFORD, IL 61102

Alternate Name and Address LIVING WORD MISSIONARY CHURCH Relationship = Total Exempt Mail To
 2411 W STATE ST
 ROCKFORD, IL 61102

Parcel Sales

Site Address 2411 W STATE ST

Legal Description GRACE ADDN NE 1/4 SEC 21-44-1 LOT 1 & EXC WLY
 TRI TR 8 FT ON N LN & 130 FT ON W LN ALL LOT 002

Exemption Information

Year	Exemption	Begin Date	End Date	Amount Granted
2004	Exempt Parcel	01/01/2004	12/31/2004	0

Assessment Information

Tax Year 2004 Parcel Number: 11-21-251-030

Category	Partial Bldg Ind	Farm Land	Farm Building	Non Farm Land	Non Farm Building	Total New Construction	Total Demolition	Assessment Total
Prior Year Equalized	N	0	0	0	0	0	0	0
Township Assessor	N	0	0	0	0	0	0	0
Supervisor of Assessments	N	0	0	0	0	0	0	0
S of A Equalized	N	0	0	0	0	0	0	0
Board of Review	N	0	0	0	0	0	0	0
Assessment Category		Homesite Dwelling Factor	Farm Land/ Building Factor	Non Farm Land Factor	Non Farm Building Factor			
S of A Equalized		1.0000	1.0000	1.0563	1.0563			

Parcel Genealogy:

August 15, 2006

Mr. Gregory Mounts
Deputy Director of Highways
Regional Two Engineer, District Two
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: West State Street Corridor Project
FAP Route 303 (US BR 20)
Section 40R-RS-3 & 41RS-1
Winnebago County
Meridian Road to Rockton Avenue

Dear Mr. Mounts:

The proposed improvements by the Illinois Department of Transportation (IDOT) and the City of Rockford to the West State Street Corridor receive our full support. As Ministers serving people in the area we are concerned about the safety of our congregation. Our church congregations are comprised of people from throughout the area and they must use West State Street daily. The current facilities are poor and unsafe for both pedestrians and vehicular traffic.

The curb and gutter and the pavement surface are in poor condition on West State Street. The existing parking configuration along the road, combined with insufficient turn lanes at intersections, create an unsafe situation for both pedestrian and vehicular traffic. The installation of medians, turn lanes and a multiuse path will greatly improve safety for parishioners and residents in the area.

Enhancements provided with the pedestrian path, median, and lighting will create a neighborhood atmosphere throughout the entire area. Many of our parishioners live in the area and will be able to walk to church and through the area. These improvements will encourage others to experience and support our neighborhood.

We believe the reconstruction of West State Street with medians, a pathway, lighting and other features show a commitment to the area by the State of Illinois and the City of Rockford. This commitment will be a catalyst for growth in the area, and an enhancement to the community. We hope that our signatures to this letter are evidence that we enthusiastically support this project.

Sincerely,
Ministers of Churches in the West State Street Area

Name: REV. C. E. Threadgill Sr Signature: Rev. Charles E. Threadgill Sr.
Church Name: New Fellowship BAPT.
Church Address: 804 2nd Ave. Rockford, IL Zip: 61104
Phone Number: 762-7676 E-Mail Address: _____

Name: Rev. Perry Bennett Signature: _____
Church Name: Macedonia Baptist Ch.
Church Address: 1720 Morgan St. Rockford, IL Zip: 61102
Phone Number: 8159620559 E-Mail Address: _____

Name: REV. EMMANUEL C. LEAK Signature: Rev. Emmanuel C. Leak
Church Name: Allen Chapel AME.
Church Address: 422 MARTHA DR Rockford, IL Zip: 61114
Phone Number: 654-7158 E-Mail Address: CELL 721-2147

Name: REV. ALFRED E. JOHNSON Signature: Alfred E. Johnson
Church Name: NEW FELLOWSHIP MB Church
Church Address: 804 2nd Ave Rockford, IL Zip: _____
Phone Number: 815 9638114 E-Mail Address: _____

Name: REV. EARL S. DOTSON Signature: Rev. Earl S. Dotson
Church Name: WEST ROCKFORD M.B. CHURCH
Church Address: MAILING ADDRESS: 1411 BLAISDELL ST Rockford, IL Zip: 61101
Phone Number: 8159689569 E-Mail Address: UMFOWETHU2009@YA.HOO.COM

Name: PERRY NEWBORN Signature: Perry Newborn
Church Name: BETHEL BAPT. C.M.
Church Address: 724 HARRISON Rockford, IL Zip: 61104
Phone Number: 815-397-5488 E-Mail Address: PERRY RV@AOL.COM

Name: James Douglas Signature: James Douglas

Church Name: _____

Church Address: _____ Rockford, IL Zip: _____

Phone Number: 787-2071 E-Mail Address: _____

Name: Stephen Stephens Signature: _____

Church Name: Holy Trinity Church

Church Address: Belvidere sec. Rockford, IL Zip: 61008

Phone Number: 815-965-5402 E-Mail Address: Stephens@yarnes.com

Name: Venita Harvey Signature: Venita Harvey

Church Name: _____

~~Church~~ Address: 1527 Clifton Ave Rockford, IL Zip: 61102

Phone Number: (815) 398-8870 E-Mail Address: _____

Name: Excell Lewis III Signature: Excell Lewis III

Church Name: West side church of christ

Church Address: _____ Rockford, IL Zip: _____

Phone Number: (847) 529-7078 E-Mail Address: excell@xlacademics.com

Name: Ryan Harris Signature: _____

Church Name: _____

Church Address: _____ Rockford, IL Zip: _____

Phone Number: 509-3710 E-Mail Address: _____

Name: Rev. NAMOR BARNETT Signature: Rev. N. Barnett

Church Name: Greater New Jerusalem C.O.G.I.C.C.

Church Address: 3416 Liberty St Rockford, IL Zip: 61101

Phone Number: 964-5560 E-Mail Address: gwenbarnett@sbccglobal.net

Name: Michelle Harris Signature: Michelle J. Harris
Church Name: Pentecostal Center
Church Address: 2904 18th Str. Rockford, IL Zip: 61109
Phone Number: 997-1270 E-Mail Address: michelledharris20@hotmail.com

Name: Kenneth R Dismuke Signature: Kenneth R. Dismuke Sr
Church Name: Fountain of Life Church of God in Christ
Church Address: 2717 W. State Rockford, IL Zip: 61102
Phone Number: (815) 961-9512 E-Mail Address: PastorDismuke@sbcglobal.net

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: Tommy Meeks Signature: Tommy Meeks
Church Name: Allen Chapel
Church Address: 3000 Rural ST Rockford, IL Zip: 61107
Phone Number: 218-2861 E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____

Name: _____ Signature: _____
Church Name: _____
Church Address: _____ Rockford, IL Zip: _____
Phone Number: _____ E-Mail Address: _____



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

Ark of the New Covenant of God in Christ
1101 West State Street
Rockford, IL 61102

Dear Pastor:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Ark of the New Covenant of God in Christ church occupies the property located within the area of proposed improvement. A drawing is attached indicating the area of the property (colored in orange) that is being impacted by the proposed improvement. The impact to the property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of 2006 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

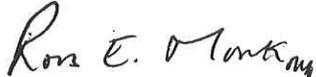
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0741/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
 I have noted my comments below.

ARK OF THE NEW COVENANT OF GOD IN CHRIST

(Signature)

(Date)

(Print Name)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

Brown's Temple Church of God in Christ
2806 West State Street
Rockford, IL 61102

Dear Pastor:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Brown's Temple Church of God in Christ is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of 2006 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

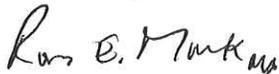
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0743/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
 I have noted my comments below.

BROWN'S TEMPLE CHURCH OF GOD IN CHRIST

(Signature)

(Date)

(Print Name/Title)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 19, 2006

Codwell Bank

Attn: Dick Eckburg

6755 Weaver Road

Rockford, IL 61114

Dear Mr. Eckburg:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the First Assembly of God Church is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of the property (colored in orange) that is being impacted by the proposed improvement. The impact to the property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of 2006 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

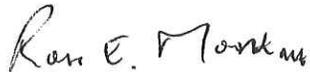
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0747/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
- I have noted my comments below.

CODWELL BANK

(Signature)

(Date)

(Print Name/Title)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

Crusaders Deliverance Church of Rockford

Attn: Pastor Arnell Smith

2827 West State Street

Rockford, IL 61102

Dear Pastor Smith:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previously developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Crusaders Deliverance Church of Rockford is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of 2006 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

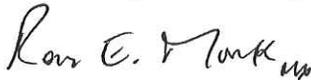
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0742/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
- I have noted my comments below.

CRUSADERS DELIVERANCE CHURCH OF ROCKFORD

(Signature)

Pastor Arnell Smith

(Date)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

First Assembly of God Church
1304 West State Street
Rockford, IL 61102

Dear Pastor:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the First Assembly of God Church is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

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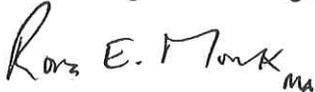
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer

A handwritten signature in black ink that reads "Ross E. Monk" with a small "ma" written below the name.

By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0746/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
- I have noted my comments below.

FIRST ASSEMBLY OF GOD CHURCH

(Signature)

(Date)

(Print Name/Title)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

Fountain of Life Church of God in Christ
Attn: Pastors Kenneth and Linda Dismuke
2717 West State Street
Rockford, IL 61102

Dear Pastors Kenneth & Linda Dismuke:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Fountain of Life Church of God in Christ is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

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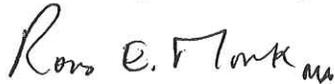
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer

A handwritten signature in black ink that reads "Ross E. Monk" with a stylized flourish at the end.

By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0744/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
- I have noted my comments below.

FOUNTAIN OF LIFE CHURCH OF GOD IN CHRIST

Pastor Kenneth Dismuke (Signature)

(Date)

Pastor Linda Dismuke (Signature)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

Greater Calvary Baptist Church
Attn: Pastor Frank Jefferson
3215 West State Street
Rockford, IL 61102

Dear Pastor Jefferson:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

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A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Greater Calvary Baptist Church is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

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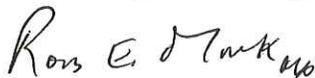
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0739/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
- I have noted my comments below.

GREATER CALVARY BAPTIST CHURCH

(Signature)

Pastor Frank Jefferson

(Date)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

Living Word Full Gospel Missionary Church

Attn: Pastor Ulysses Smith

2411 West State Street

Rockford, IL 61102

Dear Pastor Smith:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Living Word Full Gospel Missionary Church is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of 2006 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

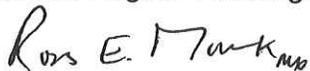
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0745/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
- I have noted my comments below.

LIVING WORD FULL GOSPEL MISSIONARY CHURCH

(Signature)

Pastor Ulysses Smith

(Date)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

New St. John Church

Attn: Pastor R. A. Whitmore

2406 West State Street

Rockford, IL 61102

Dear Pastor Whitmore:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previously developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the New St. John Church occupies the property located within the area of proposed improvement. A drawing is attached indicating the area of the property (colored in orange) that is being impacted by the proposed improvement. The impact to the property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of 2006 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0740/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 -Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
 I have noted my comments below.

NEW ST. JOHN CHURCH

Pastor R. A. Whitmore
(Signature)

Pastor R. A. Whitmore

10-5-06
(Date)

815 519 8659
(Telephone No.)

Comments:

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

September 5, 2006

Starlight Mission Baptist Church
3110 West State Street
Rockford, IL 61102

Dear Pastor:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

The proposed improvement generally consists of reconstruction of West State Street from just west of Meridian Road to the Kent Creek bridge structure. West State Street will be reconstructed to four-lane section with an 18 to 22 foot raised median island. Decorative landscaping will be included in the green area throughout the project with a multi-use path and sidewalk constructed along the outside of the roadway green areas. Geometric improvements will be included at all intersections. Major intersections will include exclusive left and right turn lanes and improved radius returns. The existing traffic signals will also be upgraded. Access to West State Street at some minor side streets will be eliminated by either using a cul-de-sac, providing a new connector road, or using the existing alleys. Other side roads within the improvement will include improved radius returns with exclusive left turn lanes, or are limited to right turn in and right turn out because of the raised median on West State Street. The portion of the project from just west of Pierpont Avenue to Kent Creek is currently in the Department's Multi-Year Highway Improvement Program. The remaining portion of the project is currently not funded.

A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Starlight Mission Baptist Church is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of 2006 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

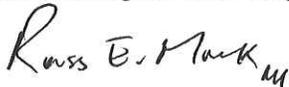
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer

A handwritten signature in black ink that reads "Ross E. Monk" with a stylized flourish at the end.

By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0739/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 -Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
 I have noted my comments below.

Starlight Mission Baptist Church _____

REV. Rob Ellis
(Signature)

(Print Name/Title)

REV. ROB ELLIS, PASTOR

9-11-06
(Date)

(Telephone No.)

Comments:

CONTACT PERSON KATTIE RUSSEY-STARNES
815-961-9833 (CELL NUMBER 815-978-1529)

OUR CONCERNS ARE AS FOLLOWS
WHAT IS THE ANTICIPATED DATE FOR THE DEMOLITION OUR PROPERTY?
OUR CONCERNS REGARD RELOCATION ASSISTANCE.
THE AMOUNT OF COMPENSATION EARMARKED FOR OUR PROPERTY.

* AS OF SEPTEMBER 11, 2006 WE WILL BE CONTACT THE ENGINEER REPRESENTATIVE TO HAVE A MEETING WITH US.

PAMELA ELLIS, SECRETARY

(Use Reverse Side if Necessary)

*mtg 9-23-06 AT 10:00 A.M.



Illinois Department of Transportation

Memorandum

To: File

From: Ron Heck *RH*

Subject: Meeting with Starlight Mission Baptist Church

Date: September 23, 2006

PROGRAM DEVELOPMENT

Studies and Plans

Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. P-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Meridian Road to IL 70 (Kilburn Avenue)

IDOT

Masood Ahmad

Tim Himes

Ron Heck

Starlight Mission Baptist Church

See Attached Sign-in Sheet

A meeting was held at the Starlight Mission Baptist Church on September 23, 2006 at 10:00 AM for the above-referenced project regarding the acquisition and relocation of the church. The purpose of the meeting was to discuss the impacts of the proposed improvement with the church, the project timeline and relocation assistance available to the church organization.

The Department indicated that the proposed improvements consist of reconstruction of US Business Route 20 (West State Street) to a five-lane section with partial access control and a wide raised median. The Department's planning process consists of two parts: the initial Phase I Project Report and the Phase II which would include detail plan sheets. The Phase I Project Report includes preliminary plan sheets, the public involvement process, and approval of the environmental documents. An approved Phase I Project Report is expected by the end of this year. The Phase II consultant for this project has been chosen and will begin work upon approval of the Phase I Project Report. This project is currently in the Department's Proposed Highway Improvement Program with construction expected to begin tentatively in the fiscal year 2009. Fiscal Year 2009 begins July 1, 2008. The initial construction project that is funded is the reconstruction on West State Street from Pierpont Avenue to Kilburn Avenue (Kent Creek). The segment from Meridian Road to Pierpont Avenue is not currently funded, since this section is already a five-lane section.

The Department indicated that a wider cross-section is needed in front of the church to accommodate a 22 foot wide raised median/turn lane and a 10 foot multi-use path. The Department indicated that there are three options that the church could consider: moving the church building front back and closing Klines Avenue, moving or reconstructing the building further back on existing property, or relocating the church to a different location. An engineering firm would need to study the possibility of moving the building front back and returning the church back to the original condition. It may also cost more to move the building front than to relocate the church to a new location. An appraisal would need to be done to compare the cost. The Department uses a independent certified appraiser that actually performs work in the proposed improvement area.

The church preliminarily indicated that they desire to be relocated to a different location and asked about the anticipated date that they would be purchased. The Department explained that the acquisition of property would begin after the approval of the Environmental Assessment (EA) by the Federal Highway Administration (FHWA) that is expected near the end of the year. A final public hearing would be conducted after approval of the EA and a project report would be completed. The land acquisition process would begin upon approval of the project report. The land acquisition normally begins approximately one year prior to construction, which is schedule for fiscal year 2009 (end of 2008). The Department would purchase the property for the improvement prior to the beginning of construction in 2009. The City of Rockford will be acting as the Department's representative and be purchasing the property for the Department. The City will be required to follow IDOT and FHWA policies when acquiring the land needed for the project. The acquisition of property will be monitored by the Department.

The Department's Land Acquisition Section provided the church copies of IDOT's "Your Rights and Benefits as a Displaced Person" booklet. The Department indicated that a church organization is treated much like a business except that the church is a non-profitable organization. The real property will be acquired at fair market value determined at the time the appraisal is made. The Department indicated that the church may obtained their own appraisal if they disagree with the appraisal amount. The church organization will be provided relocation assistance to move church organization personal property. The church is entitled to reimbursement of reasonable expenses incurred in searching for replacement property, not to exceed \$2,500. Records should be kept of expenses, mileage and time. Purchase of property could be made at any time, but the actual move of the church should not be made until the Department's representative makes an offer to acquire property. Moving reimbursement is unlimited and includes the actual, reasonable and necessary costs to move the personal property by a professional mover or by the church organization. A non-profit organization is eligible for payment, not to exceed \$10,000, for expenses incurred in reestablishing the church at the replacement site to get the building/site to meet their needs. The Department's representative will be available to assist the church with identifying all reimbursable expenses.

The church inquired about where the funding comes from for this project. The Department indicated that \$19 million is programmed for construction. The FHWA normally participates at 80% of the construction costs with the State matching 20%. The acquisition of the land needed for the project normally comes from State funds. The Department is required to follow federal guidelines in order to be eligible for federal funds.

S&P/Heck/rh-0748/sb
c: Tim Himes

Meeting 09/23/06

AT Starlight Mission Baptist Church.

Masood Ahmad IDOT (815) 284-5510

Ron Heck IDOT (815) 284-5957

TIM HIMES IDOT (815) 284-5376

Mellie Brown Starlight (815) 961-0314

Rob Ellis Pastor (815) 9

Jessie Ellis Starlight (815) 963-9184

Louise Glenn Starlight (815-) 636-8730

Elizabeth Gilson Starlight 815-987-1980

Wanda Sumner Starlight (815) 965-2367

Amelda Ellis Starlight (815) 969-9130

Pamela Ellis Starlight 815-962-2713

Contact Person) Kattwo Daines Starlight 815-961-9833

Amos Ellis Starlight 708/345-3277

FAP Route 303 (US BR 20)
Section (40R, 41) RS-2
Rockford, Illinois
Winnebago County
Job No. P-92-121-01

SUMMARY OF CHURCH CONTACTS

March 7, 2007

1. Messiah Lutheran Church
4141 W. State Street
Rev. Paul C. Walker, Pastor
(815) 964-2020
Sunday School 9:00 a.m.
Sunday Service 10:15 a.m.
Church called on 12/7/06. Congregation ~65. No minorities
2. Greater Calvary Baptist Church
3215 W. State Street
Pastor Frank J. Jefferson
(815) 519-5886
Sunday School 9:45 a.m.
Morning Worship 11:00 a.m.
Midweek 6:30 p.m.
Spoke with Pastor Jefferson on 2/1/07. Congregation ~38. Predominately African American members.
3. Starlight Mission Baptist Church
3110 W. State Street
Rev. Rob Ellis, Pastor
Kattie Russey-Starnes (contact)
(815) 961-9833, cell: (815) 978-1529
Church returned call on 12/7/06. Congregation ~65. Predominately African American members with some Caucasian members.
4. Deliverance Crusaders Church
2827 W. State Street
Arnel Smith, Pastor
(815) 962-7565
Church returned call on 12/18/06. Congregation ~150. Predominately African American members with a small number of Caucasian members.
5. Browns Temple Church of God in Christ (NEW CHURCH, relocated already)
2806 W. State Street
Superintendent Jesse Penix, Pastor
(815) 961-1702
Prayer 9:00 a.m.
Sunday School 9:30 a.m.
Morning Service 11:00 a.m.
YPWW 6:00 p.m.
Midweek W-6 p.m., F-7 p.m.
Church returned call on 12/6/06. Congregation ~100. Predominately African American members.

6. Fountain of Life Church
2717 W. State Street
Pastor Kenneth & Linda Dismuke
(815) 246-3013
Sunday School 10:00 a.m.
Sunday Service 11:30 a.m.
Tues. 7:00 p.m., Thurs. 7:00 p.m.
Pastor called on 12/18/06 inquiring about the status of the project and requested a contact person.
Provided Masood Ahmad (IDOT) contact information. Congregation fluctuates between 25 and 60
and is primarily African American.

7. Church of Christ
112 Henrietta Avenue
(815) 964-7193
Sunday School 9:35 a.m.
Worship 10:45 a.m., 6 p.m.
Called church on 12/8/06. Congregation ~100-120. Predominately African American.

8. Living Word Missionary Church
2411 W. State Street
Ulysses Smith, Pastor
(815) 963-4688
The closest church to this found was Living Word Full Gospel Missionary Church located at 4426
Virginia and phone number (815) 963-4688.

Pastor returned call on 12/8/06. Said church moved approximately 1 ½ years ago, and church was
sold to First Church of God (Primera Iglesia de Dios) and the pastor was Noel Allaya (See below).

9. Primera Iglesia de Dios
First Hispanic Church of God
2411 W. State Street
Rev. Noel Allaya, Pastor
(815) 218-7679 cell phone
Spoke with Reverend Allaya. Congregation ~115, 175-190 attend services. Predominately
Hispanic members, 1 Caucasian, and 1 African American. They purchased the property in April
2006 and opened in July 2006.
MAILING ADDRESS: PO Box 6313, Rockford, IL 61125

10. **New St. John Church**
2406 W. State Street
Pastor R. A. Whitmore
(815) 519-8659
Sunday School 9:30 a.m.
Worship 11:00 a.m.
Officer Redd has asked a community member to obtain information from Pastor Whitmore.

11. Gethsemane Christian Church **(No longer church)**
Star Lodge No. 36 F & AM / Princess Zorah Chapter 20 O.E.S. P.H.A. (Masonic Lodge)
111 Royal Avenue
This property was purchased by M&G Star, LLC, 1912 Cyndi Ct., Rolling Meadows, IL 60008. Mr. Radisa M. Rasic, the owner (847-590-5074) has plans to renovate the building for commercial use. He only owns the building. The parking lot between the building and U.S. BR 20 is still owned by the Gethsemane Christian Church.

12. Mt. Sinai Baptist Church
1901 W. State Street
(815) 964-5852
Rev. Gerard Lumpkins, Pastor
Sunday School 9:30 a.m.
Worship 11:00 a.m.
Officer Redd spoke with the Reverend's son, a fellow police officer. Congregation ~250. Predominately African American.

13. Pilgrim Baptist Church (No building, open lot only)
111 S. Independence Avenue
(815) 968-4449
Called church 12/7/06. Church is located at 1703 South Central Avenue. This land is property that was donated to the church but is open space. Church never was at this location.

14. House of Refuge Church
1401 W. State Street
Pastor John Evans
(815) 968-0026
Sunday School none
Sunday Service 8:30 a.m. & 10:30 a.m.
Church returned call 12/7/06. Congregation size is ~325 divided between the two services. Predominately African American members, ¼ white, a few Hispanic members, and one Asian member. Pastor is Caucasian.

15. First Assembly of God Church/Samaritan House (CLOSED, Owned by City)
1304 W. State Street
This property has been purchased by the City of Rockford.

16. Victorious Christian Worship Center (CLOSED, Owned by City)
1101 W. State Street
City owned according to Officer Redd and various city owned property lists.



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

January 2, 2007

Primera Iglesia de Dios
First Hispanic Church of God
Attn: Pastor Noel Allaya
P.O. Box 6313
2411 West State Street
Rockford, IL 61125

Dear Pastor Allaya:

The purpose of this letter is to inform you that the Illinois Department of Transportation is presently preparing the preliminary engineering for improvements along West State Street (US Business 20) from Meridian Road to Kent Creek for the above-referenced project. The scope of the improvements follows the West State Street Corridor Study plan previous developed by the City of Rockford.

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A Public Informational Open House was held by the Department of Transportation on July 29, 2004 at the Ellis Arts Academy to give the community an opportunity to become acquainted with the highway proposal and to comment at a stage of the proposed project when the flexibility for the Department to respond to those views still exists.

Records available to our office indicate that the Primera Iglesia de Dios is the owner of property located within the area of proposed improvement. A drawing is attached indicating the area of your property (colored in orange) that is being impacted by the proposed improvement. The impact to your property is severe enough that the buildings on the property are being affected and purchase of the property may be necessary. The Department feels that an individual meeting with you may be appropriate at this time. A representative of the Department's Land Acquisition Section would be available to discuss the questions about property acquisition and relocation assistance.

Accompanying this letter are two sheets on which you may indicate your response and/or comments, if any. Please return one copy to us in the enclosed, self-addressed stamped envelope.

The Department will also be hosting a Public Hearing Open House in Rockford near the end of spring or beginning of summer of 2007 to receive final comments regarding the proposed improvement. A newsletter will be mailed to you identifying the Public Hearing Open House time and location.

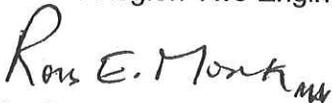
Upon completion of our study, a report describing the proposed work will be prepared and submitted for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of the Department will contact you regarding the necessary acquisition.

Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for any property acquired as part of the project.

If you have any questions after receiving this letter or wish to set up a meeting to discuss this improvement, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Interim Region Two Engineer



By: Ross E. Monk
Engineer of Program Development

PL-0057/S&P/Heck/rh-0739/sb
Enclosures

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 –Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
 I have noted my comments below.

Primera Iglesia de Dios

(Signature)

Pastor Noel Allaya

(Date)

(Telephone No.)

Comments:

(Use Reverse Side if Necessary)

FAP Route 303 (US BR 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
US BR 20 --Meridian Road to Kent Creek

Please check the appropriate response:

- I have no comments at this time.
 I have noted my comments below.

GREATER CALVARY BAPTIST CHURCH


(Signature)

Pastor Frank Jefferson

07-07-07
(Date)

815-968-5059
(Telephone No.)
815-519-5886 CELL

Comments:

To whom it may concern,
I HAVE BEEN AWARE FOR SOMETIME OF THE PLANS FOR IMPROVEMENTS OF WEST STATE ST. BY I.DOT. HOWEVER THESE ROAD IMPROVEMENTS HAS HALTED CHURCH PLANS FOR EXPANDING AND MAKING IMPROVEMENTS TO OUR BUILDING. BASED ON THE PLANS THAT I'VE REVIEWED, I AGREE THAT IT LEAVES US WITH LITTLE CHOICE BUT TO RELOCATE IN HOPE OF CONTINUING OUR PLANS FOR EXPANSION. I BELIEVE THAT IT COULD BE HELPFUL TO MEET WITH ONE OF YOUR REPRESENTATIVES IN HOPES OF DETERMINING HOW WE COULD MAYBE PURCHASE A DIFFERENT SITE.

(Use Reverse Side if Necessary)



Illinois Department of Transportation

Memorandum

To: File
From: Ron Heck *RH*
Subject: Meeting with Greater Calvary Baptist Church
Date: March 13, 2007

Route 303 (US Business 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
Contract No. 64750
Reconstruct US BR 20 (West State Street) from Meridian Road to Rockton Road

IDOT
Masood Ahmad
Ron Heck
Tim Himes

GREATER CALVARY BAPTIST CHURCH
Pastor Frank Jefferson
Church Secretary
Conisha C. Thurmond
Wilson Crigler
William Weddle, Sr.

A meeting was held at 5:00 PM on March 13, 2007 at the Greater Calvary Baptist Church for the above-referenced project regarding the project schedule, impacts to the church, and compensation of property. The above list shows those who attended the meeting.

The Department indicated that the proposed improvement will consist of reconstruction of West State Street from Meridian Road to Kilburn Avenue. Two 12 foot lanes will be provided in each direction with a 22 foot continuous raised median that includes decorative landscaping. The proposed curb and gutter for West State Street is shown on the plans approximately at the south end of the church parking lot at the existing curb. A 10 foot raceway is shown along with a 5 foot sidewalk in front of the church. The construction limits indicate that approximately 10 feet of the existing church canopy will be impacted. The canopy is located approximately 25 feet north of the existing right-of-way. The proposed 5 foot sidewalk is located just under the south end of the canopy. The Department indicated that the District cannot justify the removal of the entire building and the purchase of the entire property for the highway improvement which only impacts the church canopy and parking lot. The proposed raceway between West State Street and the sidewalk could possibly be reduced from 10 ft. to 5 ft. in front of the church to avoid impacts to the canopy. The proposed right-of-way would then be located approximately 1 foot beyond the proposed sidewalk. The Department indicated that the church entrance on West State Street will be restricted to a right-in and right-out due to the raised median. The congregation expressed concern of the close proximity of the proposed roadway with the church parking lot.

The construction limits along Pierpont Avenue vary from 5 feet to 10 feet east of the existing right-of-way along the Church property. The existing right-of-way is sufficient for the proposed improvement. A temporary easement will be needed to blend the roadway work along Pierpont Avenue back into the church parking lot. A temporary easement allows the Department's contractor to access the church property to perform the necessary work and restore the property back to its original condition. Ownership of the property does not change and the property owner is compensated for the use of the land during construction.

Pastor Jefferson stated that future plans to the church include the addition of class rooms to be constructed under the existing canopy. Improvements to the existing building have not been made due to the impacts of the West State Street project. The Pastor inquired about the schedule of when property may be purchased and construction would begin. The Department indicated that the construction of the proposed improvements is included in the 5-Year Highway Improvement Program. This project could be accelerated or pushed back in the program depending on when funding becomes available. The City of Rockford has stated that this project is a priority for them. After a second review by the Federal Highway Administration (FHWA), the Department's consultant is currently making revisions to the Environmental Assessment (EA). A final public hearing will occur upon approval of the EA by the FHWA. The Department anticipates that this will occur in the summer. After the final public hearing, the Combined Project Report will be completed and submitted for approval. Upon approval of the project report, the land acquisition process may begin and the purchase of property will take place provided funds are available. The Department indicated that a Phase II consultant has been contracted to begin final plans and contract document preparation upon approval of the EA. The development of the Phase II contract plans and the land acquisition purchases is expected to take approximately 18 months. The Department indicated that construction of a project of this size could take two years.

The Pastor expressed concern over the timing of any land acquisition and the two year length of construction. Due to the time span of the land acquisition and construction phases, the Pastor asked about the possibility of selling the property. The District indicated that the District could not justify the total purchase of the property for the Highway Improvement since Federal funding is involved. Pat Zuroske's name was given to the Pastor as a contact person for the City of Rockford for the possibility of purchasing the Church property for the City's Development Project. The Department indicated that those who attended this meeting will be placed on the mailing list for the public hearing.

S&P/rh-0759/sb

CH-Grace Dysico

From: Heck, Ron D [Ron.Heck@illinois.gov]
Sent: Wednesday, March 14, 2007 1:46 PM
To: Hodina, Frank
Cc: CH-Grace Dysico; PATRICK.ZUROSKE@CITYOFROCKFORD.NET; Ahmad, Masood
Subject: US BR 20 Meeting with Greater Calvary Baptist Church

Frank,

The meeting with Pastor Frank Jefferson at the Greater Calvary Baptist Church (3215 West State Street) concluded that the construction limits impact approximately 10 feet of the existing canopy that is connected to the church building along West State Street. The canopy is located approximately 25 feet north of the existing right-of-way. The construction limits along Pierpont Avenue varies from 5 feet to 10 feet east of the existing right of way along the Church property. The Department determined that District cannot justify the removal of the entire building and the purchase of this property for the proposed highway improvement with only impacts to the canopy and the parking lot. There is also environmental concerns since this property was an old gas station.

Missman, Stanley & Associates should make the following changes to the plans and cross-sections:

- Reduce the raceway along West State Street from 10 ft. to 5 ft. in front of the Church Property to avoid impacts to the canopy. (If the canopy cannot be avoided show only partial removal of the canopy.
- Provide entrances into the church property along West State Street and Pierpont Avenue.
- Revise the plans to show the proposed right-of-way just beyond the proposed sidewalk and temporary easement to reconstruct the parking lot.

Pastor Jefferson stated that future plans to the church include the addition of class rooms to be constructed under the existing canopy. Improvements to the existing building have not been made due to the impacts of the West State Street project. The Pastor also express concern over the timing of any land acquisition and the two year length of construction. Due to the time span of the land acquisition and construction, the Pastor inquired about the possibility of selling the property. The District indicated that the District could not justify the total purchase of the property for the Highway Improvement since Federal funding is being used. Pat Zuroske name was given to the Pastor as a contact person for the City of Rockford for the possibility of purchasing the Church property for the City's Development Project.

Pat Zuroske can contact Pastor Jefferson directly at 815-519-5886 (cell phone) or at 815-968-5059 during church hours.

Ron Heck, Studies & Plans Squad Engineer



Illinois Department of Transportation

Memorandum

To: File
From: Ron Heck
Subject: Meeting with First Hispanic Church of God
Date: April 5, 2007

Route 303 (US Business 20)
Section (40R, 41)R
Winnebago County
Job No. P-92-121-01
Contract No. 64750
Reconstruct US BR 20 (West State Street) from Meridian Road to Rockton Road

IDOT
Ron Heck
Tim Rudzianski
Tim Himes

First Hispanic Church of God
Pastor Noel O. Ayala
Jaime Cordova
Jesus Calvillo
Jose L. Nieves

A meeting was held at 9:45 AM on April 5, 2007 at the First Hispanic Church of God for the above-referenced project regarding the project schedule, impacts to the church, and compensation of property. The above list shows those who attended the meeting.

The Department indicated that the proposed improvement consists of reconstruction of West State Street from Meridian Road to Kilburn Avenue. Two 12 foot lanes will be provided in each direction with a 22 foot continuous raised median which includes decorative landscaping. Exclusive left-turn lanes will be provided at major intersections. One side of the roadway will include a 10 foot multi-use path and the other side will include a 5 foot sidewalk. Several bus turnouts will also be included.

The Department indicated that, due to the widening of West State Street, the proposed curb and gutter extends beyond the existing church building front. Approximately 50 feet of the church building will be impacted as shown on the proposed plan sheets. This will impact the church sanctuary. The Department indicated that sometimes it is possible to relocate the building front. Due to the extensive impacts to the building and worship area, this does not seem to be a feasible option. This will require a total take of the property for the proposed highway improvement. The City has also done a corridor study of this area which includes objectives to enhance this area and attract future development, which is separate from the Department's highway improvement project.

The Department advised the church that this project is currently in the Phase I portion of the process in which the environmental impacts and the right-of-way needed are determined. The project's Environmental Assessment (EA) is currently being reviewed by the Federal Highway Administration (FHWA) for the third time. Approval of the EA is required by the FHWA for the Phase I process to continue. A final public hearing will occur upon approval of the EA by the FHWA. The Department anticipates that this will take place this summer. After the final public hearing, the Combined Project Report will be completed and submitted for approval. Upon approval of the project report, the land acquisition process may begin and the purchase of property will take place provided funds are available. A representative of the Department will initially contact the church to perform an appraisal of the property. The Department is required to purchase the property at fair market value and follow federal guidelines, since this project includes federal funding.

The church inquired about what other phases will take place. The Department indicated that Phase II consists of the development of final plans and contract documents. For a project of this size, the Phase II contract plans and contract documents are expected to take approximately 18 months to complete. A Phase II consultant has been contracted by the Department to begin final plans and contract document preparation upon approval of the EA. Phase III consist of the actual construction of the planned roadway improvements. The Department indicated that the construction of the proposed improvements from Kent Creek to just west of Pierpont Avenue is included in the 5-Year Highway Improvement Program. This project could be accelerated or pushed back in the program depending on when funding becomes available. The City of Rockford has stated that this project is a priority for them. The Department indicated that construction of a project of this size could take two years. The portion of West State Street from west of Pierpont Avenue to Meridian Road is not schedule in the Department's 5-Year Program. This section is currently five lanes and in good condition.

The pastor indicated that they purchased this property in April of 2006 and have made considerable improvements to the building. They also plan to make additional improvements, such as a new roof, since this one is leaking. The pastor inquired about the process and timing of the land acquisition portion of this project. The Department indicated that the land acquisition for this project can not begin until there is an approved Project Report and funding becomes available to begin purchasing property. The Department is currently negotiating an agreement with the City of Rockford for the City to do the required land acquisition for this project. The City or the City's representative would be required to follow the same Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act as the Department, since this project is federally funded.

The Department provided the church representatives with copies of the Federal Relocation Assistance and Payments Program brochure. The Department's Land Acquisition Representative informed them that there are two parts to be considered in the purchase of property from a non-profit organization. The two parts are the acquisition of real property and the relocation of personal property. The Department indicated that an appraisal is done by a representative of the Department and an offer is made based on the established reasonable value of the property. The Department uses independent certified appraisers from the local area. The pastor asked if they could obtain their own appraisal. The Department indicated that they have a right to get an independent appraisal and many property owners do obtain their own appraisals. If there is a disagreement between the two appraisals, the

Department will review the appraisals and attempt to negotiate a settlement. The pastor asked if the Department had a list of available relocation sites and if there was any way that the Department could purchase the property. The Department indicated that the City is developing a list of potential relocation sites. The Department indicated that no property could be purchased by the Department until an approved Project Report is obtained. The City has purchased some property as "purchases of opportunity" when property has been advertised for sale. The City may also purchase their own property for their anticipated Development Project. Pat Zuroske's name was given to the Pastor as a contact person for the City of Rockford for the possible relocation sites and possible acquisition.

The Department's Land Acquisition representative informed the Church of the Relocation Assistance and Payment Program. The Department indicated the Relocation Assistance and Payment Program will reimburse the Church for money spent for searching costs (maximum of \$2,500.00), moving costs (choice of self move, professional move, or a combination of self move and professional move) and reestablishment costs (maximum of \$10,000.00). They could also choose an in-lieu of payment instead of actual searching costs, moving costs, and reestablishment costs, based on their annual gross revenues (maximum \$20,000.00). The Church was informed that all money received from the Relocation Assistance and Payment Program is non-taxable. A member of the Church inquired about obtaining particular items of real estate. The Department informed them they would need to inform the appraiser of the items of real estate which they would like to retain and this would be reflected in the appraised value for the real estate.

The Department indicated that the Church will be notified of the time and place for the public hearing. The pastor indicated that the post office box should be used for all mailing. The Department indicated that the District will email the Federal Relocation Program web site address and Pat Zuroske's name and phone number to the church. The pastor inquired about the possibility of a copy of the plans being mailed to the church. The Department indicated that they will mail a draft copy of the plans for the Pastor to show to his congregation.

S&P/tr-0258/sb

Please check the appropriate response:

- I have no comments at this time.
 I have noted my comments below.

Primera Iglesia de Dios

Pastor Noel Allaya Ayala
(Signature)

Pastor Noel Allaya Ayala

April 5, 2007
(Date)

(815) 218-7679
(Telephone No.)

Comments:

We met already with a group
from the State of Illinois

(Use Reverse Side if Necessary)



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies and Plans

FAP Route 303 (US Business 20)

Section (40R, 41)R

Winnebago County

Job No. D-92-121-01

Contract No. 64750

Reconstruct US BR 20 from just west of Pierpont Avenue to IL 70 (Kilburn Avenue)

April 13, 2007

Primera Iglesia de Dios
First Hispanic Church of God
Attn: Pastor Noel Ayala
P.O. Box 6313
Rockford, IL 61125

Dear Pastor Ayala:

Per your request in the meeting with our District staff on April 5, I have enclosed a preliminary set of plans for the West State Street improvement project for your use. I hope this will be of assistance in keeping your church congregation and staff informed on this project.

If you have any questions, please contact Masood Ahmad, Studies & Plans Engineer, at 815/284-5510.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

A handwritten signature in cursive script that reads "Ross E. Monk".

By: Ross E. Monk
Engineer of Program Development

S&P/Heck/rh-0760/sb
Enclosure



Illinois Department of Transportation

Memorandum

To: File
From: Cassandra Rodgers *CR*
Subject: Meeting Minutes
Date: June 19, 2007

FA Route 303
US Bus 20 (West State Street)
Section (40R, 41)RS-2
Job No. P-92-121-01
US BR 20: Meridian Rd. to Rockton Rd.
Winnëbago County

Today we held a meeting at City Hall at 1 p.m. with the affected churches and Ponds Funeral Home. The meeting was hosted by Alderman Ann Thompson-Kelly, Alderman Linda McNeely, Pat Zuroske from the City of Rockford, and IDOT. Representatives from the Deliverance Crusader Church, Fountain of Life Church, New St. John Church, Primera Iglesia De Dios Church, Ponds Funeral Home, and a private citizen were present. An attendance sheet is attached. Lunch was provided by the City of Rockford.

Pat Zuroske explained the West State Street Corridor Study for the redevelopment of the area, and that the roadway project is being built as recommended by the Corridor Study. The City has already been purchasing properties of "opportunity", or ones which are for sale, have been abandoned, or condemned for health reasons. He explained that IDOT must write an Environmental Assessment (EA) which must be approved by the Federal Highway Administration (FHWA) before we can proceed with the project and also before we can purchase additional properties. There are 268 parcels to be purchased for this roadway project and the City already owns 64 parcels.

Pat explained that the main purpose of this meeting is to meet with the churches and Ponds Funeral Home, which will have to be relocated due to the proposed highway project, so that we can develop a relocation plan.

Jay Howell thanked everyone for attending this meeting and explained that we are in the process of getting the EA approved. The FHWA has questioned the Environmental Justice portion of the EA in that we are impacting a lot of churches in the project area. Therefore, we would like to develop a relocation plan for each church. We have included Ponds Funeral Home in this group because of this business' importance in the community.

Jay explained that according to the "Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970", each property to be acquired will receive the value of the property based on an appraisal, plus moving expenses, plus re-establishment payments of up to \$10,000. The FHWA has stated that the churches are disproportionately affected by this project, and it is important to keep these churches in the project corridor. Therefore, they are going to allow us more flexibility in relocating the churches and the funeral home, resulting in relocation payments above the normal limits.

Alderman McNeely and Alderman Thompson-Kelly thanked everyone for attending. They stated that Ponds Funeral Home would like to have a West State Street address. The Spanish Church has come in after the Corridor Study was written and has a growing membership. They also asked if the City had been dragging their feet on getting this project implemented. Jay stated that the City has not been dragging their feet. He explained that this is the first project of its kind in the State, so it is taking longer to get approved. We are on the third rewrite of the EA to satisfy the FHWA. Mark Nardini stated that the City has helped us more than normal by supplying us with Officer Red. Jay stated that we have \$20 million programmed to build this project. Thanks to a \$6 million earmark from Representative Manzullo, we are allowed to build more than we normally would. We also have a Phase II Consultant onboard waiting for the EA and Phase I to be approved.

Robert King of the Deliverance Crusader Church stated that they intend to stay in the West State Street area. They originally had planned to build a new church on the land behind their existing church, tear down the existing church, and use that land for parking. They put their building plans on hold when they heard about the project.

Danita Stanford, Ponds Funeral Home, was concerned about having enough time to relocate. Jay said the Phase II process normally takes 18 months to two years. It is during this phase that we purchase property. So we have two years to work with them and help them relocate. We are presently planning on construction taking place in 2009.

Pat stated that we don't want everyone to be gone when we finish the project. We want everyone to stay in the community. He stated that the proposed project consists of four through lanes with turn-lanes and a boulevard in the center. There will be linear parks along the roadway, and a bicycle path. There will also be two commercial areas in project limits representing long-standing commercially zoned locations. He passed around an artist's rendering of how the linear park will appear.

Tim Himes explained IDOT's relocation plan which is administered through FHWA. This plan consists of three parts: 1) Cost for searching for a new property (up to \$2,500), 2) Actual moving costs, and 3) Re-establishment costs to make the new property accommodate the required use (i.e. church).

Danita asked if the City had property that would be available for relocation. Pat said that there wouldn't be any buildings that could be resold, but there may be land available to build a new structure. Pat stated that as part of the Uniform Relocation Act, the City will assist property owners in their search for new property. Danita stated that if the difference between the appraisal of the existing building and the cost of a new building was too great, they would not be able to build a new building. Jay stated that because this group is disproportionately affected, we have the flexibility to go above and beyond the normal acquisition and relocation consideration.

Alderman Ann Thompson-Kelly suggested they give IDOT their dreams for what they want for their church. She also stated that the area is in a TIF district, which should help them. It was stated that we can consider moving a building, refacing a building, or refurbishing an existing building. Pat stated that if a new building is constructed, the City will only allow good quality masonry buildings.

Pat stated that if anyone knows of people in the corridor who need help or are distressed about the project, to please let Pat know. Then we can meet with them and explain what is going to happen. Alderman Ann Thompson-Kelly stated that we want everyone to know what is going on with the project. Pat stated that after the EA is completed, there will be a Public Hearing where people can come and see the plans, ask questions, and comment.

The Relocation Plan starts with interviews of each affected property owner. This will give us an idea of what they need so that we can begin searching. Each group made an individual appointment with Tim Himes and Mark Rose for next week. During the interview they will inspect the existing property and discuss their future needs for a new property. This will begin the relocation process.

Everyone broke up into individual groups to ask questions about their particular property.

William Stokes, Citizen Observer, compared this project to one in Milwaukee. He said they redeveloped a ghetto and now it is a thriving part of the community. He said the people in the West State Street community need to have a vision of what the community will look like after the project is completed.

Attachment
Env/cr-0546/sb

June 19, 2007 - US 20 (West STATE ST)

<u>Name</u>	<u>Organization</u>	<u>Phone #</u>
MARK NARDINI	IDOT	(815) 284-5460
TIM HIMES	IDOT	(815) 284-5376
Jay Howell	IDOT	(815) 284-5351
Traci Madison	D.C. Church	(815) 962-7565
Cassandra Rodgers	IDOT	(815) 284-5455
Danita L. Stanford	Ponds Funeral Home	(815) 963-6981
LINDA McNEELY	13th Ward Acl.	815-987-9978
William G. Stokes	citizen observer	815 978.0609
Robert King	Deliverance Crusaders Church	815-262-1679
MARK ROSE	CITY OF ROCKFORD	987-5543
Kenneth R. Dismuke Sr.	Fountain of Life COGIC	815-299-2209
Sandra L. Dismuke	Fountain of Life Church	815 299-2209
Ray Whitman	New St John	815 519 8659
Darwin A. Smith	Deliverance	815-962-7565
AIDREMA Thompson-Kelly		815 9688389
Patrick Zucoske	City of Rockford	(815) 987-5570
Noel O. Ayala	First Hispanic Church	(815) 218-7679

APPENDIX A

CRASH ANALYSIS REPORT

November 2006

CRASH ANALYSIS REPORT

**FA Route 303
(US BR 20 West State Street-Rockford)**

**Section (40R, 41) R
(Meridian Road to Winnebago Street)**

Winnebago County

Job No. P-92-121-01

Prepared By: Lin Engineering, Ltd.
Missman Stanley & Associates

November, 2006

Crash Analysis
Report
FA 303
Section (40R, 41) R
Winnebago County

Table of Contents

Section	Title	Page
1	Introduction.....	1
2	High Crash/ Crash Pattern Analysis.....	2
3	Recommendations.....	5
Tables		
1-3	Crash Histories (Frequency and Rate).....	7-9
A-K	Crash Tabulations by Intersection and Segments.....	10-20

Crash Analysis
FA 303, Sec. (40R, 41) R Winnebago County
(West State Street Meridian Road to Winnebago Street)

Section 1
Introduction

A Combined Design Report has been prepared to discuss the development of US BR 20 (West State Street) from Meridian Road to Winnebago Street in Rockford. West State Street in the study area extends from the western outskirts of Rockford to its central business district. This Crash Analysis has been prepared to identify high crash areas and over represented crash types, concluding with recommendations to address identified crash problems or indicating how the proposed improvements will contribute to the reduction of crash incidents.

Although the Combined Design Report covers a length of US BR 20 (West State Street) that is established by the selection of logical termini, improvements likely will be accomplished by a series of separately defined construction sections.

These sections (referred herein as Segments 1, 2, and 3) conveniently fit three categories in the IDOT crash database.

Segment 1 (Meridian Road to Pierpont Avenue) "Rural 4 lanes with Bi-Directional Lane"

Segment 2 (Pierpont Avenue to Johnston Avenue) "Urban 4 lanes undivided"

Segment 3 (Johnston Avenue to Avon Street) "Urban 2 lanes". Segment 3 as analyzed ends at Avon St. The project is on new alignment east of that location and analysis of crash data for locations east of Avon would not be meaningful.

Segment 3, is currently programmed. This section is the eastern segment of the overall improvement and extends from Bayliss Avenue (approximately four blocks west of Johnston Avenue) to Winnebago Street. (Note: Construction sections as programmed may differ from the segments identified in this study.) This segment has the pavement in poorest condition, has the narrowest driving surface (the existing width accommodates only two traffic lanes and parking) and the highest concentration of crashes.

Subsequent sections (Segments 1 and 2) are not currently programmed and are considered long-range projects to be programmed beyond the current multi-year program. The western portion of the project is already four-lanes wide and the pavement is in relatively good condition. Portions of the western segments of West State Street have been recently improved. Crash histories for these segments are less than the eastern segment.

Crash history for the three-year period (2002-2004) covered by this analysis is summarized below as follows:

<u>Segment</u>	<u>Length (miles)</u>	<u>Crash Total for 3 years</u>	<u>Three-year crash total per mile</u>
1	1.93	92	47.7
2	0.50	45	90.0
3	0.99	95	96.0

The crash data was reviewed on US Business Route 20 from Meridian Road to Avon Street and showed that there were a total of 232 crashes that occurred in the project section of US Business Route 20 during the study period. The time period studied was from January 2002 through December 2004. The total length of the project limits analyzed for crash patterns is 3.42 miles.

Figure 1 (Spot Map) depicts the types of crashes that have occurred. Each crash location is identified, in addition to number of injuries and/or fatalities. The presence of rain, ice or snow is also recorded, as well as noting if the accident event occurred at night. In addition, information has been recorded by segments, as previously discussed, and identified in a series of tables. This Crash Analysis has been prepared in the format and with the content prescribed in Section 11-2.02 (f) of the IDOT Bureau of Design and Environment (BDE) Manual.

Section 2 High Crash/ Crash Pattern Analysis

High Crash (Accident) Locations (HAL's)

Signalized Intersections

Based on 2000-2002 crash data, one signalized intersection was identified by IDOT, Division of Traffic Safety as a High Accident Location (HAL); Central Avenue. A total of 28 crashes were recorded at this location during the 2000-2002 period. The most recurring crash type during that period was turning movement collisions, which accounted for 9 of the 28 crashes. Updated data for the 2002-2004 period recorded 25 crashes at this location. The crash rate and critical frequency (see Table H) are both above the critical state rate. The surrounding area is primarily urban in nature with residential areas intermixed with commercial development. The existing roadway is a four-lane section with no median, and there are no turn lanes at the intersection.

Non-Signalized Intersections

Two non-signalized intersections within the study area were identified as HAL's for the 2000-2002 period.

Hinkley Street – A total of 10 crashes were recorded during the 2002-2002 period when this location was identified as a HAL. The most recurring crash type during that period was angled collisions, which accounted for 5 of the crashes. During the updated period of 2002-2004, the number of crashes went down to 8. As with the 2000-2002 period, half of the crashes were angle collisions. The surrounding area is primarily urban in nature with residential areas intermixed with commercial development. The existing roadway is a two-lane section with no median and there are no turn lanes.

Tay Street – A total of 11 crashes were recorded during the 2002-2004 period. The most recurring crash type was turning movement collisions, which accounted for 5 of the total crashes. During the updated period of 2002-2004 the number of crashes went down to 9 and there was no predominant type of crash. The surrounding area is primarily urban in nature with residential areas intermixed with commercial development. The existing roadway is a two-lane section with no median and there are no turn lanes.

Both of the locations are within the segment identified in the updated 2002-2004 period as Central to Avon. There were 35 crashes recorded in this segment during that time resulting in crash rates and frequency above the state critical rate. (See Table J) This is the highest crash rate of any segment within the study limits. See also discussion in the "Segments" section.

Segments

Several high crash segment locations have been identified within the project limits. The surrounding area of these segments are primarily urban in nature, with residential areas intermixed with commercial development.

Pierpont Avenue to Johnston Avenue: A total of 34 crashes were recorded during the study period. The most recurring accident type was angle collisions, which accounted for 12 of the crashes during the study period. This segment is located with a four-lane undivided section.

Johnston Avenue to Central Avenue: A total of 25 crashes were recorded during the study period. The most recurring crash types were rear-end collisions which accounted for 7 of the crashes. This HAL segment as well as the following two HAL segments is located within a two-lane with parking section.

Central Avenue to Avon Street: Thirty-five crashes were recorded during the study period. The most recurring crash type was rear-end collisions, which accounted for 11 of the crashes during the study period.

HAL Summary

It is noted that the single signalized intersection HAL, both non-signalized intersection HAL's and three of the four segment HAL's identified in the 2000-2002 period are all located within Segment 3. The 2002-2004 period shows a slight reduction in the number of crashes however these areas continue to be the most crash prone areas within the study limits. This segment has the poorest roadway geometry and is the segment initially scheduled for reconstruction.

Crash Patterns

Wet Weather Cluster Sites

No wet weather cluster site was identified for the project area during the three-year study period. Wet and/or icy pavement has likely contributed to the occurrence of several of the accidents within the project limits; however, these occurrences are spread out throughout the study area. No high or abnormal concentrations of wet/icy pavement accidents exist within the project limits.

Lighting Improvements

For all individual segments and intersections within the project study area, the night to day ratio of the accidents do not exceed 1. Therefore, this does not indicate that deficiencies in nighttime lighting conditions significantly contribute to the accident frequencies.

Fatal Crashes

From 2002 to 2004 there was one accident involving one fatality within the project location. The accident involved a collision with a fixed object under wet weather conditions at night, located at milepost 15.36, just 52 feet east of the Avon St. intersection, in 2002. The surrounding area of this location is primarily urban in nature, consisting of a two-lane roadway configuration with no median.

Crash Rates and Tabulations

A series of tables (Tables 1-5) are provided, following Section 3, to demonstrate crash frequency rates with comparisons to state averages for similar types of roadways. These tables further demonstrate that the two western segments (Segment 1 and 2) have experienced crash frequencies below the state average. These tables also show the rates for Segment 3 to exceed statewide averages for similar roadways, further reinforcing the decision to proceed with improvements to this segment. Tables A-P provide tabulations of crash types for intersections and segments.

Breakdown of Crash Types

Crashes that occurred on dry pavement accounted for 79% of all crashes, while 17% occurred on wet pavement. Crashes that occurred on ice/snow- covered pavement accounted for 3% of the crashes. Out of all crashes, 27% occurred at night, but 78% of the night-time crashes were in lighted areas.

The number of crashes occurring during the three-year study period is listed in decreasing order:

	<u>Total 2002-04</u>	<u>02</u>	<u>03</u>	<u>04</u>
Turning Movements	76 events	30	21	25
Rear-End Collision	47 events	24	16	7
Angled Collision	47 events	16	15	16
Fixed Object Collision	20 events	8	4	8
Sideswipe; Same Direction	18 events	3	9	6
Struck Parked Vehicle	7 events	3	1	3
Bicyclist	5 events	1	1	3
Pedestrian Collision	4 events	2	1	1
Head on Collision	4 events	1	1	2
Sideswipe; Opposite Direction	2 events	2	0	0
Other Object; Off-Road	1 event	0	0	1
Overtaken Vehicle; On-Road	1 event	0	0	1
Totals	232 events	90	69	73
Injury Crashes	67 events	28	19	20
Number of persons injured	101 persons	39	29	33

Section 3 Recommendations

High Crash (Accident) Locations (HAL's)

Signalized Intersections

The one signalized HAL (as identified in 2000-2002) intersection at Central Avenue is located in an urban area with residential areas intermixed with commercial development. The existing roadway is a four-lane section with no median. There are no turning lanes at the intersections. Angle, rear-end and turning crashes each account for 6 crashes. The three types account for 18 (78%) of the 23 crashes. The present intersection has four traffic lanes on West State Street, with no median. The proposed improvement at this location will provide separate turn lanes and a curbed median. Along with a modernized traffic signal installation, the proposed intersection improvement will provide for the likelihood of a significant reduction in the frequency of crashes.

Non-Signalized Intersections

Hinkley Street and Tay Street were identified in the 2000-2002 period as the two non-signalized HAL intersections within the study area. The number of crashes at these locations was similar in the 2002-2004 period. Both intersections are within Segment 3, a two-lane area with parking on both sides. The area is primarily urban residential with some commercial development. Hinkley Street is a slightly offset four-legged intersection with no turning lanes. Tay Street is a three-legged intersection, Tay Street being the south leg.

The Hinkley Street intersection with West State Street will be eliminated with the improvement. Since at least 80% of the crashes recorded in the three-year study period can be directly linked to the intersection and the other two are also likely attributable to the intersection, elimination of the intersection will resolve the crash problem at this location.

Traffic presently using the Hinkley Street intersection will access West State Street at other locations including the Tay Street intersection, approximately 480 feet to the east. The Tay Street intersection will remain a three-legged intersection with a south approach. Approximately 70% of the crashes at Tay Street can be directly attributed to the intersection operation. West State Street in this area, however, will be widened to four-lanes with a curbed median and a protected left turn lane will be provided for westbound State Street traffic turning south to Tay Street. While no traffic signals are planned for this location, the 22-foot wide median will shadow vehicles and allow them to enter State Street traffic in two steps if necessary. These improvements should reduce the crash potential at this location.

Segments

No HAL's were identified within Segment 1 (Meridian Road to Pierpont Avenue) and only one HAL was identified within Segment 2 (Pierpont Avenue to Day/Johnston Avenue). This segment, Pierpont Avenue to Johnston Avenue, produced a total of 36 crashes during the 2000-2002 period. During the 2002-2004 period, 34 crashes were recorded. The most recurring crash type was angle collisions, which accounted for 12 of the crashes. Turning crashes accounted for 10 other accidents. Therefore 22 (65%) of the 34 crashes were of the types often associated with intersections. Between these two intersections (a distance of 0.50 mile) there are a series of offset intersections producing 11 intersection points. This length of West State Street presently provides four undivided lanes. The proposed improvement will eliminate 7 of the access points and restrict three others to right in right out only. The remaining four-legged intersection (Horace Avenue) will be signalized and protected left turn lanes provided. These improvements should significantly reduce the crash potential in this area.

The other three segments identified in 2000-2002 as HAL's (with similar crash histories in the 2002-2004 period) are all located with Segment 3 (Day/Johnston Avenue to Winnebago Street). This segment presently has two traffic lanes with parking. In some locations a short left turn lane is provided by eliminating parking and restriping the traffic lanes.

The 2000-2002 HAL segment from Johnston Avenue to Central Avenue is 0.50 mile and includes nine intersection points between the two major intersections. A total of 31 crashes were recorded in the 2000-2002 period and 25 in the 2002-2004 period. The most recurring crash types were rear-end, fixed object and angle collisions, which accounted for 18 (72%) of the 25 crashes. Four of the intersection points will be eliminated with the improvement and five others will be restricted to right in, right out only. This will eliminate all left turns through this segment and alleviate the conditions leading to crashes.

The 2000-2002 HAL segment from Central Avenue to Avon Street is 0.49 mile and includes eight intersection points between the two major intersections. A total of 34 crashes were recorded during the 2000-2002 period and 35 in the 2002-2004 period. The most recurring crash type was rear-end collisions, which accounted for 11 of the crashes during the study period. Turning and angle crashes accounted for an additional 15 crashes. Therefore 26 (74%) of the 35 crashes were the type often associated with intersection operations. The proposed improvement will eliminate two intersections and restrict movements at five other locations to right in, right out only. Only one intersection will remain with all-directional access-Tay Street, as previously discussed. These improvements should greatly reduce the potential for crashes within this segment.

The remaining 2000-2002 HAL segment, Avon Street to Winnebago Street currently carries two-way traffic with a traffic lane in each direction. The present crash pattern in this area becomes irrelevant as the proposed improvement splits into a one-way couple east of Avon Street. Both directions of the one-way couple will be free flow with the crash potential greatly reduced.

Table 1
Crash History
 Segments (Including all intersections)

Segment Description – Rural 4 lanes with Bi-Directional Lane

(Segment located in an open-suburban area)

Segment	ADT	Length	Crashes	Frequency	Rate
Meridian to Pierpont	10,025	1.93	30.67	15.891	4.343
High Year 2002 & 04			31	16.062	4.389
Urban 4 lanes/ bi-directional lane. State average				80.903	4.563
Rural 4 lanes/ bi-directional lane. State average				22.705	4.141
Average between urban and rural				51.804	4.352

Segment Description – Urban 4 lanes undivided

Segment	ADT	Length	Crashes	Frequency	Rate
Pierpont to Johnston	7,625	0.50	15.00	30.000	10.779
High Year 2004			18	36.000	12.935
Urban 4 lanes/ undivided. State average				78.635	6.749

Segment Description – Urban 2 lanes

Segment	ADT	Length	Crashes	Frequency	Rate
Johnston to Avon	8,725	0.99	31.67	31.990	10.045
High Year 2002			43	43.434	3.639
Urban 2 lanes. State average				16.489	2.872

Notes

- ADT Average daily traffic between intersections
- Length Expressed in miles
- Crashes Average per year over years 2000-2002. Also given for highest year.
- Frequency Crashes per mile
- Rate Crashes per million vehicle miles

Table 2
Crash History
 Segments (Including non-signalized intersections)

Segment Description – Rural 4 lanes with Bi-Directional Lane

(Segment located in an open-suburban area)

Segment	ADT	Length	Crashes	Frequency	Rate
Meridian to Springfield	11,200	1.43	8.00	5.590	1.368
Springfield to Pierpont	7,675	0.50	1.33	2.660	0.952
No high year shown. All years about the same					
Urban 4 lanes/ bi-directional lane. State average				80.903	4.563
Rural 4 lanes/ bi-directional lane. State average				22.705	4.141
Average between urban and rural				51.804	4.352

Segment Description – Urban 4 lanes undivided

Segment	ADT	Length	Crashes	Frequency	Rate
Pierpont to Johnston	7,625	0.50	9.00	18.000	6.468
Urban 4 lanes/ undivided. State average				78.635	6.749
No high year shown. All years about the same					

Segment Description – Urban 2 lanes

Segment	ADT	Length	Crashes	Frequency	Rate
Johnston to Avon	8,725	0.99	20.00	20.202	6.344
High Year 2002			29	29.293	9.198
Urban 2 lanes. State average				16.489	2.872

Notes

- ADT Average daily traffic between intersections
- Length Expressed in miles
- Crashes Average per year over years 2000-2002. Also given for highest year.
- Frequency Crashes per mile
- Rate Crashes per million vehicle miles

Table 3
Crash History
Major Intersections (Presently Signalized)

Intersection Description – Urban 4 lanes with Bi-Directional Lane

Intersection (US BR 20 &)	ADT (Entering Intersection)	Crashes	Rate
Meridian Road (3 yr avg.) (highest year-2004)	21,000	5.33 7	0.695 0.913
Springfield Ave. (3 yr. avg.) (highest year-2003)	28,650	9.33 10	0.892 0.956
State Average			0.518

Intersection Description – Urban 4 lanes Undivided & Signalized

Intersection (US BR 20 &)	ADT (Entering Intersection)	Crashes	Rate
Pierpont Ave. (3 yr. avg.) (highest year-2003)	9,950	6.66 9	1.834 2.478
State Average			0.645

Intersection Description – Urban 2 lanes & Signalized

Intersection (US BR 20 &)	ADT (Entering Intersection)	Crashes	Rate
Johnston Ave. (3 yr. avg.) (highest year-2004)	9,500	3.67 5	1.058 1.442
Central Ave. (3 yr. avg.) (highest year-2002, 03)	14,600	7.66 9	1.437 1.689
Avon St. (3 yr. avg.) (highest year-2002)	12,900	4.00 5	0.850 1.062
State Average			0.542

Note: Rate expressed as “per million vehicles entering intersection”

Table A
Summary – Intersection of US Bus. Route 20 & Meridian Rd.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	1	1 (1)	2 (1)	4
OTHER NON-COLLISION	0	0	1	1
REAR END	1	0	1	2
TURNING	4 (5)	2 (3)	3	9
TOTAL CRASHES	6	3	7	16
INJURIES	5	4	1	10
FATALITIES	0	0	0	0
Night	0	0	2	2
Wet	1	0	4	5
Ice/Snow	0	0	0	0
Lighted	3	1	0	4

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 0.956

ADT = 21,000

Rate = $(16 \times 10^6) / (21,000 \times 365 \text{ days/yr.} \times 3 \text{ yrs.}) = 0.695 < 0.956$.

Critical Frequency = 33.212

16 Crashes in Study Period < 33.212.

Table B
Summary – Segment Between Meridian Rd. & Springfield Ave.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	0	2 (2)	0	2
BICYCLIST	0	0	1 (1)	1
FIXED OBJECT	1	0	1	2
HEAD-ON	0	1 (1)	1 (4)	2
PARKED VEHICLE	1	0	1	2
PEDESTRIAN	0	1 (1)	0	1
REAR-END	2	0	0	2
SIDE-SWIPE SAME DIRECTION	2	2	1	5
TURNING	2	1 (3)	4 (6)	7
TOTAL CRASHES	8	7	9	24
INJURIES	0	7	0	7
FATALITIES	0	0	0	0
Night	1	3	1	5
Wet	2	4	4	10
Ice/Snow	0	0	0	0
Lighted	2	0	0	2

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 3.330

ADT = 14,000;
 Segment Length = 1.43 mile;

$$\text{Rate} = (24 \times 10^6) / (14,000 \times 365 \text{ days/yr.} \times 3 \text{ yrs.} \times 1.43 \text{ mile}) = 1.095 < 3.330.$$

Critical Frequency = (1.43 mile segment x 29.798) = 42.61

24 Crashes in Study Period < 42.61.

Table C
Summary – Intersection of US Bus. Route 20 & Springfield Ave.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	1	1	1	3
REAR END	3 (1)	3 (1)	0	6
SIDESWIPE - SAME DIRECTION	0	0	1	1
TURNING	5 (1)	6	6 (3)	17
OVERTURNED	0	0	1 (1)	1
TOTAL CRASHES	9	10	9	28
INJURIES	2	1	4	7
FATALITIES	0	0	0	0
Night	1	1	1	3
Wet	1	1	1	3
Ice/Snow	0	0	0	0
Lighted	1	4	0	5

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 0.956

ADT = 28,650;

Rate = $(28 \times 10^6) / (28,650 \times 365 \text{ days/yr.} \times 3 \text{ yrs.}) = 0.892 < 0.956$.

Critical Frequency = 33.212

28 Crashes in Study Period < 33.212.

Table D
Summary – Segment Between Springfield Ave. & Pierpont Ave.

	YEAR			TOTAL
	2002	2003	2004	
FIXED OBJECT - OFF ROAD	0	0	1	1
PEDESTRIAN	1 (1)	0	0	1
SIDESWIPE - SAME DIRECTION	0	0	1	1
TURNING	0	1 (2)	0	1
TOTAL CRASHES	1	1	2	4
INJURIES	1	2	0	3
FATALITIES	0	0	0	0
Night	0	0	1	1
Wet	0	0	0	0
Ice/Snow	0	0	0	0
Lighted	0	0	0	0

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 3.330

ADT = 10,700;
 Segment Length = 0.50 mile;

$$\text{Rate} = (4 \times 10^6) / (10,700 \times 365 \text{ days/yr.} \times 3 \text{ yrs.} \times 0.50 \text{ mile}) = 0.683 < 3.330.$$

Critical Frequency = (0.50 mile segment x 29.798) = 14.899

4 Crashes in Study Period < 14.899.

Table E
Summary – Intersection of US Bus. Route 20 & Pierpont Ave.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	1	2	1	4
FIXED OBJECT	0	1	1	2
HEAD ON	0	0	1	1
REAR END	2	1	0	3
SIDESWIPE - OPPOSITE DIRECTION	1	0	0	1
P. SIDESWIPE - SAME DIRECTION	0	0	0	0
TURNING	3 (2)	5 (1)	1 (1)	9
TOTAL CRASHES	7	9	4	20
INJURIES	2	1	1	4
FATALITIES	0	0	0	0
Night	1	0	1	2
Wet	0	2	0	2
Ice/Snow	0	0	0	0
Lighted	1	0		1

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 0.956

ADT = 9,950;

Rate = $(20 \times 10^6) / (9,950 \times 365 \text{ days/yr.} \times 3 \text{ yrs.}) = 1.834 > 0.956$.

Critical Frequency = 33.212

17 Crashes in Study Period < 33.212.

Table F
Summary – Segment Between Pierpont Ave. & Johnston Ave.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	5 (4)	2	5	12
BICYCLIST	0	0	1 (1)	1
FIXED OBJECT - OFF ROAD	2	0	1	3
REAR END - ONE STOPPED	1	2 (2)	0	3
SIDESWIPE - SAME DIRECTION	1(1)	1	3	5
TURNING	3	4 (4)	3 (4)	10
TOTAL CRASHES	12	9	13	34
INJURIES	5	6	5	16
FATALITIES	0	0	0	0
Night	1	2	6	9
Wet	2	0	1	3
Ice/Snow	0	0	2	2
Lighted	4	2	0	6

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 3.330

ADT = 10,500;
 Segment Length = 0.50 mile;

Rate = $(34 \times 10^6) / (10,500 \times 365 \text{ days/yr.} \times 3 \text{ yrs.} \times 0.50 \text{ mile}) = 5.914 > 3.330$.

Critical Frequency = (0.50 mile segment x 29.798) = 14.899

34 Crashes in Study Period > 14.899.

SEGMENT WITH ABOVE AVERAGE CRASH RATE & ABOVE AVERAGE CRASH FREQUENCY

Table G
Summary – Intersection of US Bus. Route 20 & Johnston Ave.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	0	0	2	2
BICYCLIST	0	0	1 (1)	1
PARKED VEHICLE	1	0	0	1
REAR END	2	1 (1)	1	4
SIDESWIPE - SAME DIRECTION	0	1	0	1
TURNING	1	0	1	2
TOTAL CRASHES	4	2	5	11
INJURIES	0	1	1	2
FATALITIES	0	0	0	0
Night	0	0	1	1
Wet	0	0	2	2
Ice/Snow	0	0	0	0
Lighted	1	1	0	2

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 0.956

ADT = 9,500;

Rate = $(11 \times 10^6) / (9,500 \times 365 \text{ days/yr.} \times 3 \text{ yrs.}) = 1.834 > 0.956$.

Critical Frequency = 33.212

11 Crashes in Study Period < 33.212.

INTERSECTION WITH ABOVE AVERAGE CRASH RATE

Table H
Summary – Segment Between Johnston Ave. & Central Ave.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	2 (2)	2	1	5
BICYCLIST	1 (1)	0	0	1
FIXED OBJECT - OFF ROAD	2 (2)	0	4	6
PARKED VEHICLE	0	1	1	2
PEDESTRIAN	1 (1)	0	0	1
REAR END - ONE STOPPED	5 (3)	0	2 (1)	7
SIDESWIPE - SAME DIRECTION	0	1	0	1
TURNING	2	0	0	2
TOTAL CRASHES	13	4	8	25
INJURIES	9	0	1	10
FATALITIES	0	0	0	0
Night	1	0	4	5
Wet	0	0	2	2
Ice/Snow	0	2	0	2
Lighted	3	2	0	5

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 3.330

ADT = 11,000;
 Segment Length = 0.50 mile;

$$\text{Rate} = (25 \times 10^6) / (11,000 \times 365 \text{ days/yr.} \times 3 \text{ yrs.} \times 0.50 \text{ mile}) = 4.151 > 3.330.$$

Critical Frequency = (0.50 mile segment x 29.798) = 14.899

25 Crashes in Study Period > 14.899.

SEGMENT WITH ABOVE AVERAGE CRASH RATE 7 ABOVE AVERAGE CRASH FREQUENCY

Table I
Summary – Intersection of US Bus. Route 20 & Central Ave.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	4 (2)	1	1	6
FIXED OBJECT - OFF ROAD	0	1	0	1
REAR END	2 (1)	3 (1)	1	6
SIDESWIPE - OPPOSITE DIRECTION	1	0	0	1
SIDESWIPE - SAME DIRECTION	0	3	0	3
TURNING	2 (2)	1 (1)	3 (4)	6
TOTAL CRASHES	9	9	5	23
INJURIES	5	2	4	11
FATALITIES	0	0	0	0
Night	2	0	0	2
Wet	0	1	1	2
Ice/Snow	0	0	0	0
Lighted	0	1	0	1

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 0.956

ADT = 14,600;

Rate = $(23 \times 10^6) / (14,600 \times 365 \text{ days/yr.} \times 3 \text{ yrs.}) = 1.437 > 0.956$.

Critical Frequency = 33.212

23 Crashes in Study Period < 33.212.

INTERSECTION WITH ABOVE AVERAGE CRASH RATE

Table J
Summary – Segment Between Central Ave. & Avon St.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	2 (3)	3 (1)	1	6
BICYCLIST	0	1 (1)	0	1
FIXED OBJECT - OFF ROAD	2	2	0	4
HEAD ON	1 (2)	0	0	1
PARKED VEHICLE	1	0	1	2
PEDESTRIAN	0	0	1 (1)	1
REAR END - ONE STOPPED	5 (4)	5	1 (1)	11
TURNING	5 (4)	1	3 (2)	9
TOTAL CRASHES	16	12	7	35
INJURIES	13	2	4	19
FATALITIES	0	0	0	0
Night	0	1	2	3
Wet	1	2	1	4
Ice/Snow	0	0	0	0
Lighted	3	2	0	5

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 3.330

ADT = 10,700;
 Segment Length = 0.49 mile;

$$\text{Rate} = (35 \times 10^6) / (10,700 \times 365 \text{ days/yr.} \times 3 \text{ yrs.} \times 0.49 \text{ mile}) = 6.096 > 3.330.$$

Critical Frequency = (0.49 mile segment x 29.798) = 14.601

35 Crashes in Study Period > 14.601.

SEGMENT WITH ABOVE AVERAGE CRASH RATE AND ABOVE AVERAGE CRASH FREQUENCY

Table K
Summary – Intersection of US Bus. Route 20 & Avon St.

	YEAR			TOTAL
	2002	2003	2004	
ANGLE	0	1	2 (1)	3
FIXED OBJECT - OFF ROAD	1	0	0	1
REAR END - ONE STOPPED	1	1	1	3
SIDESWIPE - SAME DIRECTION	0	1	0	1
TURNING	3	0	1	4
TOTAL CRASHES	5	3	4	12
INJURIES	0	0	1	1
FATALITIES	0	0	0	0
Night	0	0	2	2
Wet	1	0	3	4
Ice/Snow	0	0	0	0
Lighted	1	1	0	2

() INDICATES NUMBER INJURED
 * INDICATES FATALITY

Critical Rate = 0.956

ADT = 21,300;

Rate = $(12 \times 10^6) / (21,300 \times 365 \text{ days/yr.} \times 3 \text{ yrs.}) = 0.514 < 0.956$.

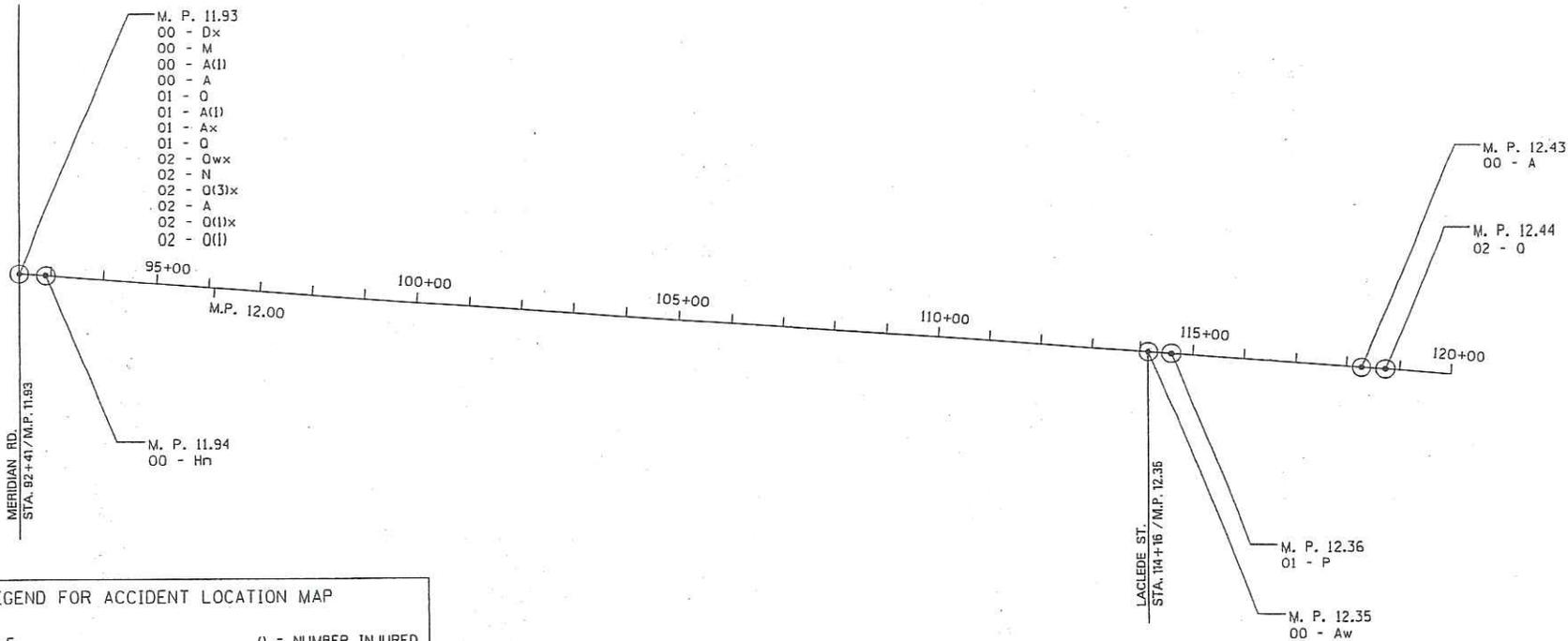
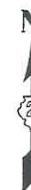
Critical Frequency = 33.212

12 Crashes in Study Period < 33.212.

US BUS. ROUTE 20 - MERIDIAN TO ROCKTON

ACCIDENT PLOTS YEARS 2000 - 2002

F.A.P. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	(40R-41) RS-2	WINNEBAGO	8	1
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



LEGEND FOR ACCIDENT LOCATION MAP

- | | |
|-----------------------------------|---------------------|
| A. ANGLE | () = NUMBER INJURED |
| B. ANIMAL | • = ONE FATALITY |
| C. BICYCLIST | f = FOG/SMOG |
| D. FIXED OBJECT - OFF ROAD | 1/s = ICE & SNOW |
| E. HEAD ON | n = NIGHT |
| F. OTHER NON-COLLISION | w = WET ACCIDENT |
| G. OTHER NON-COLLISION - OFF ROAD | x = LIGHTED |
| H. OTHER OBJECT - OFF ROAD | |
| I. OVERTURNED - OFF ROAD | |
| J. OVERTURNED - ON ROAD | |
| K. PARKED VEHICLE | |
| L. PEDESTRIAN | |
| M. REAR END - BOTH MOVING | |
| N. REAR END - ONE STOPPED | |
| O. SIDESWIPE - OPPOSITE DIRECTION | |
| P. SIDESWIPE - SAME DIRECTION | |
| Q. TURNING | |
| R. OTHER - ON ROAD | |

NOTE: US BUSINESS ROUTE 20 STATIONING EXTENDED TO ESTABLISH LINEAR RELATIONSHIP TO AVON STREET INTERSECTION. ACTUAL PLAN STATIONING DIFFERS BECAUSE OF SURVEY CENTERLINES ESTABLISHED TO DIFFERENTIALIAITE ROADWAYS THROUGH ONE-WAY COUPLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ACCIDENT ANALYSIS

FAP ROUTE 303 IUS BUS RTE 201
SECTION (40R-41) RS-2
WINNEBAGO COUNTY

SCALE: NONE
DATE: 08/2004

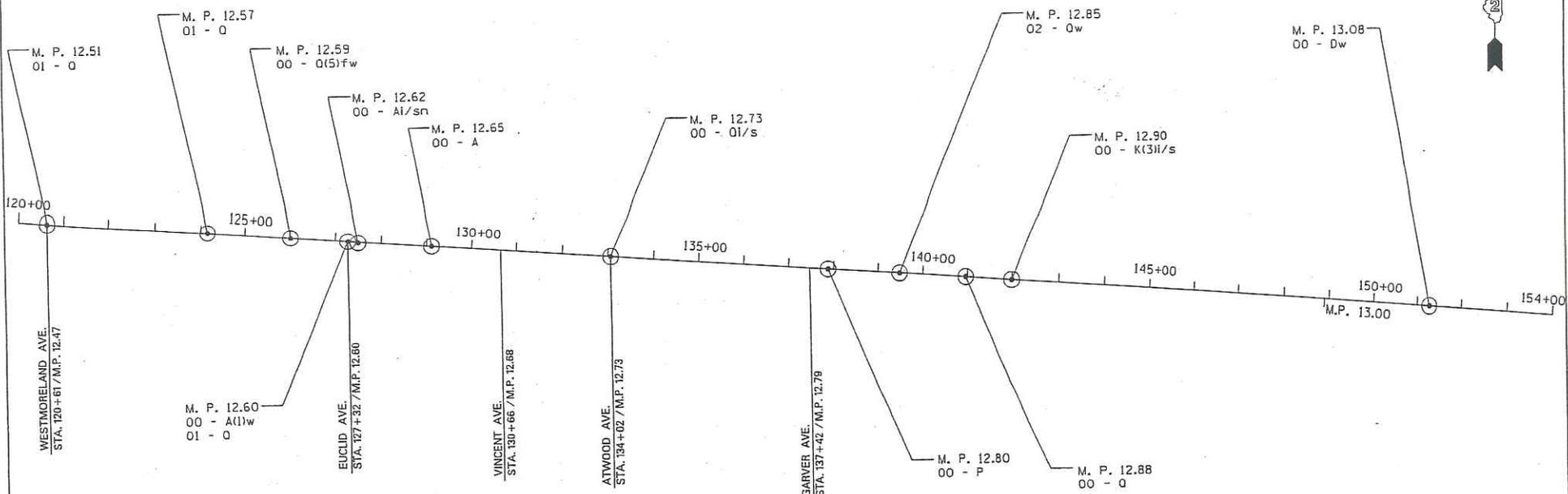
DRAWN BY: FCX
CHECKED BY: FAL

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	(40R,41) RS-2	WINNEBAGO	8	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

US BUS. ROUTE 20 - MERIDIAN TO ROCKTON

ACCIDENT PLOTS

YEARS 2000 - 2002



LEGEND FOR ACCIDENT LOCATION MAP	
A. ANGLE	() = NUMBER INJURED
B. ANIMAL	* = ONE FATALITY
C. BICYCLIST	f = FOG/SMOG
D. FIXED OBJECT - OFF ROAD	I/s = ICE & SNOW
E. HEAD ON	n = NIGHT
F. OTHER NON-COLLISION	w = WET ACCIDENT
G. OTHER NON-COLLISION - OFF ROAD	x = LIGHTED
H. OTHER OBJECT - OFF ROAD	
I. OVERTURNED - OFF ROAD	
J. OVERTURNED - ON ROAD	
K. PARKED VEHICLE	
L. PEDESTRIAN	
M. REAR END - BOTH MOVING	
N. REAR END - ONE STOPPED	
O. SIDESWIPE - OPPOSITE DIRECTION	
P. SIDESWIPE - SAME DIRECTION	
Q. TURNING	
R. OTHER - ON ROAD	

NOTE: US BUSINESS ROUTE 20 STATIONING EXTENDED TO ESTABLISH LINEAR RELATIONSHIP TO AVON STREET INTERSECTION. ACTUAL PLAN STATIONING DIFFERS BECAUSE OF SURVEY CENTERLINES ESTABLISHED TO DIFFERENTIATE ROADWAYS THROUGH ONE-WAY COUPLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ACCIDENT ANALYSIS

FAP ROUTE 303 IUS BUS RTE 20
SECTION (40R,41) RS-2
WINNEBAGO COUNTY

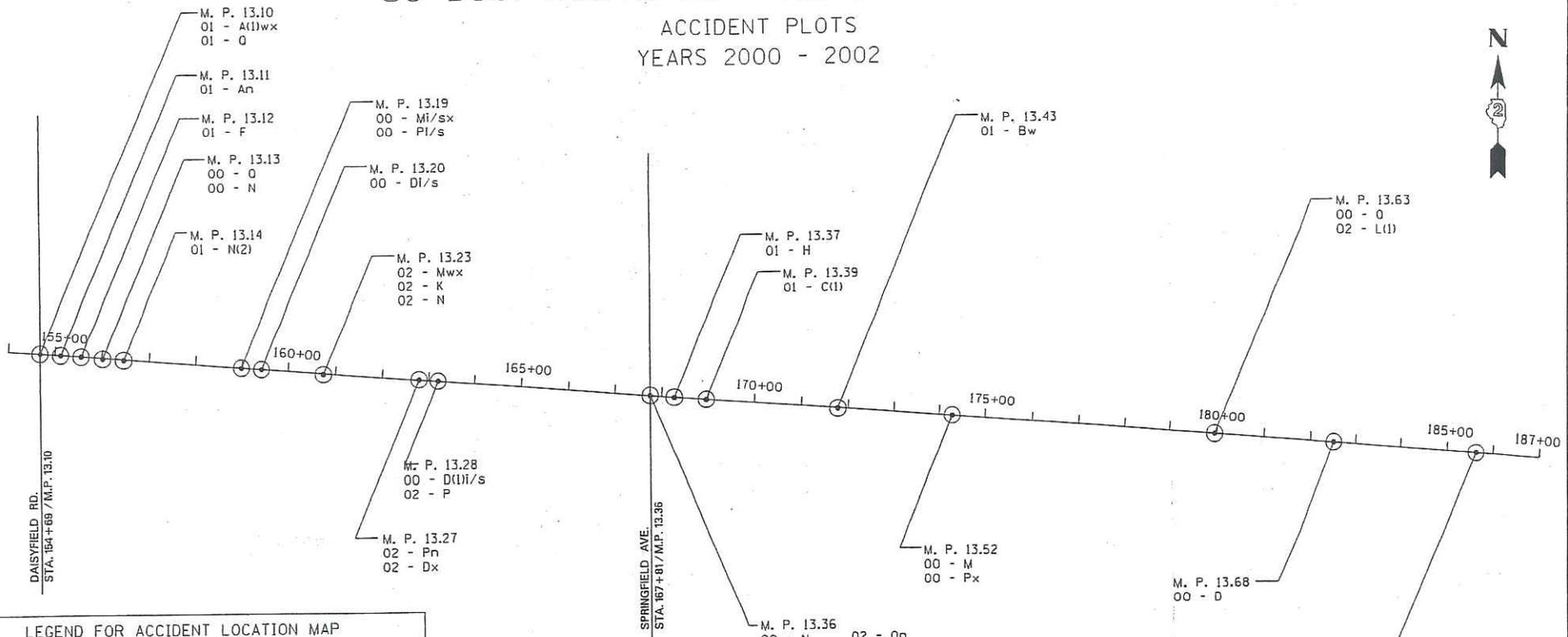
SCALE: NONE
DATE: 08/2004

DRAWN BY: FCZ
CHECKED BY: FAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	140R-413 RS-2	WINNEBAGO	8	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

US BUS. ROUTE 20 - MERIDIAN TO ROCKTON

ACCIDENT PLOTS YEARS 2000 - 2002



LEGEND FOR ACCIDENT LOCATION MAP	
A. ANGLE	() = NUMBER INJURED
B. ANIMAL	* = ONE FATALITY
C. BICYCLIST	f = FOG/SMOG
D. FIXED OBJECT - OFF ROAD	1/s = ICE & SNOW
E. HEAD ON	n = NIGHT
F. OTHER NON-COLLISION	w = WET ACCIDENT
G. OTHER NON-COLLISION - OFF ROAD	x = LIGHTED
H. OTHER OBJECT - OFF ROAD	
I. OVERTURNED - OFF ROAD	
J. OVERTURNED - ON ROAD	
K. PARKED VEHICLE	
L. PEDESTRIAN	
M. REAR END - BOTH MOVING	
N. REAR END - ONE STOPPED	
O. SIDESWIPE - OPPOSITE DIRECTION	
P. SIDESWIPE - SAME DIRECTION	
Q. TURNING	
R. OTHER - ON ROAD	

M. P. 13.36	00 - N	02 - Qn
	00 - N	02 - N
	00 - N	02 - Qx
	00 - Q(i)	02 - Qw
	00 - R	02 - A
	00 - Q(2)w	02 - N(i)
	00 - Mx	02 - Q(i)
	00 - M	02 - N
	01 - N	02 - Q
	01 - N	
	01 - N	

NOTE: US BUSINESS ROUTE 20 STATIONING EXTENDED TO ESTABLISH LINEAR RELATIONSHIP TO AVON STREET INTERSECTION. ACTUAL PLAN STATIONING DIFFERS BECAUSE OF SURVEY CENTERLINES ESTABLISHED TO DIFFERENTIATE ROADWAYS THROUGH ONE-WAY COUPLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ACCIDENT ANALYSIS
FAP ROUTE 303 IUS BUS RTE 201
SECTION 140R-413 RS-2
WINNEBAGO COUNTY

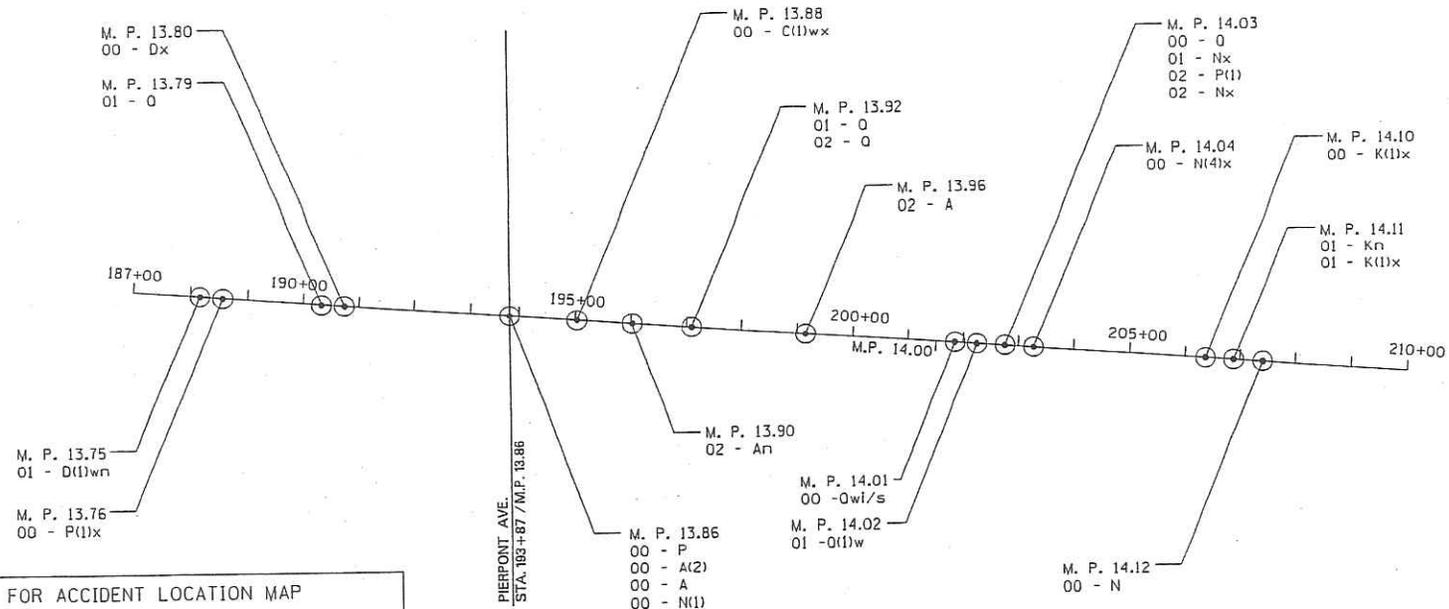
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DATE: 08/2004
DRAWN BY: FCX
CHECKED BY: FML

F.A.P. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	140R.411 RS-2	WINNEBAGO	8	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	

US BUS. ROUTE 20 - MERIDIAN TO ROCKTON

ACCIDENT PLOTS

YEARS 2000 - 2002



LEGEND FOR ACCIDENT LOCATION MAP	
A. ANGLE	O = NUMBER INJURED
B. ANIMAL	• = ONE FATALITY
C. BICYCLIST	f = FOG/SMOG
D. FIXED OBJECT - OFF ROAD	1/s = ICE & SNOW
E. HEAD ON	n = NIGHT
F. OTHER NON-COLLISION	w = WET ACCIDENT
G. OTHER NON-COLLISION - OFF ROAD	x = LIGHTED
H. OTHER OBJECT - OFF ROAD	
I. OVERTURNED - OFF ROAD	
J. OVERTURNED - ON ROAD	
K. PARKED VEHICLE	
L. PEDESTRIAN	
M. REAR END - BOTH MOVING	
N. REAR END - ONE STOPPED	
O. SIDESWIPE - OPPOSITE DIRECTION	
P. SIDESWIPE - SAME DIRECTION	
Q. TURNING	
R. OTHER - ON ROAD	

NOTE: US BUSINESS ROUTE 20 STATIONING EXTENDED TO ESTABLISH LINEAR RELATIONSHIP TO AVON STREET INTERSECTION. ACTUAL PLAN STATIONING DIFFERS BECAUSE OF SURVEY CENTERLINES ESTABLISHED TO DIFFERENTIATE ROADWAYS THROUGH ONE-WAY COUPLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ACCIDENT ANALYSIS
 FAP ROUTE 303 IUS BUS RIE 201
 SECTION 140R.411 RS-2
 WINNEBAGO COUNTY

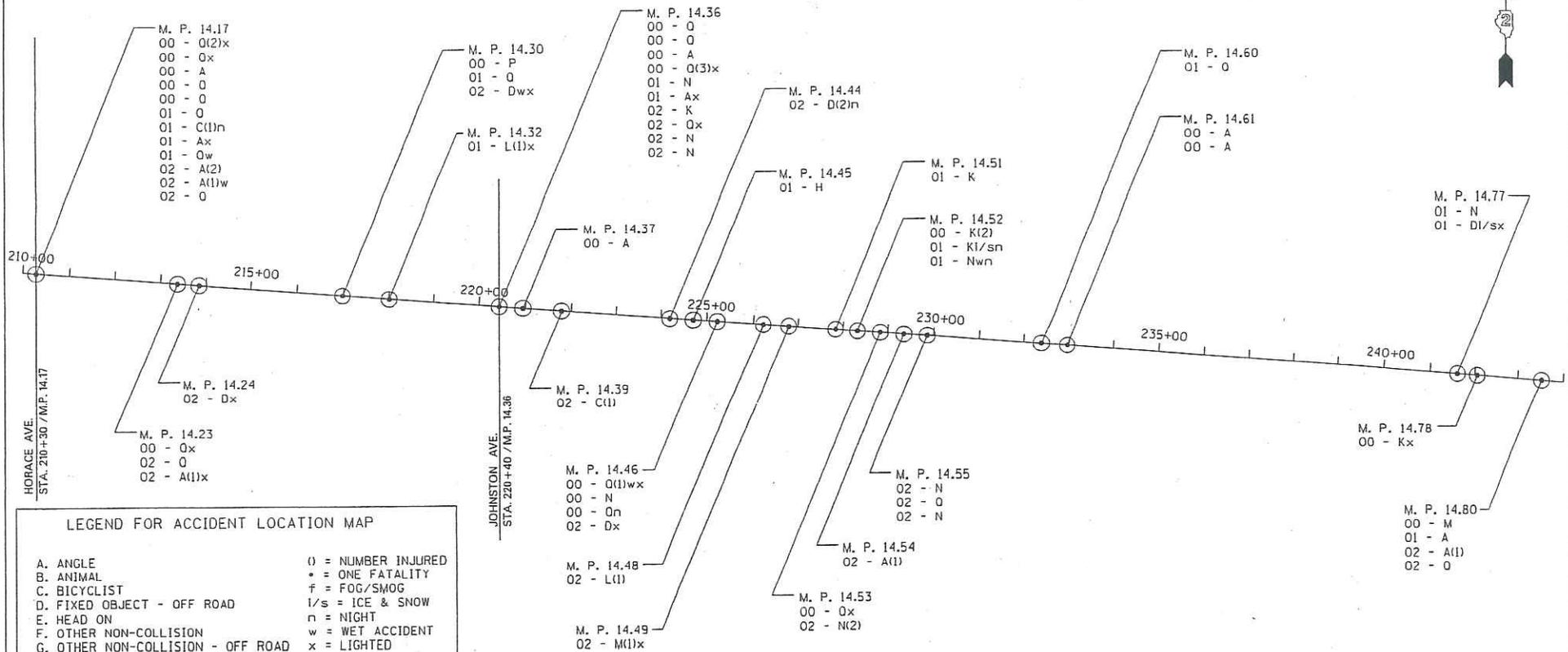
SCALE: NONE
 DATE: 08/2004
 DRAWN BY: FCV
 CHECKED BY: FUL

F.A.P. DIST.	SECTION	COUNTY	TOTAL SHEETS
303	140R-411 RS-2	WINNEBAGO	8
STA. TO STA.			5
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

US BUS. ROUTE 20 - MERIDIAN TO ROCKTON

ACCIDENT PLOTS

YEARS 2000 - 2002



LEGEND FOR ACCIDENT LOCATION MAP

A. ANGLE	() = NUMBER INJURED
B. ANIMAL	* = ONE FATALITY
C. BICYCLIST	f = FOG/SMOG
D. FIXED OBJECT - OFF ROAD	1/s = ICE & SNOW
E. HEAD ON	n = NIGHT
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G. OTHER NON-COLLISION - OFF ROAD	x = LIGHTED
H. OTHER OBJECT - OFF ROAD	
I. OVERTURNED - OFF ROAD	
J. OVERTURNED - ON ROAD	
K. PARKED VEHICLE	
L. PEDESTRIAN	
M. REAR END - BOTH MOVING	
N. REAR END - ONE STOPPED	
O. SIDESWIPE - OPPOSITE DIRECTION	
P. SIDESWIPE - SAME DIRECTION	
Q. TURNING	
R. OTHER - ON ROAD	

NOTE: US BUSINESS ROUTE 20 STATIONING EXTENDED TO ESTABLISH LINEAR RELATIONSHIP TO AVON STREET INTERSECTION. ACTUAL PLAN STATIONING DIFFERS BECAUSE OF SURVEY CENTERLINES ESTABLISHED TO DIFFERENTIALITE ROADWAYS THROUGH ONE-WAY COUPLE.

REVISIONS	
NAME	DATE

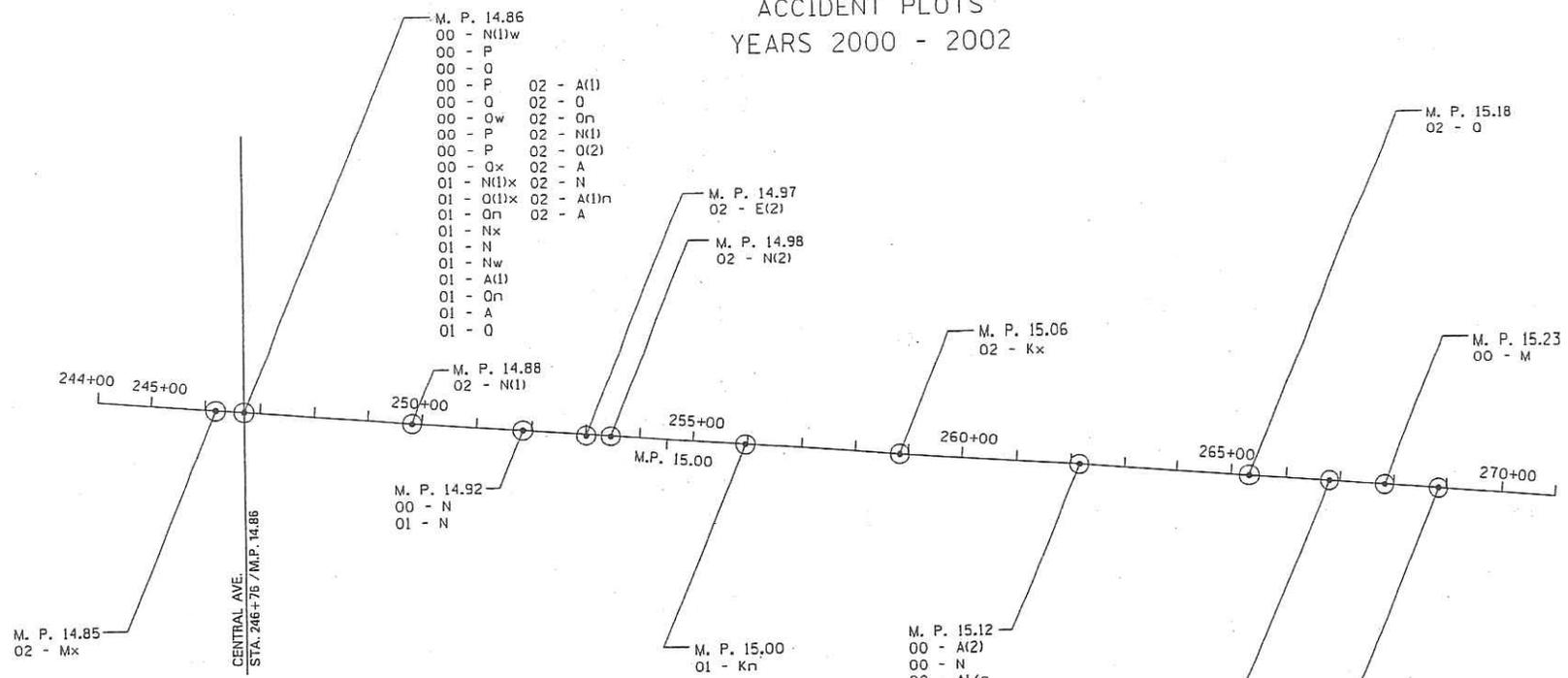
ILLINOIS DEPARTMENT OF TRANSPORTATION
ACCIDENT ANALYSIS
 FAP ROUTE 303 BUS RYE 201
 SECTION 140R-411 RS-2
 WINNEBAGO COUNTY

SCALE: NONE
 DATE: 08/2004
 DRAWN BY: FCX
 CHECKED BY: FAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	14GR,41 RS-2	WINNEBAGO	8	6
STA. _____ TO STA. _____				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

US BUS. ROUTE 20 - MERIDIAN TO ROCKTON

ACCIDENT PLOTS YEARS 2000 - 2002



LEGEND FOR ACCIDENT LOCATION MAP

A. ANGLE	() = NUMBER INJURED
B. ANIMAL	* = ONE FATALITY
C. BICYCLIST	f = FOG/SMOG
D. FIXED OBJECT - OFF ROAD	1/s = ICE & SNOW
E. HEAD ON	n = NIGHT
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J. OVERTURNED - ON ROAD	
K. PARKED VEHICLE	
L. PEDESTRIAN	
M. REAR END - BOTH MOVING	
N. REAR END - ONE STOPPED	
O. SIDESWIPE - OPPOSITE DIRECTION	
P. SIDESWIPE - SAME DIRECTION	
Q. TURNING	
R. OTHER - ON ROAD	

NOTE: US BUSINESS ROUTE 20 STATIONING EXTENDED TO ESTABLISH LINEAR RELATIONSHIP TO AVON STREET INTERSECTION. ACTUAL PLAN STATIONING DIFFERS BECAUSE OF SURVEY CENTERLINES ESTABLISHED TO DIFFERENTIATE ROADWAYS THROUGH ONE-WAY COUPLE.

- M. P. 14.85
02 - Mx
- M. P. 14.86
00 - N(1)w
00 - P
00 - O
00 - P
02 - A(1)
00 - O
02 - O
00 - Ow
02 - On
00 - P
02 - N(1)
00 - P
02 - O(2)
00 - O
02 - A
01 - N(1)x
02 - N
01 - O(1)x
02 - A(1)n
01 - On
02 - A
01 - Nx
01 - N
01 - Nw
01 - A(1)
01 - On
01 - A
01 - O
- M. P. 14.88
02 - N(1)
- M. P. 14.92
00 - N
01 - N
- M. P. 14.97
02 - E(2)
- M. P. 14.98
02 - N(2)
- M. P. 15.00
01 - Kn
- M. P. 15.06
02 - Kx
- M. P. 15.12
00 - A(2)
00 - N
00 - A1/s
01 - O
01 - A(2)
01 - O(1)x
02 - A(3)
02 - O(1)
02 - A
02 - M(1)
- M. P. 15.21
00 - O
00 - R
00 - Mw
00 - Awx
00 - OX
02 - O
02 - N
02 - O
02 - D
02 - Dx
02 - DwX
02 - O(3)
- M. P. 15.18
02 - O
- M. P. 15.23
00 - M
- M. P. 15.25
00 - P
01 - KwX

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ACCIDENT ANALYSIS
FAP ROUTE 303 IUS BUS RTE 201
SECTION 14GR,41 RS-2
WINNEBAGO COUNTY

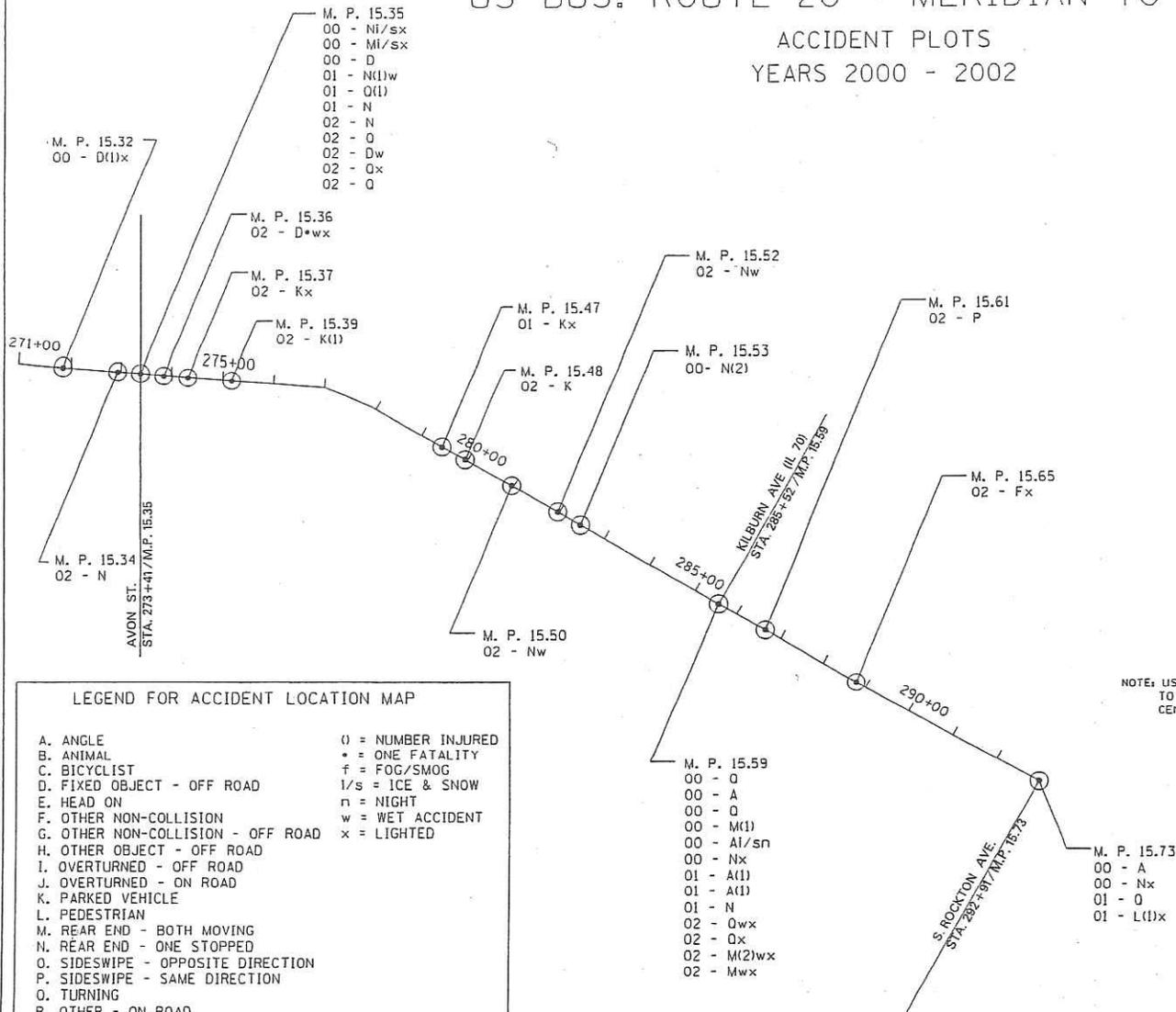
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DATE: 08/2004

DRAWN BY: FCX
CHECKED BY: FAL

F.A.P. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	140R/411 RS-2	WINNEBAGO	8	7
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

US BUS. ROUTE 20 - MERIDIAN TO ROCKTON

ACCIDENT PLOTS YEARS 2000 - 2002



NOTE: US BUSINESS ROUTE 20 STATIONING EXTENDED TO ESTABLISH LINEAR RELATIONSHIP TO AVON STREET INTERSECTION. ACTUAL PLAN STATIONING DIFFERS BECAUSE OF SURVEY CENTERLINES ESTABLISHED TO DIFFERENTIATE ROADWAYS THROUGH ONE-WAY COUPLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ACCIDENT ANALYSIS
 FAP ROUTE 303 US BUS RTE 201
 SECTION 140R/411 RS-2
 WINNEBAGO COUNTY

SCALE: NONE
 DATE: 08/2004

DRAWN BY: FCB
 CHECKED BY: FAL

APPENDIX B

**ENVIRONMENTAL JUSTICE
MITIGATION PLAN
December 2007**

WEST STATE STREET ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL JUSTICE MITIGATION PLAN

FAP 303 (US BR 20)

SECTION (40R,41) R

WINNEBAGO COUNTY

JOB No. P-92-121-01

MERIDIAN ROAD TO ROCKTON AVENUE

INTRODUCTION

In cooperation with the Federal Highway Administration (FHWA) and the City of Rockford, the Illinois Department of Transportation (Department) plans to reconstruct approximately four miles of West State Street from approximately 800 feet west of Meridian Road to Rockton Avenue in Rockford, Illinois. This improvement will include the reconstruction of West State Street to a 4 lane cross section; add right & left turn lanes at major intersections; the removal of full access at minor intersections; traffic signals; a raised landscaped median; bike path; and bus turnouts. At this time, it appears the State will need to acquire approximately 761 parcels of land of which 121 are complete takings. Of these 121 complete takings, there are 20 commercial/industrial businesses, 4 churches, and 97 residential units which will need to be relocated because of the project. The city of Rockford currently own 81 of these parcels.

Of these properties, the four churches and one funeral home have been identified as being particularly sensitive as to their relocation needs to stay within the corridor. This mitigation plan will address just these five properties.

The Department will follow the Uniform Relocation Act (URA), as amended, in providing relocation services to the displaced businesses and residents.

RELOCATEE DATA

The following is a discussion of the number and types of relocation units:

2406 W. State St.: (Relocatee: New St. John Church of God in Christ).

This property is a one story, concrete block building with a full basement and attached 3 car garage. There is a full kitchen in the basement. The church has been in this location for 10 years. The Rockford Township Assessor's records show the building has 3,450 sq. ft.

Status: A replacement property needs to be found close enough to its current location so it does not lose its present congregation.

2411 W. State St.: (Relocatee: First Hispanic Church of God).

This property is a one story commercial building that has undergone extensive remodeling to adapt it for church use. Condition is very good. The church has been in this location for 1 year. A rough measurement shows the building has approximately 7,300 sq. ft.

Status: A replacement property needs to be found close enough to its current location so it does not lose its present congregation.

2429 W. State St.: (Relocatee: Carl E. Ponds Funeral Home).

This property is a one story building remodeled into a funeral home. Large chapel area, offices, show room, full basement set up for embalming, and a large 4 car garage. The funeral home has been in this location and run by the same family for 32 years serving the minority community. A rough measurement shows the building has approximately 2,800 sq. ft. plus a 1,900 sq. ft. garage.

Status: A replacement property in the same general area should be identified so they do not lose their customers.

2717 W. State St.: (Relocatee: Fountain of Life Church of God in Christ of Rockford)

This building was built as a church approximately 100 years ago. Current overall condition is poor. A rough measurement shows the building has approximately 3,100 sq. ft. above grade. The current church has been in this location for 11 years. They have another building on Kishwaukee St. in Rockford, Illinois that serves as their school.

Status: A replacement property needs to be found close enough to its current location so it does not lose its present congregation.

2827 W. State St.: (Relocatee: Deliverance Crusader's Church)

This building was built as a church. This property is a one story masonry building that contains a sanctuary, small kitchen, dining area, and several small class rooms. A rough measurement shows the building has approximately 7,400 sq. ft.

Status: Status: A replacement property in the same general area should be found so they do not lose their congregation or become too distant from the people they serve. They have very strong out reach programs to help needy people get back on their feet.

REPLACEMENT PROPERTY DATA

All five displacement properties are located within a couple of blocks of each other. A search of the Rockford Association of Realtors Multiple Listing Service found 17 properties currently listed for sale that could work as replacement properties IF they were extensively remodeled into churches. The following is the list of the 17 available possible replacement properties for these displaced churches and business:

Distance	Address	Asking Price	Size (Sq. Ft)	Current Use
1 Mile	4303 W. State St.	\$395,000	4,212	restaurant/bar
1.5 miles	1019 S. Main St.	\$249,000	2,000	retail store
1.5 miles	815 Marchesano Dr.	\$95,000	1,375	restaurant
1.75 miles	1210 Buchanan St.	\$125,000	7,974	commercial with warehouse
2 miles	2403 S. Main St.	\$289,000	4,000	grocery store
2 miles	1015 Charles St.	\$600,000	14,000	grocery store
2 miles	207 7 th St.	\$250,000	8,000	restaurant on 1 st floor (2 floors)
2 miles	222 7 th St.	\$149,900	6,600	retail on 1 st floor (3 floors)
2 miles	420 7 th St	\$224,900	14,500	retail on 1 st floor (3 floors)
2 miles	920 1 st Ave.	\$139,000	12,000	warehouse
2 miles	517 15 th Ave.	\$140,000	2,080	club with bar & kitchen
2.5 miles	1612 N. Main St.	\$250,000	10,000	commercial with warehouse
2.5 miles	2421 N. Court St.	\$350,000	9,580	warehouse/industrial
2.5 miles	1119 Broadway	\$185,000	3,000	commercial retail
3 miles	3137 N. Main St.	\$325,000	4,600	fast food restaurant
3 miles	3505 N. Main St.	\$199,000	3,320	flower & gift shop
3 miles	2111 11 th St.	\$399,000	33,000	bowling alley, bar, restaurant

ANALYSIS

The real estate market in the Rockford area is active with many properties of all types being bought and sold. Even though interest rates have begun to climb, there is plenty of mortgage money available at reasonable rates.

The West State Street Project necessitates the acquisition of nearly all commercial buildings on West State Street. This will limit the number of existing commercial buildings in the Corridor that can be used as replacement properties.

With the exception of one property, all of them are located a considerable distance away from the displacement properties. In the case of the subject churches that serve very low-income, minority congregations, moving to one of the replacement properties away from the corridor area would make them beyond the reach of their present congregations.

On average, commercial property values in the West State Street Corridor are the lowest in the entire City of Rockford. When the churches and the funeral home relocate, they will be faced with having to pay a significantly greater price per square foot for their replacement properties than they will likely receive for their displacement properties. In addition, any of the properties they move to will need to be extensively remodeled to make the property suitable for their church operations.

The Department is currently reconstructing part of Kishwaukee St., about 2 miles from the southeast of the West State Street Project area. This project will displace a storage facility, 4 businesses, and 5 to 10 single-family homes. The land acquisition and relocation is coming to a completion at this time.

The other project that involves relocations is the City of Rockford's Harrison Avenue project which is planned for 2008 and 2009. This project will include the relocation of several businesses and residential occupants along Harrison Avenue from 9th Street to 20th Street. This project will take place about 4 miles from the West State Street Project. Because of the distance from the corridor area, the Department does not believe that there will be much of a conflict between the relocating businesses.

CONCLUSIONS

It is the Departments conclusion that the churches and funeral home will not be able to successfully relocate into any existing properties within the area immediately around the West State Street Project. If they are to stay in the project area, they will have to resort to new construction. The Department estimate that the current value of the existing churches and funeral home will be in the range of \$15 to \$30 per square foot. New construction costs in the Rockford area for one story, masonry buildings are around \$130 to \$150 per square foot. The churches and funeral home will most likely not have the financial resources to make up the difference between the sale value of their existing properties and the cost of new construction of a similar size building.

There is land currently available within the project area that could accommodate new construction. For the Department to try and keep these churches and funeral home in the area, financial assistance will have to be provided that goes beyond the allowable URA guidelines to make up this financial gap.

RECOMMENDATIONS

Consideration should be given to providing financial assistance for new construction of replacement properties above and beyond what is allowed under the URA. However, this assistance should only be given if there is a method of guaranteeing the churches and funeral home remaining in the corridor area for a long time after the project is completed.

The Department recommends that this assistance take the form of DEFERRED MORTGAGES of \$150,000 for the four churches and Ponds Funeral Home. The City of Rockford has successfully used deferred mortgages in their residential rehab programs for over 25 years. A 15 year Deferred Mortgage would work as follows:

1. The 15 year Deferred Mortgage is signed by the property owner(s) and recorded against the property just like any other mortgage.
2. There are not any payments on this mortgage.
3. \$10,000 of the original dollar \$150,000 is forgiven each year.
4. If the property is sold or title transferred any time during the 15 year term of the Deferred Mortgage, the balance is immediately due and payable.
5. If the owners (individual or corporate) file for bankruptcy, the balance is immediately due and payable.
6. If the property's primary use/function changes (church or funeral home) any time during the 15 year period, the deferred mortgage balance would become due and payable.
7. Like any other mortgage, there are requirements to keep the property insured and in good repair.
8. There could be language included in the Deferred Mortgage stating if the mortgaged property is boarded up or vacant for an extended period of time (1 year? 2years?), the balance is immediately due and payable.
9. Assuming the churches and funeral home have mortgages on their displacement properties and similar sized mortgages are placed against the newly constructed properties, the Deferred Mortgage can be behind them in order of priority. (The Deferred Mortgage could be a 2nd or 3rd mortgage.)

A Deferred Mortgage would allow the displaced churches and funeral home to stay in the corridor area by building new construction without incurring a huge amount of debt on which they could never make the monthly payments. A Deferred Mortgage would give them a stake in staying in their replacement property in the corridor area long after the project is completed. They would not be able to sell the property immediately after the project's conclusion and take their profit to move outside the corridor area. It is recommended that the owners of these properties noted above contact a tax lawyer to see if any debt that is forgiven by this play would have to be reported as earned income.

APPENDIX C

MULTIPLE LISTING SERVICE FOR COMPARALBE REPLACEMENT FACILITIES

July 2007

WEST STATE STREET CORRIDOR PROJECT

MULTIPLE LISTING SERVICE FOR COMPARABLE REPLACEMENT FACILITIES

Possible Replacements for Residences and Churches

July 5, 2007

(Prepared by Mark Rose, Land Acquisition Officer, City of Rockford)

On July 5, 2007, I researched the available possible replacement dwellings for residential home owners and residential tenants. I also searched for possible replacement sites for churches that will be displaced. Here is a summary of my findings:

SINGLE FAMILY HOME OWNERS:

I checked the Rockford Area Association of Realtors' Multiple Listing Service for single family homes available for sale at this time. I limited my search to the area between Auburn St. on the North, Cunningham Rd. and By-Pass 20 on the South, Main St. on the East, and Meridian Rd. on the West.

In this area, there are currently 195 single family houses listed for sale with an average asking price of \$57,585. The range of value is from \$19,900 to \$169,900.

I conclude that there are plenty of available single family houses for sale at this time for displaced homeowners to choose from. I am confident that the City of Rockford will not have any problem in finding these owner-occupants decent, safe and sanitary replacement housing.

DUPLEX HOME OWNERS:

I checked the Rockford Area Association of Realtor's Multiple Listing Service for duplexes available for sale at this time. I limited my search to the same geographic area used above in the Single Family Home Owners section.

On this area, there are currently 29 duplexes listed for sale with an average asking price of \$64,331. The range of value is from \$29,900 to \$132,000.

I conclude that there are plenty of available duplexes for sale at this time to accommodate the displaced owner-occupants. I am confident that the City of Rockford will not have any problem in finding these owner-occupants decent, safe and sanitary replacement housing.

APARTMENT RESIDENTIAL TENANTS:

I surveyed the advertisements in the Rockford Register Star Newspaper for July 4, 2007 and found the following 91 apartments for rent:

Northwest side: 20 apartments are available at this time as follows:
6 one-bedroom apartments for rent ranging from \$375 to \$500 per month.
11 two-bedroom apartments for rent ranging from \$425 to \$1,100 per month.
3 three-bedroom apartments for rent ranging from \$620 to \$640 per month.

Southwest side: 2 apartments are available at this time as follows:
2 three-bedroom apartments for rent ranging from \$500 to \$525 per month.

Southeast side: 47 apartments are available at this time as follows:
15 one-bedroom apartments for rent ranging from \$325 to \$550 per month.
25 two-bedroom apartments for rent ranging from \$450 to \$825 per month.
7 three-bedroom apartments for rent ranging from \$650 to \$750 per month.

Northeast side: 22 apartments are available at this time as follows:
5 one-bedroom apartments for rent ranging from \$410 to \$625 per month.
12 two-bedroom apartments for rent ranging from \$520 to \$815 per month.
5 three-bedroom apartments for rent ranging from \$600 to \$950 per month.

Several of these apartments include heat in the monthly rent. Many of them are on bus lines. The apartments listed above show a healthy inventory of available replacement apartments for a displaced apartment tenant.

I conclude that there are plenty of available apartments in order to accommodate the displaced residential apartment tenants. I am confident that the City of Rockford will not have any problem in finding these displaced tenants decent, safe and sanitary replacement housing.

CHURCHES:

There are four churches located in the project area that will need to be relocated. These churches are generally located in converted commercial buildings. They range in size from 1,800 square feet to 7,200 square feet.

I searched the Rockford Area Association of Realtors' Multiple Listing Service for possible replacement properties and found the following:

1. 824 N. Court St.: This building was built as a 26,000 sq. ft. church. It is located on the North side of the downtown area. Its asking price is \$1,150,000.
2. 3505 N. Main St.: This is a commercial/office building that may be converted to a church use. It is located about 3 miles North of the project area. Its asking price is \$199,000 and has 3,320 sq. ft.
3. 2403 S. Main St.: This was previously used as a grocery store and may be converted to a church use. It is located about 2.5 miles South of the project area. Its asking price is \$289,900 and has 4,000 sq. ft.
4. 318 College Ave.: This RENTAL is part of a commercial/office strip mall. It is located about 1.5 miles Southeast of the project area. Its rental asking price is \$6.00 per sq. ft. and is up to 3,600 sq. ft.
5. 420 7th St.: This is a 3 story building with retail/office space on the first floor and apartments on the 2nd and 3rd floor. It is located about 2 miles Southeast of the project area. Each floor has approximately 5,000 sq. ft. Its asking price is \$224,900.
6. 1015 Charles St.: This is a building constructed as a grocery store. It is located about 2 miles East of the project area. Its asking price is \$600,000 and has 14,000 sq. ft.
7. 3925 E. State St.: This is a building currently used as a church. It is located about 5 miles East of the project area. Its asking a rental rate of \$4.00 per sq. ft. or \$1.75 NNN, and has 5,000 sq. ft.

8. 920 1st Ave.: This is a one story building set up as a commercial warehouse. It is located about 1 mile East of the project area. Its asking price is \$139,000 and has 12,000 sq. ft.
9. 2447 N. Central Ave: This is a commercial/office building that may be able to be converted to a church use. It is located about 2.5 miles north of the project area. Its asking price is \$149,900 and has 2,028 square feet.
10. 1210 Buchanan St.: This is a building currently used for retail sales and may be converted to a church use. It is located about 2 miles Southeast of the project area on the West side of the river. Its asking price is \$128,000 or the owner will lease the premises for a net rate of \$1.80 per square foot per year for its 8,640 square feet. (\$1,296 per month)

There are other properties that have been on the market in the past couple of years that have not sold. As part of the search for replacement properties at the time of displacement, I would also contact these owners to see if they are still willing to sell. The properties are:

Address	asking price	size	Notes
1. 3238 W. State St.	\$210,000	19,150 s.f.	industrial building needing converting
2. 333 Locust St.	\$198,000	3,948 s.f.	office building with 1,300 s.f. per floor
3. 1325 Broadway	\$109,900	1,910 s.f.	currently set up as a church
4. 1119 Broadway	\$199,999	3,000 s.f.	retail space
5. 2123 20 th St.	\$197,000	4,000 s.f.	office and shop areas
6. 3042 Kishwaukee	\$149,000	4,800 s.f.	office and shop areas
7. 1108 22 nd St.	\$160,000	4,890 s.f.	showroom, office & shop areas
8. 2510 Kishwaukee	\$199,900	8,000 s.f.	shop area
9. 702 7 th St.	\$169,900	10,800 s.f.	3,600 s.f. retail space on 1 st floor
10. 824 1 st Ave.	\$160,000	4,000 s.f.	currently set up as a church

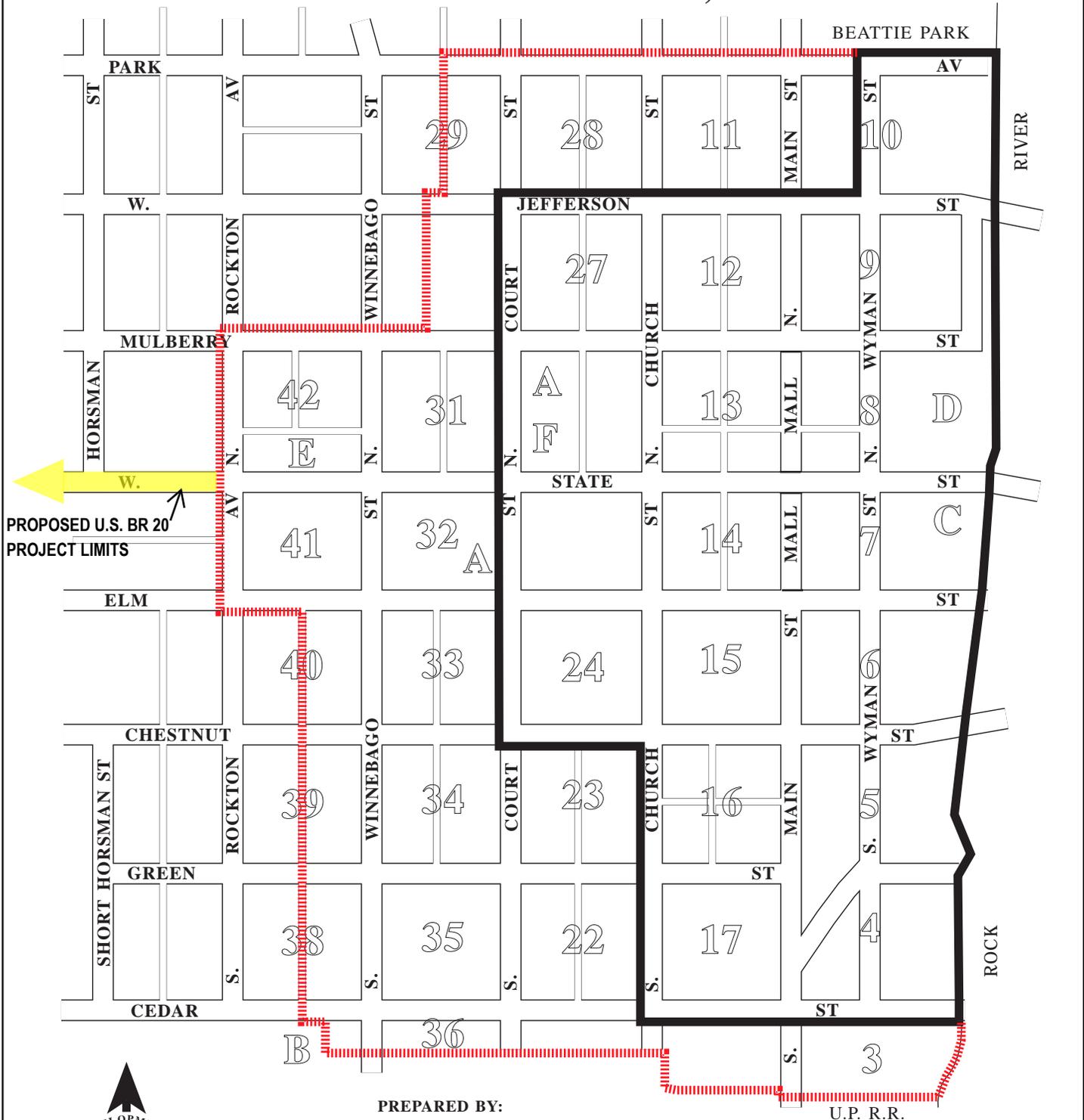
Based on this information, it is my opinion that replacement properties will be found for the four displaced churches *if they are able to move out of the project area*. However, by moving out of the project area they may lose some or all of the people they currently serve. If they are unable to move outside of the project area without losing a significant amount of the people they serve, they may have to close permanently. The State of Illinois and/or the Federal Highway Dept. should investigate the possibility of providing some unique, added relocation benefit above and beyond the standard relocation benefits provided under the URA for these churches.

The City of Rockford will need to work closely with each of the churches to assist and advise them during their replacement property search.

APPENDIX D

CITY OF ROCKFORD TIF DISTRICTS AND ENTERPRISE ZONE MAPS

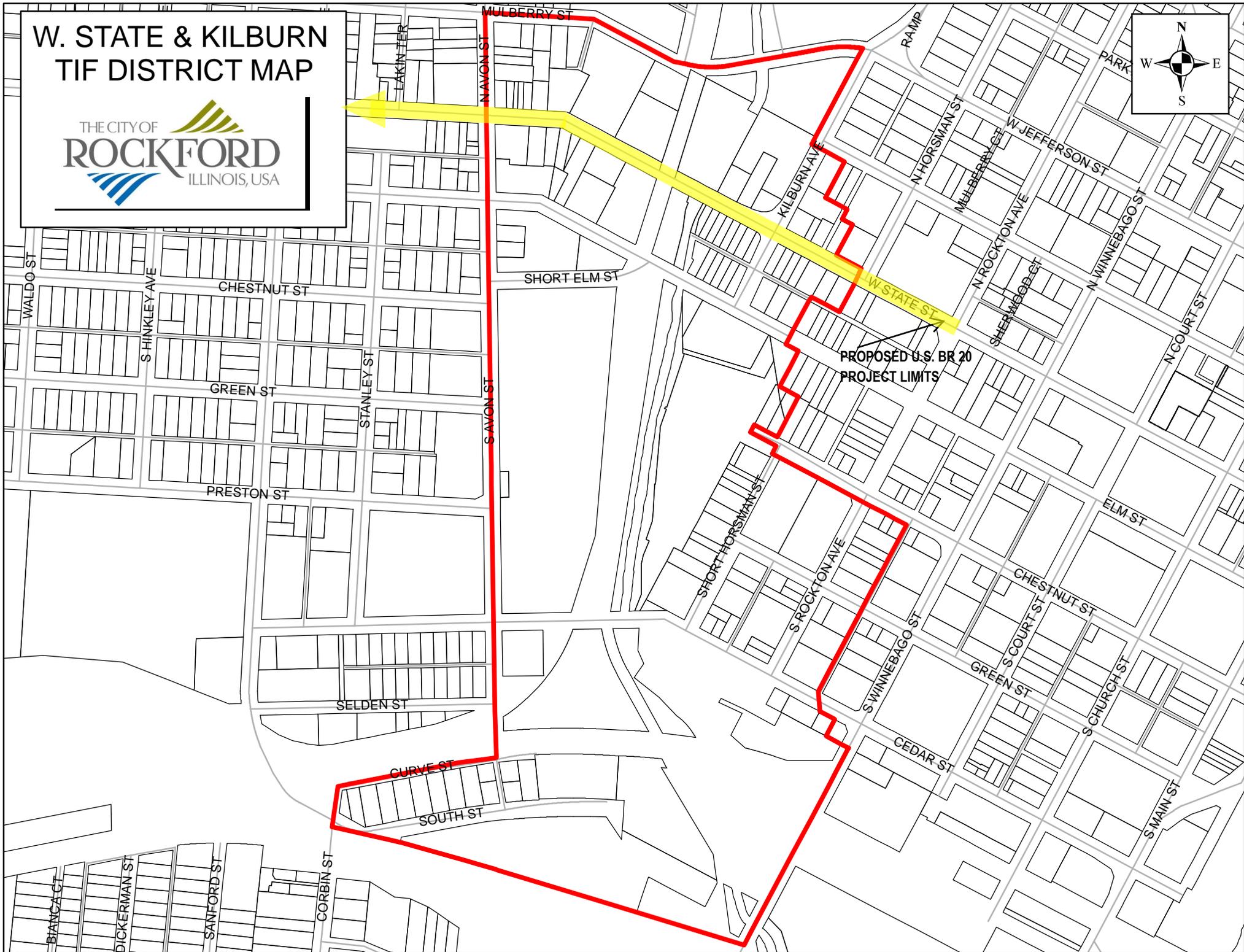
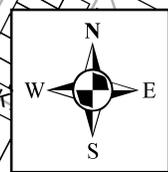
WESTSIDE REDEVELOPMENT PLAN (TIF) FOR CITY OF ROCKFORD, IL



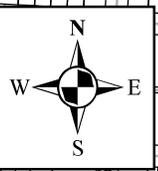
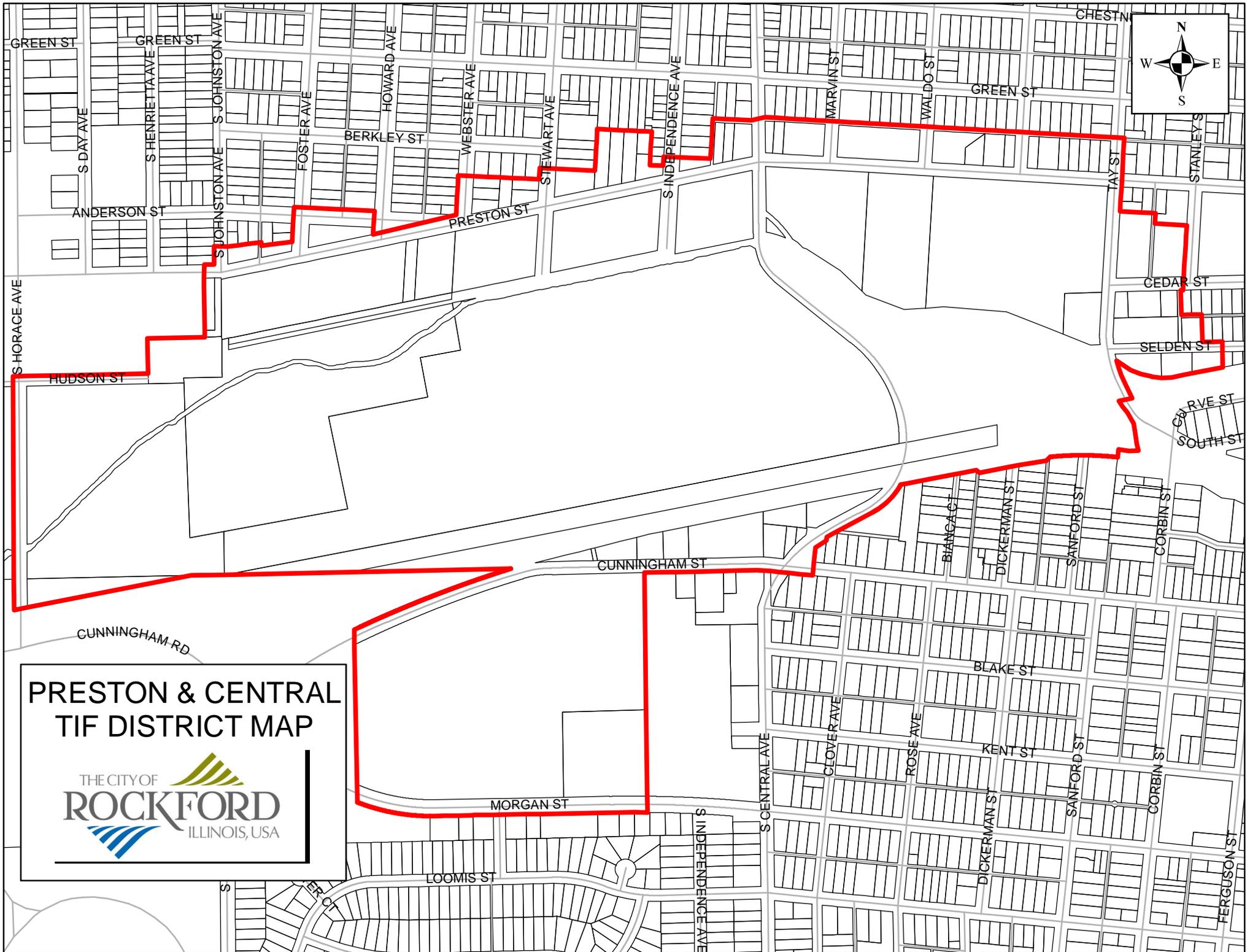
PREPARED BY:
 DEPARTMENT OF COMMUNITY DEVELOPMENT
 PLANNING DIVISION
 GEORGE G. ADAMS JR.
 SEPTEMBER, 1979
 REVISED SEPTEMBER, 1986

— OLD TIF BOUNDARY
- - - - - NEW TIF BOUNDARY

W. STATE & KILBURN TIF DISTRICT MAP



PROPOSED U.S. BR 20
PROJECT LIMITS

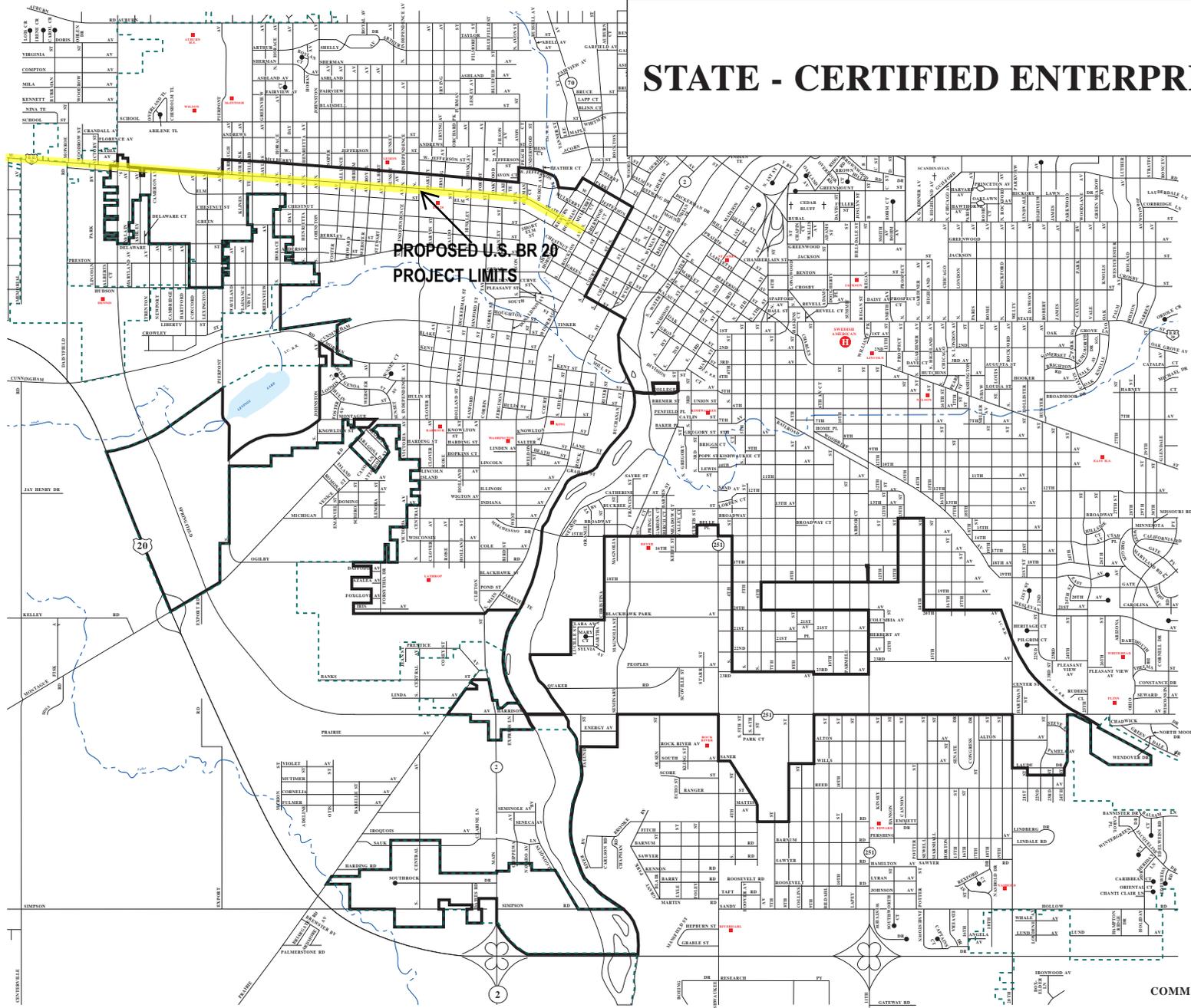


PRESTON & CENTRAL TIF DISTRICT MAP



GREEN ST
S DAY AVE
S HENRIETTA AVE
S JOHNSTON AVE
FOSTER AVE
BERKLEY ST
HOWARD AVE
WEBSTER AVE
STEWART AVE
S INDEPENDENCE AVE
MARVIN ST
WALDO ST
GREEN ST
CHESTN
ANDERSON ST
PRESTON ST
TAY ST
STANLEY'S
HUDSON ST
CEDAR ST
SELDEN ST
S CURVE ST
SOUTH ST
CUNNINGHAM ST
CUNNINGHAM RD
BLANCA CT
DICKERMAN ST
SANFORD ST
CORBIN ST
BLAKE ST
KENT ST
CLOVER AVE
ROSE AVE
SANFORD ST
CORBIN ST
MORGAN ST
S CENTRAL AVE
DICKERMAN ST
SANFORD ST
CORBIN ST
LOOMIS ST
S INDEPENDENCE AVE
S CENTRAL AVE
DICKERMAN ST
SANFORD ST
CORBIN ST
FERGUSON ST

STATE - CERTIFIED ENTERPRISE ZONE



PROPOSED U.S. BR 20
PROJECT LIMITS

ENTERPRISE ZONE BOUNDARY



MAP PREPARED BY:
CITY OF ROCKFORD
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
GEORGE G. ADAMS JR.
OCTOBER 2003