

# ***RATS*** **ROCKFORD AREA TRANSPORTATION** **STUDY METROPOLITAN PLANNING ORGANIZATION**

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## **POLICY COMMITTEE**

*Chairman Joseph F. Sinkiawic, Mayor, Loves Park  
Stephen Kuhn, President, Machesney Park  
Charles E. Box, Mayor, Rockford  
William D. Ost, District Engineer, IDOT District 2  
Eugene R. Quinn, Chairman, Winnebago County*

## **TECHNICAL COMMITTEE**

*Illinois Department of Transportation, Rockford Public Works,  
Rockford Community Development, Machesney Park Planning,  
Loves Park Planning, Winnebago County Planning, Winnebago  
County Public Works, Winnebago County ParaTransit, Loves  
Park Transit, Rockford Mass Transit, Greater Rockford Airport*

## **TECHNICAL COMMITTEE MEETING MINUTES October 20, 1994**

THE FOLLOWING ARE THE MINUTES OF THE OCTOBER 20, 1994, MEETING OF THE TECHNICAL COMMITTEE OF THE ROCKFORD AREA TRANSPORTATION STUDY (RATS) HELD AT THE LOVES PARK CITY HALL.

**MEMBERS PRESENT:** Wayne Dust, Rockford CD Dept.; Steve Thompson, Loves Park Planning Dept.; Daniel Salameda, Loves Park Transit System; Dennis Hendricks, Rockford Mass Transit District; Phil Maggio, Machesney Park Planning Dept.; David Noel, Winnebago County Planning; Mary Allen Verdun, IDOT District 2; Hong Liu, Rockford Public Works Dept.; Ron Heinen, Winnebago County Public Works Dept.

**MEMBERS ABSENT:** Nick Lacary, Winnebago County Paratransit System; Mark VanLoh, Greater Rockford Airport Authority; Rich Lundin, Boone County Highway Dept. (nonvoting member); Dave Sliktas, Belvidere/Boone County Planning Commission (nonvoting member); Curtis Cook, Ogle County Highway Department (nonvoting member).

**OTHERS PRESENT:** Gary McIntyre, RATS; Russ Petrotte, RATS; Rhonda Miner, IDOT (Springfield); Bill Rogers, Developer; Bob Kleckner, Developer; David Nord, Village of Cherry Valley; Rick McVinnie, RMTD; Gary Schneeman, Engineer; Jeff Orput, Developer; Alden E. Orput, Developer; John McNamara, Developer; Dennis Schultz, IDOT; Gary and Joyce Groeff, West Lane Enterprises; Stacy Morrison, IDOT; Candace Cobos, WTVU.

**4. IL 173 CORRIDOR STUDY:** At 10:05 a.m., with a quorum present, Wayne Dust called the meeting. When will the ROW dedications have to be made? Mr. Schultz said usually ROW will be required at the permit stage for the necessary turn lanes and the developers

to order and asked that this item be moved to first on the agenda. Gary McIntyre recapped discussion on this subject from previous meetings. Since IDOT's original presentations on this proposal, he has presented the proposal to the Loves Park Planning Commission, the Machesney Park Planning Commission, and the Public Works Committee of the Winnebago County Board. At the meeting at Machesney Park, the following issues were raised. How were the improvements on the access-controlled parts of East State Street funded and how would they be funded on the similarly-proposed parts of IL-173? Mr. McIntyre said most were paid for by developers. Some were helped by the City of Rockford through Preannexation Agreements.

How was the construction bid out, by the developer or IDOT? Dennis Shultz said in most cases where the developers funded the improvement, the developers bid or constructed it themselves.

Is the bridge structure at I-90 and IL-173 wide enough? Mr. Shultz said it is neither wide enough nor high enough. When the new interchange is constructed, that problem will be corrected.

How will access to Bob's Hardware be affected? Will the access have to be moved further north? Mr. Shultz said care must be taken to reserve enough ROW in that stretch to expand IL-173 from its current 3-lane cross section to the planned 5-lane cross section. In this area, however, IDOT will be responsible for building the additional two lanes.

will be required to provide the ROW and construct the turn lanes. He reiterated that IDOT will be responsible

for the ROW and construction of the proposed additional through lanes.

How will current driveway cuts be treated? Mr. McIntyre said current access points will be honored and allowed until the land is developed when access must meet the requirements of this plan.

In further discussion, Mr. McIntyre emphasized that the corridor plan includes two proposed interchanges. In addition to the interchange proposed at I-90/IL-173, an interchange is also proposed at IL-251/IL-173.

Mr. McIntyre presented a draft of Resolution 94-11 that would amend the RATS Transportation Plan by endorsing and adopting the IDOT plan for IL-173 as presented.

**A motion was made by Daniel Salameda to recommend Policy Committee approval of Resolution 94-11. The motion was seconded by Hong Liu. The motion was approved unanimously.**

### **3A. RATS LRP / SPRING CREEK RD**

**EXTENSION:** Mr. Dust called the Committee's attention to this item on the agenda. Mr. McIntyre recapped discussions on this topic that occurred on October 4, 1994. He asked if the Committee had any questions on his memo of September 30th. Summarizing his memo, he said there are five alternatives: (1) do nothing; leave the roadway pattern as shown on the adopted Plan; (2) construct a northeast diagonal connecting the north and south parts of Spring Creek Road; (3) construct a southeast diagonal to Rote Road; (4) close or partially close the intersection of Spring Creek (north leg) and Perryville Road; and (5) extend Spring Creek (south) straight east to intersect with Bell School Road. Mr. McIntyre said he recommends construction of the second and third alternatives. The fourth alternative should not be done. Mr. McIntyre distributed a letter from William Charles, Limited. The letter objects to changing the plan (favors alternative number 1, above).

Mr. McNamara said this matter had been addressed many years ago. Perryville and its current intersections are designed to accommodate traffic movements. Mr. Heinen said Mr. Lundin has asked that further planning be done to learn how Spring Creek Road relates to the road system in Boone County. Mr. Dust noted the low-density development planned in Boone County will produce only one-fifth the traffic compared to development planned in Winnebago County.

and future traffic volumes. Development plans and millions of dollars in investments have been made in concert with roadway layouts as previously planned; therefore, the plans should stay the same.

Hong Liu said he felt the alternative with the new northeast diagonal presents a better means of preventing future traffic congestion. Mr. McIntyre said the model runs done in the sixties and seventies upon which the existing plans are based are no longer valid.

He said recent model runs show that Perryville Road can handle the projected traffic, but he is concerned that the intersection at Spring Creek (north) and Perryville Road will not handle traffic without congestion in the future.

Mr. Noel said his interpretation of the 2015 model runs on the currently planned network did not show problems.

Ron Heinen said the latest Public Works Committee decision on this matter was to wait for further information before making a decision. He said Mr. Kretzer's recommendation has been to extend Spring Creek (south) eastward to the east side of Mr. Kleckner's development. He said the County is favoring restricting the intersection of Perryville and Spring Creek (north) to right turns only. Mr. Liu said the City would have no objection to extending Spring Creek (south) eastward but cannot support restricting the Spring Creek (north) intersection. Mr. Salameda also said he could not support restricting movements at the Spring Creek (north) intersection. He said the do-nothing alternative would be better for the development proposed by Mr. McNamara and asked how it would affect Mr. Kleckner's development proposals.

Mr. Kleckner said he favors the northeast diagonal connecting the legs of Spring Creek Road and a straight-through alignment of McFarland Road that brings that road southward through his development without offsets. He said by de-emphasizing the Spring Creek (north)/Perryville intersection, the McFarland alignment can be moved closer to Perryville. This would be better for both developments.

Mr. Rogers said that, overall, he and Mr. Kleckner can live with most of the alternatives being considered. He said they have a problem with the indecision occurring at the present. He and Mr. Kleckner asked RATS to make a recommendation as soon as possible so that they can proceed with their development planning. Mr. McNamara cautioned against a hasty decision.

Mr. Salameda moved that a decision be made on this matter at the next Technical Committee meeting. The motion was seconded by Dennis Hendricks and approved unanimously without further discussion.

### **3B. CHARLES STREET / PERRYVILLE ROAD INTERSECTION:**

Mr. McIntyre asked for a clarification of the decision made at the last Technical Committee meeting on the proposed opening of Charles Street at Perryville Road. He distributed and reviewed a proposed Policy Committee resolution that would amend the Transportation Plan. According to the resolution: (1) Charles Street will remain a collector-level road, (2) Cherry Valley will extend Bell School Road westward at collector-level to intersect with Perryville and Charles Street, (3) the exact location and design of the intersection will be determined by an Intersection Design Study (IDS) conducted by Cherry Valley and approved by the County, and (4) the intersection of Charles Street and Alpine Roads will remain restricted to right turns to and from Charles Street. He said the resolution does not specify if the existing nearby west entrance to the Mall will remain open, but assumes that will be addressed in the IDS.

Mr. Heinen suggested that the last "whereas" of the proposed resolution be changed to refer to a "corridor." Mr. Maggio said this is stated on the final "Resolved." Mr. Heinen and Mr. Noel said they concur with the general intent of the resolution but asked that it be reworded to assure that the exact point where Charles will cross Perryville is flexible.

Mr. Heinen moved to recommend Policy Committee approval of the proposed resolution. The motion was seconded by Dan Salameda. Mr. Heinen then moved to amend the wording of the resolution to say that the exact location of where Charles will be extended across Perryville and connected with Bell School will be flexible and determined by the IDS. Mr. Salameda seconded the amendment. The Committee unanimously approved the amendment, and then unanimously approved the motion to Dan Salameda moved to recommend Policy Committee approval of Resolution 94-10 with the corrections noted above. The motion was seconded by David Noel and approved unanimously without further discussion.

### **6. RMTD EVENING BUS SERVICE:**

Discussion on this topic was laid over until the next meeting.

recommend the amended resolution to the Policy Committee.

**2. AGENCY REPORTS:** Most representatives present gave a brief report on the status of their ongoing projects. Rhonda Miner thanked RATS for their attendance at the Fall Planning Conference. She also said the Governor will be announcing the last round of enhancement awards within the next few weeks.

**1. APPROVAL OF THE MINUTES:** Phil Maggio moved to approve the minutes of the September 22, 1994, meeting including the October 4, 1994, continuation of the RATS Technical Committee meeting. The motion was seconded by Dan Salameda. Mr. Petrotte noted that he had erroneously stated the motion made by Steve Ernst to appoint Ogle County as a non-voting member of the Technical Committee. The minutes read "Boone County" (page 5, last paragraph) but should read Ogle County. **With the above correction noted, the minutes were approved unanimously.**

### **5. FY94/95 HIGHWAY TIP AMENDMENTS:**

Mr. McIntyre explained that the FY95 TIP adopted by RATS in August has not yet been approved by the Feds. Therefore, to proceed with several projects scheduled for bid letting, they must be amended into the FY94 TIP. Mr. McIntyre distributed copies of proposed Resolution 94-10 including a list of seven projects on which this action is needed. Three of the projects are Rockford projects -- one for the repair of a railroad crossing, and two involving bridge repairs. The remaining four are IDOT projects. Stacy Morrison commented that the railroad project has the wrong funding source named. It should be Federal Railroad/Highway Safety Fund 203 not STP-HES. Also, he said the other three State projects should show amounts of local or State funds in addition to the STP-HES funds. The specific splits were enumerated.

### **7. STATUS OF THE WOOD-RUFF/WALLENBERG EXPRESSWAY STUDY:**

Mr. McIntyre said modeling adjustments are still being made to correct for some current results that are obviously illogical. A more detailed report will be made next meeting.

### **8. SPRINGFIELD/HARRISON PROJECT, COUNTY REQUEST FOR STP FUNDS FOR**

**ROW:** Mr. McIntyre distributed a letter from Gene Quinn requesting STP-Urban funds for ROW acquisition on the Harrison Avenue Extension project. Past practice and the written policy of RATS is not to use STP-Urban funds for ROW or engineering costs. Mr. Petrotte said there is a review procedure for this purpose. It is a scheduled part of the TIP preparation in the Spring. Mr. Heinen said there is some urgency because several properties are currently vacant. If funds were available now, the properties could be acquired with less difficulty or disruption to the owners or tenants. The empty houses could be acquired without relocation expenses.

Mr. Noel said, without an approved EIS, federal monies cannot be used. Mr. Heinen said he understands there are emergency provisions that allow some acquisition. Mr. Morrison said this matter was discussed before and decided. He asked what has changed since then.

Mr. Heinen and Mr. Noel said the excessive cost of ROW for this project make it an atypical project compared to other projects previously or potentially funded under this funding source.

In response to questions, Mr. McIntyre said there are no other projects scheduled (after Harrison Avenue). We receive about \$1.1 million per year in STP-Urban funds, and the cost of acquisition and relocation for the Harrison Extension Project has been estimated at roughly a million dollars by McClure Engineering. The cost estimates were considered low when they were first presented.

**Mr. Noel said the Committee needs an updated budget and suggested this be laid over until the next meeting. A motion to this effect was made by Ron Heinen, seconded by David Noel, and approved unanimously without further discussion.**

**9. COMMUNICATIONS:** Mr. McIntyre reminded the Committee that the next Policy Committee meeting is scheduled for October 27, 1994, at 1:30 p.m. in the Machesney Park Village Hall. He also distributed a tentative meeting schedule for 1995.

**10. OTHER BUSINESS:** Mr. Morrison asked if RATS has tried to estimate the impact in the Rockford area of the projected new employment (6,000 new jobs) in Harvard, Illinois. Mr. McIntyre said he has not. To do this, we would increase the employment on the appropriate external station in the model. It has been estimated that a quarter to a third of the workers at the new Motorola plant might live in the Rockford area.

Mr. McIntyre said the requested modeling work for the Meridian Road Bridge will be delayed until the work on the Woodruff/Wallenberg Parkway Study and the I-90/IL-173 Interchange is completed. Mr. Heinen said the County is still seeking to conduct an early feasibility study on the Meridian Road Bridge.

**11. ADJOURNMENT:** With no further business to conduct, David Noel moved to adjourn the meeting. The motion was seconded by Phil Maggio and approved unanimously. **The meeting was adjourned at 12:16 p.m.**

Respectfully submitted,  
R.P. - \MIN\TECH200C.MIN