

Illinois Route 31

North of IL 176 to IL 120

Community Advisory Group (CAG)
Meeting Binder



www.ILRoute31.com



Illinois Route 31: CAG Meeting Binder



Illinois Route 31 from IL 176 to IL 120 - Phase I Study
 Community Advisory Group (CAG) Meeting #1 Index

Meeting Date: September 1st 2011

CAG Meeting #1: Index of Meeting Materials

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AGENDA

Illinois Route 31 Phase I Study:
Illinois Route 176 to Illinois Route 120
McHenry County

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Thursday, September 1, 2011
1:00 p.m. to 3:00 p.m.



Community Advisory Group (CAG) Meeting #1

Agenda Item	Timeline
I. Welcome	1:00 p.m.
A. Introductions	
B. Meeting Overview and CAG Binders	
C. CAG Ground Rules	
II. Project Development and Public Involvement Process	1:10 p.m.
A. IDOT Project Development Process	
B. National Environmental Policy Act (NEPA)	
C. Phase I Study Process and Schedule	
B. Context Sensitive Solutions Overview	
C. Stakeholder Involvement Plan & Public Involvement Opportunities	
D. Role of Project Study Group (PSG) & Community Advisory Group (CAG)	
III. Summary of Public Meeting and Questionnaire Responses	1:30 p.m.
IV. Workshop: Project Problem Statement	1:40 p.m.
A. What is Project Problem Statement & Overview of Group Exercises	
B. Group Exercise Part A: Brainstorming Key Transportation Issues/Concerns	1:45 p.m.
C. Group Exercise Part B: Developing the Draft Project Problem Statement	2:05 p.m.
D. Develop Consensus on Single Problem Statement	2:30 p.m.
VI. Recap and Future Meetings	2:55 p.m.
(CAG Meeting Adjourned)	



Illinois Department of Transportation

Community Advisory Group (CAG) Meeting #1

September 1, 2011

Silhouettes of a family (two adults and a child) standing on a grassy hill with flowers, positioned above the top of the route sign.

ILLINOIS

31

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

McHenry County



Introductions

- Illinois Department of Transportation
- STV Incorporated & Sub-Consultants
- Christopher B. Burke Engineering, Ltd.
- Community Advisory Group Members
 - » Please refer to list provided in Binder.
 - » Introduce yourself and state which group and/or municipality you represent, as well as why you volunteered for the Community Advisory Group.



Meeting Agenda Overview & CAG Binders

- Meeting Agenda Overview
 - » Please refer to agenda provided in Binder.
- CAG Binders
 - » Meeting Materials
 - » Reference Materials
 - » Notepad and Pen



CAG Ground Rules

The Illinois Department of Transportation (IDOT) has established CAG ground rules as listed below under its CSS policy and procedures. These ground rules will not be considered final until they are agreed upon by the CAG membership.

1. Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
2. Input from all participants in the process is valued and considered.
3. The list of stakeholders is subject to revisions/additions at any time as events warrant.
4. All participants must keep an open mind and participate openly, honestly, and respectfully.
5. All participants should work collaboratively and cooperatively to provide input towards developing a solution.



CAG Ground Rules (Continued)

6. All participants in the process must treat each other with respect and dignity.
7. The project must progress at a reasonable pace, based on the project schedule.
8. CAG members should commit to attend all CAG meetings.
9. Members of the media and general public are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.
10. Final project decisions will be made by IDOT and FHWA. Input is sought from CAG members prior to major milestone decisions.



IDOT Project Development Process

PHASE I

Preliminary
engineering &
environmental
study

PHASE II

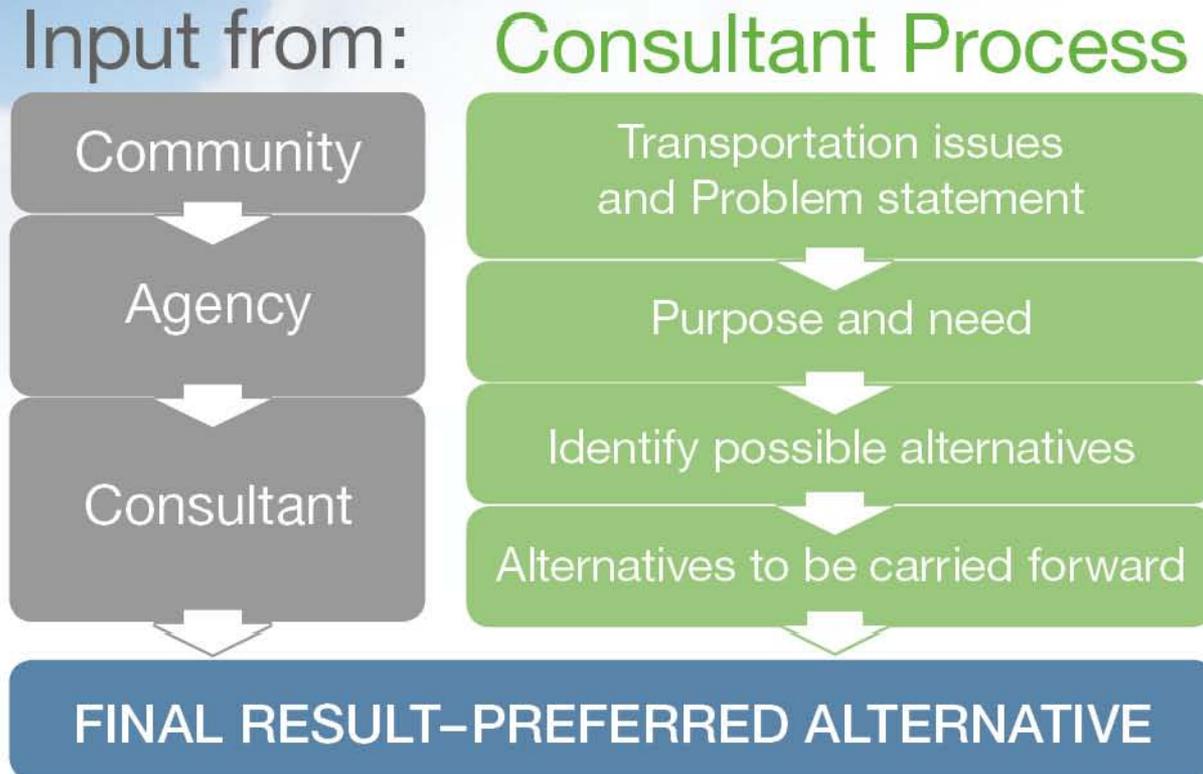
Contract plan
preparation
and land
acquisition

PHASE III

Construction

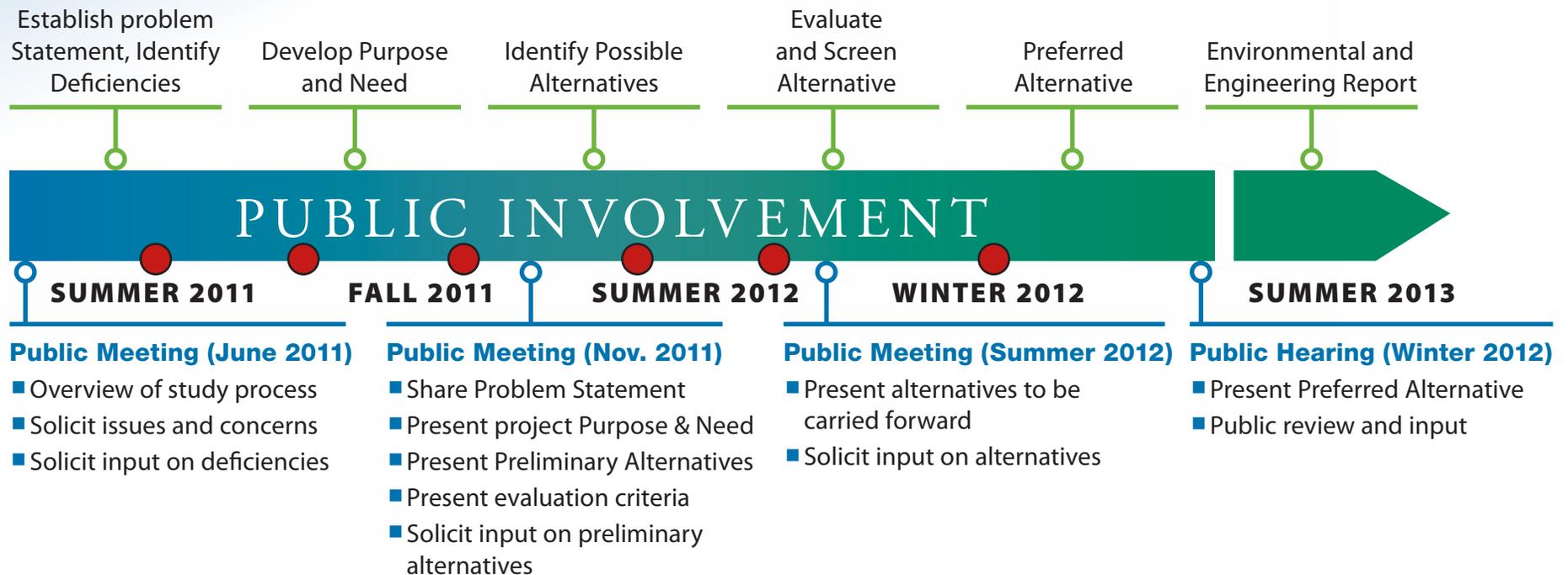


Phase I Study Process



Phase I Study Schedule

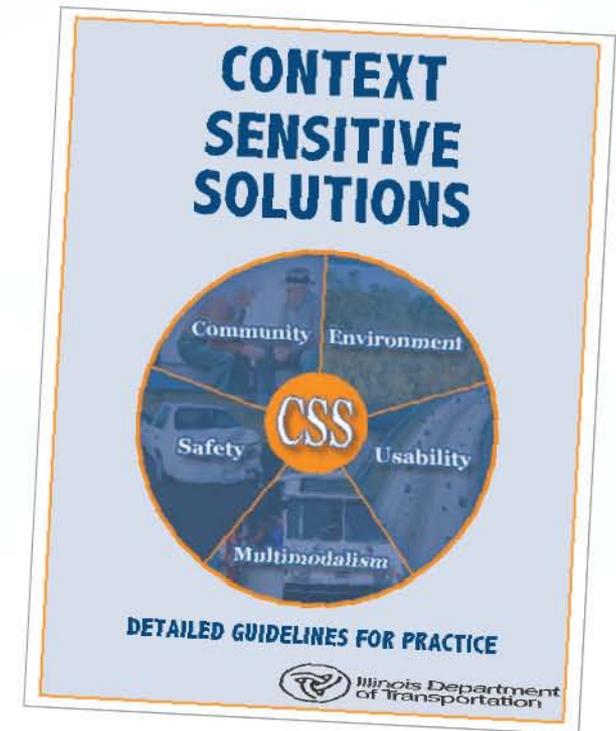
PROJECT MILESTONES



● Anticipated CAG Meeting Schedule

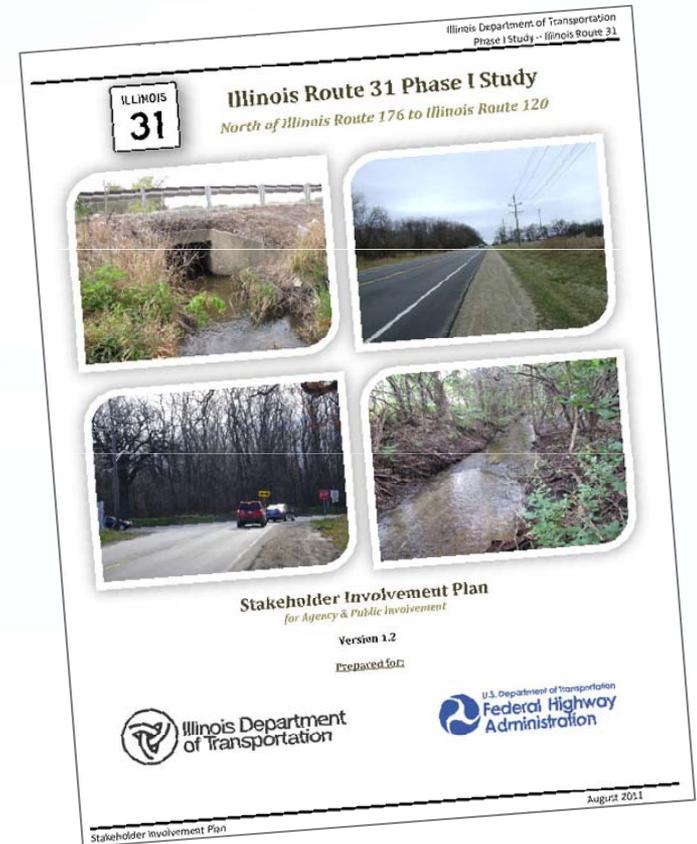
What is Context Sensitive Solutions (CSS)?

- Involves all stakeholders
- Fits into its surroundings
- Develop, build and maintain cost effective transportation facilities
- Address all modes of transportation
- Preserve aesthetic, historic, and environmental resources
- Maintain safety and mobility



Stakeholder Involvement Plan (SIP)

- Blueprint for defining outreach tools and methods
- Framework for collecting stakeholder input
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP is available for review today in your CAG binder and available for download on project website: www.ILRoute31.com



National Environmental Policy Act (NEPA)

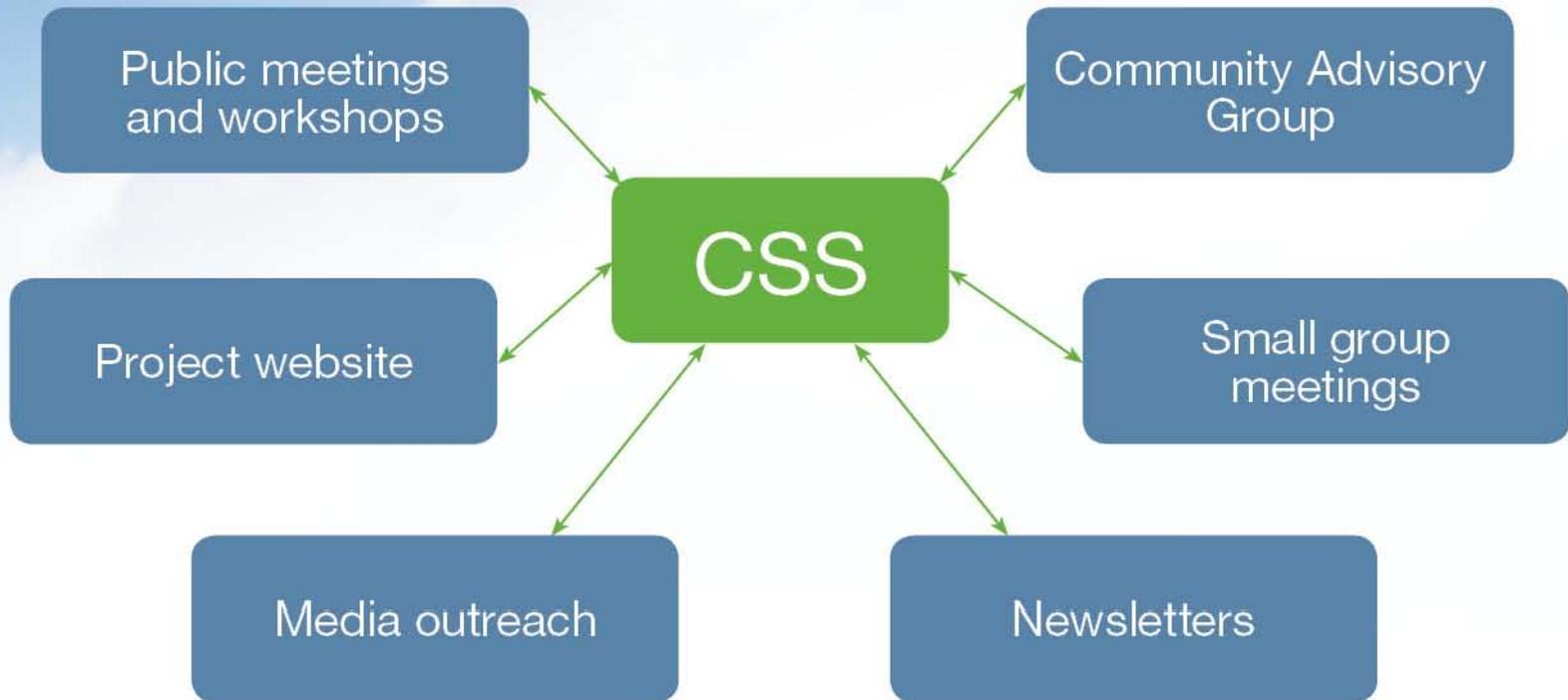
- Passed into law in 1969
- Compliance of this act throughout the project will be required to maintain federal funding eligibility
- CSS results should be fitted into the NEPA process

NEPA process requires the following:

- » Develop Purpose and Need
- » Full and reasonable ranges of alternatives, including “no build”
- » Comprehensive environmental review (avoid, minimize, mitigate)
- » Public involvement
- » Formal documentation/disclosure required (preparation of environmental report)



Public Involvement Opportunities



Project Study Group (PSG)

Project Study Group

IDOT • FHWA • Consultant

■ Purpose

- » Provide technical oversight and expertise in key areas
- » Meetings throughout the study process
- » IDOT and FHWA will make ultimate study decisions for the project.

■ Responsibility

- » Manage the project development process
- » Identify and resolve project issues
- » Promote partnerships
- » Work to collect stakeholder input
- » Acquire regulatory agency clearances and approvals



Community Advisory Group (CAG)

Community Advisory Group

Community Leaders

- » *Leaders with authority to speak on behalf of their organization*
- » *Mayor/Manager and county Chairman or designees*

Stakeholders

- » *Individuals or groups with expertise or technical interest in areas of transportation, land use, environment and economic development in the study area*

■ Purpose

- » Provide input on Purpose & Need statement
- » Provide input on alternatives

■ Responsibility

- » Commit to attend CAG meetings
- » Collaborate with PSG
- » Provide project input
- » Adhere to CAG ground rules



Summary of Public Meeting and Questionnaire Responses

- Please refer to the Public Meeting #1 Summary documents in your binder
- Primary Issues/concerns from Context Audit Form
 - » Pedestrian/Bicycle Accessibility
 - » Traffic Safety
 - » Traffic Congestion
 - » Residential Property Impacts
 - » Business Impacts / Access



Workshop: Project Problem Statement

- What is a Project Problem Statement?
 - » The Project Problem Statement records the reason why a project is necessary. What is the transportation problem this project is intended to solve?
 - » It is a concise narrative that defines a situation or circumstances to be solved. It does not describe specific solutions.
 - » It also expresses a desired condition not being achieved; as well as discusses factors that contribute to unacceptable performance.
 - » The problem statement is the first important step used to develop the formal project Purpose and Need statement (NEPA requirement).



Workshop: Project Problem Statement

- What will be accomplished during this workshop?
 - » Identify key transportation issues / concerns.
 - » These issues / concerns will be used to develop a Project Problem Statement.
 - » A suggested format of the Project Problem Statement will be **“The transportation problem(s) to be solved by this project is/are.....”**
 - » Project Alternatives will not be discussed during this workshop.



Workshop: Project Problem Statement

- **Group Exercise**

- » Part A: Brainstorming Key Transportation Issues / Concerns (20-25 minutes)
- » Part B: Developing the Draft Project Problem Statement (20-25 minutes)

- **Group Assignments**

- » Spokesperson to be elected by each group
- » Report back to large group by approximately 2:30 p.m.



Workshop: Project Problem Statement

- Spokespersons report results from small group exercises
- Large group develops a single overall Project Problem Statement (20-25 minutes)



Next Steps and Future Meetings

■ Next Steps

- » Ongoing Engineering Project Development activities:
 - » Traffic Analysis / Projections
 - » Crash Analysis
 - » Environmental Surveys
- » Development of Project Purpose and Need Statement per NEPA requirements

■ Future Meetings

- » CAG Meeting #2: September 22, 2011
- » CAG Meeting #3: October 2011
- » Public Meeting #2: November 2011



Thank You!

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Illinois Department of Transportation

Illinois Route 31

ROUTE 176 TO ROUTE 120

McHenry County





Illinois Route 31

ROUTE 176 TO ROUTE 120

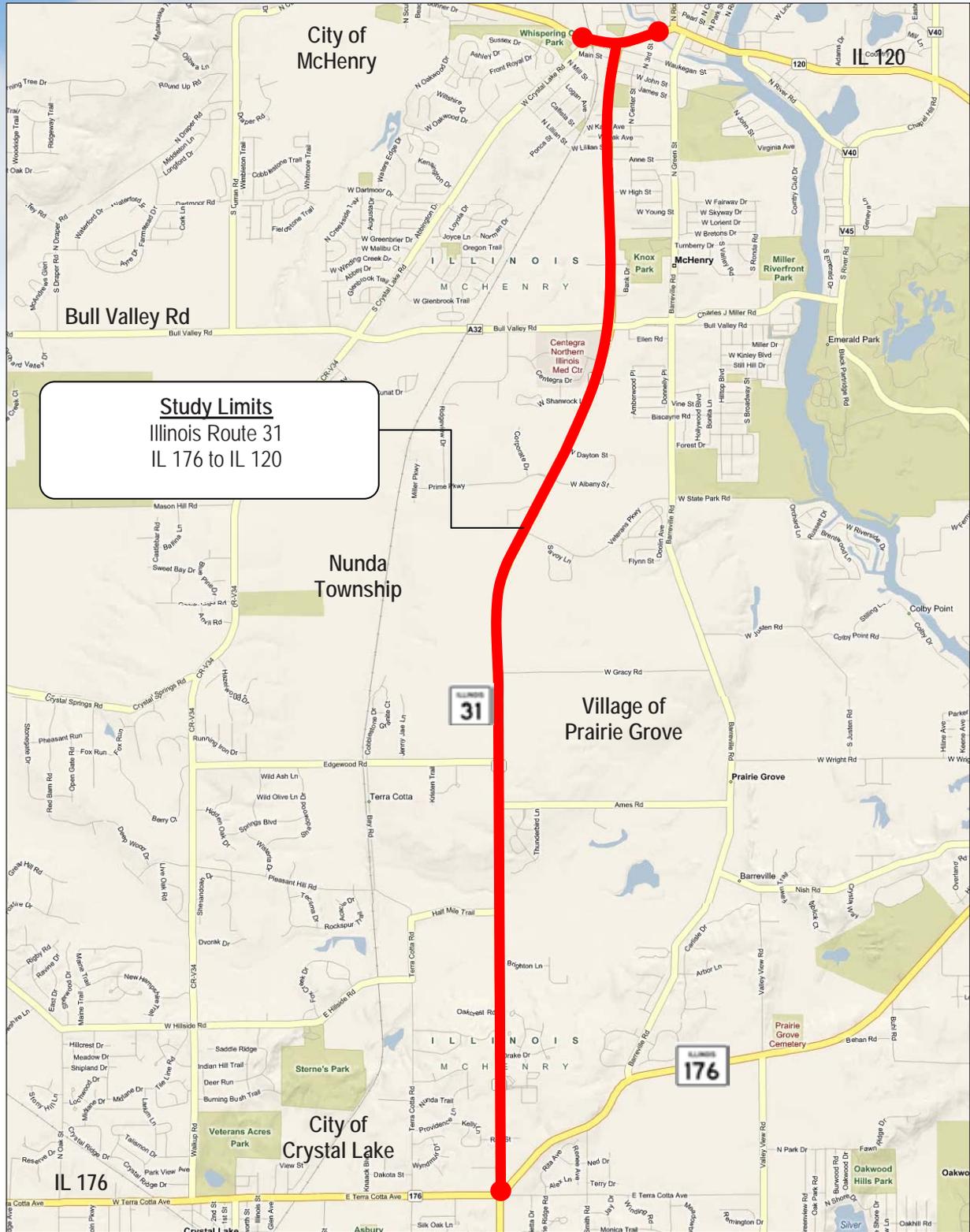
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CAG Ground Rules



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- Final project decisions will be made by IDOT and FHWA. Input is sought from CAG members prior to major milestone decisions.

Project Location



Study Limits
 Illinois Route 31
 IL 176 to IL 120

Legend

 Study Limits

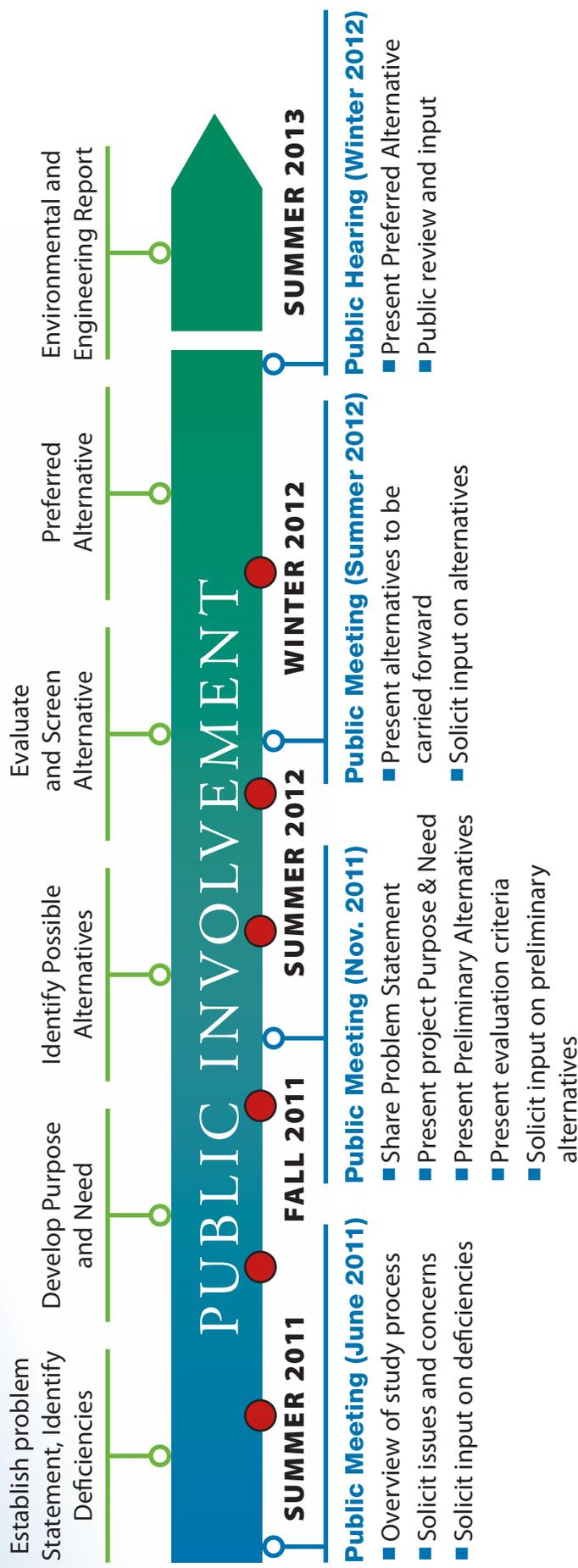
PROJECT LOCATION MAP
 Illinois Route 31 Phase I Study
 Illinois Route 176 to Illinois Route 120
 McHenry County
 P-91-135-99




Illinois Route 31
 ROUTE 176 TO ROUTE 120
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Phase I Study Schedule

PROJECT MILESTONES



● Anticipated CAG Meeting Schedule





Illinois Route 31

ROUTE 176 TO ROUTE 120

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#1

Public Information Meeting

Public Meeting #1
for Illinois Route 31

June 9, 2011
4:00 PM-7:00 PM

at City of Crystal Lake
City Hall
100 W. Woodstock Street
Crystal Lake, IL 60014

Welcome

The Illinois Department of Transportation (IDOT) District 1 welcomes you to this Public Information Meeting for the Illinois Route 31 Phase I Study. The study limits extend from Illinois Route 176 in the City of Crystal Lake to Illinois Route 120 in the City of McHenry.

We invite you to watch a presentation, browse the project exhibits on display and visit with personnel from IDOT and the project team in attendance at today's meeting. Your comments and opinions are an important part of this meeting and you are encouraged to provide them in writing or discuss them with staff in attendance.

PURPOSE OF THE MEETING

The purpose of this Public Information Meeting is to:

- Introduce the project and the Preliminary Engineering and Environmental (Phase I) Study process
- Solicit input on issues of concern related to the project corridor and identify community context issues
- Kickoff the Context Sensitive Solutions (CSS) public involvement process
- Present the Stakeholder Involvement Plan (SIP)
- Establish a Community Advisory Group (CAG) to provide IDOT with input on the Phase I Study process
- Provide general data collected thus far and provide project history

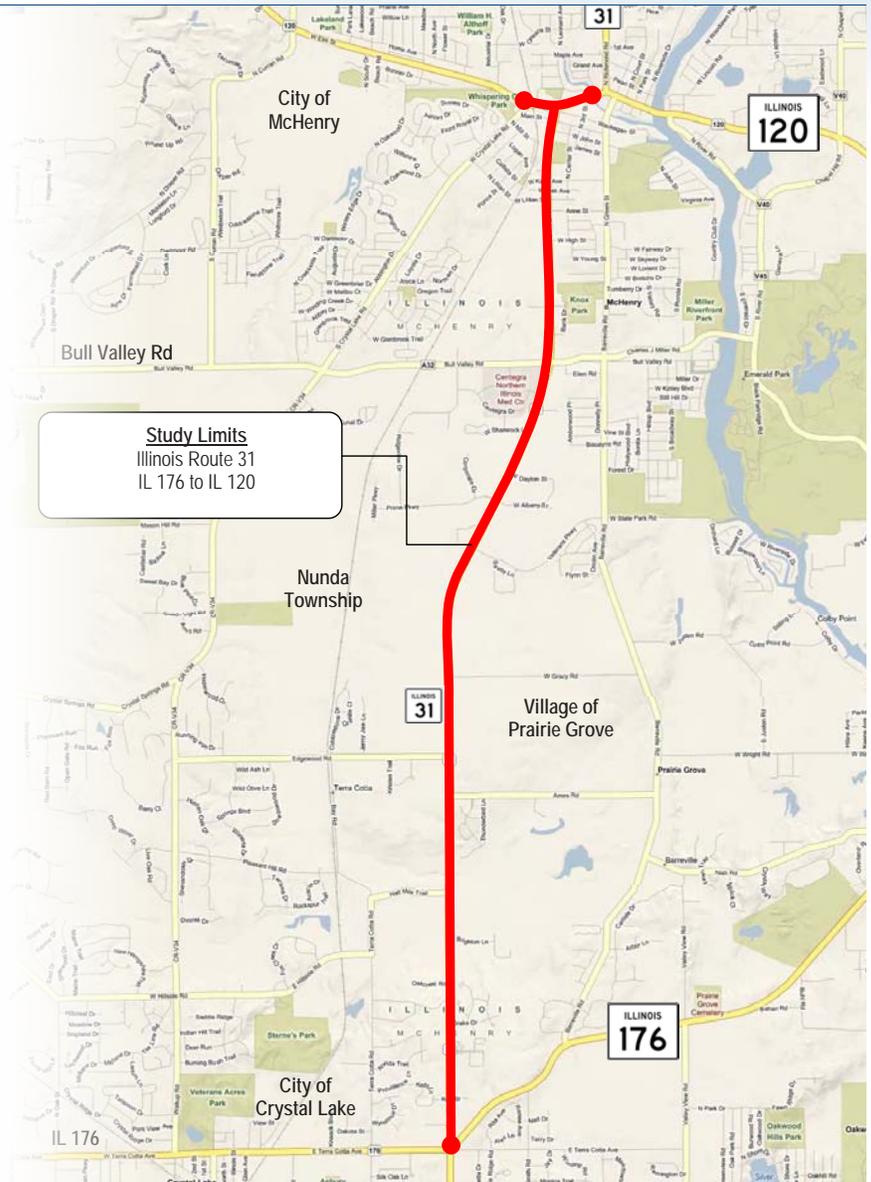


Existing Conditions

Illinois Route 31 in this area serves as a vital north-south arterial which provides a contiguous and direct means of connecting the developed regions of the City of McHenry, Village of Prairie Grove and the City of Crystal Lake. The majority of the project is rural in nature but contains segments which are urbanized, particularly towards the northern and southern limits. Illinois Route 31 typically consists of one travel lane in each direction.

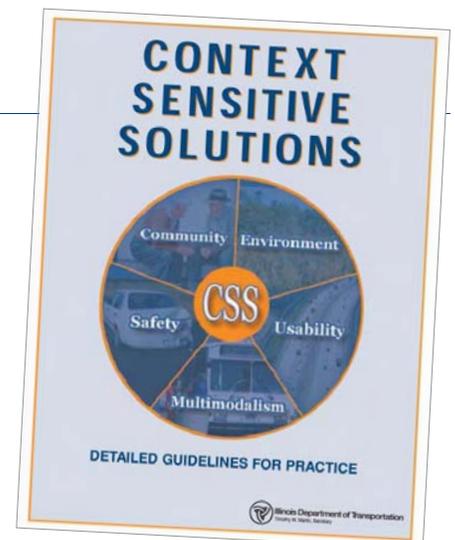
Existing Illinois Route 31, near the northern limits, carries approximately 17,500 vehicles per day (vpd) and ascends towards 23,500 vpd near the project's southern limits. These traffic volumes are anticipated to increase to a range of 21,000 to 32,000 vpd in the year 2040 without any improvements.

Illinois Route 31 is intersected by 32 streets, four of which are traffic signal controlled. Bull Valley Road is the most notable intersecting street as it carries roughly 14,000 vpd. Speed limits vary from 30 mph in urban areas to 55 mph in the rural areas of the project.



Context Sensitive Solutions

This study will be developed in accordance with Context Sensitive Solutions (CSS) project development principles. CSS is a collaborative, interdisciplinary project development approach that involves stakeholders throughout the study development process and at key milestone decision points to ensure that the social, economic, and environmental concerns of the surrounding community are considered as part of the proposed transportation improvement.





Stakeholder Involvement Plan

A Stakeholder Involvement Plan (SIP) is the foundation to successful utilization of CSS principles, as it documents the variety of methods for stakeholders to get involved in the project development process. The SIP is both comprehensive and flexible based on project needs, and thus subject to revision as project development warrants. Copies of the draft SIP are available at the Public Information Meeting, at the project website (www.ILRoute31.com).

com) or can be requested from IDOT as noted on the back page of this brochure.

A stakeholder is anyone potentially affected by, concerned with, or interested in the outcome of the proposed improvements being contemplated. Please refer to the SIP for more information.

A Project Study Group (PSG) has been formed for this project by IDOT. The PSG includes representatives from IDOT, the Federal

Highway Administration, and the project team. The PSG has primary responsibility for the project development process and ultimate decision making authority for this project. The PSG will serve as a project oversight team that is responsible for ensuring that all applicable Federal, State, and Local requirements are being met, and to ensure full implementation of the SIP. The PSG members as noted in the SIP.

Stakeholder Involvement Methods

The opportunity for communication with all project stakeholders is vital to the project's success. The SIP includes a variety of potential methods for stakeholder involvement including brochures, agency/organization meetings, Public Meetings, Public Hearing, and meetings with individuals as appropriate.

A Community Advisory Group (CAG) is being formed as a key component of the SIP. The

structure of the CAG is discussed in more detail in the SIP. CAG members must be able to attend all CAG meetings, and perform material reviews as requested, in order to ensure the project schedule is maintained. Only stakeholders that can make this commitment should request to be considered for membership on the CAG. As discussed in the SIP, the objective for the CAG is to include broad and equal representation from the study area,

and be effective with respect to size and structure. Therefore, the PSG will determine final CAG membership.

The CAG Membership Request Form is available at this Public Information Meeting or can be requested from IDOT as noted on the back page of this brochure. CAG Membership Request Forms must be returned to the Illinois Department of Transportation by June 23, 2011.



Project Development

A typical highway improvement project is developed in three (3) distinct phases as follows:

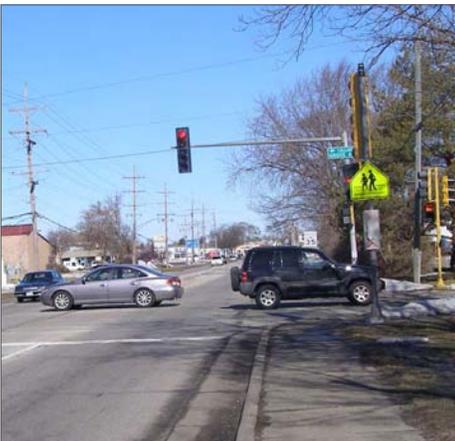
- Phase I Preliminary Engineering and Environmental Studies
- Phase II Plan Preparation and Land Acquisition
- Phase III Construction
- Phases II and III are currently not in IDOT's Fiscal Year 2012-2017 Proposed Highway Improvements Program, but will be considered in future programs subject to funding availability and project readiness.

Anticipated Phase I Schedule

PROJECT MILESTONES



○ Anticipated CAG Meeting Schedule



Questions & Comments

Written questions and comments, or requests for materials may be submitted during this Public Information Meeting or mailed to the Illinois Department of Transportation at the address indicated below or sent to the project email address at: info@ILRoute31.com

Steve Schilke, P.E.
 Consultant Studies Unit Head
 Illinois Department of Transportation
 201 W. Center Court
 Schaumburg, Illinois 60196-1096
 RE: IL Route 31



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name _____

Mailing Address _____

City/State/Zip _____

Phone _____ Email _____

1. Please grade the following issues with respect to their importance in developing this project:

A = Most important, **B** = Important, **C** = Somewhat important, **D** = Not important

_____ Traffic Signal	_____ Residential Property Impacts	_____ Community Safety
_____ Pedestrian/Bicycle Accessibility	_____ Business District Impacts	_____ Roadway Drainage
_____ Street Lighting	_____ Traffic Safety	_____ Business Development
_____ Sidewalks/Crosswalks	_____ Traffic Congestion	_____ Access
_____ Other (describe): _____		

2. Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:
(with 1 being the worst; please list N/A if you haven't experienced)

_____ None	_____ Traffic Congestion	_____ Traffic Crashes
_____ Truck Traffic	_____ Roadway Condition	_____ Inconsistent Travel Time
_____ Adjacent Property Access	_____ Other (describe): _____	

3. Please provide your thoughts on Safety needs and Transportation issues within the study area.

Add any additional information that you feel should be considered by the Project Study Group is welcome.



Illinois Route 31 from IL 176 to IL 120 - Phase I Study Public Meeting #1 Summary

The first public meeting for the Illinois Route 31 Phase I Study was held on Thursday, June 9th, 2011 at the City of Crystal Lake City Hall at 100 W. Woodstock Street, Crystal Lake, IL 60014, from 4 – 7 PM. The meeting was an open house format with a continuous PowerPoint presentation, exhibit boards for review, and large scale aerials of the study area to which meeting attendees provided comments, suggestions, issues and concerns. The meeting was attended by **55 people; 7 comment forms, 8 context audit forms, 3 email / mail comments, and 16 CAG Membership Request Forms** were received.

The following public officials were in attendance:

- City of Crystal Lake
 - Victor Ramirez, Director of Public Works
 - Abigail Wilgreen, Assistant City Engineer
 - Steven Carruthers, Civil Engineer
 - Elizabeth Maxwell, Planner
- City of McHenry
 - Doug Martin, Deputy City Administrator
- Village of Prairie Grove
 - Jeannine Smith, Village Administrator
 - Everett Pratt, Village Trustee
- McHenry Township Fire Protection District
 - Rudy Horist, Deputy Fire Chief
- McHenry County Sheriff
 - Eric Ellis, Police Sergeant
- McHenry County Highway Department
 - Wally Dittrich, Design Manager
- McHenry County Board
 - Paula Yensen – 5th District
 - Nick Provenzano -3rd District

- McHenry County College/Shah Center
 - Dr. Vicky Smith, President
 - Catherine Jones, Executive Director of Shah Center Programs
 - Beverly Thomas, Coordinator, Family Violence Coordinating Council
 - Greg Evans, Director of Physical Facilities

Additional agencies/organizations represented included:

- McHenry County Bicycle Advocates
 - Eberhard Veit, President
- League of Illinois Bicyclists
 - Lou Svadlenka
 - Cheryl Svadlenka
- Illinois Trails Conservancy
 - Bev Moore
- Silver Creek Sleepy Hollow Creek EDMC
 - Lynn Rotunno, EDMC Watershed Coordinator

Meeting attendees had the opportunity to sign-up for consideration to participate on the Community Advisory Group (CAG). Sixteen (16) membership request forms were received.

The comments received covered a variety of topics, with the most predominant themes including:

-Congestion/safety concerns

-Noise mitigation

-Immediate need for improvements at the intersection of IL 31 and Edgewood Road

-Mountable medians for commercial access

-Request for additional dedicated turn lanes throughout project

-Request to widen to four through lanes of traffic

Additional comment topics included consideration that IL 31 is a primary ambulance route to Centegra-McHenry Hospital at Bull Valley Road, inclusion of bike paths/multi-modal transportation, speed limit in vicinity of large hill near Thunderbird Lake at the center of the project, and pedestrian and bicycle accommodations at proposed traffic signals.

The public comment period for this Initial Public Meeting was open through June 23rd, 2011.

Summary of Public Meeting #1 Comments
Illinois Route 31 Phase I Study:
Illinois Route 176 to Illinois Route 120
McHenry County

City of Crystal Lake
100 W. Woodstock Street
Crystal Lake, IL 60014
Thursday, June 9th, 2011
4:00 p.m. to 7:00 p.m.



Public Meeting Comments

1. *Please grade the following issues with respect to their importance in developing this project:*
Other - North of Bull Valley on east side of IL Route 31 (400 S. Route 31), mountable median to allow full access from 400 S. Route 31.
2. *Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:* None
3. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Double turn lanes at IL Route 31 at Bull Valley excessive!
4. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Route 31 is a primary response route for the McHenry Township Fire Protection District. It is also a primary route for ambulances to reach Centegra-McHenry Hospital at Bull Valley and IL 31. This must be taken into account during the planning and construction phases of the project.
5. *Please grade the following issues with respect to their importance in developing this project:*
Traffic congestion – Most Important: Ames Road and Edgewood Road.
6. *Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:* Traffic Congestion #1 – At Edgewood going north for people turning west and Ames Road going east.
7. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Edgewood is a must! Nothing worse than Edgewood Road at 5:00 p.m.
8. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* My experience with two-way left turning lanes is the most under used device in Illinois. At Anderson BMW there is solid yellow lines but everyone uses it as a 2 way left turn lane. Widen the parameters and allow more 2 way left turn lanes.
9. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Intersection of 31 and Oakcrest – Alternate to left turn lane. Make Oakcrest Road

Summary of Public Meeting #1 Comments
Illinois Route 31 Phase I Study:
Illinois Route 176 to Illinois Route 120
McHenry County

dead end @ 31 – connect west end of Oakcrest to a N-S road which then can tie into Shady Oaks, which is an east west road south of Oakcrest. Concerns with left turn lane on 31 is speed limit and travelling downhill especially during winter months. Need sound deadening noise, especially engine braking all hours of the day.

10. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* VIA Real – 330 N. IL Route 31 & Personal Touch Salon 318 N. Route 31, PIN 14-34-177-013, PIN 14-34-177-014 These 2 parcels need to have “drivable” or “mountable” center curbs for left and right access into and out of this property. Your Phase I plan shows this and it needs to remain in place. There are (2) new businesses here and to restrict traffic flow would be devastating to both of these businesses. Thank you for your help.
11. *Please grade the following issues with respect to their importance in developing this project:* Other – This road needs to be a 4-lane road with turning lanes. This is a major N-S arterial in the most congested part of the county. People will be laughing for years at the lack of foresight if the present plan is enacted.
12. *Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:* Traffic Congestion – At IL 176/31 intersections and Rt 31/Bull Valley are the worst congestion areas and cost the most wasted time.
13. *Please grade the following issues with respect to their importance in developing this project:* Traffic Signal – B, Pedestrian/Bicycle Safety – A, Street Lighting – C, Sidewalks/Crosswalks – A, Residential Property Impacts – A, Business District Impacts – B, Traffic Safety – A, Traffic Congestion – B, Community Safety – B, Roadway Drainage – B, Business Development - D.
14. *Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:* Traffic Congestion – Edgewood!!!
15. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Bike and Pedestrian Path. Ability to cross 31 as a bicyclist or walker at some other spot other than 176 & Bull Valley lights.
16. *Please grade the following issues with respect to their importance in developing this project:* Residential Property Impacts – A, Traffic Safety – C, Traffic Congestion – B, Community Safety – B.
17. *Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:* Traffic Congestion – 1, Traffic Crashes – 2.
18. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Alternate routes N-S and turn lanes.

Summary of Public Meeting #1 Comments
Illinois Route 31 Phase I Study:
Illinois Route 176 to Illinois Route 120
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19. *Please grade the following issues with respect to their importance in developing this project:* Traffic Signal – B, Pedestrian/Bicycle Safety – A, Street Lighting – A, Sidewalks/Crosswalks – C, Residential Property Impacts – A, Business District Impacts – C, Traffic Safety – A, Traffic Congestion – A, Community Safety – A, Roadway Drainage – B, Business Development – C, Access – A. Bicycle lanes – dedicated lanes – access to existing lanes and paths protect trees and environment.
20. *Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:* Traffic Congestion – 1, Truck Traffic – 1. No safe access or crossings to bike lanes and paths.
21. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Countdowns and timers for bikers and pedestrians at every trail crossing.
22. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* We desperately need more dedicated lanes, paths and other safety features for our growing biking, jogging pedestrian traffic. This will help to promote safety, physical and mental alertness, as well as help mitigate traffic, traffic noise and overuse of fossil fuels. We need good and wise use of our taxes.
23. *Please grade the following issues with respect to their importance in developing this project:* Traffic Signal – A, Pedestrian/Bicycle Safety – A, Street Lighting – D, Sidewalks/Crosswalks – C, Residential Property Impacts – A, Business District Impacts – A, Traffic Safety – A, Traffic Congestion – A, Community Safety – B, Roadway Drainage – B, Business Development – B, Access – B. Bicycle lanes – dedicated lanes – access to existing lanes and paths protect trees and environment.
24. *Please rank the travel problems you have experienced traveling along Illinois Route 31 within the study area:* Traffic Congestion – v, Roadway Condition - v, Truck Traffic – v. Turning lanes.
25. *Please provide your thoughts on Safety needs and Transportation issues within the study area. Add any additional information that you feel should be considered by the Project Study Group is welcome:* Please try to bury more phone and electric lines.
26. The Illinois Department of Natural Resources is submitting the following comments regarding the proposed road improvement project at Illinois Route 31 from Illinois Route 176 to Illinois Route 120 in McHenry County. The segment of IL Route 31 runs parallel to and east of the Illinois Prairie Trail. The road corridor also intersects an east-west bike path that runs along James J. Miller Road eastward from IL 31, across the Fox River to River Road where it connects to the Illinois Department of Natural Resources River Road Trail (a portion of the Grand Illinois Trail) at Moraine Hills State Park. It is anticipated in the future, an extension westward could possibly link the James J. Miller Road bike trail to the Prairie Trail, thereby linking the Prairie Trail to the Grand Illinois Trail at Moraine Hills State Park and eventually into Lake County (see

Summary of Public Meeting #1 Comments
Illinois Route 31 Phase I Study:
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McHenry County

attached map). Therefore, the IDNR recommends bike accommodations along IL Route 31 and improve the intersection of Illinois 31 and Bull Valley Road/James J. Miller Road as bike friendly as possible.

27. Thank you for sending the notice of the public meeting to Illinois Trails Conservancy. ITC is always concerned about safe avenues of transportation for Illinoisians. Our specific concern is access to and from multi-use trails. On this specific project, Route 31 is a barrier between Moraine Hills Trail and the Prairie Trail that reaches from the Illinois/Wisconsin border south to St. Charles. Crossing Bull Valley Road at Route 31 is a nightmare. I noticed on the maps in your display area that this had been marked already so I did not add to it but I do want to stress it as an area of concern. I overheard a conversation about side paths and I want you to know that I prefer a side path to a bicycle lane. I know there is a difference in opinion on this issue but my main concern is having children ride their bicycles on any part of a roadway. Children do not always stay in a lane and there are too many distracted drivers. A person, young or old in a roadway lane is vulnerable to say the least. I think it should be the responsibility of the bicyclist to stay alert and watch for cars turning and crossing the side path. All in all, I do appreciate the effort that IDOT makes to give residents and concerned citizens the opportunity to give input via the Context Sensitive Solutions program. I am enclosing my comment forms and request to be included on the CAG group.
28. Enclosed find my comments, representing myself and the McHenry County Bicycle Advocates. With regards to IL RT 31 without going into too much detail:
1. The most important aspect for IL 31 with regards to bicyclists is that safe crossings must be provided as it is paralleled by 2 routes that are heavily used by bicyclist.
 - 1.1. The section is paralleled by the Prairie Trail and Barreville Road which are both used for recreational cycling as well as for commuting and transportation.
 - 1.2. It is very critical to provide safe crossing of the IL 31 corridor especially at:
 - 1.2.1. Terra Cotta Ave.
 - 1.2.2. Very Critically Ames Road to Edgewood Road.
 - 1.2.3. Very Critically Charles J Miller and Bull Valley Road which connects the Moraine Hills Trails System with the Prairie Trail
 - 1.2.4. Grove and Lillian Street.
 2. Within town bicycle & pedestrian accommodation must be provided with probably the best solution being an on road bike lane on both sides.
 - 2.1. It is my strong opinion that in town a side path, especially if only on one side is often the more dangerous solution as opposed to properly designed on road facilities. Please make sure to consider the side-path suitability calculator: <http://www.bikelib.org/roads/blos/sidepathform.htm>
 3. A trail along 31 would definitely be desirable but I must say that nevertheless there would be more pressing trail needs than along 31 and it would be desirable if the money would be spent on those more pressing connection for more benefit to alternative transportation if that would be at all possible. For the more hardy transportation users and commuters a shoulder per your complete streets policy is perfectly sufficient and purely recreational riders will avoid 31 in the first place.

Summary of Public Meeting #1 Comments
Illinois Route 31 Phase I Study:
Illinois Route 176 to Illinois Route 120
McHenry County

- 3.1. I would gladly let you know which trail connections they are. Most importantly a safe connection between Crystal Lake and Woodstock is urgently needed. For more ask me.
4. Please feel free to contact us for input on any bike ped related projects in McHenry County.

NEPA - National Environment Policy Act of 1969

On January 1, 1970 the National Environmental Policy Act of 1969 (NEPA) was signed into Law. NEPA requires the examination of potential impacts to the natural and human environment when considering approval of proposed federally funded transportation projects. The Federal Highway Administration (FHWA) NEPA project development process is an approach to balanced transportation decision making that takes into account the potential impacts on the human and natural environment and the public's need for safe and efficient transportation. Accordingly, it is FHWA policy that:

- *To the fullest extent possible, all environmental investigations, reviews, and consultations be coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental document required by this regulation.*
- *Alternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals.*
- *Public involvement and a systematic interdisciplinary approach be essential parts of the development process for proposed actions.*
- *Measures necessary to mitigate adverse impacts be incorporated into the action to the extent practical and feasible.*

NEPA and Transportation Decision Making

The principles or essential elements of NEPA decision making include:

- *Assessment of social, economic, and environmental impacts of a proposed project.*
- *Analysis of a range of reasonable alternatives for the proposed project, based on the defined purpose and need for the project.*
- *Consideration of appropriate impact mitigation: avoidance, minimization and compensation*
- *Interagency participation: coordination and consultation.*
- *Public involvement including opportunities to participate and comment.*
- *Documentation and disclosure.*

FHWA adopted the policy of managing the NEPA project development and decision making process as an "umbrella" under which all applicable environmental laws, executive orders, and regulations are considered and addressed prior to the final project decision and approval. The FHWA NEPA process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic, and natural environmental factors. During the process, a wide range of partners including the public, businesses, interest groups, and agencies at all levels of government, provide input into project and environmental decisions. The following sequential project development components comprise the FHWA NEPA process:

1. *Purpose and Need Development*
2. *Alternatives Development and Evaluation*
3. *Determine Environmental Impacts*
4. *Mitigate Environmental Impacts*
5. *Agency Coordination and Public Involvement*
6. *Documentation*

1. Elements of Purpose and Need

The purpose and need of a project is essential in establishing a basis for the development of the range of reasonable alternatives to be considered and assists with the identification and eventual selection of a preferred alternative. The following items are typically described in the purpose and need statement, as applicable, for a proposed action:

- *Project Status* — Briefly describe the proposed action's history and its relationship to adopted local and statewide transportation plans.
- *Mobility* — Discuss the capacity of the present facility and its ability to meet present and projected traffic demands.
- *System Linkage* — Discuss how the proposed action fits into the transportation system.
- *Transportation Demand* — Discuss the traffic projections for the project area.
- *Legislation* — Explain if there is a Federal, state, or local governmental mandate for the action.
- *Social Demands or Economic Development* — Describe how the action will foster new employment and benefit schools, land use plans, recreation facilities, etc.
- *Modal Interrelationships* — Explain how the proposed action will interface with and serve to complement other multi-modal plans, objectives, etc., including mass transit, pedestrian and bicycle accommodations.
- *Safety* — Explain if the proposed action is necessary to correct an existing or potential safety hazard(s).
- *Roadway Deficiencies* — Explain if and how the proposed action is necessary to correct existing roadway deficiencies.

2. Elements of Alternatives Development and Evaluation

The identification, consideration, and analysis of alternatives are key to the NEPA process and the goal of objective decision making. Consideration of alternatives leads to a solution that satisfies the transportation need and protects environmental and community resources, and requires agencies to:

- Rigorously explore and objectively evaluate all reasonable alternatives. For alternatives eliminated from detailed study, briefly discuss the reasons for their having been eliminated.
- Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.
- Include the alternative of No Action.
- Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft environmental document.
- Include appropriate mitigation measures not already included in the proposed action or alternatives.

As a rule, if an alternative does not satisfy the purpose and need for the action, it should not be included in the analysis as an apparent and reasonable alternative. Beyond the requirement to evaluate all reasonable alternatives, there are other requirements for analyzing alternatives. These requirements fall under Section 4(f), the Executive Orders on Wetlands and Floodplains, and the Section 404(b)(1) guidelines. The use of land from a Section 4(f) protected property (publicly owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site) may not be approved unless a determination is made that there is no feasible and prudent alternative for such use, and/or a *de minimis* impact finding is granted.

Many factors exist that could render an alternative "not prudent," including cost and environmental impacts. If an alternative does not meet the action's purpose or need, then the alternative is not prudent, provided the purpose and need section can substantiate that unique problems will be caused by not developing the proposed action.

If a proposed action is to be located in a wetland or significantly encroaches upon a floodplain, a finding must be made that there is no practicable alternative to the wetland take or floodplain encroachment.

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:

- *Connect logical termini and be of sufficient length to address environmental matters on a broad scope;*
- *Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and*
- *Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.*

3 & 4. Elements of Determining and Mitigating Environmental Impacts

The direct, indirect, and cumulative environmental impacts and effects of the proposed action must be addressed and considered in satisfying the requirements of the NEPA process. Impacts and effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the effect will be beneficial. The determination of significance with respect to impacts and effects is a function of both *context* and *intensity*.

Context: This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.

Intensity: This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity.

To determine significance, the severity of the impact must be examined in terms of the type, quality and sensitivity of the resource involved; the location of the proposed project; the duration of the effect (short- or long-term) and other considerations of context. NEPA significance is a primary factor in determining the type of environmental document and process to use for a particular project.

The mitigation of impacts must be considered whether or not the impacts are significant. Agencies are required to identify and include in the action all relevant and reasonable mitigation measures that could improve the action.

In this regard, mitigation is typically defined as:

- *Avoiding the impact altogether by not taking a certain action or parts of an action.*
- *Minimizing impacts by limiting the degree or magnitude of the action and its implementation.*
- *Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.*
- *Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.*
- *Compensating for the impact by replacing or providing substitute resources or environments.*

Avoid --> Minimize --> Mitigate

This ordered approach to mitigation is known as "sequencing" and involves understanding the affected environment and assessing transportation effects throughout project development. Effective mitigation starts at the beginning of the NEPA process, not at the end. Mitigation must be included as an integral part of the alternatives development and analysis process.

5. Elements of Agency Coordination and Public Involvement

As lead Federal agency in the NEPA process, FHWA is responsible for scoping, inviting cooperating agencies, developing consensus among a wide range of stakeholders with diverse interests, resolving conflict, and ensuring that quality transportation decisions are fully explained in the environmental document. These responsibilities force the FHWA to balance transportation needs, costs, environmental resources, safety, and public input in order to arrive at objective and responsible transportation decisions. Project development procedures must provide for:

- *Public involvement activities and public hearings throughout the entire NEPA process.*
- *Early and continuing opportunities during project development for the public to be involved in the identification of social, economic, and environmental impacts.*
- *One or more public hearings to be held at a convenient time and place for any Federal-aid project which requires significant amounts of right-of-way, substantially changes the layout or functions of connecting roadways or of the facility being improved, has a substantial adverse impact on abutting property, or otherwise has a significant social, economic, environmental or other effect.*

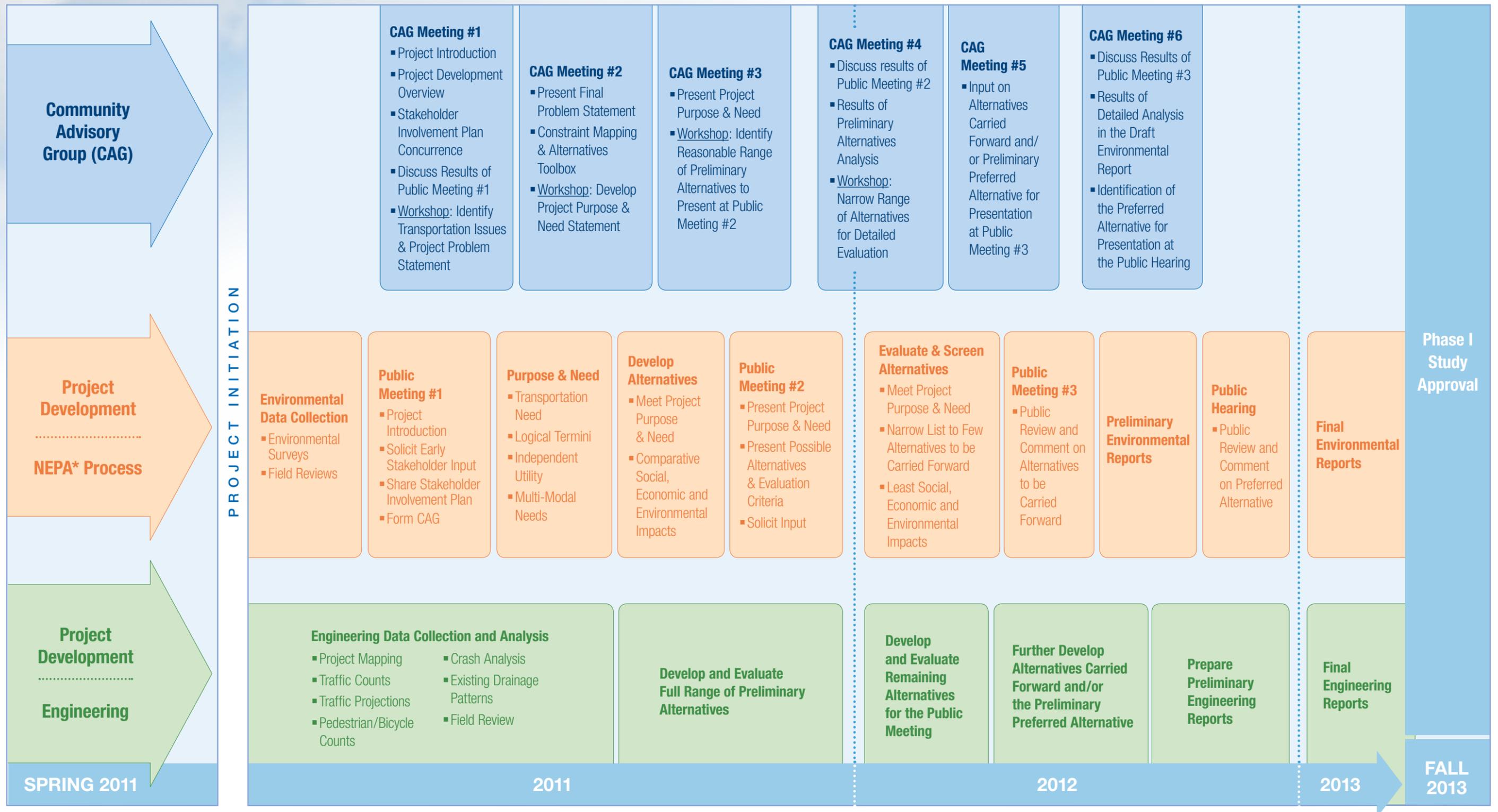
6. Documentation

Transportation projects vary in complexity and the potential to affect the natural and human environment. To account for the variability of project impacts, three basic "classes of action" are allowed and determine how compliance with NEPA is carried out and documented:

- An [Environmental Impact Statement \(EIS\)](#) is prepared for projects where it is known that the action will have a significant effect on the environment.
- An [Environmental Assessment \(EA\)](#) is prepared for actions in which the significance of the environmental impact is not clearly established. Should environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment, a [Finding of No Significant Impact \(FONSI\)](#) is issued.
- [Categorical Exclusions \(CEs\)](#) are issued for actions that do not individually or cumulatively have a significant effect on the environment.

Further information on NEPA and the Federal Project Development Process can be obtained at: <http://www.environment.fhwa.dot.gov/projdev/index.asp>

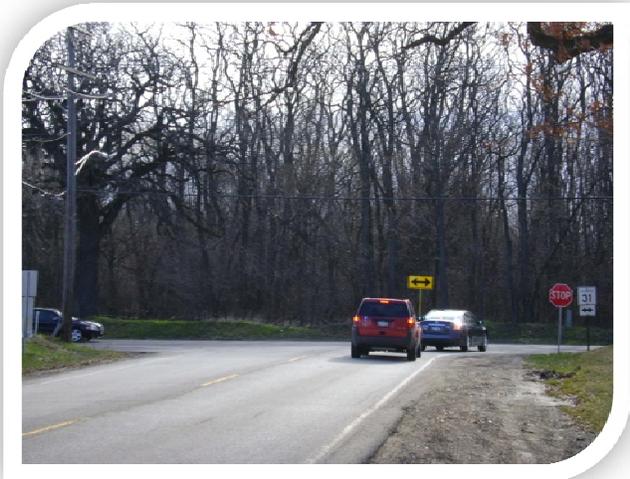
IL Route 31 • Phase I Engineering & Environmental Studies Project Development Flowchart





Illinois Route 31 Phase I Study

North of Illinois Route 176 to Illinois Route 120



Stakeholder Involvement Plan

for Agency & Public Involvement

Version 1.2

Prepared for:



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1. Introduction

1.1 Project Background

The Illinois Route 31 Phase I project corridor is located in IDOT District One in McHenry County. The project begins 0.15 miles north of the intersection of Illinois Route 176 and Illinois Route 31 in Crystal Lake and extends north through the Village of Prairie Grove to Illinois Route 120 in downtown McHenry (See Figure 1-1 for a Project Location Map). The total project length is approximately 6.6 miles. Highway improvements are proposed for this section of Route 31 to accommodate existing and anticipated 2040 traffic demands. Sections of Illinois Route 31 had an AADT as high as 23,500 vehicles per day in 2009.

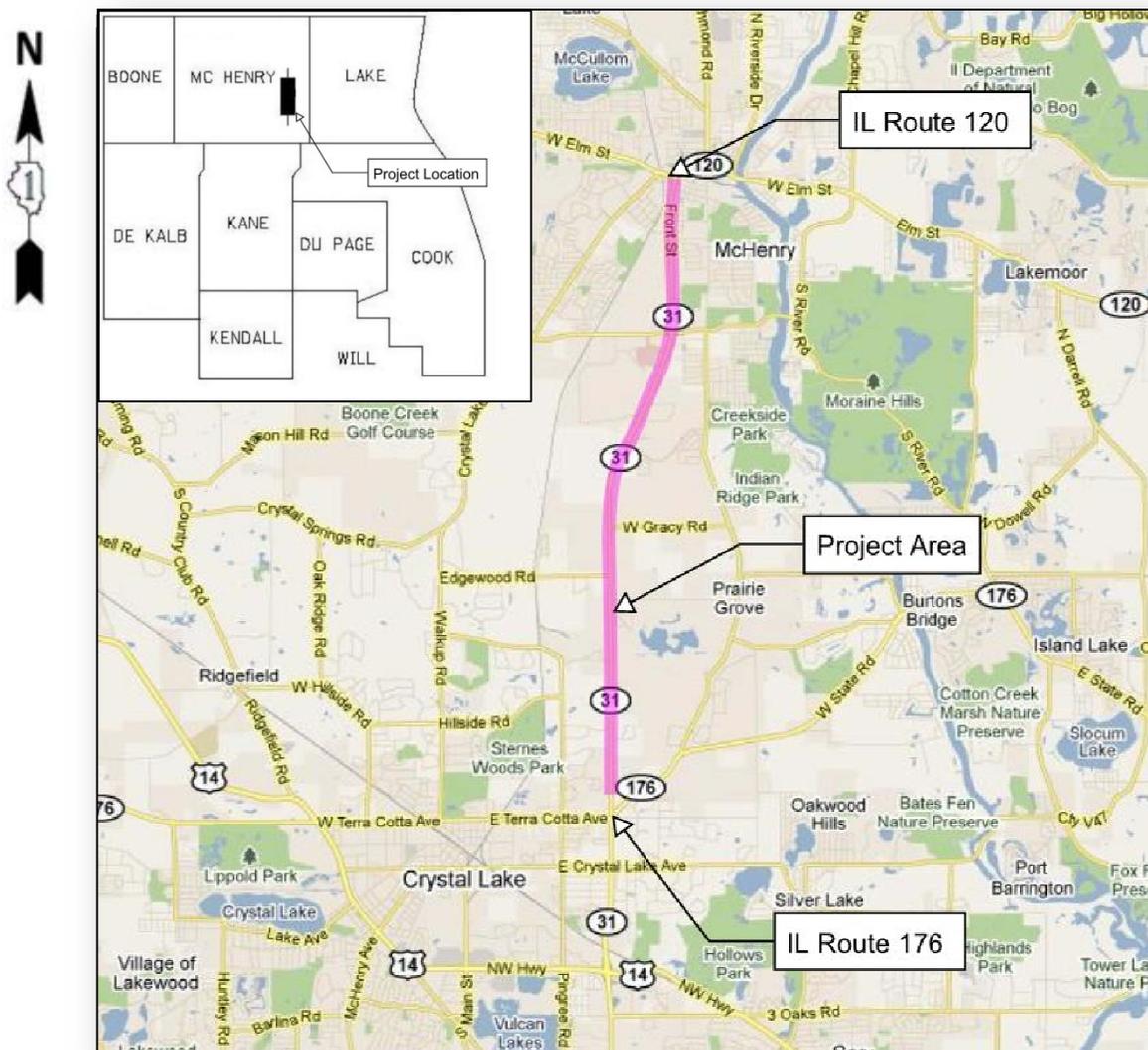


Figure 1-1 – Illinois Route 31 Study Area Location Map

The corridor has multiple classifications of roadway; some of which are rural and some are urban. Adjacent land use within the project study area includes agricultural, residential, commercial and

industrial properties. Agricultural lands are generally located in the central area of the project within the Village of Prairie Grove from Ames Road to Veterans Parkway. Many of these areas have been planned for new residential and commercial developments. Existing commercial developments are scattered throughout various locations within the study area including the south limits of the project near Ray Street, north of Veterans Parkway to Bull Valley Road (1.29 miles), and in downtown McHenry from Lillian Street to Illinois Route 120 (0.57 miles). At Half Mile Trail, the TC Industries steel processing plant resides on the west side of Illinois Route 31; this facility will require special considerations due to the heavy truck traffic this facility generates.

With all of the anticipated growth and development in this area, the proposed improvement is deeply rooted in the need to address future traffic demands of the communities within the region.

Due to the importance of the Illinois Route 31 roadway corridor to the central McHenry County transportation network and IDOT's increased sensitivity to stakeholder concerns, IDOT has determined that this project should follow the general guidelines set forth in the Context Sensitive Solutions (CSS) manual. CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. The SIP, by its nature, is a work in progress and thus subject to revision anytime events warrant.

1.2 Legal Requirements

The study process for this project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA) and Context Sensitive Solutions.

1.3 National Environmental Policy Act

The Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) will complete an environmental report for the Illinois 31 (0.15 miles north of Illinois Route 176 to Illinois Route 120) project in order to satisfy NEPA requirements. The environmental study schedule will combine the FHWA timeframes with the project development and public involvement process. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by the National Environmental Policy Act (NEPA) and state regulatory requirements. Opportunities exist for the public to provide input on the purpose and need, the alternatives and project-related environmental impacts.

The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. IDOT will assess the natural, built, and human environment to determine the extent of impacts that may arise from constructing and operating a project. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources will be assessed. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process. Public comments that are received during the project are considered. Following NEPA guidelines, an environmental report will be prepared.

Since the mid-1990s, Illinois has had a Statewide Implementation Agreement (SIA) in place that provides for concurrent NEPA and Section 404 (Clean Water Act) processes on federally aided highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the US Army Corps of Engineers (Corps), the U.S. Environmental Protection Agency (USEPA), and the U.S. Fish and Wildlife Service (USFWS) as early as practical in highway project development. The intent is also to

involve these agencies at key decision points early in project development to minimize the potential for unforeseen issues arising during the NEPA or section 404 permitting processes.

State highway projects needing a standard individual permit from the Corps under Section 404 of the Clean Water Act typically are processed under the NEPA/404 SIA. The three key decision points in the NEPA process are:

- 1.) Project Purpose and Need
- 2.) Alternatives to be Carried Forward
- 3.) Preferred Alternative

FHWA and IDOT will seek an opportunity to present at regularly scheduled NEPA/404 meetings at these key decision points. These meetings will be in conjunction with public and agency involvement through the CSS process.

1.4 National Historic Preservation Act

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

This project is considered a Federal undertaking by FHWA. This document describes coordination activities that will occur during the project development process to satisfy the Section 106 requirements.

1.5 Context Sensitive Solutions

This project is being developed using the principles of Context Sensitive Solutions per Chapter 19, Section 19-2.01(a) of the Bureau of Design and Environment (BDE) Manual.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community input to the process and promote involvement through the study process. As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder's project role.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

2. Goals and Objectives

The purpose of this plan is to provide a guide for implementing stakeholder involvement for the Illinois Route 31 project. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been developed to ensure that stakeholders are provided a number of opportunities to be informed, engaged, and provide input as the project progresses.

2.1 Stakeholder Involvement Plan Goals

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving project input and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

- Identifies stakeholders
- Identifies the Project Study Group (PSG).
- Identifies the roles and responsibilities of the lead agency. (Table **3-1** in Appendix A)
- Identifies agency responsibilities (Table **3-2** in Appendix A)
- Identifies Community Advisory Group (CAG), and their role and responsibilities.
- Establishes the timing and type of involvement activities with all stakeholders.
- Establishes stakeholder requirements for providing timely input to the project development

2.2 Stakeholder Identification Procedures

A stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but not be limited to, the following:

- Residents
- Business owners adjacent to the study area
- Churches and schools within the project limits
- Advocates for community and historic interests
- Special interest groups (environmental coalitions, bicycle groups, etc.)
- Elected/community officials
- Government and planning agencies
- Transportation system users
- Chambers of commerce
- Neighborhood groups
- Utilities / Telecommunications
- Others outside the study area with an interest in the project

Early coordination and/or meetings will be conducted with stakeholders within the study area as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations within each of the communities, townships, and counties. The identification of stakeholders will be done through a combination of desktop searches and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the project. All stakeholders expressing interest in the project will be added to the project mailing/emailing list, and will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, the project Website, public meetings, newsletters, and press

releases (see Section 5). The project mailing/emailing list will be updated and maintained through the duration of the project.

2.3 Stakeholder Involvement Ground Rules

The SIP will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. These ground rules will be established tentatively with the initiation of the SIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions/additions at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to provide input towards developing a solution.
- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.
- CAG members should commit to attend all CAG meetings.
- Members of the media and general public are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.
- Final project decisions will be made by IDOT and FHWA. Input is sought from CAG members prior to major milestone decisions.

3. Joint Lead, Cooperating and Participating Agencies

3.1 Joint Lead Agencies

FHWA and IDOT will act as joint lead agencies for the preparation of the Environmental Assessment. As such, the FHWA (Division Administrator) and IDOT (Secretary of Transportation) are the ultimate decision makers for this project.

3.2 Cooperating Agencies

Per NEPA, a cooperating agency is any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. Cooperating agencies are permitted, by request of the lead agency, to assume responsibility for developing information and preparing environmental analyses for topics about which they have special expertise.

Agencies invited to serve as cooperating agencies for this project are listed in Table 3-2 in Appendix A. The responsibilities shown in the table are in addition to those that are typical of cooperating agencies, such as the following:

- Identify, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impact.
- Communicate issues of concern, formally, in the environmental study scoping process.
- Provide input and comment on the project's purpose and need.
- Provide input and comment on the procedures used to develop alternatives or analyze impacts.
- Provide input on the range of alternatives to be considered.
- Provide input and comment on the sufficiency of environmental analyses.

3.3 Section 106 Consulting Parties

The FHWA is responsible for involving consulting parties in findings and determinations made during the section 106 process. The section 106 regulations identify the following parties as having a consulting role in the section 106 process:

- a) **State Historic Preservation Officer**
- b) **Indian Tribes and Native Hawaiian Organizations**
- c) **Representatives of local governments**
- d) **Applicants for Federal assistance, permits, licenses and other approvals**
- e) **Individuals and organizations with a demonstrated interest in the undertaking**

The FHWA has worked with IDOT and the SHPO to identify potential section 106 consulting parties, which are listed in Table 4-1. Individuals or organizations may request to become a consulting party for this project by contacting Scott Czaplicki by email (scott.czaplicki@illinois.gov). Consulting parties may provide input on key decision points in the section 106 process, including the project's Area of Potential Effect, determinations of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties.

The FHWA and IDOT will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

4. Project Working Groups

The project working groups for this project will consist of a Project Study Group (PSG) and a Community Advisory Group (CAG). If recommended by the stakeholders and determined necessary by the PSG, additional project working groups may be formed in the future.

4.1 Project Study Group

Per IDOT's CSS procedures, IDOT has formed a PSG, an interdisciplinary project development team, for facilitating the Illinois Route 31 project. The PSG will make the ultimate project recommendations and decisions on this project. This group consists of a multidisciplinary team of representatives from IDOT, FHWA and the project consultant (STV Incorporated). The membership of the PSG will evolve as the understanding of the project's context is clarified.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to collect stakeholder input.

The persons listed in Table 4-1 in Appendix A will form the PSG for the IL 31 project.

4.2 Community Advisory Group

To assist in the development of the environmental and engineering studies for the Illinois Route 31 study, IDOT has proposed the establishment of a Community Advisory Group (CAG). The purpose of the CAG is to provide input on the development of the Purpose and Need statement and the alternatives to be carried forward for evaluation in the Environmental Assessment. The CAG group consists of community leaders (Mayor or Manager in the study area and the Chairpersons from McHenry County, or their designee who have authority to enter into intergovernmental agreements) and stakeholders with expertise or technical interest in Environmental, Land Use, Transportation, and Economic Development that are affected by the study. These stakeholders will focus on technical aspects of the project development process and will provide external subject-matter information and input. The CAG will represent the views of the communities and counties within the project area. The responsibilities of this group include providing input to the study process, and project input at key project milestones (e.g., Project Purpose and Need, range of alternatives to be advanced for detailed study, and the recommended alternative.) The membership in the CAG will be by invitation. The initial invitee list is presented in Table 4-2 in Appendix A.

The meeting program will be designed to encourage timely and meaningful opportunities for input, and to encourage information sharing and collaboration between the CAG and the PSG.

4.3 Implementation

Public involvement in the planning process begins as soon as the study starts and continues throughout the project. This report serves as a guide for public involvement in Phase I of this study, but includes strategies that can be used through all project phases. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes actions, responsibilities, and timing. The PSG will be responsible for the overall development, implementation and coordination of Public Involvement.

4.4 Stakeholder Involvement

Any stakeholder that shows interest in the project will be added to the stakeholder list, ensuring they will receive newsletters, meeting invitations, and project updates. The project team will also be available to meet with stakeholder groups on a one-on-one basis throughout the project, if deemed necessary. In addition, stakeholders will be informed about the project website where they can access information and submit comments.

4.5 Dispute Resolution

IDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek input on disagreements. IDOT is committed to building stakeholder input for decisions. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, IDOT may proceed to the next stage of project development without achieving stakeholder agreement. In the case of an unresolved dispute between the agencies, IDOT will notify stakeholders of their decision and proposed course of action.

5. Tentative Schedule of Project Development Activities and Stakeholder Involvement

This section describes the general project development process and tentative schedule, project activities, and associated stakeholder involvement activities.

5.1 Step One: Stakeholder Identification, Development of the SIP, Project Initiation

This stage of the project development process includes various agency notifications, project organizational activities, and scoping activities. These activities include, but are not limited to, the following:

- Assemble and organize the PSG and CAG.
- Identify potential Section 106 consulting parties and invite them to become consulting parties.
- Develop the SIP and post to the project website.
- Prepare a community context audit (PSG and project stakeholders). The context audit will identify unique community characteristics that contribute to the project's context and will need to be considered in the project development process.
- Conduct regulatory/resource agency environmental study scoping activities.
- Organize and hold a CAG meeting to discuss the project process, study area, history, roles and responsibilities, and identify transportation issues/concerns and draft a project problem statement.
- Organize and hold the first public kick-off meeting to educate stakeholders on the project process and study area, history, and identify study area issues/concerns. (Public Meeting 1)

5.2 Step Two: Developing CAG Project Problem Statement and Project Purpose and Need

This stage of the project consists of the identification of transportation problems in the study area and the development of project goals and objectives. Project purpose discussions will focus on providing stakeholders with background on known traffic safety problems or congestion/operational problems, traffic forecasts, and their anticipated effects on future traffic conditions. This will help set the stage for meaningful discussions about potential solutions. This information will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Develop CAG project problem statement, which must be accepted by the CAG. (CAG Meeting 1)
- Development of the project Purpose and Need statement; opportunities for stakeholder review will be provided. (CAG Meeting 2 and Public Meeting 2)
- PSG and Agency concurrence on the Purpose and Need.
- Develop Section 106 area of potential effect and coordinate with Section 106 consulting parties.

5.3 Step Three: Defining Alternatives

A range of project alternatives will be considered to address the project Purpose and Need. The alternatives development process will be iterative in nature providing progressively greater detail. Numerous opportunities will be provided for stakeholder input to the development and evaluation of alternatives. Steps in the alternatives development process include the following:

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process. (CAG Meeting 2)
- Identification of initial alternatives. (CAG Meeting 3)
- Evaluation of the initial alternatives. (Public Meeting 2)

- Identification of the alternatives to be carried forward. (CAG Meetings 4 and 5)
- Evaluation of the alternatives to be carried forward. (Public Meeting 3)
- Agency concurrence with the alternatives to be carried forward through the NEPA/ 404 Merger Process.
- Identify 106 properties within the project's area of potential effect and coordinate with Section -106 consulting parties.

5.4 Step Four: Identification of the Preferred Alternative

The process will continue with the identification and concurrence of the preferred alternative and completion of the environmental report. Activities in this stage of the project development process include the following:

- Tentative identification of the preferred alternative based on stakeholder input. (CAG Meeting 6)
- Evaluation of the preferred alternative. (Public Hearing)
- Agency concurrence on the Preferred Alternative.
- Preparation and approval of the environmental report.
- Preferred alternative refinements to address stakeholder comments received at the Public Hearing.
- Make Section -106 effect finding and coordinate with Section -106 consulting parties. If applicable, work with Section -106 consulting parties to resolve adverse effect.

5.5 Project Development Schedule and Stakeholder Involvement Activities

The tentative schedule for project development activities and stakeholder involvement activities is presented in Table 5-1 in Appendix B.

6. Public Involvement Activities

The following public involvement activities are proposed for the Phase I of the IL 31 project. Unless otherwise noted, the PSG is the responsible party for activities and coordination. All activities will be approved by IDOT before proceeding. The designated point of approval at District 1 is Stephen Schilke, P.E. and Scott Czaplicki, P.E. They will coordinate internal IDOT reviews and approvals including consolidating review comments and resolution of conflicting issues. Each strategy is described, identifies a target audience, and includes an implementation schedule.

6.1 Stakeholder Activities

Stakeholders are identified as all residents of the study area, and those interested parties who are interested in and/or directly affected by the outcome of a planning process. There are two key groups of stakeholders identified in this study: those with decision making capabilities related to implementing transportation investments; and those with public standing that speak for the general public and can influence the broader spectrum of public opinion. These representatives, divided into two groups, include:

- Local, regional, state and federal elected and appointed officials and agency representatives with jurisdiction over the transportation planning process and affected environmental, historic, cultural and economic resources; and
- Corridor residents and property owners, corridor businesses, professional associations and local, regional and potentially statewide community, civic and environmental organizations. Media publication and broadcast groups – critical to informing the public and affecting public opinion are addressed later in this Section.

6.2 Public Outreach Meetings

Stakeholder involvement for the IL Route 31 Study will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

Small Group Meetings

Small group meetings will engage stakeholders, share information and foster discussion by addressing specific project issues, allowing for more specialized discussions and input, and aiding the general public in better understanding the project goals and objectives. Small group meetings will be ongoing throughout the project. These meetings will include the project team, local agencies and organizations, historical groups, members of the business community and various property owners. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings.

Speakers' Bureau

A speakers' bureau, consisting of IDOT and Consultant staff, will be assembled to present project-related information to interested local civic or service organizations, such as Rotary Clubs, Kiwanis, etc. Relevant project information will be assembled in presentation format and updated on a regular basis with available and current project information. These meetings will occur as requested.

Agency Coordination

Preparation of an environmental report requires compliance with many local, state and federal rules, regulations and laws. In order to ensure compliance, coordination will be carried out with resource agencies periodically throughout the environmental study. Initially, a general meeting will be held with local, state and federal resource agencies as part of the Scoping process. As the project progresses,

meetings may be held with individual resource agencies to discuss environmental findings and to obtain concurrence through the NEPA 404 Merger process.

Stakeholder Workshops

Multiple stakeholder workshops will be conducted as a means to obtain stakeholder input regarding various project issues and potential system solutions. Renderings and visualizations will be developed to illustrate concepts and issues that have been raised, developed, and evaluated. The renderings and visualizations will be dependent on the topic of discussion and format of the particular workshop.

Public Meetings

Public involvement for the Illinois Route 31 project also will include opportunities for broader public meetings in the form of public information meetings, stakeholder workshops, and a public hearing. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated. These meetings also will provide a forum for general public input, including concerns and comments regarding project alternatives. Three public meetings will be held to coincide with major project milestones during the project development process. Please note that the dates shown below in parentheses are tentative and therefore subject to change.

- Public Meeting #1 (June 2011) will serve as the project kickoff, providing information regarding the study history, process and objectives, CSS procedures, and provide an opportunity for the public to share its perspectives regarding transportation issues, project concerns, goals and objectives.
- Public Meeting #2 (November 2011) will present the project problem statement, purpose and need, preliminary alternates and evaluation criteria, as well as solicit input to aid in further developing alternatives. CAG Workshops will be held to develop alternates that agree with the purpose and need and will be carried forward for further evaluation.
- Public Meeting #3 (Summer 2012) will present alternatives to be carried forward for further evaluation, and solicit input on these alternatives.

These meetings will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by postcard invitations, public notices placed in area newspapers, on the project website, and on 3rd party websites. Opportunities for the public to provide written comments (comment forms) will be available at the meetings. Translation services will be provided as they are requested.

Public Hearing

A public hearing for this project, anticipated in late 2012, will be held. The draft environmental report will be available at the Public Hearing. The Public Hearing will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by postcard invitations, public notices placed in area newspapers, on the project website, and 3rd party websites. Opportunities for the public to provide written (comment forms) and verbal comments via a court reporter will be available at the hearing. Translation services will be provided.

6.3 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding section, there will be several other methods for the public to obtain information about the project. These methods (noted below) will

provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area.

Mailing List

To support public meeting invitations, newsletter distribution and other direct public contact, a mailing list will be developed and updated. Phone numbers and e-mail addresses will be added to the list, as available.

A mailing list will be developed that will include such recipients as landowners; federal, state, and local officials; special interest groups; resource agencies; businesses; and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. The mailing list will include government and business leaders and addresses in the immediate area. This list will be updated throughout the project through various means of communication, such as sign-in sheets and the project website.

Project Website

In an effort to disseminate information to the public and to receive input and comments, a project website will be developed. This website will provide a centralized source of information, available to anyone with access to the internet. The Illinois Route 31 website will also have the capability of maintaining a history of the project. To facilitate access to project information, this website will be in addition to the IDOT website, with links between the two. Information posted on the website will include project history, study process and information, maps, photos, reports, and electronic versions of printed collateral. The website will also allow for two-way communication (comment forms), through the use of e-mail.

For consistency, the website will be updated on the same schedule as the study's major milestones.

Website: www.ILRoute31.com

Newsletters

A common communication tool for a project is the use of newsletters. To assist with the consistent delivery of information on the progress of this project, four newsletters will be produced at key project milestones. These newsletters will not only expound upon the basic information found on the website but also update readers on the study's progress. A project logo and communication design theme will be created for printed collateral. Newsletters are intended for staff use as well as for the public; staff use will ensure that the correct and same information is relayed in response to questions and inquiries.

Media Outreach

An effective method of informing the general public about a project and its results is through broadcast and print media. To effectively use the media, a number of media strategies will be employed to provide accurate and frequent coverage of the project and the study. Media strategies to be used during this study include message development, press releases, publication pieces, media correspondence, and one-on-one briefings with agency-designated spokespersons; these strategies will be conducted throughout the study.

The goal is to issue a number of press releases throughout the study period. Incorporating the key message, these press releases will announce public meetings, study work to date, important results, and next steps.

Public Response and Communication

Throughout this study, direct public comments will come in the form of e-mail (via a direct link from the website), standard mail, phone calls and comment forms from meetings and briefings. Indirect public comments will come through the media, non-agency sponsored meetings and third party websites. It is important to address public comments so that the public understands that its concerns and opinions are being recognized and to monitor indirect public comments, to be able to respond to potentially problematic issues such as misinformation.

Mail and e-mail responses offer the time to develop a personalized response, yet timeliness is important as well.

Phone calls and standard mail will be answered by IDOT, unless the study team is requested to complete the response. Monitoring other meeting activity, third party websites and media reports will continue throughout the study. Reports on the activity will be detailed and stored as they occur.

7. Plan Availability and Monitoring / Updates

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate through the duration of the project. This section describes SIP stakeholder review opportunities and plan update procedures.

7.1 Availability of the Stakeholder Involvement Plan

The PSG will make the SIP available to stakeholders for review at Public Meetings and on the project Website. The stakeholder review period for the SIP will be 30 days from date of release. As the project proceeds forward, IDOT will update the SIP on a regular basis to reflect appropriate changes or additions. IDOT will advise stakeholders of future SIP updates and post updates on the project Website.

7.2 Modification of the Stakeholder Involvement Plan

The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Cooperating agencies should notify IDOT of staffing and contact information changes in a timely manner. Plan updates will be tracked in Table 7-1 in Appendix A.

Appendix A

Table 3-1 Lead Agencies

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency		
Illinois Department of Transportation	Joint-Lead Agency		

Table 3-2 Cooperating Agencies and Agency Responsibilities

Agency Name	Role	Cooperating Agency Response	Other Project Roles	Responsibilities
Illinois Department of Natural Resources	Cooperating Agency	Pending		
U.S. EPA	Cooperating Agency	Participating		
U.S. Army Corps of Engineers, Chicago District	Cooperating Agency	Participating		
U.S. Fish and Wildlife Service	Cooperating Agency	Participating		
Illinois EPA	Cooperating Agency	Pending		
Illinois Department of Agriculture	Cooperating Agency	Pending		

Table 3-3 Section 106 Consulting Parties

Agency Name	Contact Person/Title	E-mail & Mailing Address
Deputy Illinois State Historical Preservation Officer	Anne Haaker	anne.haaker@illinois.gov Illinois Historic Preservation Agency 1 Old State Capitol Plaza Springfield, IL 62701
Illinois Department of Transportation	John Baczek, Section Chief Project and Environmental Studies	John.Baczek@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
McHenry County	Ken Koehler, Chairman	2200 N. Seminary Ave. Woodstock, IL 60098
Village of Prairie Grove	Stanley Duda, President	sduda@prairiegrove.org 3125 Barreville Road Prairie Grove, IL 60012
City of McHenry	Susan Low, Mayor	info@ci.mchenry.il.us 333 S. Green Street McHenry, IL 60050
City of Crystal Lake	Aaron Shepley, Mayor	comments@crystallake.org

100 W. Municipal Complex
P.O. Box 597
Crystal Lake, IL 60039

Table 4-1 Project Study Group Members

Agency Name	Contact Person/Title	E-Mail & Mailing Address
Illinois Department of Transportation	Pete Harmet, Bureau Chief of Programming	Pete.Harmet@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	John Baczek, Section Chief Project and Environmental Studies	John.Baczek@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Steve Schilke, Consultant Studies Unit Head	Steven.Schilke@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Scott Czaplicki, Project Coordinator	Scott.czaplicki@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Sam Mead, Section Chief of Environmental Studies Unit Head	Sam.Mead@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Rick Wojcik, Hydraulics Section Chief	Rick.Wojcik@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Santos Batista, Hydraulics Unit	Santos.Batista@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Walt Zyznieuski, Bureau of Design & Environment	Walter.Zyznieuski@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Rick Wanner, Bureau of Maintenance and Roadside Development Manager	Rick.Wanner@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mike Cullian, Bureau of Land Acquisition	Mike.Cullian@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Catherine Kibble, Design Consultant Services Unit Head	Catherine.Kibble@illinois.gov IDOT District 1 201 W. Center Court

Illinois Department of Transportation	Jim Stumpner, Bureau Chief of Maintenance	Schaumburg, IL 60196 James.Stumpner@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Steve Travia, Bureau Chief of Traffic Operations	Steve.Travia@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Eugene Joynt Bureau of Construction	Eugene.Joynt@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Federal Highway Administration	Robin Helmerichs, Transportation Engineer (Region 1)	Robin.Helmerichs@dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Federal Highway Administration	Matt Fuller, Environmental Programs Engineer	Matt.Fuller@dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
STV Incorporated	Jean-Alix Peralte, Project Manager	Jean-Alix.Peralte@stvinc.com 200 West Monroe Street, Suite 1650 Chicago, IL 60606
STV Incorporated	John Clark, Project Engineer	John.Clark@stvinc.com 200 West Monroe Street, Suite 1650 Chicago, IL 60606
Huff and Huff	Jim Novak, Environmental	jnovak@huffnhuff.com 915 Harger Road, Suite 330 Oak Brook, IL 60523

Table 4-2 Community Advisory Group

Agency Name	Contact Person/Title	Participation	Other Project Role(s)
City of McHenry	Douglas Martin / Deputy City Administrator	Participating	
Terra Cotta Realty Co.	Kathleen Martinez / General Manager	Participating	
Resident in McHenry	George Mann	Participating	
Resident in Prairie Grove	Rosemary Swierk	Participating	
Resident in Crystal Lake	Eric Witowski	Participating	
Resident in Crystal Lake	Terry Feddersen	Participating	
McHenry County College	Vicky Smith / President	Participating	
Resident in Crystal Lake	Jim Hicks	Participating	
Resident in McHenry	Catherine Jones	Participating	
Resident in McHenry / Alliance Bible Church	Herb Burnap	Participating	
Resident in McHenry	John Massouras	Participating	
Resident in Crystal Lake	James R Howell	Participating	
McHenry County Bicycle Advocates	Eberhard Veit	Participating	
McHenry County Board	Ken Koehler / County Board Chairman	Participating	
McHenry County Board	Anna Mae Miller / County Board Transportation Committee	Pending	
McHenry County	Dennis Sandquist/ Department of Planning and Development	Pending	
City of Crystal Lake	Gary Mayerhofer/ City Manager	Pending	
City of Crystal Lake	Victor Ramirez/ Public Works Director	Pending	
City of Crystal Lake	Michelle Rentzsch/ City Planner	Pending	
City of Crystal Lake	Erik Morimoto/ City Engineer	Pending	
City of Crystal Lake	Abbey Wilgreen/ Assistant City Engineer	Participating	
City of Crystal Lake	Steven Carruthers/ Civil Engineer	Participating	
City of McHenry	Jon Schmitt/Public Works Director	Participating	

City of McHenry	Christopher Black /City Administrator	Pending
City of McHenry	Peter Merkel /Director of Parks and Recreation	Pending
City of McHenry	Ryan Schwalenberg /Director of Construction & Neighborhood Services	Pending
Village of Prairie Grove	Stanley Duda /Village President	Pending
Village of Prairie Grove	Kimberly Minor /Public Works Director	Pending
Village of Prairie Grove	Jeannine Smith /Village Administrator	Participating
Chicago Metropolitan Agency For Planning	Don Kopec	Pending
Union Pacific Railroad	Richard Ellison/ Public Projects Coordinator	Pending
Illinois Department of Natural Resources	Steve Hamer/ Transportation Review Program Manager	Pending
Regional Transportation Authority (RTA)	Stephen Schlickman / Director	Pending
PACE	Thomas J Ross / Executive Director	Pending
Illinois Historical Preservation Agency	Robert Coomer/Director	Pending
McHenry County Division of Transportation	Joseph Korpalski/ County Engineer	Pending
McHenry County Division of Transportation	Walter Dittrich/ Design Manager	Pending
McHenry County Division of Transportation	Jason Osborne / Principal Transportation Planner	Participating
Metra	Lynnette Ciavarella	Pending
Chicagoland Bicycle Federation	Rob Sadowsky/ Director	Pending
League of Illinois Bicyclists	Ed Barsotti/ Director	Pending
Illinois Trails Conservancy	Bev Moore / President	Participating
Environmental Defenders of McHenry County	Lori McConville	Participating
School District #47	Dr. Donn Mendoza/ Superintendent	Pending
School District #155	Dr. Jill Hawk/ Superintendent	Pending

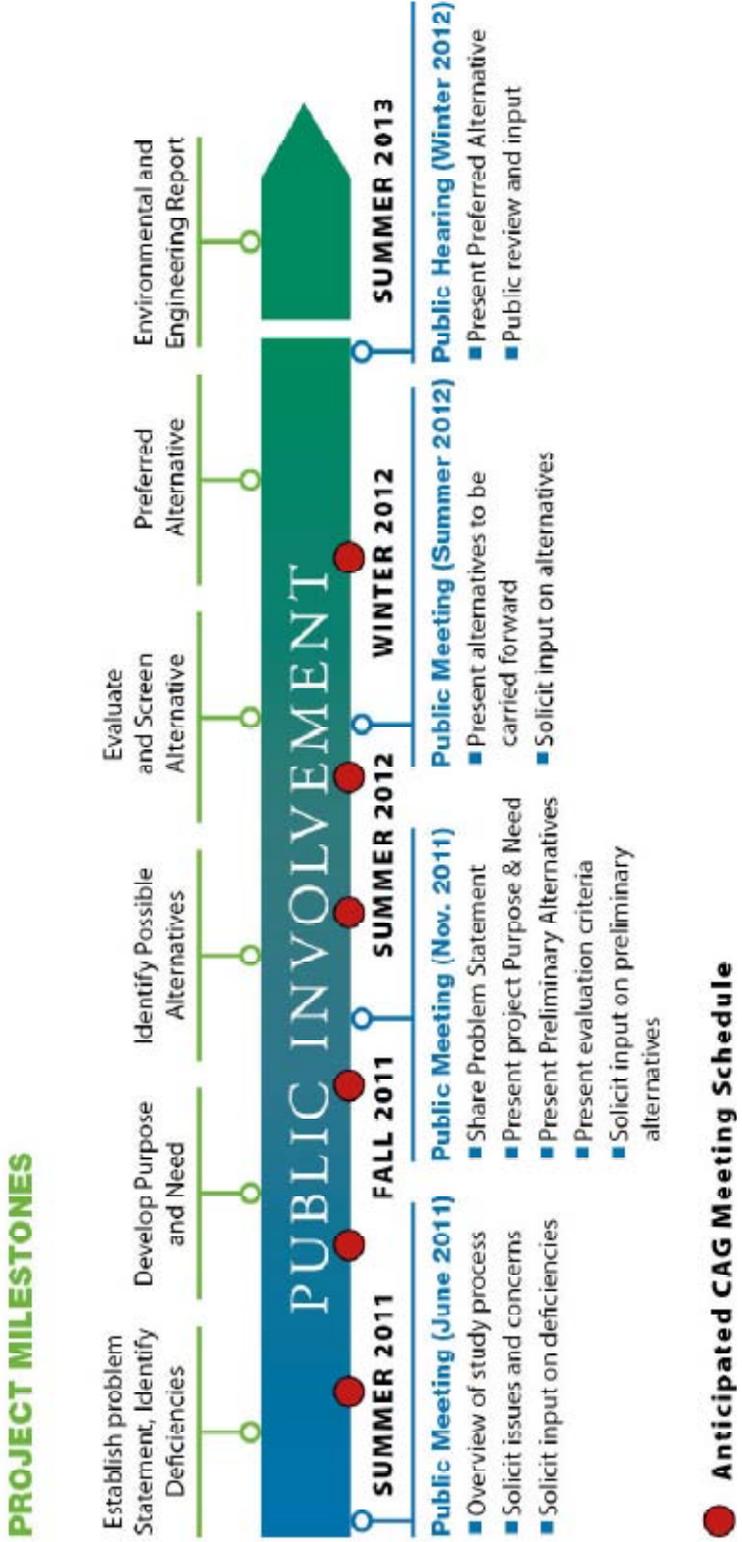
School District #156	Dr. Teresa Lane/ Superintendent	Pending
School District #15	Dr. R. Alan Hoffman/ Superintendent	Pending
School District #46	Dr. Lynette Zimmer/ Superintendent	Pending
School District #156/#15	Dennis Ryan / Director of Transportation	Pending
McHenry County Transportation Commission	Dallas Larson/ Chairman	Pending
McHenry County Board	Tina Hill/ County Board Member	Pending
McHenry County Economic Dev. Corp.	Pam Cumpata/ President	Pending
U.S. House of Representatives	Mark Kirk	Pending
U.S. Senate	Richard Durbin	Pending
U.S. Senate	Roland Burris	Pending
Illinois Senate	Jeffrey Schoenberg	Pending
Illinois House of Representatives	Elizabeth Coulson	Pending
TS Industries Inc.	Dick Deain	Pending
McHenry Township Highway Commissioner	Leon H. Van Every	Pending
Nunda Township Highway Commissioner	Don Kopsell	Pending
U.S. Fish and Wildlife Service	Shawn Cirton	Participating
U.S. Army Corp of Engineers	Kathy Chernich	Participating
U.S. Army Corp of Engineers	Soren Hall	Participating
U.S. Environmental Protection Agency	Norm West	Participating

Table 7-1 SIP History

Version	Date	Document Name	Revision Description
1	January 2011	Stakeholder Involvement Plan – IL Route 31.docx	Version 1
2	June 2011	Stakeholder Involvement Plan – IL Route 31 – Version 1.1.docx	Version 1.1
3	August 2011	Stakeholder Involvement Plan – IL Route 31 – Version 1.2.docx	Version 1.2

Appendix B

Table 5-1 Phase I Study Schedule



Appendix C

Glossary, Acronyms, and Abbreviations

Alternative	One of a number of specific transportation improvement proposals, alignments, options, design choices, ect. In a study. Following detailed analysis, one improvement alternative is chosen for implementation.
Community Advisory Group (CAG)	A group of residents, community leaders, and public officials representing the population of the study areas who assist in formulating transportation planning goals and objectives, evaluating alternative plans, selecting recommended courses of action, and setting priorities. They represent community interests and contribute valuable information to project sponsors about the location, design, and implementation of proposed transportation improvements.
Context Sensitive Solutions (CSS)	Balance between mobility, community needs and the environment while developing transportation projects. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.
National Environmental Policy Act (NEPA)	The federal law that requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE).
Project Study Group (PSG)	A group of professionals representing specific technical or scientific disciplines who are brought together for a designated period of time to perform detailed analysis of subjects that require various environmental, engineering and project development expertise. (I.e. IDOT, FHWA, and consultant team)

Acronyms

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CA	Cooperating Agencies
CMAP	Chicago Metropolitan Agency for Planning
CAG	Community Advisory Group
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
NEPA	National Environmental Policy Act
PSG	Project Study Group
SIP	Stakeholder Involvement Plan