

***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
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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** **September 22, 1994**

THE FOLLOWING ARE THE MINUTES OF THE SEPTEMBER 22, 1994, MEETING OF THE TECHNICAL COMMITTEE OF THE ROCKFORD AREA TRANSPORTATION STUDY (RATS) HELD AT THE LOVES PARK CITY HALL.

MEMBERS PRESENT: Gary McIntyre, Rockford CD Dept.; Dan Jacobson, Loves Park Planning Dept.; Dennis Hendricks, Rockford Mass Transit District; Phil Maggio, Machesney Park Planning Dept.; David Noel, Winnebago County Planning; Mary Allen Verdun, IDOT District 2; Steve Ernst, Rockford Public Works; Jack Kretzer, Winnebago County Public Works Dept.

MEMBERS ABSENT: Daniel Salameda, Loves Park Transit System; 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).

OTHERS PRESENT: Russ Petrotte, Rockford CD Dept.; Hong Liu, Rockford Public Works Dept.; Curtis Cook, Ogle County Superintendent of Highways; Rhonda Miner, IDOT (Springfield); Bill Rogers, Developer; Jeff Linkenheld, ARC Design Resources; Gene Washburn, IDOT; David Nord, Village of Cherry Valley; Rick McVinnie, RMTD; Bob Belk, RMTD; Nick Castrogiovani, Highlander Food Stores; Nick Ancona, Highlander Food Stores (arrived at 10:40 a.m.); Stella Caldwell, Rockford CD (arrived at 10:45).

1. CALL TO ORDER AND APPROVAL OF PREVIOUS MEETING MINUTES: At 10:10 a.m., with a quorum present, Gary McIntyre, serving as Chairman in the absence of Wayne Dust, called the meeting to order. **Steve Ernst moved to approve the minutes of the August 11, 1994, meeting. The motion was seconded by Denny Hendricks.** Mary Allen Verdun noted four corrections on page two under the IL 173 Corridor Study:

The fifth sentence should read (underlined parts added): "From IL-251 to Forest Hills Road, they propose a minimum access spacing of 650 feet or greater depending on existing access locations and the proximity to future access location requests."

The seventh sentence should read (underlined parts added): "East of Forest Hills Road, access spacing is proposed at quarter mile intervals for full access points and partial (right-in, right-out) access points at the eighth mile points in between."

The tenth sentence should read (underlined parts added): "They are also proposing a minimum setback from the IL-173 edge of pavement for access points of 300 feet; more would be required for high traffic generators, whether or not they develop frontage roads or a 5-lane section."

The eleventh sentence should read (underlined parts added): "The closest access point west of the I-90 Interchange would be 700 feet, but this point would be dependant upon the final geometrics of auxiliary lanes to access the I-90 interchange."

The motion was amended to included the above corrections and approved unanimously.

2. AGENCY REPORTS: Representatives present were called upon to report on their ongoing projects. The status of most ongoing highway projects is reported in the attached TIP Progress Report.

Jack Kretzer noted that Winnebago and Ogle Counties are discussing the proposed Meridian Road Bridge over the Rock River. He asked for RATS input regarding how this bridge fits into the Long-Range Plan, especially with regard to timing. He also noted that the Springfield Avenue project should now be referred to as the Harrison Extension Project. Regarding the Prairie Hill

Road project, discussions with IDOT this week indicate this will become part of IDOT's Janesville ByPass project.

Denny Hendricks reported that RMTD has received a letter from the Governor announcing approval of four additional Section 3 buses. These will be added to the 11 previously approved buses. Rick McVinnie announced that RMTD will be implementing a demonstration program of evening bus service on October 17th. The service will run from 6:45 p.m. to 12:45 a.m., Monday through Friday. A press conference is scheduled for Monday at 2:00 p.m. and more details will be presented then. This will be a six month experiment. He asked that this matter be placed on next month's agenda for further discussion related to the TIP. LPTS has no plans to participate in this test of evening service at this time.

Rhonda Miner commented about the Fall Planning Conference, scheduled for October 13th and 14th in Chicago, and urged interested persons to contact her office.

3. IL 173 CORRIDOR STUDY: Gary McIntyre said IDOT has prepared a written document summarizing their proposal. He said copies are available from IDOT or from RATS. He said he presented the proposal to the Loves Park Planning Commission and the Public Works Committee of the Winnebago County Board. He will be presenting it to the Machesney Park Planning Commission on October 5th. He said President Kuhn of Machesney Park has asked about the possibility of extending commuter rail from Harvard, in conjunction with plans for the improvement of IL-173. Mr. McIntyre said because these proposed improvements extend over more than a mile and involve access control, this may fall under the Major Investment Study regulations of the ISTE. A.

Mr. Noel said this proposal seems to be comparable to what is being implemented on East State Street. He asked if the City of Rockford has been satisfied with the way that corridor is working. Mr. Ernst commented on several aspects but generally stated that the corridor seems to be functioning efficiently and safely. Signal timing work is underway.

4. STATUS OF THE WOODRUFF/WALLENBERG EXPRESSWAY STUDY: Steve Ernst said the con-Russ Petrotte commented that he felt it was an unrealistic goal to say that the system, as represented by the model, will have no limited access links with an LOS of E or F. Mr. Ernst agreed this might be unrealistic in

sultant submitted their final schedule. A draft final report will be presented during the week of November 18th. The final presentation to RATS will be in January.

Mr. Ernst discussed his memo of September 6, 1994, regarding "Level of Service for Model Forecasting." The memo proposes levels of service to be used in evaluating the Wallenberg project and other alternative projects. Table 6 on the last page of the memo and duplicated below gives the staff's best estimate regarding the Level of Service we now have on our existing roadways. This table was computed through the RATS traffic simulation model with 2-way links analyzed separately:

Road Type\LOS	LOS A or B	LOS C	LOS D	LOS E or F
Limited Access	65%	27%	5%	3%
Principal Arterial	91%	6%	1%	2%
Minor Arterial	87%	9%	2%	2%
Collector	92%	7%	1%	0%

Mr. Ernst discussed the assumptions inherent in this table. He referred the Committee to Table 8. Table 8, duplicated below, is staff's recommendation of the standard the consultant should use in evaluating the Woodruff/Wallenberg Expressway and comparing it with other roadway improvement alternatives.

Road Type\LOS	LOS A or B	LOS C	LOS D	LOS E or F
Limited Access	85%	10%	5%	0%
Principal Arterial	80%	10%	5%	5%
Minor Arterial	75%	15%	5%	5%
Collector	80%	10%	5%	5%

modeling but noted it would also be unacceptable to design a limited access facility at LOS E or F. David Noel suggested that Table 8 be modified to combine the

LOS A, B and C values, because these are all acceptable levels.

Gary McIntyre requested a motion that the threshold values, i.e., acceptable levels of service, as stated in Table 8, be accepted at this time for advisory purposes to be included in the Wallenberg report and that we be given more opportunities to review the information as it is received. Jack Kretzer so moved with the qualification that this be limited for use with the Wallenberg study. The motion was seconded by Steve Ernst. With no further discussion, the motion was approved unanimously.

5A. TRANSPORTATION PLAN - CHARLES STREET/PERRYVILLE ROAD INTERSECTION:

Gary McIntyre said he received a copy of a letter addressed to David Nord from Sam Haldiman of Bucher, Willis & Ratliff concerning the Traffic Impact Study they conducted regarding the Charles Street and Perryville Road intersection. He distributed copies of this letter along with the "Findings and Recommendations" page of the Study itself. He asked Mr. Nord for his comments.

Mr. Nord said the Village of Cherry Valley will fund a complete Intersection Design Study of the entire reach of Perryville Road in the vicinity of the Perryville and Charles Street intersection. They are awaiting RATS approval that Charles can be opened across Perryville.

Mr. McIntyre discussed aspects of the handouts. Jack Kretzer and Mary Allen Verdun clarified that in their discussions of this issue they have requested that all access to the restaurants would be from the north and the existing access point on Perryville would be completely closed.

Mr. McIntyre stated that his analysis has lead him to believe that there will be considerable increases in traffic on Charles Street regardless of whether the intersection is opened.

Jeff Linkenheld suggested Charles Street be realigned northward so that it intersects directly with the existing Mall access point on Perryville Road. This would provide better separation from the Harrison/Perryville Intersection. Mr. McIntyre commented on the distance

5B. TRANSPORTATION PLAN - SPRING CREEK ROAD EXTENSION TO ROTE ROAD: Mr. McIntyre said he has not been able to model all the alternatives requested by Mr. Kretzer in regard to this extension.

and cost of such a northward extension of Charles. Mr. Petrotte said the concern that there might be conflict with the Harrison/Perryville intersection is speculative at this time and suggested that the IDS be done to address this question. If the IDS shows significant conflict, Mr. Linkenheld's suggestion should be considered. If not, then extending Charles northward would be an unnecessary expense. Also, if the IDS confirms that there is adequate separation between existing Charles and Harrison, an alternative that should be considered is closing the middle Mall access point.

Mr. McIntyre asked if the Committee was at the point where they could make a recommendation to the Policy Committee. Mr. Kretzer said some of the considerations expressed in the handouts are different from what was initially discussed. Mr. Nord said the Village is asking for some commitment and direction before they proceed with further expensive studies.

Mr. Petrotte said that the analysis thus far indicates it would be beneficial to the overall transportation network to have the Charles/Perryville intersection opened. There are a number of site-specific traffic engineering questions, intersection separation questions, and site access questions remaining but these appear to be resolvable, considering the wide variety of alternatives discussed today. He suggested that RATS approve the concept of opening the intersection contingent upon resolution of the remaining engineering issues by IDOT, the County and Cherry Valley.

Mr. Kretzer said a major question is who would pay for the improvements. Mr. Nord said the Village has acknowledged that they will be the principal beneficiaries of the opening and they are willing to consider the bulk of the costs.

Jack Kretzer moved that the Technical Committee endorse the Village of Cherry Valley's offer to create an IDS which will be used to determine where and how the Charles/Perryville intersection will be opened. Steve Ernst seconded the motion. Mr. McIntyre asked if this means that the IDS will have to be submitted to the Technical Committee for further review. Mr. Kretzer said he couldn't speak for Mr. Ost but he assumed not. With no further discussion, the motion was approved unanimously.

Steve Ernst said a preannexation agreement exists with Mr. Rogers calling for construction of a collector level road east of Perryville Road at developer expense. It is the City's feeling that an "S" curve sweeping to the north and to the east with a 50 mph design speed is most

desirable. He said the developer is being very cooperative.

Mr. Kretzer said the County Board has many different ideas about what should be done and he is in need of numbers from the model to help them decide. There is a Public Works Committee meeting on October 4th.

Mr. McIntyre said he feels there is a need for both diagonals, one northward to Spring Creek and one southward to Rote Road, but the primary movement will be north to Spring Creek. Mr. Kretzer said the modeling in Boone County is not integrated with the modeling in Winnebago County and he felt most of the trip generation is south of Rote Road. Mr. McIntyre said Spring Creek is a better road alignment than Rote/Squaw Prairie.

Mr. McIntyre said he ran two straight-east model options, one to Bell School and one across the Tollway to Lyford. The result is that all the traffic continues east instead of splitting north or south on Perryville.

There was discussion of closing the north intersection of Spring Creek and Perryville and moving the lights north to Spring Brook. Mr. McIntyre said there has been considerable land use planning and City/developer agreements contingent on that intersection remaining open. Mr. Kretzer said the County Board wants to minimize the number of access points on Perryville to facilitate efficient north-south movement. There was lengthy discussion on jurisdictional responsibilities of segments of Spring Creek and Bell School Roads.

Steve Ernst stressed the need to make a decision on this matter because the developers are anxious to begin construction of part of their development. Gary McIntyre stated some of the difficulties of modeling and said he couldn't assure the Committee he would have all the alternatives, as requested, tested in two weeks.

6. RATS LRP - STATUS OF AREA LAND USE PLANS: Mr. Petrotte said the ISTEPA requires the consideration of land use and development plans in the development of the area's Long-Range Transportation Plan. To deal with this requirement staff was asked to inventory the status and composition of all the adopted land use plans within the Rockford MA. Staff has prepared a report on this work which also identifies a number of conflicts or potential conflicts among the various jurisdictions in the MA.

Stella Caldwell distributed a copy of a report summarizing her research on this subject. She referred the Committee to the table which summarizes the status of land use planning. Information on eight of the ten jurisdictions having land use planning authority in the MA

Mr. Kretzer stressed the problem of not knowing how Boone County is going to develop and which roads they are going to emphasize. Mr. McIntyre said he thought there would be more traffic along the Spring Creek corridor than the Rote Road corridor. Mr. Kretzer questioned whether we should try to encourage traffic on the Spring Creek corridor because that would exceed the bridge capacity; whereas as if we develop a system that distributes the traffic evenly on Rote and Spring Creek, the bridge situation may be adequate for a longer time. Mr. Ernst said the newly planned commercial development in the Spring Creek/Perryville area will attract significant traffic along the Spring Creek corridor regardless of how Boone County develops.

In response to a question, Mr. Noel said the Committee seems to be in agreement that there needs to be a better link across Perryville connecting Spring Creek (west) with Spring Creek (east) or connecting Spring Creek (west) with Rote. He said he sees this as a question of how to optimize the use of the Rote and Spring Creek bridges. Steve Ernst said the City is strongly considering the Spring Creek (west) to Spring Creek (east) crossover option, which would be built largely at developer cost. However, all of the land needed isn't currently within Mr. Roger's control. Members of the Committee conversed about several alignment options.

Mr. Kretzer objected to making a decision at this time. He said he would like to see the numbers before deciding. **Dan Jacobson moved to lay this item over until October 4th, the same day as the Public Works Committee meeting, to give Mr. McIntyre more time to do some of the model runs requested by Mr. Kretzer. This Technical Committee meeting could be continued at that time. The motion was seconded by David Noel and approved unanimously without further discussion.**

is summarized in the table. In brief, the adoption/update dates of their plans range from 1974 to 1994, five of the eight jurisdictions have active planning commissions, all except two jurisdictions require public utilities in conjunction with development, future boundary agreements are lacking between several jurisdictions, all but one jurisdiction has transportation elements to their plans, and there are numerous plan overlap areas which have the potential for conflict.

Ms Caldwell referred the Committee to a series of maps in the report which depict the outside corporate boundaries, the planning boundaries, the overlap areas, and the legal extraterritorial limits of the jurisdictions. Major overlaps and potential conflicts in adopted plans exist between Machesney Park and Loves Park,

between Cherry Valley and Belvidere, and between Rockford and New Milford. There are five large areas of overlap in the extraterritorial jurisdictional areas of the municipalities; the same three noted above plus overlaps of Rockford and Belvidere and overlaps of Rockford and Loves Park. On a positive note, significant boundary agreements that will reduce future conflicts have been established between Rockford and Machesney Park, Rockford and Loves Park, and Rockford and Cherry Valley. However, some of the agreements are incomplete.

Ms. Caldwell emphasized that Loves Park and Rockford both need to update their comprehensive plans to reflect current annexations and changes in planning emphasis.

Also, the establishment of additional future boundary agreements would be beneficial from the standpoint of reducing potential land use conflicts, sizing utilities and determining roadway needs, and reducing confusion for developers. Ms Caldwell noted that the unincorporated islands surrounded by Rockford are not shown on these maps. Also, not yet included is information on the Village of Roscoe.

Mr. Kretzer asked if he could get a copy of the current Rockford corporate limits. Mr. Petrotte said staff has recently completed a new street map of the area on their computerized mapping system. This map has been published by the Chamber of Commerce and a copy was displayed. This map is the most up-to-date single-sheet map showing corporate limits. Staff is now exploring ways of producing it in a larger scale.

7. COMMUNICATIONS: Mr. McIntyre noted that the Policy Committee meeting scheduled for this month has been cancelled.

Related to the above, Mr. Kretzer discussed the need for a Meridian Road Bridge and the extension of Meridian Road across the Rock River. He asked if there were funds available for conducting a needs assessment and feasibility study for this project. This project is on the Long-Range Plan but the increased activity at the airport may be accelerating its need. Mr. Petrotte stated that there are no additional planning funds available that he knew of. He suggested that Mr. Kretzer use the PL funds allocated to him in the FY95 Unified Work Program. The program will have to be amended to accumulate the funding in a single work element and inform IDOT and the RATS participants of the new intended use of the funds. The County will want to consider the impact of delaying the planning work they normally do with these funds. The latter may not be a problem because the County has not been drawing

Mr. McIntyre introduced a letter from Gene Quinn requesting the use of STP-Urban funds for the land acquisition aspects of the Harrison Extension project. Mr. Kretzer said the letter speaks for itself. The County has a funding problem and the Harrison project is atypical in that the land acquisition is much more extensive than past STP-Urban/FAU projects. Over 40 families will have to be relocated and the project will cost more than originally anticipated. Mr. McIntyre said the item will be put on next month's agenda.

8. OTHER BUSINESS: Mr. McIntyre said he has been working to get TRANPLAN working for the RATS area. TRANPLAN is the computerized traffic simulation model supported by IDOT. IDOT has recently hired the consulting firm of Bucher, Willis & Ratliff to provide technical assistance in the use of TRANPLAN. Mr. McIntyre has met with Clyde Prem of that firm for the purpose of determining TRANPLAN assistance needs both in the Rockford area and in the Boone/Belvidere area. He said his work on TRANPLAN will be limited at this time. He will continue to concentrate his efforts on TMODEL2 which is easier to use in several respects.

Mr. Kretzer introduced Curtis Cook, the Ogle County Engineer. He asked that Mr. Cook be appointed as an ad hoc member of the Technical Committee. The activity of the Greater Rockford Airport is increasing the traffic movements between Ogle and Winnebago Counties and has the potential to foster more development and traffic in the vicinity of the airport and the Winnebago/Ogle county line. Adding Mr. Curtis to the Committee will afford better communication between the two counties on traffic and road matters. **Steve Ernst moved that the Boone County Highway Department be appointed as a non-voting member of the Technical Committee. The motion was seconded by Dennis Hendricks and approved unanimously.**

down on the PL funds allocated to them for the last several quarters. The amount allocated to them in FY95 (\$12,000) may not be enough to do the job. If not, perhaps we can ask IDOT for additional funds or initiate the study as part of next year's work program.

Mr. Noel said we should be looking at the whole road system around the airport, including the possible extension of Meridian Road all the way south to IL-72, not just the Meridian Road bridge. Mr. Ernst and Mr. McIntyre concurred that this is a valid concern.

Mr. Kretzer reported on a number of other topics. He said it is likely the bid will be awarded for the Rockton Road interchange later today. If so, construction will start sometime next month. The County will contribute approximately \$1 million to the project with another \$2.3

million coming from the Tollway Authority. He said there will be a preconstruction conference on the bikeway for the Toll Bridge next week. Lastly, he asked if the Charles Street bikeway could be added to the plan. Mr. McIntyre said this is already on the plan at Class 2 level.

11. MEETING CONTINUATION: Recalling the need for further discussion and action on the Perryville/Spring Creek matter, Steve Ernst moved to continue the meeting to October 4th, at a time and place to determined and announced later. The motion was seconded by Jack Kretzer and approved unanimously. At 12:53 PM the meeting was continued until October 4th.

Referring to his recent memo, Mr. McIntyre said there are five basic options: (1) an extension from Spring Creek Road (southwest), straight eastward to Bell School or to Lyford Road; (2) a northeast diagonal crossover from Spring Creek (SW) to Spring Creek (NE); (3) a southeast diagonal crossover from Spring Creek (SW) to Rote Road; (4) in conjunction with a new crossover, elimination of the intersection of Spring Creek (NE) with Perryville Road; and (5) a do nothing

OCTOBER 4, 1994, MEETING CONTINUATION

On October 4, 1994, the September 22nd Technical Committee meeting was reconvened in Conference Room B of the Rockford City Hall for the purpose of continuing the discussion of possible crossover connections of Spring Creek (west) and Spring Creek (east) and Spring Creek (west) and Rote Road. Gary McIntyre called the meeting to order at 1:30 p.m.

MEMBERS PRESENT: Gary McIntyre, Rockford CD Dept.; Dan Jacobson, Loves Park Planning Dept.; Daniel Salameda, Loves Park Transit System; Phil Maggio, Machesney Park Planning Dept.; David Noel, Winnebago County Planning; Mary Allen Verdun, IDOT District 2; Steve Ernst, Rockford Public Works; Pan Mahajan, Winnebago County Public Works Dept; Richard Lundin, Boone County Highway Dept. (non-voting member);

MEMBERS ABSENT: Dennis Hendricks, Rockford Mass Transit District; Nick Lacary, Winnebago County Paratransit System; Mark VanLoh, Greater Rockford Airport Authority; Dave Sliktas, Belvidere/Boone County Planning Commission (nonvoting member).

OTHERS PRESENT: Russ Petrotte, Rockford CD Dept.; Hong Liu, Rockford Public Works Dept.; Bill Rogers and Bob Kleckner, Rogers-Kleckner Limited; John McNamara, William Charles Investments; A. Marie Holms, City of Loves Park; Sunil Puri, First Rockford Group; Mike Cavanagh, R.K. Johnson & Associates.

Gary McIntyre called the Committee's attention to additional modeling results that he had previously distributed to most persons present, to a memorandum on the subject that he had prepared today, and to the most recent letter from Jack Kretzer on this subject. He provided copies of these items for those present. He said he spent time yesterday with Mr. Kretzer going over the numbers and noted that some of the numbers still don't make logical sense. He said there is a meeting this evening (at 5:30 p.m.) of the Public Works Committee of the County Board at which this topic will be discussed (the meeting will be held at the County Public Works offices on Springfield Avenue).

alternative (i.e., Spring Creek (SW) intersects and terminates at Perryville and Spring Creek (NE) intersects and terminates at Perryville, the two intersections remaining offset as they do today.

Mr. McIntyre said that, in his opinion, (after looking at all the numbers and considering the goal of maximizing the use of the existing bridges over the Tollway and discussing the matter with the developers), constructing

the crossover to the northeast as a four-lane facility (design speed 50 mph, posted 45 mph) while also allowing for a future crossover connection (at collector level) down to Rote Road is the best alternative (a combination of 1 and 2, above). In the model, Alternative 1 simply transfers all the traffic to Bell School or Lyford, creating intersection, turning and possible capacity problems on those roads instead of encouraging the traffic to use Perryville Road. Mr. McIntyre then pointed out some of the projected traffic volumes on the various links and scenarios, discussed some of the limitations of these projections, and cited the attachment and exhibits included.

Mr. McIntyre said he did not favor the suggestion to eliminate the existing Spring Creek (NE) intersection with Perryville. He said the developers of land in this vicinity have already been assured that this intersection will remain open and it is an issue of trust. He said closing this intersection forces travelers to and from Rock Valley College to take unnecessary circuitous routes. Mr. Salameda agreed that the access would be better for the developments planned in that area. Mr. Mahajam said he thought the request was to simply downgrade this intersection and street segment to a collector street, not eliminate or cul-de-sac it.

John McNamara spoke representing the proposed Ralston Farm development that extends from Spring Creek (NE), along the east side of Perryville, northward to Spring Brook. He asked that a decision not be made today because he has had little time to look at the material presented today. He said his company has an annexation agreement with the City of Rockford, around which their proposed development is structured, which says that Spring Creek and Perryville will continue to occupy the alignments that exist today. He said this should have been considered years ago and too many commitments have been made to change plans now. He suggested less disruptive alternatives such as extending McFarland as a collector all the way to Sentinel. He strongly emphasized that these proposals could be disruptive to the economic development William Charles Limited has planned.

Mr. McNamara stated again that he needed more time to look at the agreements and other aspects of this issue. He said he has always felt it unwise to have an offset intersection at a major highway but he has also felt that the crossover should have been done on the other side of the road (west of Perryville). He said, at this point, his gut reaction is that the intersection at Perryville and Spring Creek (NE) will be disrupted and this, in turn, will greatly decrease the value of his company's lands and investments.

Steve Ernst clarified that specific alignments are not to be decided today, but only whether there is going to be some further extension of Spring Creek (NW), straight east or diagonally northeast or southeast. Mr. McNamara said these decisions could adversely affect the development proposed by his company. He reiterated that a decision should not be made today.

Sunil Puri expressed dismay over some of the alternatives being considered. He cited the preannexation agreement going back to 1988. He expressed concern that no one should have the right to downgrade a road segment that has been long-planned at the possible expense of developments that he and others have planned in good faith. Mr. Puri said there are millions of dollars in private funds already invested in this area. He said he has a six million dollar building planned on McFarland Road and said some of these proposed changes are holding up this project and, if implemented, would disrupt this project.

Steve Ernst said the Technical Committee did not initiate these considerations. The Technical Committee is reacting to requests made by Jack Kretzer and members of the Winnebago County Board. Mr. Puri asked for Technical Committee support so that he could continue to implement his proposals as previously planned.

Pan Mahajam said that the only objective of Mr. Kretzer and the County is to maximize the use of the existing bridges over the Tollway. He said the County is looking at options and that all of the options are, admittedly, not good. He said Mr. Kretzer will try to abide by what the RATS Committees decide and he is not imposing anything on anybody.

Mr. Puri asked the Committee to recommend that the traffic light at Spring Creek (NE) and Perryville not be removed and that the alignment of McFarland remain fixed so that he can proceed with his development and not lose valuable building time. He said he could see some logic to making a more direct diagonal connection of the Spring Creek segments.

Steve Ernst said that years ago we were looking at all this area being residentially developed. With recent proposals of more intense development, we are concerned that better arterial-level network connections may be needed. Mr. McNamara questioned whether the City's agreement with Mr. Rogers is consistent with the agreement with his company. The City's decision to allow commercial development south of Spring Creek drives this need to change road plans. Mr. Kleckner said the agreement he signed with the City is completely different from what is being discussed here today.

Mr. Petrotte said the Committee acknowledges that some of these alternatives may conflict with the agreements that have been made between the developers and the City. Also, some of these proposals may adversely impact some of the proposed developments. But, the Committee is looking for input from all of the developers here. We are asking assistance in finding a way that we can both improve the traffic movements and not detract from any of their developments. He asked the developers in the room to get together and put on their transportation planner hats as well as their developer hats and make a proposal.

adjourn, seconded and approved unanimously. The meeting was adjourned at approximately 3:00 p.m.

Respectfully submitted,
R.P. - \MIN\TECH22sp.MIN

Mr. Puri reiterated his concern that the traffic signal at Perryville and Spring Creek will be removed. Mr. Ernst said he doubted that would happen and also, Mr. McIntyre's analysis did not support removing that signal or closing that part of the road. Mr. Puri asked that the Committee make that statement as part of its recommendation.

After further discussion of the timing considerations in making a decision on this matter, Mr. McNamara, Mr. Rogers, Mr. Kleckner and Mr. Puri agreed to get together and attempt to develop a proposal that would meet their needs as well as improve the region's transportation circulation goals. The next Technical Committee is scheduled for October 20th. The Policy Committee is scheduled for October 27th. **Mr. Ernst moved that this matter be laid over until the October 20th meeting. The motion was seconded by Dan Salameda.**

David Noel commented that, according to Mr. McIntyre's analysis, by the year 2015, the Spring Creek bridge will have 12,000 ADT and the Rote Bridge will have 10,000 ADT. With that traffic, both these bridges will be near capacity -- and this occurs even with the "no build" alternative. Given that, one or both of these bridges will have to be expanded. The concern that these two bridges may be underutilized if we don't build crossovers may not be valid. Eventually, there will have to be additional capacity constructed over the Tollway. Should it be at Spring Creek, Rote or an entirely new bridge straight across -- and the decisions about crossovers may be relevant in that regard. Mr. McIntyre said the high Rote Road traffic in the Year 2010 is more a result of overflow from State Street than from the Spring Creek alignments. Mr. Maggio expressed concern that Bell School Road might also be undersized.

Mr. McIntyre called for a vote on Mr. Ernst's motion to lay this item over until October 20th. It was approved unanimously. A motion was made to