

Chapter 6: Agency Coordination and Public Involvement

6-1. Agency Coordination

What agencies are responsible for the ESH project?

The EA is the result of a joint resolution of the boards of McLean County, the City of Bloomington, and the Town of Normal supporting a detailed study of transportation needs on the east and south sides of the Bloomington-Normal area. Regional cooperation in the planning and development of transportation projects is critical. Coordination with members of local, State and Federal agencies was ongoing through the EA process. The Joint Lead Agencies of the study are McLean County, the Illinois Department of Transportation (IDOT), and the Federal Highway Administration (FHWA).

The Joint Lead Agencies are responsible for managing the environmental review process, preparing environmental documents, and making project-related decisions. A consensus of stakeholder concurrence on major project decisions was sought, but the ultimate decisions remained with the Joint Lead Agencies. An objective of the project was to arrive at all decisions in a clear and transparent manner.

Joint Lead Agencies

The agencies responsible for managing the environmental review process, preparing environmental documents, and making all final project-related decisions. Joint Lead Agencies for the ESH are McLean County, IDOT, and FHWA.

The Bloomington-Normal metropolitan planning area encompasses the City of Bloomington, the Town of Normal, the Village of Downs, and the Village of Towanda. The Joint Lead Agencies encouraged all of the municipalities within the study area to participate in the development of the project through participation at stakeholder meetings. The lead agencies developed an efficient, teamwork-oriented approach to the agency involvement through a process called Context Sensitive Solutions (CSS). As a result, the Project Study Group (PSG) was formed.

What is the Project Study Group (PSG) and what is its purpose?

The PSG is a multi-disciplinary technical team that was formed to coordinate the efforts of the various agencies and included representation from:

- Illinois Department of Transportation (IDOT),
- Federal Highway Administration (FHWA),
- McLean County (Highway Department, Administrator's Office)



- City of Bloomington (Planning Commission, Engineering)
- Town of Normal (Planning Commission, Public Works)
- McLean County Regional Planning Commission
- Consultant engineering team members

Project Study Group (PSG)

This group provides project recommendations to the Joint Lead Agencies. The PSG includes representative from IDOT, FHWA, McLean County, the City of Bloomington, the Town of Normal, McLean County Regional Planning Commission, and the consultant engineering team.

The primary objectives of the PSG is to expedite the project's development, identify and resolve project development issues, promote partnership with stakeholders to address project needs, work to develop consensus among stakeholders, and provide project recommendations to the Joint Lead Agencies. Members of the PSG provided requested information relating to the study. For example, the McLean County Regional Planning Commission provided information on land use planning for the study area. The City of Bloomington and the Town of Normal

provided current traffic count information which was supplemented by the project team. IDOT provided information on environmental resources in the project area, such as wetlands, stream quality and aquatic species, and cultural information.

When did the PSG meet and what was discussed?

The PSG typically met once a month over the course of the study. Numerous project topics were discussed at PSG meetings. The PSG was involved in defining the Purpose and Need of the project, developing a reasonable range of alternatives, and discussing stakeholder involvement and input.

How were Federal, State, and Local Agencies involved in the project?

The PSG encouraged members of Federal, state, and local government and resource agencies to participate in the project through public involvement activities. The agencies were included on the

Resource Agency

A Federal, State, or local agency that has legal authority to provide guidance and make decisions about a specific environmental resource. Resource agencies participate in project meetings, review and comment on project documents, and grant approvals at project milestones.

project mailing list and invited to attend the Public Information Meetings (PIMs). Some State and local government agency and resource agency representatives also volunteered to serve as members of the advisory groups. More information on the PIMs and advisory groups is included later in this chapter.

The PSG held meetings with government agencies and resource agencies on an as-needed basis as specific issues arose.



Some Federal, State, and local resource agencies were invited to serve as cooperating or participating agencies.

What are Cooperating and Participating Agencies and what is their role?

Through the National Environmental Protection Act (NEPA) process, Federal, State, and local agencies were invited to become cooperating agencies and/or participating agencies.

A *cooperating agency* is any Federal or state agency that has jurisdiction by law or expertise with respect to an environmental impact involved in a proposed project. Cooperating agencies develop information and prepare environmental analyses for topics about which they have expertise. The following agencies served as cooperating agencies:

- United States Environmental Protection Agency
- Illinois Department of Natural Resources
- United States Army Corps of Engineers
- United States Fish & Wildlife Service
- Illinois Department of Agriculture
- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency

A *participating agency* is any Federal, state, or local agency that may have an interest in the project. It is the responsibility of participating agencies to provide timely input throughout the environmental review process. Participating agencies may provide comments on Purpose and Need, methodologies, range of alternatives, and the preferred alternative. The following agencies served as participating agencies:

- Natural Resource Conservation Service
- Advisory Council on Historic Preservation
- Federal Aeronautics Administration/Illinois Division of Aeronautics
- City of Bloomington
- Town of Normal
- Village of Towanda



- Village of Downs
- Bloomington Township
- Bloomington Township Fire District
- Bloomington Township Public Water Distribution
- Downs Township
- Hudson Township
- Money Creek Township
- Normal Township
- Old Town Township
- Randolph Township
- Randolph Township Fire District
- Towanda Township

Representatives from several of the cooperating agencies were also involved through the NEPA/404 process.



The Cooperating Agencies, Participating Agencies, and the PSG review project materials and provide project recommendations to the Joint Lead Agencies, who are responsible for all final project decisions.



What is the NEPA/404 Process?

All roadway projects with Federal involvement are required to comply with the National Environmental Policy Act (NEPA). A project that involves placement of fill material into waters of the United States, such as streams and wetlands, also requires a Section 404 permit from the United States Army Corps of Engineers (USACE). The NEPA/404 merger process streamlines the agency cooperation and project decision-making.

The NEPA/404 merger process consists of representation from Federal and state regulatory resource agencies meeting at major project milestones to discuss the project. The goal of the NEPA/404 merger group is to involve regulatory resource agencies early and at key project milestones to minimize the potential for unforeseen issues that may arise during the later stages of the NEPA and Section 404 permitting processes. The major topics of the meetings include scoping, project updates, and concurrence on the project's Purpose and Need, alternatives to be carried forward, and preferred alternative.

The PSG has presented at four NEPA/404 merger meetings to date. At several of the meetings, concurrence was sought from the regulatory agencies. Concurrence means that the agencies agree that information is adequate and that the project can be advanced to the next stage of the project development. The agencies agree not to revisit the previous process steps unless conditions change. The NEPA/404 merger meetings are summarized in **Table 6.1-1**. Materials associated with these meetings are presented in **Appendix C**.

Concurrence

In the NEPA/404 process, concurrence means confirmation by the agency that information to date is adequate and that the project can be advanced to the next stage of development. Concurrence does not imply that the project has been approved by an agency.

Table 6.1-1: NEPA/404 Merger Meeting Summary

Date	Topic	Concurrence Sought?	Concurrence Granted?
September 8, 2010	Project Introduction	No	---
February 15, 2011	Purpose and Need	Yes	Yes
March 2, 2012	Alternatives to be Carried Forward	Yes	Yes
November 14, 2013	Preferred Alternative	Yes	Yes



When were meetings held with Federal and State agencies and what was discussed?

Meetings with Federal and State agencies were held on an as-needed basis. At the meetings, the project team provided project updates and asked for guidance on issues that the agency has expertise in. For example, cultural resources were discussed with representatives from the Illinois Historic Preservation Agency (IHPA). Three meetings with Federal and State agencies were held since the beginning of the project. The Federal and State agency meetings are summarized in **Table 6.1-2**. Materials associated with these meetings are presented in **Appendix C**.

Table 6.1-2: Federal and State Agency Meeting Summary

Meeting Date	Attendees	Main Topics Discussed
February 15, 2012	Illinois Department of Natural Resources, United States Environmental Protection Agency	Field review of project area
September 21, 2012	Illinois Historic Preservation Agency	Cultural and historic resources, US Route 66
September 3, 2013	Illinois Department of Natural Resources, United States Environmental Protection Agency	Field review of project area, location of remaining alternatives



Representatives from Federal and State resource agencies visited the project area several times during environmental field reviews.





The project team met with the Illinois Historic Preservation Agency (IHPA) to discuss cultural and historic resources, such as Duncan Manor (pictured) and US Route 66.

Additional coordination efforts were conducted through email or telephone correspondence. Coordination with the Federal Aviation Administration (FAA), the U.S. Department of Agriculture (USDA), and the Illinois DOT Division of Aeronautics began in July 2012 during the development and analysis of the alternatives evaluated in this EA. FAA and USDA issue guidance on wildlife attractants associated with stormwater features near airports. Because the ESH project is near the Central Illinois Regional Airport (CIRA), this coordination was necessary to ensure that wildlife attractants due to the ESH would not be placed in locations that would impact airport operations.

Wildlife Attractants

Constructed structures, land-use practices, or human-made features that can attract or sustain wildlife within the landing or departure space of an airport. Attractants include slow draining retention ponds, ditches, or wetlands that contain open water. Wildlife such as geese are drawn to the attractants and can be associated with aircraft strikes and can cause structural damage to airport facilities.



When were meetings held with local agencies and what was discussed?

Meetings were held with several local community and elected officials early in the project schedule to obtain input and develop an understanding of their issues and concerns. Additional meetings were held on an as-needed basis as specific issues arose, or when a meeting was requested by an agency. The project team met with local agencies five times during the course of the project. Most of the meetings were with government officials. The project team also met with members of local resource agencies when requested.

The local agency meetings are summarized in **Table 6.1-3**. Materials associated with these meetings are presented in **Appendix C**.

Table 6.1-3: Local Agency Meeting Summary

Meeting Date	Agency	Main Topics Discussed
March 1, 2011	McLean County Transportation Committee	Project Introduction, public involvement process, project schedule, project team contact information
April 27, 2011	Bloomington Planning Commission	Project Introduction, public involvement process, project schedule, project team contact information
June 6, 2011	Normal Town Council	Project Introduction, public involvement process, project schedule, project team contact information
March 6, 2012	McLean County Farm Bureau	Agricultural impacts and concerns
September 30, 2013	Joint Council Meeting (Bloomington, Normal, McLean County)	Project purpose, alternative evaluation process, public involvement, public input, recommended Preferred Alternative



6-2. Public Involvement

How was the public involved in the project?

Public involvement is an important element of the ESH project. Public input was sought and considered throughout the development of the study. The project used IDOT's Context Sensitive Solutions (CSS) approach to public involvement. CSS is an interactive process that engages the public, or stakeholders, throughout the course of the project. CSS involves working with stakeholders to develop roadways that fit into and reflect the project's surroundings – its "context." "Context" as it applies to roadway projects can be defined as "all elements related to the people and place where a project is located." This includes both visible elements such as environmental or historic resources and invisible elements such as community values, traditions, and expectations.

Stakeholder

Anyone who may be affected by the project and has a stake in its outcome.

In the past, the public was not typically involved in a project until some level of engineering had already been performed. Through CSS, numerous meetings were held before roadway alternatives were developed. Stakeholders were involved in the decision-making process with continuous involvement throughout the entire development of the project. Advisory groups and Public Information Meetings (PIMs) are an important part of the CSS process and are described later in this chapter. The public involvement process was outlined in the Stakeholder Involvement Plan (SIP).

What is the Stakeholder Involvement Plan (SIP)?

The PSG developed a SIP that outlines the opportunities for public involvement and establishes ground rules for participation. The SIP is a blueprint for defining methods and tools to educate and engage stakeholders in the decision-making process for the project. The SIP was designed to ensure that stakeholders were provided a number of opportunities and methods to be informed and engaged as the project progresses. The names of the advisory group members are listed in the SIP. The SIP was updated as-needed through the project. The SIP is in **Appendix C**.

What are advisory groups?

Two types of advisory groups were formed for the ESH project: a Community Working Group (CWG) and three Focus Working Groups (FWGs). The CWG and FWG members agreed to follow a set of ground rules that form the basis for respectful interaction for all people involved in the process. The advisory

Advisory Groups

Two types of advisory groups were formed, the Community Working Group (CWG), and three Focus Working Groups (FWGs). The members of the advisory groups are volunteers who serve as representatives of the stakeholders.



group members and the PSG could, by consensus, revise the ground rules during the study.

The ground rules are as follows:

- All input from all participants in the process is valued and considered.
- All participants will come to the process with an open mind and participate openly and honestly.
- All participants in the process will treat each other with respect and dignity.
- The project must progress at a reasonable pace based on the original project schedule.
- The role of the advisory groups is to advise the PSG. A consensus of CWG and FWG concurrence is sought prior to project decisions. The PSG will fully consider all CWG, FWG, and stakeholder input when making project decisions.
- The list of CWG and FWG members is subject to change at any time as events warrant.
- All decisions of the Joint Lead Agencies (McLean County, IDOT, and FHWA) must be made in a clear, transparent manner and stakeholders should agree that their input was duly considered.
- Project milestones (Purpose and Need, Range of Alternatives) will not be altered once concurrence by the resource agencies has been granted unless substantial new information becomes available.

Consensus

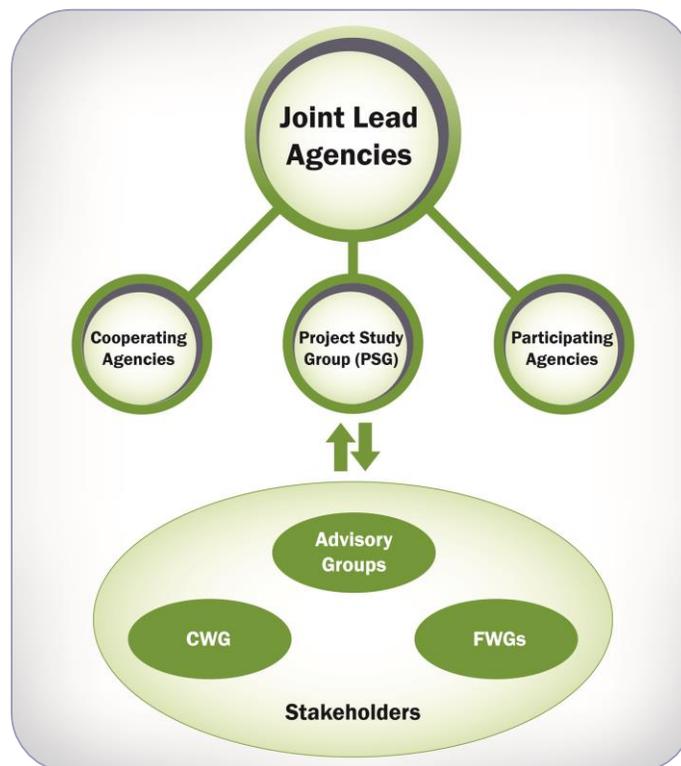
A decision-making process that seeks the agreement of most of the participants while acknowledging and working with those that may not agree.



What is the role of the advisory groups?

The members of advisory groups are volunteers who serve as representatives of the stakeholders. The CWG and FWG representatives attend meetings where topics discussed range from existing transportation problems to what resources are important to the community. The role of the CWG and FWGs is to advise the PSG on key project issues, such as developing the range of alternatives considered. The PSG considers advisory group input when making a project decision.

The members are expected to discuss the project with the people they represent and their neighbors. The members were asked to get input from other stakeholders and share it at advisory group meetings. Advisory group members were also expected to attend PIMs.



The advisory groups are representatives of the stakeholders that advise the PSG. The PSG relays the stakeholder input to the Joint Lead Agencies.

Who were the members of the CWG and how were they selected?

The CWG was formed early in the project. The attendees at PIM #1 were asked to volunteer to serve on the CWG. Information about the CWG was placed on the project website after PIM #1 so that people who did not attend PIM #1 could volunteer. Everyone who volunteered was invited to become a member. The CWG represented a diverse range of interest areas and geographic areas. Members of the CWG include stakeholders representing the following interest areas:



- Agriculture/Farmers
- Bicyclists
- Business
- Developer/Builder/Real Estate
- Economic Development
- Education
- Emergency Services
- Environmental
- Government
- Homeowner/Resident
- Labor
- Law Enforcement
- Parks/Recreation
- Transportation
- Utilities

In some cases more than one person represented an interest area. For example, there were several farmers who represented agricultural interests on the CWG.

Stakeholders who were not members of the CWG were permitted to attend the CWG meetings. The non-members were asked to observe and hold all questions until the end of the meeting.



The advisory group members represented a diverse range of interest areas, including agricultural interests.



When did the CWG meet and what was the purpose of the meetings?

Eight CWG meetings have been held to date. The CWG meeting summaries are provided below and listed in **Table 6.2-1**.

Materials provided at the meetings and meeting notes are available in **Appendix C**.

Community Working Group (CWG)

A group made up of local stakeholders who volunteered to be a part of the study, and advised the PSG during major project decisions.

Table 6.2-1: Community Working Group Meeting Summary

Date	Main Topics Discussed
October 28, 2010	Introduction to the EA process
December 7, 2010	Purpose and Need overview and alternative brainstorming
January 25, 2011	Engineering concepts, environmental regulations, and continued alternative development
April 10, 2011	Alternative consolidation
May 14, 2011	Alternative evaluation process
June 28, 2011	Socio-economic update and alternative evaluation
December 1, 2011	Alignment Analysis and facility type discussion
June 6, 2013	Environmental Assessment Analysis, remaining two alternatives, and socioeconomic update

CWG Meeting #1

The first CWG meeting was held on October 28, 2010. All volunteers who filled out CWG application forms at Public Information Meeting (PIM) #1 and via the project website or email were invited to attend. At the meeting, the EA process was introduced, including the major milestones and timeline. The importance of CSS, the role of the CWG, and the ground rules for public involvement were discussed.

Each CWG member introduced themselves and stated what interest area they represent. Members explained how they would communicate with stakeholders that they represent. Each member placed a sticker on a large aerial map of the study area to show where they live and work. The purpose of



these activities was to ensure that a wide range of interest areas and geographic areas are represented. The CWG members discussed what additional interest areas should be represented and they thought that representatives from historic, archaeological, the fire department, and small business interests should be considered. After the meeting the project team attempted to locate representatives from the interest areas and invite them to join the CWG.

At the end of the first meeting, the CWG members participated in an interactive survey in which each person received an electronic responder, or clicker. Attendees were presented with multiple choice questions and asked to respond to the question by pressing the button on the clicker that corresponded to their desired answer. The survey was intended to gather information from the members, such as if the members were involved in the previous ESH studies, how often they travel within and outside of the Bloomington-Normal area, and how they perceive an ESH will affect Bloomington-Normal. Following each question, a chart showing how the group answered was displayed. The members discussed the results of each question.

CWG Meeting #2

CWG meeting #2 was held on December 7, 2010. An overview of the ESH project was presented to begin the meeting. The history of the ESH, the major milestones of the EA process, and the EA timeframe were discussed.

Next, the project team presented an overview of the Purpose & Need (P&N) development. The Problem Statement and engineering analyses form the basis of the P&N. A Problem Statement was developed using stakeholder input during the ESH Corridor Study. Engineering analyses used in the P&N development include population and employment growth forecasts and traffic data analysis, and these data were presented to the members. The CWG members were invited to comment on the P&N.

The CWG members were then invited to brainstorm alternative locations in small groups and draw preliminary alternatives on aerial photographs showing the project study area. The project team explained that the alternatives would be screened against evaluation criteria at future CWG meetings. The evaluation criteria includes adherence to the P&N, engineering feasibility, and social/environmental resource impact minimization. However, at CWG meeting #2, the members were instructed that for this exercise there were no constraints on alternative location and all possibilities should be drawn on the maps.



CWG Meeting #3

CWG meeting #3 was held on January 25, 2011. A summary of PIM#2 was presented. The project team presented a series of slides describing engineering terminology and concepts considered in roadway design. Next, a series of slides discussing environmental and cultural resources within the study area, and the law and regulations protecting each resource was presented. These engineering criteria and environmental and cultural resources should be considered when evaluating the alternatives.

The CWG members were invited to continue the alternative development process begun at CWG meeting #2. The alternatives that were developed by the members at the previous CWG meeting were compiled electronically by the project team and presented for review on aerial maps. The maps included the location of cultural resources (such as schools, parks, and historic sites) and environmental resources (such as wetlands, floodplains, and streams). The project team explained that the resource information presented was preliminary and would be updated as data collection continues and new information becomes available. The members split into two groups and were asked to review the digitized alternatives to ensure that they accurately represent the ideas developed at meeting #2. The members were encouraged to refine the preliminary alternatives and develop new alternatives based on the engineering criteria and environmental and cultural information presented at the meeting and shown on the maps. The CWG members modified some alternatives and developed new alternatives.

CWG Meeting #4

CWG meeting #4 was held on March 10, 2011. A summary of the February 15, 2011, NEPA/404 merger meeting was discussed. The project team received concurrence from the Federal Highway Administration (FHWA) and various State and Federal resource agencies on the Purpose & Need (P&N). Concurrence signifies that the project team can move forward with alternative evaluation.

The project team presented a series of slides describing the population and employment forecasts, including data trends and sources. The forecasts presented were draft numbers based on the newly released 2010 Census data. The project team explained that the forecasts were preliminary and would be reviewed with the McLean County Regional Planning Commission (MCRPC).

The refined alternatives that were drawn and modified by hand by members at the previous CWG meetings were compiled electronically by the project team and presented for review. The members, as a group, discussed the alternatives and consolidated alternatives that met the same intent as similar corridors, had the same termini, or were located in the same general area. It was



emphasized that the project team did not want to eliminate any of the preliminary alternatives. The goal was to consolidate similar alternatives. Elimination would occur only during the evaluation process. The alternatives were broken up into segments that looked at northern connections near I-55, middle sections, and southern connections near I-74. Rather than consolidating entire alternatives, the smaller segments were consolidated.

CWG Meeting #5

After CWG meeting #4, the PSG reviewed the alternatives developed by the CWG. The PSG added some additional alternatives to ensure that a wide range of alternatives were considered. At CWG meeting #5, held on April 14, 2011, the alternatives developed by the PSG were presented on aerial maps for CWG review. The alternatives previously developed by the CWG were also displayed on the maps.

The project team discussed the additional alternatives to be evaluated, including an east-west only alternative, a transit alternative, a Transportation Systems Management and a Travel Demand Management alternative.

Next, the project team presented a series of slides showing the alternative evaluation process used for screening and eliminating alternatives. The process includes five steps: Initial Screening Evaluation, Purpose & Need Evaluation, Macro Analysis Evaluation, Alignment Analysis Evaluation, and Environmental Assessment Analysis. The proposed criteria used for evaluation at each step were described in detail. The CWG members were encouraged to comment on the criteria, and to propose additional criteria to be considered.

CWG Meeting #6

CWG meeting #6 was held on June 29, 2011. An update on recently published socio-economic data for the Bloomington-Normal area was presented. The data included employment data and forecasts released by independent national researchers not associated with the ESH project.

Next, the results of the first three steps of the alternative evaluation (Initial Screening Evaluation, Purpose & Need Evaluation, and Macro Analysis Evaluation) were presented and discussed. The resource criteria considered and the alternatives eliminated during each of the three steps were reviewed. The alternatives eliminated during each step were shown graphically. The alternatives remaining under consideration after the Macro Analysis were presented. The CWG members provided input on the evaluation process and the remaining alternatives.



CWG Meeting #7

CWG meeting #7 was held December 1, 2011. The results of the fourth step of the alternative evaluation process, the Alignment Analysis, were presented and discussed. The environmental, cultural, agricultural, sustainability, and engineering resource criteria considered and the alternatives eliminated during the Alignment Analysis were reviewed. The alternatives remaining under consideration after the Alignment Analysis were presented. The CWG members provided input on the evaluation process and remaining alternatives.

Next, roadway facility type was discussed. Three roadway options for the ESH were considered: arterial, freeway, and expressway. The analysis criteria for determining the preferred facility type and the results of the preliminary analysis were presented. The CWG members were asked to provide input on facility type.

The upcoming PIM#4 was discussed. The project team encouraged the CWG members to attend the meeting, discuss the project with the stakeholders they represent, and encourage others to attend the meeting and provide comment.

CWG Meeting #8

CWG meeting #8 was held June 6, 2013.

An update on recently published socio-economic data for the Bloomington-Normal area was presented. The data included employment and population data released by independent researchers not associated with the ESH project.

The results of the fifth and final step of the alternative evaluation process, the Environmental Assessment Analysis was presented. The criteria considered and the alternatives eliminated during the Environmental Assessment Analysis were reviewed. The two alternatives remaining under consideration after the assessment were displayed. The CWG members provided input on the evaluation process and remaining alternatives.

The upcoming PIM#5 was discussed where the results of the Environmental Assessment Analysis would be presented. The PIM#5 slideshow presentation was given to the CWG members so the members could provide comment on the material in advance of the meeting. The handouts prepared for PIM#5 were also distributed to the members. The members were encouraged to attend the PIM, notify their neighbors and people they represent, and submit comments on the remaining alternatives.



Who were the members of the Focus Working Groups (FWGs) and how were they selected?

The Focus Working Groups (FWGs) are advisory groups composed of local residents with specific interests or knowledge. They were assembled to review planning and design materials relating to their interest area and to advise the PSG at key milestones, before information is finalized. The attendees at PIM #4 were asked to volunteer to serve on a FWG. Information about the FWGs was placed on the project website so that people who did not attend PIM #4 may volunteer. Everyone who expressed interest in serving on an FWG was invited to become a member.

There are three FWGs:

1. Land Use and Access Management
2. Sustainability
3. Alternative Modes

When did the FWGs meet and what was the purpose of the meetings?

Focus Working Group (CWG)

A group made up of local stakeholders with specific interests or knowledge, who volunteered to be a part of the study, and advised the PSG during major project decisions.

There were three separate FWGs: Land Use and Access Management, Sustainability, and Alternative Modes. Each group focused on different aspects of the ESH project.

A total of ten FWG meetings have been held to date. FWG meeting summaries are provided below and listed in **Table 6.2-2**. Materials provided at the meetings and meeting notes are available in **Appendix C**.



Table 6.2-2: Focus Working Group Meeting Summary

Date	FWG	Main Topics Discussed
March 14, 2012	Land Use and Access Management	Brainstorm how an ESH may affect land use and access, and develop list of concerns
March 15, 2012	Sustainability	Field study findings and IDOT's sustainability manual
March 15, 2012	Alternative Modes	IDOT's Complete Streets legislation, regional plans and policies, transit, and bicycle and pedestrian travel
April 11, 2012	Land Use and Access Management	Local mobility and farmland operations
April 30, 2012	Sustainability	Stream buffers, habitat protection, fish passage, tree preservation, stormwater, detention basins, bioswales, and porous pavement
May 2, 2012	Land Use and Access Management	Agricultural mobility, emergency response access, residential barriers, noise, west side businesses, drainage, safety, and forecasted growth
November 29, 2012	Alternative Modes	Local long-range transportation plan and potential transit expansion, and preliminary bike and pedestrian plan
December 10, 2012	Sustainability	Descriptions, benefits, and maintenance requirements of Best Management Practices
February 7, 2013	Land Use and Access Management	Potential crossings over I-55 and I-74, proposed locations for trail overpasses and underpasses, And revised preliminary bicycle and pedestrian trail plan
February 7, 2013	Alternative Modes	Potential crossings over I-55 and I-74, proposed locations for trail overpasses and underpasses, and revised preliminary bicycle and pedestrian travel plan



Land Use and Access Management FWG

Meeting #1

Meeting #1 was held on March 14, 2012. At the meeting, a brief history of the project to date was given, the goals of the FWG were discussed, and ground rules for the public involvement process were introduced. The project team discussed land use and access management design concepts such as facility type, interchange spacing, design speed, turning radius, and auxiliary lanes and frontage roads.

The project team led the members in an interactive consensus workshop where they brainstormed responses to the question “In what ways do you think an ESH will affect land use and access?” The FWG split into small groups and developed a list of items that answered the question. The members posted their comprehensive list of responses, and then the responses were categorized into groups of similar ideas. The purpose of the exercise was to ensure that the project team addresses all of the ideas and concerns of the members throughout the next several FWG meetings.

Meeting #2

Meeting #2 was held on April 11, 2012. A large aerial map showing the remaining alternatives as presented at the January 11, 2012 PIM#4 was displayed. Since the meeting, the project team refined the alternatives, interchange locations, and interchange types based on CWG and PSG input.

Two of the areas of interest identified by the FWG members during the consensus workshop at meeting #1 were discussed in detail: local mobility and farmland operations. The FWG started on the north side of the alternatives and moved south identifying specific issues pertaining to local mobility and farmland operations.

Meeting #3

Meeting #3 was held on May 2, 2012. The alternative adjustments made by the project team subsequent to meeting #2 were discussed. Adjustments included interchange type and interchange location and were based on CWG member and PSG input.

The remaining eight areas of interest identified by the FWG members during the consensus workshop at meeting #1 were discussed in detail. The interest areas included agricultural mobility, emergency response access, residential barriers, noise, west side business, drainage, safety, and planned growth. The FWG discussed how the ESH may affect the areas of interest.



Meeting #4

The fourth meeting was held on February 7, 2013. The main purpose of the meeting was to review the refinements to the ESH alternatives. Additional proposed interchange refinements were discussed. The proposed bike path plan and agricultural field access locations were reviewed. The FWG members provided input on the material presented.



The Land Use and Access Management FWG discussed issues such as future business development and land use, intersection and interchange design and location, and residential, commercial and farm access.

Sustainability FWG

Meeting #1

Meeting #1 was held on March 15, 2012. At the meeting, a brief history of the project to date was given, the goals of the FWG were discussed, and the ground rules of the public involvement process were introduced. The project team discussed the results of the Illinois Natural History Survey (INHS) field studies of the project area to date. IDOT's Illinois Livable Sustainable Transportation (ILAST) manual and scorecard was presented and discussed. The ILAST manual summarizes over 180 sustainability features that can be incorporated into roadway projects. The members discussed what features may apply to the ESH. The members were asked to review the ILAST manual and scorecard and to identify the areas of most concern or interest to them for the next meeting.



Meeting #2

Meeting #2 was held on April 30, 2012. Prior to the meeting, the FWG members reviewed the IDOT ILAST sustainability criteria and identified items that could potentially be incorporated into the ESH. The following items were discussed in detail: stream buffers, habitat protection, fish passage, tree preservation, stormwater, detention basins, bioswales, and porous pavement. The members discussed what constraints may exist with each item, and what items they thought would be most beneficial to the project.

Meeting #3

The third Sustainability FWG meeting was held on December 10, 2012. The main purpose of the meeting was to discuss in greater detail the Best Management Practices (BMPs) that could be incorporated into the ESH design. A description, benefits, and maintenance requirement of each BMP was discussed. A preliminary map showing potential locations of BMPs was presented. The FWG members provided input on what BMPs they thought were most suited for the ESH. The members also provided input on the preliminary BMP location map.



The Sustainability FWG discussed issues such as Best Management Practices (BMPs), environmental features, and aesthetics and landscaping.



Alternative Modes FWG

Meeting #1

Meeting #1 was held on March 15, 2012. At the meeting, a brief history of the project to date was given, the goals of the FWG were discussed, and the ground rules for public involvement were introduced. The project team discussed IDOT's Complete Streets legislation which requires that bicycle and pedestrian traveled ways be considered in the planning and development of roadway facilities. The project team then discussed regional plans and policies as outlined by the McLean County Comprehensive Plan transportation objectives.

The members were asked to consider the following questions:

- How will the ESH benefit and impact bicycle and pedestrian travel?
- How will the ESH benefit and impact travel by transit?
- What specific things should be considered when designing the ESH and crossroads?

Input from the members included the streets frequently used by bicyclists and locations where bicycle access should be maintained or improved.

Meeting #2

The second Alternative Modes FWG meeting was held on November 29, 2012. The main purpose of the meeting was to present and obtain FWG member input on the preliminary bicycle/pedestrian trail plan. In addition, local long-range transportation plans and potential transit expansion areas were discussed.

Meeting #3

The third Alternative Modes FWG meeting was held on February 7, 2013. The project team revised the preliminary bicycle/pedestrian trail plan after the second FWG meeting based on FWG member comment and engineering considerations. The main purpose of the meeting was to present and obtain FWG member input on the plan. Potential trail crossings over I-55 and I-74 were discussed in detail. Proposed locations for bike trail overpasses and underpasses along ESH were reviewed.





The Alternative Modes FWG discussed issues such as transit routes, bicycle routes, pedestrian routes, connectivity to existing and proposed trail systems, parallel multi-use paths, crossings over the ESH, and safety.

How was the input from the CWG and FWG members incorporated into the project?

The majority of the preliminary alternatives were developed by the CWG members. The alternative evaluation process was modified using CWG member input. The alternatives were continually refined based upon the input provided by the CWG and FWG members. For example, member input resulted in modifications to interchange location and type, agricultural access locations, sustainable stormwater solutions, and shared use path location.

How was the information gathered from the advisory groups communicated to the public?

Information about the advisory groups, meeting materials, meeting notes, and input generated at the CWG and FWG meetings was placed on the website so that stakeholders could read about the advisory group progress. The CWG and FWG progress was also included in project newsletters, which were mailed out to those who signed up for the mailing list. The newsletters were also available on the website, at public libraries along the corridor, and at PIMs. The PIMs were one of the methods used to keep the general public informed on the progress of the study.

When were the Public Information Meetings held?

Five Public Information Meetings (PIMs) have been held to date. Each of the PIMs was held at the Normal Community High School Auditorium from 6:00 to 8:00 pm. A summary of the five PIMs is in **Table 6.2-3**. The PIMs are described in detail below. Materials displayed and distributed at the meetings are available in **Appendix C**.



Table 6.2-3: Public Information Meeting Summary

Date	Primary Topic of Meeting	Approximate Number of Attendees	Number of Comments Received	Format
August 25, 2010	Scoping, Project Introduction, Public Involvement Process, CWG Volunteers	48	5	Presentation and open house
January 13, 2011	Purpose and Need	53	53	Open house
August 18, 2011	Alternative Development, Range of Alternatives, Alternative Evaluation Process through the Macro Analysis	96	30	Presentation and open house
January 11, 2012	Alternative Evaluation Process through the Alignment Analysis, FWG Volunteers	228	150	Presentation and open house
June 19, 2013	Environmental Assessment Analysis and Remaining Alternatives	230	115	Presentation and open house

How was the public notified of the PIMs?

All stakeholders are invited to attend the PIMs. The four methods used to notify the public of the meetings were:

1. Legal notices in local newspapers
2. Press releases to local newspapers and radio stations
3. Flyers posted in public places, such as libraries, throughout the corridor
4. Newsletters and/or postcards sent to stakeholders on the mailing list. All stakeholders who signed in at the PIMs were added to the mailing list. Stakeholders could join the mailing list via the project website or the project email. All advisory group members were on the mailing list.

What information was presented at the PIMs and what public input was received?

The PIMs were held before each major project milestone. The project team presented an update of the project and sought public input. At each PIM the stakeholders were encouraged to fill out a comment form to provide input on the information presented at the meeting. The attendees could



turn the form in at the meeting, or take the comment form home and scan and email, mail, or fax in the form. Stakeholders could also comment via the online comment form or project telephone line. All materials presented at the PIMs were placed on the project website immediately following each meeting. Stakeholders who did not attend the meeting could comment via the project email, website, comment form, and mail or by telephone. The project team responded to each comment received following the public meetings. Each of the five PIMs is described in detail below. The public comments and response letters issued following the PIMs are in **Appendix C**.

PIM #1

The first PIM was held on August 25, 2010. The purpose of PIM #1 was to review the project history and project study area, discuss the EA process and schedule, outline the project's preliminary Purpose and Need, and to gather stakeholder input on the project scope.

Project Scope

Scoping is an early and open process for determining the magnitude of a proposed project. It focuses on the identification of potential environmental and community impact issues and potential improvement alternatives.

Scoping is a fluid process that continued throughout the project as potential transportation improvements and alternatives were evaluated and refined, and as new more specific issues and concerns were raised by stakeholders.

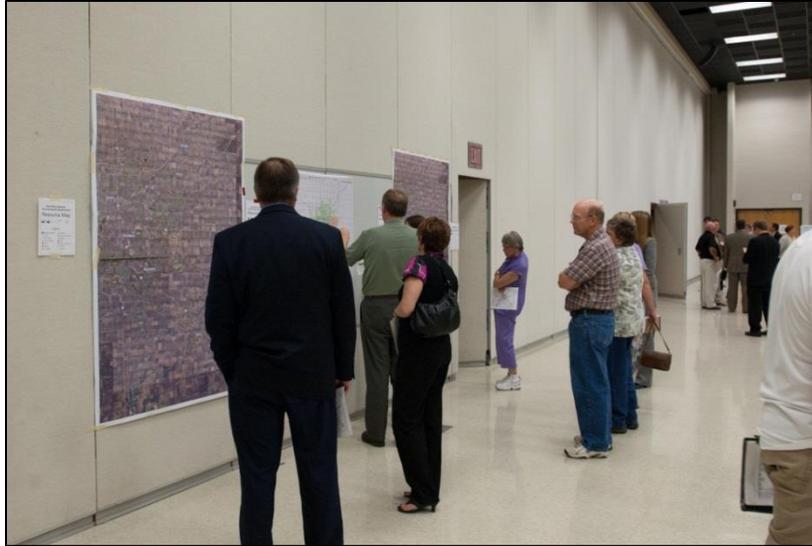
The CSS process was explained and stakeholders were asked to volunteer to serve on the Community Working Group (CWG). Stakeholders who were interested in volunteering for the CWG wrote down their contact information or took a handout and contacted the project team at a later date to let them know they were interested. The project team contacted everyone who expressed an interest in serving on the CWG after the PIM.

The meeting consisted of a PowerPoint presentation followed by an open house where attendees browsed project-related maps and exhibit boards. Members of the project team were on hand to answer questions and discuss the project. A total of

48 people attended the meeting according to the sign-in sheets.

Five comments were received following the meeting. One commenter suggested that the project was promoted by developers, one commenter supported the project, one commenter asked to be added to the mailing list, and one commenter questioned the accuracy of the growth projections and stated the proposed placement of the ESH is faulty and will constrain growth. The last commenter questioned the need for the road, the growth projections, thought the ESH should be located further east, will constrain growth, and will be too costly.





Attendees discussed the ESH with the project team during the open house at PIM#1.

PIM #2

The second PIM was held on January 13, 2011. The Purpose and Need Statement was reviewed at PIM #2. The objective of the meeting was to seek input on the Purpose and Need Statement. The Purpose & Need Statement (described in **Chapter 1**) defines transportation issues or problems in the project study area and the needs for the improvements to be evaluated in the EA. The meeting was conducted in an open-house format with project staff available to provide information and answer questions. A total of 53 people attended the meeting according to the sign-in sheets.

Fifty-three public comments were received following PIM #2. Each comment discussed multiple topics. The comments are summarized below.

- Thirty-five (35) commenters questioned the accuracy of the forecasted (Year 2035) population and employment projections. Several commenters also questioned if the Central Illinois Regional Airport (CIRA) will continue to increase enplanements, as discussed in the P&N.
- Twenty-six (26) commenters expressed concern over agricultural impacts, including impacts to prime farmland, severed parcels, and farm operations.
- Nineteen (19) people indicated that the existing roads should be improved rather than constructing a new facility. Specifically, improving the existing Towanda-Barnes Road was favored among the commenters.



- Eighteen (18) commenters indicated that they believe the state does not have the funds to pay for the ESH, or that the funds could be better spent elsewhere, such as roadway maintenance, education, or public transit.
- Ten (10) people indicated that they do not agree with the location of the preferred corridor identified in the 2009 ESH Corridor Study.
- Five people said they were against the ESH because it would impact or is nearby their personal property.
- Four people indicated that they do not currently experience traffic or congestion in the study area.
- Three people indicated there is a need for the project.
- Other concerns expressed include a need for improving east-west roads (4 comments), consideration of bike routes (1 comment), impacts to homes and environment (1 comment), noise (1 comment), and sustainability (1 comment).

PIM #3

The third PIM was held on August 18, 2011. The purpose of PIM #3 was to present the alternative development and evaluation process. The results of the alternative analysis through and including the Macro Analysis were presented. Two identical PowerPoint presentations were given at 6:15 p.m. and 7:15 p.m. The remainder of the meeting was conducted in an open-house format with project staff available to provide information and answer questions. A total of 96 people attended the meeting according to the sign-in sheets.

Thirty (30) comments from 25 commenters were received following the meeting (one commenter submitted six separate comments). Of the 30 comments received, 21 were not in support of the project, four were neutral, and three were in support. Two of the comments were information requests and did not comment specifically on the PIM#3 materials. Specific concerns expressed in the comments are summarized below.

- Seven people said the alternatives were too close to their home or directly impacted their home.
- Seven people thought the population and/or employment projections were inaccurate.
- A total of three comments were received on each of the following topics: the ESH would negatively impact property value, the alternatives should be located farther east, the cost is



not justified, agree that improvements to east-west roadways are needed, and that existing roads should be fixed.

- A total of two comments were received on each of the following topics: the alternatives are too close to the planned park at Eagle View, quality of life will be disturbed (noise, crime, rural characteristic of neighborhood), negative impacts to farmland/agricultural operations, impacts to drainage, the road is not needed, and Towanda Barnes Road should be improved.
- One person commented on each of the following: the alternative should provide access to the town of LeRoy, the easternmost route is preferred, the westernmost route is preferred, the alternatives are too close to schools, EMS access to the Lamplighter subdivision should be considered and maintained, oppose future land use restrictions, won't help east side commuters, will isolate The Grove neighborhood, and the ESH should be a belowground highway.



Attendees browsed exhibits and asked the project team questions at PIM#3.



PIM #4

The fourth PIM was held on January 11, 2012. The purpose of PIM #4 was to present the results of the alternative evaluation process through the Alignment Analysis and to present the four remaining alternatives studied in detail in the Environmental Assessment Analysis. The evaluation of roadway facility type was discussed. The Focus Working Groups (FWGs) were discussed, and stakeholders were asked to volunteer to serve on a FWG. Stakeholders who were interested in volunteering for the FWG wrote down their contact information or took a handout and contacted the project team at a later date to let them know they were interested. The project team contacted everyone who expressed an interest in serving on the FWG after the PIM.

Two identical PowerPoint presentations were given at 6:15 p.m. and 7:15 p.m. The remainder of the meeting was conducted in an open-house format with project staff available to provide information and answer questions. A total of 228 people attended the meeting according to the sign-in sheets.

A total of 150 comments from 133 commenters were received following the meeting (twelve people submitted multiple comments). Five commenters were in support of the project and 16 were neutral. The majority of those commenting were against the project and/or supported the No Build Alternative. Each comment discussed multiple topics. Specific concerns expressed in the comments are summarized below.

- Sixty-eight (68) people said the ESH is too close to residential areas.
- Sixty-three (63) people said they or their property is personally affected by the ESH or the ESH is nearby their property.
- Fifty-five (56) people were concerned about property value.
- Fifty (50) people were concerned about noise impacts.
- Forty-six (46) people were concerned about farmland and/or farm access and/or centennial farms.
- Thirty-nine (39) people were concerned about quality of life.
- Thirty-three (33) people said the ESH should be located further east.
- Thirty-three (33) people were concerned about the cost of the ESH.
- Thirty-two (32) commenters questioned the accuracy of the growth projections.
- Thirty (30) people said that the ESH will be a bypass and/or will not be used locally.



- Twenty-nine (29) commenters suggested other alternatives.
- Twenty-seven (27) people were concerned about air pollution and/or health.
- Twenty-five (25) people were concerned about safety.
- Twenty-three (23) people said the road is not needed or there is no existing traffic.
- Twenty-two (22) people were concerned about increased traffic on east-west roads resulting from an ESH.
- Nineteen (19) people were concerned about increased truck traffic.
- Eighteen (18) people thought an ESH would hurt existing businesses.
- Seventeen (17) people thought the ESH would hurt or slow east side development.
- Sixteen (16) people were concerned that the alternatives would promote commercial development.
- Fifteen (15) people were concerned about Kickapoo Creek and/or the natural environment.
- Fourteen (14) people thought the ESH would isolate existing neighborhoods.
- Fourteen (14) people were concerned about increased crime.
- Eleven (11) people were concerned about the proximity to Benjamin Elementary School.
- Other concern/comments included that the ESH should not be a freeway (9 comments), the alternatives promote sprawl (8 comments), the ESH would result in visual impacts (8 comments), slow moving agricultural vehicles on an ESH (5 comments), proximity to parks (5 comments), existing roads should be maintained (4 comments), ESH does not address east-west travel (4 comments), there is a need for the ESH (4 comments), increased trash (3 comments), emergency service access (3 comments), include bridges for pedestrian travel (2 comments), fuel oil disaster/accident (1 comment), and soil settlement concerns (1 comment).

All of the other alternatives suggested by the commenters were considered by the project team. Each comment response letter explained why the alternative recommended failed to meet the project's Purpose and Need and/or would not satisfy the criteria of the alternative evaluation process and were eliminated from further consideration.



PIM#5

The fifth PIM was held on June 19, 2013. The purpose of PIM#5 was to present the results of the Environmental Assessment Analysis and to seek input on the two remaining alternatives.

Two identical PowerPoint presentations were given at 6:15 p.m. and 7:15 p.m. The remainder of the meeting was conducted in an open-house format with project staff available to provide information and answer questions. A total of 230 people attended the meeting according to the sign-in sheets.

A total of 115 comments were received following the meeting. Of the 115 comments, 86 people expressed that they were not in support of the project or the proposed build alternatives. Of the 86 people not in support, 43 stated that one of the reasons they are not in support of the project is that they or their property will be directly or indirectly affected or impacted. Comments are summarized by general topic below.

- *Preferred Alternative*

Nine people selected Alternative 126 as the Preferred Alternative, 44 people selected Alternative 127 as the Preferred Alternative, 57 preferred the No Build or neither alternative as the Preferred Alternative, 33 people proposed different alternatives or alternative refinements, 29 people did not specifically comment on the alternatives.

Note that the numbers in the previous sentence do not total 115, which is the total number of comments received. This is because multiple people had more than one preference (such as preferring the No Build but selecting Alternative 127 over Alternative 126) or had multiple comments (such as preferring Alternative 127 but suggesting other alternatives).

- *Alternative 126*

A total of 31 comments were received regarding Alternative 126. Nine people recommended Alternative 126 as the Preferred Alternative, and 22 people were against it. Of the nine who preferred it, their reasons included that it reduces environmental impact (3 comments), keeps growth close to the city (2 comments), keeps growth close to businesses (1 comment), has less impact to The Grove subdivision (1 comment), is farther from Benjamin Elementary School (1 comment), and results in less farm adverse miles traveled (1 comment).

Of the 22 people who were against Alternative 126, the reasons included residential impacts (property value, proximity, personal property, home displacements, and quality of life) (22 comments), high environmental impacts (3 comments), high impacts to businesses (4



comments), proximity to future school (3 comments), and it is too close to Towanda Barnes Road (2 comments).

- *Alternative 127*

A total of 47 comments were received regarding Alternative 127. A total of 44 people recommended Alternative 127 as the Preferred Alternative, and three people were against it. Of the 44 who prefer it, their reasons included less impact to residences and further distance from residential areas (23 comments), less impact on businesses (8 comments), reduces environmental impacts (6 comments), allows for city expansion (4 comments), and will allow for less congestion (1 comment).

Of the three people against Alternative 127, two people were concerned that CR 2000 East Rd would be eliminated; these people appear to be unaware that the ESH will include a reconnection with CR 2000 East, although it was stated at the PIM. One person said that the alternative is too close to their property.

- *Other Alternatives and Alternative Refinements*

Thirty-three (33) people suggested other alternatives or alternative refinements. The most common suggestions were that the ESH should not be a freeway (7 comments), that Towanda Barnes Road should be improved instead (7 comments), that Lexington-LeRoy Road should be used instead (6 comments), and to eliminate the proposed bike paths (5 comments).

All of the suggestions were evaluated by the project team; the majority of these suggestions were previously considered such as location or type of interchanges. Towanda Barnes Road and Lexington-LeRoy Road alternatives were considered and eliminated early in the alternative evaluation process. The remaining suggestions would not meet the Purpose and Need of the project or are not feasible. Each comment response letter explained why the alternative recommended failed to meet the project's Purpose and Need and/or would not satisfy the criteria of the alternative evaluation process and were eliminated from further consideration.

- *General Concerns*

General concerns about the project independent of the Preferred Alternative selection included that there is no need for the project (40 comments), the cost is too high (39 comments), the population and employment projections are inaccurate (26 comments), the ESH will be a bypass (17 comments), it will hurt businesses (9 comments), there is no benefit



(6 comments), it only benefits big companies (5 comments), it promotes development (4 comments), it hurts development (4 comments), it promotes sprawl (4 comments), the Land Use plan should be updated (2 comments), proximity to schools (2 comments), it limits growth (1 comment), and it negatively affects the west side of town (1 comment).

Residential concerns included decreased property value (30 comments), quality of life (17 comments), residential displacement (16 comments), safety (8 comments), proximity to residences (7 comments), proximity to parks (7 comments), increased crime (3 comments), and will isolate community (2 comments).

Environmental concerns included noise impacts (31 comments), air pollution (11 comments), use of fossil fuels/climate change (2 comments), impacts to Kickapoo Creek (2 comments), visual impacts (2 comments), watershed impacts (2 comments), wetland impacts (1 comment), trash (1 comment), soil settlement issues (1 comment), and highly erodible soils (1 comment).

Agricultural concerns included farmland preservation (28 comments), farm access (5 comments), farm vehicle accommodations (4 comments), landlocked parcels (2 comments), and diagonal severances (2 comments).

Comments regarding traffic included that there is no existing traffic (14 comments), the ESH will not be used locally (7 comments), existing roads should be improved (7 comments), it will not relieve congestion (4 comments), it does not address east-west travel (4 comments), it will increase traffic and truck traffic (4 comments), it will increase east-west traffic (2 comments), it does not address north-south traffic (1 comment), and it will increase interstate traffic (1 comment).

How was input gathered from the PIMs incorporated into the project?

Public input received after each PIM was read and considered. Public input was used when developing the Purpose and Need Statement, during the alternative evaluation process, and during the alternative evaluation screening process. The alternatives were continually refined based upon the information provided by the public. For example, the public provided information about the location of new homes that were considered during the alternative evaluation process.

Public input was also considered when selecting a Preferred Alternative. The project must comply with Federal and State laws. This means that the alternative selection cannot be based entirely on public input. The recommended alternatives must meet the Purpose and Need Statement and



minimize impacts to environmental features that are regulated by Federal and State laws, such as historic sites, parklands, and wetlands.

All comments received throughout the course of the project were reviewed and considered. Members of the public could comment at any time during the project by email, phone, or through the comment form on the project website. The project team made every attempt to respond to all comments received during the course of the project. The project team responded to comments via email, telephone, or letter.

What other methods of public involvement were used?

The project team attempted to keep stakeholders informed of the project status through various methods in between PIMs. The methods are described below.

Community Group Presentations

Briefings with community groups, civic groups, business groups, and other interested groups or organizations over the course of the project were used as an opportunity to introduce the project and provide project updates. Upon request, the project team met with the groups, presented project updates, and answered any questions the members had pertaining to the project. Twenty (20) presentations were given to community groups. The community group meetings are summarized in **Table 6.2-4**.

Table 6.2-4: Community Group Presentation Summary

Date	Group	Topics Discussed
October 26, 2010	Normal Community High School	Project Introduction, public involvement process, project schedule, project team contact information
December 1, 2010	Watershed Oversight Committee	The group provided an update of work within the Lake Bloomington Watershed and to review the Urban Implementation section of the Lake Bloomington Watershed Plan.
January 27, 2011	Normal American Legion	Project Introduction, public involvement process, project schedule, project team contact information
February 16, 2011	Watershed Oversight Committee	The group provided an update of work within the Lake Bloomington Watershed and to review the Urban Area Best Management Practices section of the Evergreen Lake Watershed Management Plan.



Date	Group	Topics Discussed
February 21, 2011	Bloomington Kiwanis Club	Project Introduction, public involvement process, project schedule, project team contact information
March 1, 2011	AASR Masons	Project Introduction, public involvement process, project schedule, project team contact information
March 2, 2011	Normal Lions Club #604	Project Introduction, public involvement process, project schedule, project team contact information
March 10, 2011	Normal Kiwanis Club	Project Introduction, public involvement process, project schedule, project team contact information
March 30, 2011	Sunset Rotary	Project Introduction, public involvement process, project schedule, project team contact information
April 14, 2011	American Business Women's Association Heartland Chapter	Project Introduction, public involvement process, project schedule, project team contact information
April 21, 2011	Illinois Society of Professional Engineers - Bloomington-Normal Chapter	Project Introduction, public involvement process, project schedule, project team contact information
April 25, 2011	Downtown Business Association	Project Introduction, public involvement process, project schedule, project team contact information
September 13, 2011	Bloomington Young Men's Club	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
September 19, 2011	Illinois Wesleyan University	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
October 20, 2011	Bloomington Rotary	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
November 3, 2011	Normal Kiwanis	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
November 16, 2011	CareerLink's Workforce Investment Board	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information



Date	Group	Topics Discussed
January 12, 2012	American Business Woman's Association	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
February 7, 2012	Bloomington Sunrise Rotary	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information
May 24, 2012	Northbridge Homeowner's Association	Project Introduction, public involvement process, alternative development and evaluation to date, project schedule, project team contact information

Project Website and Online Comment Form

A public website was established for the project (<http://www.eastsidehighway.com>). General project information including current project status and upcoming meetings was available in addition to an archive of all the past events, fact sheets/handouts, newsletters, presentations, and project reports. The exhibits displayed at the advisory group meetings and the PIMs were posted to the website, in addition to a summary of each meeting. The public comments and response letters were posted to the website following each PIM.

An interactive map showing the alternatives on an aerial base map was included on the project webpage. The alternatives shown on the map were updated to show alternative refinements and according to how many alternatives remained as the project progressed. A Frequently Asked Questions (FAQ) page that consisted of commonly asked questions and the project team responses was available on the website. The FAQs were updated throughout the project.

The website included an online comment form that provided the public with an opportunity to submit comments to the project team at any point during the project. The project team made every attempt to respond to each comment submitted.

Project Email and Telephone Line

Stakeholders were encouraged to send comments or ask questions through the project e-mail address (ESHEA@clark-dietz.com) and telephone line (217-373-8901). The email address and telephone number were included on the website, the PIM notices, comment forms, and in newsletters.



Comment Forms

Comment forms were provided at all PIMs to encourage participants to provide their comments on the project. The comment forms were also available on the project website. Comments could be submitted in writing or electronically.

Newsletters

Four newsletters were developed during the course of the project. The newsletters provided updates on project status, notices of upcoming meetings, and contact information for the project. The newsletters were mailed to anyone who signed in at a PIM, the members of the advisory groups, anyone who requested to be added to the mailing list, in addition to the elected officials in the project area and representatives of government agencies. The public had the opportunity to sign up for the mailing list at each of the PIMs or through the project website. Copies of the newsletters were available at the public libraries along the project corridor, on the project website, and at the PIMs. Copies of the newsletters are available in **Appendix C**.

Local Media

Legal notices and reminders were sent to local newspaper and radio outlets in advance of PIMs. Members of the PSG were available at PIMs to talk to members of the press. Local newspapers independently published articles regarding the project development. Twenty-five (25) newspaper articles were independently published in local newspapers regarding the project. A summary of newspaper and radio articles is included in **Table 6.2-5**.

Table 6.2-5: Media Articles Published Pertaining to ESH

Date	Title	Source
June 15, 2010	\$10.4M east-side highway study approved	The Pantagraph and www.pantagraph.com
August 25, 2010	Volunteers needed for local highway study	The Pantagraph and www.pantagraph.com
October 23, 2010	B-N traffic surveys to begin	The Pantagraph and www.pantagraph.com
January 13, 2011	Comments sought today on east-side highway study	The Pantagraph and www.pantagraph.com
January 14, 2011	Public voices highway concerns	The Pantagraph and www.pantagraph.com



Date	Title	Source
June 6, 2011	East-side highway corridor sites under review	The Pantagraph and www.pantagraph.com
August 18, 2011	East-side highway routes concern residents	The Pantagraph and www.pantagraph.com
January 7, 2012	East side highway down to four proposed options	The Pantagraph and www.pantagraph.com
January 11, 2012	Meeting on highway options draws 400	The Pantagraph and www.pantagraph.com
February 16, 2012	Proposed highway, park grant among citizen's forum topics	The Pantagraph and www.pantagraph.com
February 20, 2012	East-side highway hot topic at meeting	The Pantagraph and www.pantagraph.com
October 4, 2012	Sorensen: Businesses should back east-side highway	The Pantagraph and www.pantagraph.com
June 19, 2013	Editorial: Time for your opinions on east-side highway	The Pantagraph and www.pantagraph.com
June 19, 2013	East-side highway still has doubters	The Pantagraph and www.pantagraph.com
June 19, 2013	Mixed reactions to 2 Eastside Highway proposals	WJBC and www.wjbc.com
June 19, 2013	Proposed Eastside Highway options narrowed for McLean County residents	WEEK News 25 and www.cinewsnow.com
July 7, 2013	Eastside highway engineers will respond to public comments	WJBC and www.wjbc.com
August 12, 2013	Meeting Tuesday to discuss east side highway project	The Pantagraph and www.pantagraph.com
August 13, 2013	East-side highway foes voice objections	The Pantagraph and www.pantagraph.com
August 13, 2013	Panelists discuss Eastside Highway with public	WJBC and www.wjbc.com
August 13, 2013	East Side Highway furor reignites	WGLT and www.wglt.org
September 24, 2013	Announcement Monday on 'preferred' option for east-side highway	The Pantagraph and www.pantagraph.com



Date	Title	Source
September 27, 2013	Easternmost route favored for east-side highway	The Pantagraph and www.pantagraph.com
September 30, 2013	Little support seen for east-side highway at meeting	The Pantagraph and www.pantagraph.com
November 23, 2013	Feds sign off on east-side highway; hearing next	The Pantagraph and www.pantagraph.com

