



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

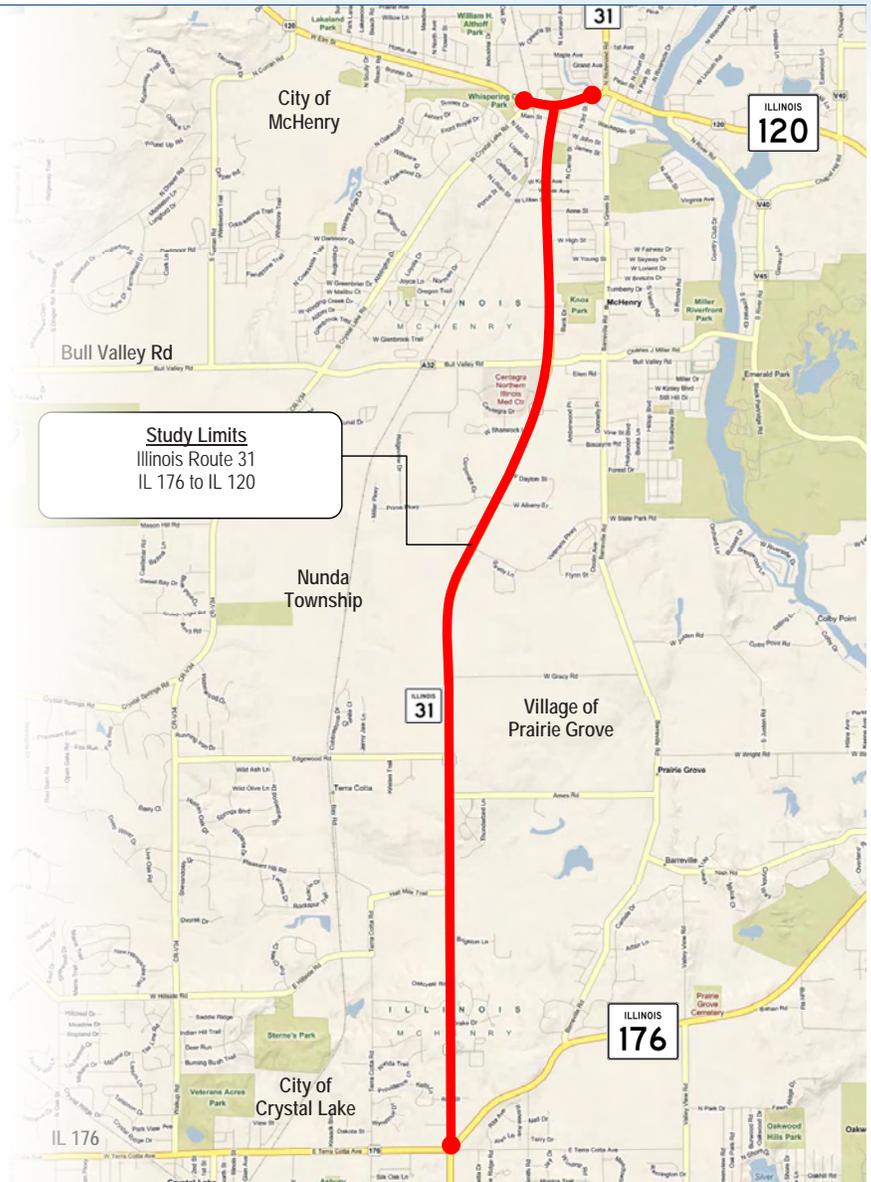


Existing Conditions

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.

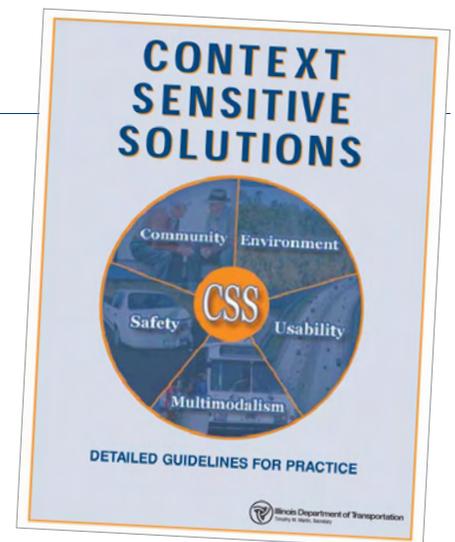
Existing Illinois Route 31, near the northern limits, carries approximately 17,500 vehicles per day (vpd) and ascends towards 23,500 vpd near the project's southern limits. These traffic volumes are anticipated to increase to a range of 21,000 to 32,000 vpd in the year 2040 without any improvements.

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

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