Exhibit E

Public Involvement

E.1 Initial Community Interviews
E.2 Advisory Panel Meetings
E.3 Public Hearing

Exhibit E, Section 1 - Initial Community Interviews contains the following:

1. Initial Community Interviews Corridor Summary
2. Initial Community Interviews Meeting Minutes of each meeting

CORRIDOR SUMMARY - INITIAL COMMUNITY INTERVIEWS

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

Dates and Times of the Initial Community Interviews (ICI)

Village of Wauconda, April 8, 2003, 11:00 am, 101 North Main Street, Wauconda
Village of Island Lake, April 8, 2003, 2:00 pm, 3720 Greenleaf Avenue, Island Lake
Lake County Division of Transportation and Lake County Planning, Building and Development, April 15, 2003, 2:30 pm, at 600 West Winchester Road, Libertyville
Village of Prairie Grove, April 22, 2003, 5:00 pm, 3125 Barreville Road, Prairie Grove
City of Marengo, April 29, 2003, 10:00 am, 132 East Prairie Street, Marengo
Nunda Township Highway Department, April 29, 2003, 12:30 pm, 3518 Bay Road, Crystal Lake
McHenry County Department of Transportation and Department of Planning and Development, April 29, 2003, 2:00 pm, 16111 Nelson Road, Woodstock
City of Crystal Lake, April 29, 2003, 4:00 pm, 100 West Woodcock Street, Crystal Lake
Village of Lakewood, November 18, 2004, 9:00 am, 2500 Lake Avenue, Lakewood
Village of Union, Coral Township, December 10, 2004, 7:30 am, Coral Township Highway Maintenance Shed

Attendance lists are included in the minutes of each meeting. This document summarizes the concerns expressed by the groups interviewed.

Description of SRA Study Routes

In each meeting, representatives of Wilbur Smith Associates presented an overview of the Strategic Regional Arterial system and its objectives, the study purpose and activities, and the proposed schedule, as summarized in a meeting handout. Two meetings of a Corridor Advisory Panel for review of proposals would be held in the fall of 2003 with one (or possibly two regional) Public Hearings.

Staff of Wilbur Smith Associates described the limits of the route under study and the cross-sections recommended by the Chicago Area Transportation Study (CATS).

1) IL Route 176 from US Route 12 in Wauconda west to IL Route 47 would use the SRA suburban cross-section and
2) IL Route 176 from IL Route 47 west to IL Route 23 in Marengo would use the SRA rural cross-section.

McHenry County recommended that the division between the suburban and rural SRA cross-sections should begin a quarter mile west of IL Route 47 at Dean Street, and that the approximately one-mile segment that carries both IL Route 176 and IL Route 47 should have ten lanes.

Data Needs and Requests

In each meeting a two-page worksheet was distributed that detailed the local information needed, as requested in the IDOT introductory letter. Attached to the minutes for each Initial Community Interview are lists of the maps, plans, ordinances and other information received for reference by the study team. The minutes of each individual Interview summarize information provided by meeting attendees in supplement to these materials, including details of traffic and transit, social, economic and environmental issues along the study segment.

Table 1 summarizes major concerns as expressed in the eight individual meetings.

Corridor Advisory Panel

Further opportunities for public input include two meetings of a Corridor Advisory Panel, and a Public Hearing. Suggestions for participation on the Advisory Panel were requested. The following indicated that they would recommend a name at a later time:

- Dan Quick, Administrator, Village of Wauconda
- Charles Amrich, Mayor, Village of Island Lake
- William Kootstra, Director of Public Works, Village of Island Lake
- Clyde Wakefield, Director of Public Works and Engineering, City of Crystal Lake
- Sue Friedman, President, Village of Prairie Grove
- Scott Hartman, Administrator, City of Marengo
- Friends of the Kishwaukee
- McHenry County Defenders
- Marengo Bypass Citizens Group
- Don Kopsell, Nunda Township Highway Commissioner
- Pat Schroeder of the McHenry County Office of Mayors
- Bruce Christensen, Transportation Coordinator, Lake County Division of Transportation
- Catherine Peterson, Village Administrator, Village of Lakewood
- Bob Wagner, Village President, Village of Union

Table 1 Summary of Community Concerns

Summary of Community Concerns Illinois Route 176 from IL Route 23 to US 12										
	Wauconda	**Island Lake**	**Crystal Lake**	**Prairie Grove**	**Marengo**	**Nunda Township**	**McHenry County**	**Lake County**	**Lakewood**	**Union/Coral Township**
Existing structures limit IL Route 176 widening.	US 12 viaduct		UPRR bridge east of Elmhurst				RR crossings in Crystal Lake	US 12 viaduct		
IL Route 176 from US 12 west to River Road in Prairie Grove is a traffic bottleneck during morning rush hour, evening rush hour, and for four hours on Saturday mornings. The four stoplights within ¼ mile at US 12 and west contribute to the problem. Traffic on other area roads increases as drivers try to avoid IL 176.	✓	✓	✓	✓		✓				
Traffic projections are too low.	✓	✓	✓							
Properties with frontage on IL Route 176 are being developed. IDOT should require the 120 to 150 foot setback of a SRA suburban cross-section for these developments.	✓	✓	✓	✓	✓	✓				Village supportive of planning setbacks for IL 176
New residential developments will increase traffic on IL Route 176.	✓		✓	✓						✓
In some locations, existing buildings would lie within the 120 to 150 foot ROW needed for the SRA suburban cross-section. The urban cross-section should be considered, to reduce impact.		Roberts Road to N. Con-verse Road	Elmhurst Street and Erick Street		IL 23 and Prospect Street	Dedlow Road and Griswold Avenue				
In some locations, terrain limits sight distance, contributing to accidents.		Between Eastway Drive & Lake-view Drive	US 14 inter-section	Fox River to Valley View Rd., and near Barreville Rd. and Smith Rd.			Rail crossing near Walkup Rd.			At Burnham Rd., Union Rd.

Summary of Community Concerns

Illinois Route 176 from IL Route 23 to US 12

	Wauconda	Island Lake	Crystal Lake	Prairie Grove	Marengo	Nunda Township	McHenry County	Lake County	Lakewood	Union/Coral Township
Additional traffic signals are needed.				Buhl Rd & Sherman Rd.	Prospect Street					
Flooding of IL Route 176 at several locations is due to inadequate roadway drainage design.		✓			✓					
This SRA study should be coordinated with three IDOT studies (Walkup Road, IL Route 31, US 14) and one local study (Erick Street) currently underway on intersecting roads.			✓				✓		✓	
Crystal Lake has adopted a Watershed District that will require both infiltration and filtration for water quality for IL Route 176 roadside drainage. This District encompasses land draining into Crystal Lake as well as into Veterans Acres Park.			✓							
The westbound traffic queues for up to six blocks at the signal with Walkup Road.			✓							
The division between the suburban and rural SRA cross-sections should begin a quarter mile west of IL Route 47 at Dean Street.							✓		✓	
The approximately one-mile segment that carries both IL Route 176 and IL Route 47 should have ten lanes rather than six or eight.							✓			
The SRA study should consider how the three proposed Marengo bypass routes to the southeast could tie into IL Route 176: Prospect Street, Dunham Road/Millstream Road, and an extended Franks Road.					✓					

Summary of Community Concerns

Illinois Route 176 from IL Route 23 to US 12

	Wauconda	Island Lake	Crystal Lake	Prairie Grove	Marengo	Nunda Township	McHenry County	Lake County	Lakewood	Union/Coral Township
The SRA study should consider how a potential Union Pacific RR Metra station near Marengo would be accessed from IL Route 176.					✓					
The centerline of the Fox River bridge should be moved to the south where there is more open land for the needed six lanes.						✓				
Near Walkup Road, the proposed McHenry County Conservation District's bike trail would cross IL Route 176 to the east.			✓			✓				
The SRA study should take into account the potential commercial development at IL 47.			✓							

MEETING MINUTES

City of Wauconda Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

April 8, 2003, 11:00 am
Village of Wauconda
101 North Main Street
Wauconda, IL 60084-0785

Attending:

Dan Quick	Village Administrator
Jeff Maute	Superintendent of Public Works
William S. Metes	Building Commissioner
George Roberts	Deputy Chief of Police
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Bader Hafeez	Wilbur Smith Associates
Nicole Gattuso	Wilbur Smith Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois Route 176 Strategic Regional Arterial, and explained the typical suburban and rural SRA cross-sections as outlined in the meeting handout. He emphasized that this is a pre-phase 1 study and that it is part of a 2030 plan. In response to Dan Quick, Village Administrator's query about IL Route 176 east of US 12, Mr. Osborn explained that an earlier SRA had studied that segment. Mr. Osborn described the proposed suburban cross-section of six lanes with raised barrier median, driveways restricted to right-in right-out, and more widely space intersections. Suzanne Kilner of Diane Korling and Associates explained that there would be four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a Public Hearing. Mr. Osborn anticipates that the first Advisory Panel meeting will take place in mid to late summer 2003.

Data Needs and Requests

Ms. Kilner drew attention to the two-page study objectives and list of data requested, which had been included in the IDOT letter sent to Mayor James Eschenbauch. Discussion of the list ensued. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of Wauconda's Concerns

- IL Route 176 east and west of US 12 is a traffic bottleneck during morning rush hour, evening rush hour, and for four hours on Saturday mornings. The four stoplights within ¼ mile at US 12 and west contribute to the bottleneck.
- The current US 12 viaduct limits IL Route 176 in Wauconda to three lanes.
- Several properties with frontage on IL Route 176 are being developed. IDOT should require the 120 to 150 foot setback of a SRA suburban cross-section for these developments. Wauconda is in a "pro-commercial mode" along IL Route 176.
- The Village supports the Suburban cross-section of 150 ft.
- The traffic projections for IL Route 176 at US 12 for the year 2020 should be increased from 30,000 to 40,000.

General Information

Mr. Quick was asked to comment on his perception of IL Route 176 west of Wauconda. He responded that IL Route 176 east of IL Route 31 is rural in nature. From North Darrell Road through Island Lake to the Fox River is urban. From North Darrell Road into Wauconda development is increasing and it is becoming urban. Wauconda officials reported that residential growth has recently "exploded" with 1500 new homes.

Traffic Issues

IL Route 176 in Wauconda has three lanes and is a bottleneck for several miles west of US 12 in the morning rush hours and for six miles east of US 12 in the evening rush hours. The bottleneck affects traffic on US 12. In the evening rush hour, the US 12 northbound exit lane at IL Route 176 backs up into the US 12 through lanes. Larkdale Row traffic waiting to turn onto IL Route 176 also backs up. Saturday mornings there are large bottlenecks eastbound lasting for four hours. The common Saturday destinations are the malls on US 12, in Lake Zurich, in Libertyville, and Hawthorne Center Mall in Vernon Hills.

Mr. Quick reported that several years ago the Village passed a resolution for IL Route 176 west of US 12 to become four lanes. They would like to see IL Route 176 east of US 12 also become four lanes and the US 12 viaduct removed, which currently limits IL Route 176 to three lanes. They reported the viaduct was last reconstructed 20 years ago. Mr. Osborn explained that the suburban SRA cross-section proposed for IL Route 176 has six lanes and a preferred speed limit of 45 mph outside of town.

According to village officials, the four traffic lights within a quarter mile of US 12 contribute to the IL Route 176 bottlenecks. In addition to traffic signals on the east and west side of the US 12 viaducts, there are signals at Larkdale Row and Commercial Drive (the entrance to Dominicks Food Store.)

The drive to Walgreens at Wauconda Commons, 30012 North Highway 12, is posted right-in right-out but people cross over traffic to get onto US 12 southbound as a shortcut instead of using IL Route 176 east. The village would like to see an entrance to the US 12 ramp from the Walgreen's parking lot to avoid this movement.

Mr. Hafeez reported that CATS traffic projections for IL Route 176 at US 12 are 23,000 ADT currently and 30,000 for the year 2020. Village officials thought the 2020 estimate is too conservative. Mr. Mete suggested 40,000 ADT for 2020.

School buses stop to pick up students along IL Route 176, in particular at six to eight homes west of Forest Garden Road. The Village of Wauconda has bicycle routes, but none are along or cross IL Route 176.

Physical Planning and Public Works

The Village Zoning Map was recently updated on March 11, 2003 and the Comprehensive Plan was updated in 2002. Copies of both documents were provided. There are no village transportation plans.

Mr. Quick reported that both Wauconda and Island Lake (to the west) are annexing properties rapidly. The two communities have a boundary agreement along North Darrell Road, but Wauconda has annexed properties west of North Darrell Road. Wauconda's expansion to the east is limited by the properties of the Lake County Forest Preserve District.

IL Route 176 right-of-way is currently 80 ft.. The SRA suburban concept requires 120 to 150 ft.. There are several properties with construction plans that have frontage on IL Route 176 in Wauconda now. It was observed that IDOT should ensure sufficient right-of-way is reserved for a six lane roadway for these and subsequent developments:

1. On the south side of IL Route 176 beyond North Anderson Road, Wauconda is annexing property.
2. On the north side of IL Route 176 up to the intersection with North Forest Garden Road, Wauconda is annexing a parcel. This parcel will develop high density residential in the back and commercial along IL Route 176.
3. The current 17-acre soccer field at the southwest corner of Anderson Drive will become a shopping center.

Mr. Hafeez inquired about changing the intersection with Anderson Road to a right-angle intersection. There is a church on the SE corner of Anderson Road. A right-angle intersection would place the roadway at the church's front door.

A recent subdivision farther south on Anderson Road has added 1000 cars using Anderson Road to access IL Route 176.

East of US 12 (and east of the current study area) there is a ten-year build out plan for 1200 homes in three subdivisions along North Fairfield Road, which will add additional vehicles to IL Route 176.

The Village of Wauconda has many drainage issues. In general the Village drains to Slocum Lake and then to the Fox River. The Slocum Lake/Bangs Lake drain crisscrosses IL Route

176. The drain fills but does not flood the road. The Village has a sewer plan along US 12 and Slocum Road, but there are no sewer plans for properties near IL Route 176.

Advisory Panel

Dan Quick, Village Administrator, expressed interest in participating on the Advisory Panel.

Documents Provided

1. "Village of Wauconda IL Zoning Map," March 11, 2003.
2. Village of Wauconda, "Village of Wauconda Comprehensive Plan Update 2002," prepared with technical assistance from Rolf C. Campbell & Associates.
3. Village of Wauconda "Official Comprehensive Plan" adopted August 13, 1996.

MEETING MINUTES

Village of Island Lake Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

April 8, 2003, 2:00 pm
At the Island Lake Village Hall
3720 Greenleaf Avenue
Island Lake, Illinois 60042

Attending:

Charles Amrich	Mayor
William Kootstra	Director of Public Works
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Nicole Gattuso	Wilbur Smith Associates
Bader Hafeez	Wilbur Smith Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois Route 176 Strategic Regional Arterial and related routes, and explained the typical suburban and rural SRA cross-sections as outlined in the meeting handout. Suzanne Kilner of Diane Korling and Associates explained that there would be four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a Public Hearing. Mr. Osborn indicated that the first advisory panel would meet in June or July and that they would be contacted through Joyce Chad at the Council of Mayors.

Data Needs and Requests

Ms. Kilner drew attention to the two-page study objectives and list of data requested, which had been included in the IDOT letter sent to Mayor Charles Amrich. Discussion of the list ensued. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of Island Lake's Concerns

- In the morning, eastbound traffic on IL Route 176 backs up from US 12 throughout Island Lake to the Fox River. In the evening rush hour, the reverse is true.
- IL Route 176 from Roberts Road to North Converse Road on IL Route 176 is the Island Lake business district. Many buildings would lie within the 120 to 150 foot SRA suburban cross-section.

- The terrain limits the available right-of-way in the ½ mile stretch of IL Route 176 between Eastway Drive and Lakeview Drive. The Village water tower sits on a hill. Road cuts into that hill for the SRA suburban cross-section may require relocation of the water tower.
- The Village has a local historic site, an Island Lake stone entrance way with ornamental gate, at the northeast corner of the intersection of IL Route 176 and Lakeview Drive. It is set back beyond the proposed 150 ft. right-of-way.
- Flooding of IL Route 176 occurs in several locations due to inadequate road drainage sizing. At Westridge Drive a box culvert constricts drainage and near Woodlawn a 12 inch storm sewer pipe constricts drainage.

General Information

Island Lake's 2020 plan update will be available in about 60 days and shows IL Route 176 up until 2020 as a four lane road with a fifth turn lane and curb and gutter, very similar to the SRA urban section. Village officials commented that six lanes with a median strip are much wider than people had imagined while preparing the 2020 plan update.

Traffic Issues

Mr. Hafeez asked village personnel to comment on the traffic counts. According to CATS, current ADT between Roberts Road and the Fox River is 21,000. The 2020 projection is 26,000 ADT. Both Mayor Amrich and Mr. Kootstra thought the 2020 projection seems too low --- unless it is only one direction.

The extensive traffic bottlenecks along IL Route 176 were discussed. In the morning, eastbound traffic on IL Route 176 is backed up to the Fox River from US 12. In the evening rush hour, the reverse is true. The traffic signals between the Fox River and North Darrell Road are synchronized. East of North Darrell Road, the three traffic signals cause the traffic backup. The Lake County Department of Transportation has plans to expand North Darrell Road and has acquired additional right-of-way along Darrell Road.

There are driveway conflicts at the Island Foods on the south side of IL Route 176 by Eastway Drive. It is posted "No Left Turn" due to its proximity to the traffic light at Roberts Road.

Reconfiguring the diagonal intersection with Lakeview Drive was discussed. The Village owns the triangle shaped property on the northwest corner of the intersection.

Major traffic destinations in Island Lake are Roberts Road, South River Road and US 12. West of South River Road around Auburn Drive (near Newport Drive), the Village restricts left turns from IL Route 176 onto Newport Drive certain hours of the day and this works well to keep traffic moving on IL Route 176.

School buses for Cotton Creek Grade School on Newport Court and the McHenry County School system stop along IL Route 176. There is no public bus service in Island Lake.

Physical Planning and Public Works

Mayor Amrich observed that the six lane suburban cross-section would be difficult to build in the original parts of town due to both the terrain and the closeness of existing buildings to the right-of-way. Of particular concern is the terrain at the Roberts Road intersection. To the northwest is a water tower on a hill and to the south there is a drop-off. From Roberts Road to North Converse Road on IL Route 176 is the Island Lake business district. Many buildings would lie within the 120 to 150 foot SRA suburban cross-section.

Mr. Kootstra observed that widening IL Route 176 to the SRA suburban cross-section would require cutting into the hill the water tower sits on. The Village water main from the tower also is within the 150 foot SRA right-of-way. He asked who would pay for relocating the water main. Ms. Palmer agreed to inquire and get back to Mr. Kootstra.

At the intersection with North Darrell Road is the new Crystal Valley Recreational Vehicles business. The Village is interested in developing all four corners of that intersection. Northwest of that intersection is the large Crown farm that extends from IL Route 176 north to IL Route 120. Should that large Crown property be subdivided for development, there would be significant increase in traffic using North Darrell Road to access IL Route 176.

Both north and south of IL Route 176 near Eastway Drive, there are plans for commercial development of the properties near the sewage treatment plant. The Lake County sanitary district is a separate district from the Village. Sanitary sewers are being extended from the existing lift station between Westridge Drive and Orchard Drive. The line will run along the south side of IL Route 176, cross on the east side of Darrell Road and service the north side of IL Route 176 near Darrell Road. Another Island Lake utility project is the installation of streetlights on the west end of town on IL Route 176 from Lakeview Drive to South River Road.

There are three leaking underground storage tank sites along IL Route 176. At the Autumn Drive intersection with Newport Drive, a rupture shut down the municipal well. It has been cleaned up at a cost of one million dollars and there are test wells in place. At the northwest corner of the IL 176/Woodlawn Drive intersection, tanks were removed and test wells are monitoring. At the northwest corner of the IL 176/Eastway Drive, a tank ruptured and a monitoring well is in place.

There are several locations along IL Route 176 subject to flooding. At the Westridge Drive intersection, there are flooding problems related to the box culvert. A 12-inch storm sewer installed by the State fills up and overflows into the shopping center parking lot west of Woodlawn Drive. In the past overflow from the parking lot has also flooded across IL Route 176.

The Village has several open space properties along IL Route 176. Island Lake is planning to develop Veterans Park at the southwest corner of the intersection with Newport Street. The park entrance with parking lot would either be off IL Route 176 or off Newport Street where there is an existing traffic signal. McHenry County Conservation District's Cotton Creek Marsh is on the south side of IL Route 176 midway between Newport Street and Roberts Road. The portion of the marsh near IL Route 176 is owned by Island Lake. The Village has also acquired Converse Park, on the south side of IL Route 176 between Greenleaf Avenue and Westridge Drive.

The Village has applied for bicycle trail grants that will allow construction of a bicycle trail under IL Route 176 near Newport Street. This would connect local parks on both sides of IL Route 176 as well as be used by children bicycling to Cotton Creek Grade School. Another potential bicycle trail connector would go north along South River Road and connect with Moraine Hills State Park.

The Village has a historical site at the northeast corner of the IL 176/Lakeview Drive intersection. This stone entrance with ornamental gate to the old Island Lake is set back beyond the 150 foot SRA suburban right-of-way. The entrance and gate could be moved. It has local historic designation.

Advisory Panel

Both Mayor Charles Amrich and William Kootsra expressed interest in participating on the advisory panel.

Documents Provided

1. "Comprehensive Plan of the Village of Island Lake" July 1992, certified by the Village clerk on July 9, 1992.

Documents and Information to be Provided

1. Ms. Palmer agreed to determine who would pay for relocating the water main near the water tower and get back to Mr. Kootstra.

MEETING MINUTES

Lake County Initial Community Interview

Lake County Division of Transportation, and
Lake County Planning, Building and Development

Two Strategic Regional Arterial Studies
IDOT P-91-200-00
Illinois Route 131 from IL 120 to IL 176
Illinois Route 120 from US 41 to IL 131
Sunset–Golf–Greenwood from IL 131 to Sheridan Road
And IL 176 – IL 23 to US 12

April 15, 2003, 2:30 pm
At Lake County Division of Transportation
600 West Winchester Road
Libertyville, Illinois 60048

Attending:

Martin Buehler	Director of Transportation, Lake County Engineer
Philip Rovang	Director, Lake County Planning, Building and Development
Dusty Powell	Director of Planning and Programming, Lake County Division of Transportation
Bruce Christensen	Transportation Coordinator, Lake County Division of Transportation
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Bader Hafeez	Wilbur Smith Associates
Monte Chen	Wilbur Smith Associates
Diane Korling	Diane Korling and Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Routes

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the two Strategic Regional Arterial (SRA) routes. He described the typical suburban, urban and rural SRA cross-sections as outlined in the two meeting handouts, emphasizing the spacing of intersections and driveways and the right-of-way requirements.

Mr. Osborn reported that discussions with the City of Waukegan on the IL Route 131 and related routes SRA led him to favor the urban cross-section for Sunset Avenue/Golf Road/Greenwood Avenue rather than the suburban cross-section proposed by the CATS study. He suggested keeping IL Route 131 south of Sunset four lanes with a fifth turn lane until 2020 and expanding to the six lane suburban cross-section after 2020.

For the portion of the IL Route 176 that lies in Lake County, Mr. Osborn recommends use of the suburban cross-section. At this point Ms. Korling requested permission to record the meeting on tape. Mr. Buehler indicated they were familiar with the cross-sections and the SRA concept since this is the 6th SRA study they have participated in.

Mr. Osborn explained that there would be four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a Public Hearing. Mr. Bruce Christensen, Lake County Division of Transportation (DOT) Transportation Coordinator, typically represents them on the Advisory Panels.

Data Needs and Requests

Mr. Osborn reported on the ICI meetings with other communities. Discussion covered the topics in the two-page study objectives and list of data requested, which was included in the IDOT letter sent previously to Mr. Buehler and Mr. Rovang. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of Lake County DOT and Planning Concerns

- Expanding IL Route 131 right-of-way for the suburban cross-section may jeopardize the existing waiver for the Waukegan Regional Airport's longest runway 5-23. Shortening of runway 5-23 would be required once its distance to IL Route 131 is shortened. This would be undesirable since the airport is an important contributor to Lake County's economy.
- IL Route 131 should be expanded to four lanes for 2020 and six lanes sometime after 2020.
- The Sunset Avenue and North Northern Avenue intersection should be signalized rather than a four way stop.
- The US Route 12 bridge over IL Route 176 should be expanded to accommodate six lanes of traffic on both US 12 and IL Route 176.

General Information

Mr. Osborn reported on his perception of the major issues identified thus far in the IL Route 131 ICI meetings. He mentioned the Waukegan Regional Airport proposed expansion of Runway 5-23 across IL Route 131; the safety issue at the intersection with Kenosha Road; Zion's concern about the pending construction of 4,000 additional homes near the corridor; Beach Park's adoption of a business district overlay; Waukegan's opinion that the Sunset Avenue portion of the route should be a collector rather than a SRA.

For IL Route 176 he reported that Wauconda was concerned with heavy traffic.

Traffic Issues

Lake County DOT gave participants the completed map and summary of its recently completed transportation plan. Mr. Christensen reported the technical document is being worked on and does not have a projected date for completion.

IL Route 131 SRA

IL Route 120 (Belvidere Road) is currently a four lane road with business driveways every 100 ft.. Left turners create traffic bottlenecks. Mr. Osborn suggested that five or six lanes would be preferable.

Mr. Hafeez questioned the plans for 21st Street and West Wadsworth Road intersection improvements. The plans for 21st Street are for additional turn lanes and signals. For West Wadsworth Road, a congestion mitigation application has been submitted. It requests all four legs of the intersection have five lanes for turns.

Mr. Hafeez requested current traffic counts since many communities have claimed the CATS current numbers are far too low. Mr. Buehler promised that Tony Khawaja of Lake County DOT would send Mr. Hafeez some numbers.

Traffic bottlenecks include Sunset Avenue at the bend immediately before Greenwood, Kenosha Road and 21st Street. The issues for straightening the Sunset Avenue bend are structural issues, not environmental issues.

Golf Avenue and Western Avenue have an offset intersection. The City of Waukegan wants to keep the light so the fire station can stop traffic as well as for use as a school crossing. Mr. Chen suggested closing the north leg and making a cul-de-sac. Sunset Avenue and North Northern Avenue is presently a 4-way stop intersection and should be signalized. Traffic volumes there are believed to satisfy a warrant.

Kenosha Road could be changed to a perpendicular intersection. The safety issues at 21st Street are currently being resolved with the proposed intersection improvements.

IL Route 176 SRA

Mr. Hafeez questioned the need for four signals on IL Route 176 in the vicinity of US 12. Mr. Powell volunteered that he lived in the area and commutes through that intersection. He reported the priority is to release the ramps on US 12 so the signals take the time from IL Route 176. He did not favor removing the US 12 bridge to make an at-grade intersection, but rather sizing the bridge for six lanes on US 12 as recommended in the Tollway TIP study.

Physical Planning and Public Works

Mr. Rovang reported that the County Plan is in process. The land use element is being discussed during the summer of 2003, should be drafted during the fall, and adopted by the County Board in February, 2004.

IL Route 131 SRA

Mr. Rovang was familiar with the Waukegan Regional Airport Runway 5-23 proposal and urged the SRA study team to talk with the Lake County Forest Preserves which have been reluctant to give Waukegan Savanna Forest Preserve land for an IL Route 131 bypass. A

neighborhood group strongly opposes the expansion. Industries and small businesses, on the other hand, are concerned about possible shortening of the runway if IL Route 131 right-of-way expands. The regional airport is an important component in Lake County's economy.

Mr. Rovang noted that the IL Route 131 corridor in Beach Park and Waukegan is ripe for development and that a corridor study would be appropriate. Growth is limited by underutilized properties on small lots which a developer would need to assemble. Development of a Wal-Mart store is being discussed for the old school property near the intersection with 33rd Street.

From IL Route 132 (Grand Avenue) to IL Route 120 (Belvidere Ave.) is the most developed portion of the route. However, Mr. Rovang thought that maintaining 4½ lanes through this section while expanding IL Route 131 to six lanes to the north would create a huge bottleneck.

Mr. Rovang noted that the IL Route 173 (Rosecrans Road) corridor from Zion to Antioch has several significant developments in process. Antioch is performing an IL 173 Corridor Study from Antioch to I-94. Old Mill Creek has plans for the same area. It is perceived as the last undeveloped corridor in Lake County with easy access to I–94. He mentioned a proposed Metra stop at IL Route 173 in Wadsworth. He also mentioned that much traffic on IL Route 131 originates in Wisconsin and passes through Waukegan to employment at Great Lakes Naval Station and Abbott Laboratories.

Lake County perceives their bicycle paths as trunk systems. A proposed bicycle path along the utility easement south of Sunset Avenue is included in the Lake County plan.

The only corridor with flooding issues is IL Route 120, east of US 41, at the Knight Drive traffic signal. A branch of the Chicago River floods, the radio station floods and water may inundate the road. A small tile system drains the area. Park City has no money to correct this problem.

There are no known plans to develop recreation sites or utilities along the SRA routes. There are no historic or cultural sites or socio-economically disadvantaged neighborhood groups. Mr. Rovang reported that no historical survey has been performed on the IL 131 corridor.

Advisory Panel

Mr. Bruce Christensen, their Transportation Coordinator, typically represents them on the Advisory Panels.

Documents Provided

1. County Map for Lake County, Illinois. County Highway Map. Lake County Division of Transportation
2. Lake County Transportation Plan map and summary (get full citation)

Documents to be Provided

Mr. Buehler stated that Tony Khawaja of Lake County DOT would provide updated traffic counts to Mr. Bader Hafeez at Wilbur Smith Associates.

MINUTES

Prairie Grove Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

April 22, 2003, 5:00 pm
Prairie Grove Village Hall
3125 Barreville Road
Prairie Grove, Illinois 60012

Attending:

Sue Friedman	President Village of Prairie Grove
Bill Behm	Trustee Village of Prairie Grove
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Bader Hafeez	Wilbur Smith Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois Route 176 Strategic Regional Arterial. He noted that the suburban SRA cross-section was being proposed from US Route 12 in Wauconda west to IL Route 47, and the rural SRA cross-section would be applied from IL Route 47 to IL Route 23. Suzanne Kilner of Diane Korling and Associates explained that there would be four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a Public Hearing.

Data Needs and Requests

Ms. Kilner drew attention to the two-page study objectives and list of data requested, which had been included in the IDOT letter sent to Susan Friedman, Village President. Discussion of the list ensued. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of Prairie Grove's Concerns

- During the morning and evening rush hour, traffic on IL Route 176 backs up in Prairie Grove between the Fox River and River Road.
- The hilly topography combined with curves in the roadway contributes to traffic accidents along IL Route 176 in two Prairie Grove stretches of the roadway: between the Fox River and Valley View Road, and near Barreville Road and Smith Road. Vehicles making left turns have to stop and wait on IL Route 176 for a break in oncoming traffic. The poor sight

distance results in accidents involving stopped or turning vehicles. A turn lane is needed in these stretches of IL Route 176.

- Traffic signals are needed at the Buhl Road intersection and the Sherman Road intersection.
- Provision is needed for large trucks turning into Snap-On Tools Inc. property in this stretch with poor sight distance.
- Provision is needed for school buses turning into and out of Prairie Grove School.
- During the morning and evening rush hours, traffic backs up from US Route 12 to River Road.

General Information

Sue Friedman and Bill Behm of the Village of Prairie Grove reported that the topography along IL Route 176 presents many sight-distance problems on IL Route 176 through Prairie Grove. Many vehicles cut through Prairie Grove roads to bypass backups on IL Route 176 or to avoid intersections with long waits to turn onto IL Route 176. Several proposed subdivisions and commercial developments would only increase the traffic demands on IL Route 176.

Anticipating an expansion of IL Route 176 to five lanes, the Village of Prairie Grove now requires new developments in Prairie Grove to leave a 120-foot corridor along IL Route 176, 60 ft. on each side from the centerline. Mr. Osborn explained that the current right-of-way is 80 ft. and the suburban design concept requires 120 to 150 ft. of right-of-way.

Traffic Issues

During rush hours, traffic backs up from US 12 to River Road. The traffic issues are discussed from east to west.

Ms. Friedman observed that Nish Road has become a problem intersection during the morning rush hour because people use Nish Road to bypass heavy traffic farther west on IL Route 176. Many commuters travel south and east to work and cut through the center of Prairie Grove to IL Route 176. A long line of vehicles waits at the Nish Road stop sign to turn left (east) onto IL Route 176.

The hilly topography combined with curves in the roadway contributes to traffic accidents along IL Route 176 between the Fox River and Valley View Road in Prairie Grove. A common source of accidents is eastbound traffic turning left (north) into the Prairie Isle golf course between Buhl Road and Sherman Boulevard. Turns into and out of the two driveways near Sherman Boulevard for Charles A. Mionske's (surveyors) and a church are another cause of accidents in this stretch. Mr. Hafeez suggested changing the Sherman Road intersection to a right angle intersection. Mr. Behm responded that it would be difficult due to the presence of a gas line with a pressure reduction station in the southwest corner of the intersection as well as due to the presence of a Commonwealth Edison power line.

In icy conditions, it is difficult to stop in time at the hill near Buhl Road from either direction. Eastbound traffic approaching Buhl Road experiences sight problems due to the hill and curve. Installation of a traffic light would not solve the problem because the stoplight would also

be difficult to see. The current speed limit is 55 mph. However westbound dump trucks need to speed up to 65 mph in order to make it up to the top of the hill. Mr. Hafeez mentioned changing the Buhl Road intersection to a right angle intersection. Mr. Behm responded that the topography and existing buildings would make that difficult. Signalization was then discussed, but the line of sight distance may not be adequate to stop and, furthermore, present traffic from Sherman Road is minimal. Ms. Friedman added that in the future this area may develop further and then Sherman Road would be the only access road and a signal would be justified.

Mr. Behm also reported that east of Valley View Road, Snap-On Tools has tractor-trailers coming in and out of two driveways on the south side of IL Route 176. Trucks stopped on the hill waiting to turn left into and out of Snap-On are another cause of accidents due to poor sight distance. Mr. Behm suggests that the entire stretch between the Fox River and Valley View Road needs a turn lane.

Mr. Hafeez noted that the segment west of Valley View Road is a high accident location according to IDOT. Mr. Behm reported that IDOT-installed lights at the Valley View Road intersection had solved the accident problem. The segment west of Valley View is a combination of residences, farms and vacant properties with periodic driveways.

Prairie Grove Elementary School and Junior High is on the south side of IL Route 176 between Valley View Road and Barreville Road. School buses find turns from IL Route 176 into and out of the school drives challenging. They have installed flashing yellow lights to slow traffic to 20 mph during school hours. Long-term plans include a new road entrance off Valley View Road that would bring buses in behind the school.

The Barreville Road intersection with IL Route 176 was straightened about five years ago.

Westbound traffic often has to come to a complete stop on IL Route 176 in order to wait for a break in eastbound traffic to make a left turn into Smith Road to the south. The segment immediately east of Smith Road is a blind spot so cars rear end these cars waiting to make a left turn.

Mr. Hafeez reported that the CATS existing traffic numbers are 13,600 ADT east to Valley View Road with a projected increase to 16,000 by 2020. From Valley View Road further east existing traffic is 17,000 ADT increasing to 19,000 by 2020.

School buses stop to pick up or drop off students along IL Route 176. There are no walking or bicycle routes to the Prairie Grove School because the village does not consider it safe for the children to cross IL Route 176.

Physical Planning and Public Works

The Village of Prairie Grove has just begun an update of their comprehensive plan. The previous plan was prepared in the 1970s.

Ms. Friedman reported there is a new development on the north side of IL Route 176 at the bottom of the hill near Buhl Road. She showed plans submitted to the Village for 36,000 ft. of

development. The ten-acre site includes office/warehouse buildings on the front five acres. The developer has acquired an additional 20 acres adjacent to this property. He has acquired an access permit from IDOT for an intersection with IL Route 176.

There are three other developments that will contribute traffic to IL Route 176. A development in the northwest corner of Prairie Grove would build 2100 homes plus commercial properties over the next ten years. Crystal Lake has a proposed subdivision northwest of Barreville Road for 600 homes. The property has one access road to IL Route 31 and they are seeking another access road to either IL Route 176 or Barreville Road. McHenry County recently approved 260 condominiums north of the Prairie Grove village boundary.

There is no public water or sewer service in Prairie Grove. Snap-On Tools has their own private water and sewer service.

There are no hazardous materials sites, landfills or leaking underground storage tanks along IL Route 176 in Prairie Grove. An inadequate culvert by Buhl Road causes the only flooding of IL Route 176. The ditch was recut and the grade change can make water cross IL Route 176 flowing from south to north.

There are no known historical or cultural sites along IL Route 176 in Prairie Grove. There is a very old cemetery on the north side of IL Route 176 west of the Behan Road intersection.

Advisory Panel

Ms. Friedman indicated an interest in participating on the Advisory Panel.

Documents Provided

1. "Village of Prairie Grove Zoning Map." Approved April 4, 2002.

MINUTES

City of Marengo Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

April 29, 2003, 10:00 am
City of Marengo City Hall
132 East Prairie Street
Marengo, IL 60152

Attending:

Scott Hartman	City Administrator
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Bader Hafeez	Wilbur Smith Associates
Diane Korling	Diane Korling and Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois Route 176 Strategic Regional Arterial and related routes, and explained the typical suburban and rural SRA cross-sections as outlined in the meeting handout. Mr. Osborn explained that there would be four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a Public Hearing. Mr. Scott Hartman, Marengo City Administrator, expressed concern about traveling to Wauconda for the public hearing. Diane Korling of Diane Korling and Associates noted that there might be a need for two hearings for this SRA study because the issues in the proposed rural SRA cross- section are different from the issues in the eastern end of the SRA route.

Data Needs and Requests

Ms. Kilner drew attention to the two-page study objectives and list of data requested, which had been included in the IDOT letter sent to Mayor Dennis Hammortree. Discussion of the list ensued. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of Marengo's Concerns

- The Comprehensive Planning Process is studying three bypass routes. According to Mr. Hartman, major traffic destinations are Rockford via IL Route 20 west, and the I-90 Toll way via IL Route 20 east.

- The SRA study should consider how the three proposed bypass routes to the southeast could tie into IL Route 176: Prospect Street, Dunham Road/Millstream Road, and an extended Franks Road.
- IL Route 176 from IL Route 23 east to Prospect Street should be a collector road. Mr. Hartman indicated that a typical urban cross-section was preferred. The rural SRA cross-section should begin at Prospect Street.
- The SRA study should consider how a potential Chicago and Northwestern Railroad Metra station would be accessed from IL Route 176.

General Information

Mr. Hartman has worked with the city since December 2002. When they hired him, the City expressed the desire to protect road corridors and have developers plan for and fund bypass roads around the city center to avoid the urban sprawl and traffic congestion they have seen other communities to the south and east experience. They are currently updating the Marengo Comprehensive Plan.

Mr. Hartman inquired whether there were any plans to extend IL Route 176 west of IL Route 23. Mr. Osborn indicated there were none as part of this project. Mr. Hartman suggested that west of Prospect Street, IL Route 176 (locally called Telegraph Road) should be a collector street and that the SRA rural cross-section should begin east of Prospect Street. Marengo is exploring several different bypass routes to carry through traffic around the downtown area.

Traffic Issues

Although there is heavy traffic at the intersection of IL Route 23 and IL Route 176, the intersection is not a bottleneck due to the traffic light. Left turns into residential driveways are not a safety concern or a cause of backups between IL Route 23 and Prospect Street.

Driveway conflicts include residential curb cuts and the ambulance/rescue service on the northeast of the IL Route 176 and IL Route 23 intersection.

With proposed development east of Prospect Street and the accompanying increase in traffic, a traffic light and turning lane(s) at Prospect Street and IL Route 176 will be needed. Another signal at Prospect Street and IL Route 20 would also be needed.

A new Metra station with the Chicago Northwestern Railroad for a line from Elgin to Belvidere and Rockford is being proposed in the comprehensive plan update. The site could be either downtown or on the outskirts of town if a developer could be persuaded to provide 10 acres for a station and parking.

Public bus service is provided by PACE dial-a-ride. School buses stop along IL Route 176. Bike paths are generally to the north along the Kishwaukee River. There are no current plans for crossing IL Route 176. The bicycle paths cross IL Route 23 and Deerpath Road to the north.

Physical Planning and Public Works

The Kishwaukee River to the north provides a natural barrier to the expansion of the City of Marengo. The city expects to expand to the south and the west. According to Mr. Hartman, south-southwest of the downtown are zoned for industry.

An informal boundary agreement was made with the Village of Union years ago that the City of Marengo would not expand west beyond Dunham Road /Millstream Road. Note the road is called Dunham Road south of IL Route 176 and Millstream Road north of IL Route 176.

Mr. Hafeez inquired about the buildings along IL Route 176 between IL Route 23 and Prospect Street. Mr. Hartman said he could not advise at the present time which buildings could be taken for roadway expansion. Since it is the terminus of the SRA route, Mr. Hartman expects traffic to be less and suggested that the number of traffic lanes and corresponding right-of-way could be less. The typical urban cross-section was considered by Mr. Hartman to be appropriate in this developed area. Therefore the rural SRA cross-section would begin east of the Prospect Street intersection with a transition beginning at Deerpass Road.

The Comprehensive Planning Process is studying three bypass routes. According to Mr. Hartman, major traffic destinations are Rockford via IL Route 20 west, and the I-90 Toll way via IL Route 20 east. The bypass proposals relevant to IL Route 176 were discussed as follows:

- Rebuild Prospect Street for use as a bypass between IL Route 176 and IL Route 20,
- Divert truck traffic along Dunham Road/Millstream Road (northern terminus at the Chicago and Northwestern Railroad tracks to the south of IL Route 176.)
- Extend Franks Road north through the industrial zoning area, build a bridge across the branch of the Kishwaukee River, and connect with IL Route 176.

At the southwest corner of the intersection with Millstream Road a 330-acre development concept plan has been submitted with limits between Center Road and Prospect Street south of IL Route 176, but not yet approved. This includes a total of 170 residential lots: 121 single family, 53 multifamily. A commercial area is proposed northeast of the Deerpass Road and IL Route 176 intersection. IDOT will need to incorporate these proposed developments into any future plans.

The water main currently ends at the municipal limits east of Deerpass Road. Marengo plans to build a booster station and extend water (and sewer) along the south side of IL Route 176 to 3300 ft. east of the municipal boundary. The location of the crossing to the north side of IL Route 176 is undetermined.

The City of Marengo has also expressed interest in a waste transfer station near Maple Street, south of the city. No plans have been made yet as to how trucks would access the site from IL Route 176. There are some potentially hazardous sites in other parts of Marengo, but not along IL Route 176.

There is an extensive floodplain along the Kishwaukee River and its branches in Marengo. The ditch built ten years ago along the south side of IL Route 176 in town has alleviated the

flooding problem. Mr. Hartman does not know whether or not IL Route 176 ever floods at the Kishwaukee River crossing.

An historic residence is at the northwest corner of the Kishwaukee Street intersection with IL Route 176. There is an active historic preservation group in Marengo. Other historic houses are located on IL Route 20.

Socio-economically and ethnically diverse populations may reside in the multi-family units on the north side of IL Route 176 between Page Street and Kishwaukee Street. Marengo is a middle class town. Their diverse "blue collar" population includes a significant Hispanic population.

Advisory Panel

Active citizen groups in the IL Route 176 Marengo area include the Friends of the Kishwaukee and the McHenry County Defenders. There is also a Marengo Bypass Citizens Group. Mr. Hartman expressed interest in participating on the advisory panel.

Documents Provided

1. "City of Marengo IL Comprehensive Plan Future Land Use Map" Approved December 11, 2000.

MINUTES

Nunda Township Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
IL 176 – IL 23 to US 12

April 29, 2003, 12:30 pm
At Nunda Township Highway Department
3518 Bay Road
Crystal Lake, Illinois 60012

Attending:

Don Kopsell	Nunda Township Highway Commissioner
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Bader Hafeez	Wilbur Smith Associates
Diane Korling	Diane Korling and Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of this Strategic Regional Arterial route and explained the typical suburban and rural cross-sections as outlined in the meeting handout. Suzanne Kilner of Diane Korling and Associates explained that there were four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a public hearing.

Data Needs and Requests

Ms. Kilner drew attention to the two-page study objectives and list of data requested which was included in the fax of April 16, 2003 to Commissioner Kopsell. Discussion of the list ensued. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of Nunda Township Concerns

- Problems with large truck turning movements into and out of Snap-On Tools on the south side of IL Route 176 and east of Prairie View Road should be addressed.
- Problems with school bus turning movements into and out of Prairie Grove School on the south side of IL Route 176 and west of Prairie View Road should be addressed.
- The centerline of a six lane suburban SRA concept IL Route 176 bridge over the Fox River should be shifted to the south where there is more open land.
- Drainage problems at the intersection of IL Route 176 and Nish Road should be corrected with the proposed SRA improvements.

General Information

Mr. Kopsell reported that Nunda Township has responsibility for the following roads that intersect with IL Route 176: Terra Cotta Avenue, Smith Road, Buhl Road, Bayview Beach Road (Prairie Grove owns, but the Township maintains it), Fox Street, Nish Road, Wright Road (IDOT owns, but the Township maintains it), Fox Street, Woods Avenue, Wauconda Road, Dedlow Road, Cherry Avenue, Griswold Avenue, and Robin Lane.

Traffic Issues

School buses turning into Prairie Grove School, on the south side of IL Route 176 west of Valley View Road, can cause traffic bottlenecks. Prairie Grove approached the owner of the property to the east for construction of an access road to the school, but the owner wanted too high a price for the property. Therefore Mr. Kopsell recommends construction of an access road to the school off of Prairie View to the south of IL Route 176. School buses could turn left onto Prairie View. The existing driveways off IL Route 176 into the school could become right-in right-out access.

To avoid IL Route 176 traffic backups, large trucks turn south onto Roberts Road at the County line to go to IL Route 59 and US 12. The heavy trucks are impacting Roberts Road.

Trucks from Snap-On Incorporated, on the south side of IL Route 176 and east of Valley View Road, back up traffic on IL Route 176 when turning left into the two Snap-On entrance driveways. As trucks exit Snap-On driveways to turn onto IL Route 176, the long trucks turn into the ongoing traffic lane when completing their right turns. IDOT offered to fund a turn lane on IL Route 176 if their west driveway would become a Nunda Township road, but Snap-On turned down the offer. Mr. Kopsell also highlighted safety issues at the intersections of Nish Road and Fox Street with IL 176.

While reviewing the increased spacing requirements for traffic signals and road intersections of the proposed suburban SRA concept, Mr. Kopsell suggested Smith Road becoming right-in/right-out due to the hill and closing either Woods Avenue or Dedlow Road. Another road that could be closed is Robin Lane.

Physical Planning and Public Works

Mr. Kopsell recommended shifting the centerline to the south when widening the IL Route 176 bridge to six lanes over the Fox River because there is more open land to the south.

There are drainage problems at Burton's Bridge on the north side of IL Route 176 between Blue Island Avenue and Nish Road. They were caused eight or nine years ago when the property on the NW corner of IL Route 176 and Nish Road rerouted the IL Route 176 drainage ditch in order to build a septic field. Water is constantly flowing in that ditch. This drainage problem should be addressed with any widening of IL Route 176.

Exiting residential structures are too close to the road for the suburban cross-section right-of-way needs of 120-150 ft. between Dedlow Road and Griswold Avenue.

Mr. Kopsell predicts that the land near the intersection of IL Route 176 and Barreville Road will soon be incorporated by Prairie Grove and developed.

There is one historic house on the SW corner of IL Route 176 and Valley View Road. Mr. Kopsell does not know if it has any formal historic designation.

Advisory Panel

Mr. Don Kopsell would like to participate in the Advisory Panel.

Documents Provided

1. "Official Map Nunda Township", County Map Co., McHenry, IL, copyright 2000.

MINUTES

McHenry County Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

April 29, 2003, 2:00 pm
McHenry County Department of Transportation
16111 Nelson Road
Woodstock, Illinois 60098

Attending:

Kenneth Kelgard P.E.	Deputy County Engineer County Highway Department
SuzAnne Ehardt	Director, Code Enforcement Officer, Department of Planning and Development
Patricia Schroeder	Planning Liaison, Council of Mayors
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Bader Hafeez	Wilbur Smith Associates
Diane Korling	Diane Korling and Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois Route 176 Strategic Regional Arterial. He noted that the suburban SRA cross-section was being proposed from US Route 12 at Wauconda west to IL Route 47, and the rural SRA cross-section would be applied from IL Route 47 to IL Route 23, as outlined in the meeting handout. Mr. Osborn listed the intersecting routes for which SRA studies have been completed: IL Route 23, IL Route 47, US 14 and IL Route 31. Suzanne Kilner of Diane Korling and Associates explained that there would be four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a Public Hearing.

Data Needs and Requests

Ms. Kilner drew attention to the two-page study objectives and list of data requested, which had been included in the IDOT letter sent to Joseph Korpalski, County Engineer, and SuzAnne Ehardt, Department of Planning and Development. Discussion of the list ensued. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of McHenry County's Concerns

- The division between the suburban and rural SRA cross-sections should begin a quarter mile west of IL Route 47 at Dean Street.
- The approximately one mile section that is both IL Route 176 and IL Route 47 should have ten lanes rather than six or eight lanes. The ultimate design for a suburban SRA route has three lanes of through traffic in each direction entering the segment and sufficient median space to provide two left turn lanes as needed.
- Westbound traffic on IL Route 176 east of Walkup Road has difficulty seeing across the Chicago and Northwestern Railroad tracks. These sight problems should be addressed in the SRA study.
- The SRA study should be coordinated with the County's proposed improvements for the Walkup Road intersection.

General Information

Both Ms. Ehardt and Mr. Kelgard agree that the area east of IL Route 47 is appropriate for the SRA suburban cross-section. However they suggest that the division between the suburban and rural cross-sections begin a quarter mile west of IL Route 47 at Dean Street. They also expressed concern that the approximately one mile section that is both IL Route 176 and IL Route 47 could become a bottleneck. Mr. Kelgard recommends increasing the number of lanes from 3 in each direction (with two left turn lanes and one through lane) to 5 lanes in each direction (with two left turn lanes and three or possibly even four through lanes) in the approximately one mile section of the route that is both IL Route 176 and IL Route 47. They urged coordination with the IL Route 47 SRA study, particularly since both IL Route 47 and IL Route 176 would each contribute two through lanes into and out of this section.

Mr. Osborn reported that right-of-way east of IL Route 47 is 80 ft. and that 120 to 150 ft. are required by the suburban cross-section. Other characteristics he emphasized were 500 foot spacing between intersections, median strips with left turn lanes and right-in right-out limitations on other intersections and driveways.

Traffic Issues

Kenneth Kelgard, Deputy County Engineer, reported that there are six county roads that intersect with IL Route 176:

1. Walkup Road has an existing traffic signal. The County has a project underway to add lanes to Walkup Road from IL Route 176 to Bull Valley Road. The project includes five lanes at IL Route 176, tapering down between 1st Street and the Chicago Northwestern Railroad tracks to three lanes.
2. River Road has an existing traffic signal. The County has no intersection or signalization plans for River Road.
3. Franklinville Road does not have a traffic signal. The County has no intersection or signalization plans for Franklinville Road. It is expected to stay two lanes through 2020.
4. North Union Road does not have a traffic signal. The County has no intersection or signalization plans for North Union Road. It is expected to stay two lanes through 2020.

5. Millstream Road/ Dunham Road does not have a traffic signal. The County has no intersection or signalization plans for Millstream Road/ Dunham Road. It is expected to stay two lanes through 2020.
6. Deerpass Road does not have a traffic signal. The County has no intersection or signalization plans for Deerpass Road. It is expected to stay two lanes through 2020. Mr. Osborn reported that the IL Route 23 SRA proposed a bypass to the east along River Road and to the south along Deerpass Road in order to divert traffic from the center of the City of Marengo.

Near Walkup Road, the McHenry County Conservation District's bicycle trail crosses IL Route 176 to the east. Also in that stretch, westbound drivers have difficulty seeing across the Chicago and Northwestern Railroad tracks.

Physical Planning and Public Works

Ms. Ehardt reported that the County is updating its Comprehensive Plan. Mr. Osborn indicated he already had a copy of the previous comprehensive plan. He inquired whether they could offer any information on plans for 2020 to 2030. Mr. Kelgard responded that Joe Korpalski, McHenry County Engineer, was not ready to have any lines drawn on a map for a north-south highway connecting to the I-90 toll way. Ms. Ehardt mentioned that both Lakewood and Crystal Lake are incorporating toward IL Route 47.

The municipalities rather than the County provide water and sewer services. To date, there are no package wastewater treatment plants in the County. There are many gas lines, some of which cross IL Route 176. Ms. Ehardt promised to send a gas transmission line list to Mr. Osborn.

The existing Metra station south of IL Route 176 in Crystal Lake is accessed from Walkup Road and North Main Street. Metra has proposed another station 1½ miles farther to the southeast on Pingree Road in Crystal Lake. IL Route 176 traffic will access the new station from Terra Cotta Road.

There is no flooding on IL Route 176 at the Kishwaukee River crossing. IDOT has a Phase 1 bridge replacement project underway between Millstream Road and North Union Road over the South Branch of the Kishwaukee River.

Historical and cultural sites include the Mount Tabor Road cemetery and the Colonel Palmer House at Terra Cotta Road. Ms. Ehardt agreed to send the list of historic sites to Mr. Osborn. There are no known socio-economically disadvantaged neighborhoods along IL Route 176.

Advisory Panel

Mr. Osborn agreed to work with Pat Schroeder of the McHenry County Office of Mayors on appointments to the Advisory Panel.

Ms. Kilner asked Ms. Ehardt for recommendations of sites for public hearings. If only one hearing is held, she recommends the McHenry County Government Center on IL Route 47 just north of Woodstock or McHenry County College in Crystal Lake. If separate hearings are held on

the rural SRA and the suburban SRA cross-sections, she recommends the McHenry County College in Crystal Lake for the eastern (suburban) section and Marengo High School for the western (rural) section.

Documents Provided

1. "McHenry County, Illinois Highway Map", Office of the County Engineer, McHenry County Highway Department, "Municipal boundaries current as of October 31, 1993."

Documents to be Provided:

SuzAnne Ehardt agreed to send Mr. Osborn:

1. List of McHenry County historic sites.
2. List and/or map of gas transmission lines.

MINUTES

City of Crystal Lake Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

April 29, 2003, 4:00 pm
At Crystal Lake City Hall
100 West Woodcock Street
Crystal Lake, Illinois 60039-0597

Attending:

Gary Mayerhofer	City Manager
Clyde Wakefield, P.E.	Director of Public Works and Engineering
Michelle Rentzsch	Planning Director
William F. Geegan, P.E.	Assistant City Engineer
Sue Palmer	IDOT Bureau of Programming
Jason Osborn	Wilbur Smith Associates
Bader Hafeez, P.E.	Wilbur Smith Associates
Suzanne Kilner	Diane Korling and Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois Route 131 (Green Bay Road) Strategic Regional Arterial and related routes, and explained the typical suburban and rural SRA cross-sections as outlined in the meeting handout. Suzanne Kilner of Diane Korling and Associates explained that there would be four opportunities for public participation: this Initial Community Interview, two Advisory Panel meetings and a Public Hearing.

Data Needs and Requests

Ms. Kilner drew attention to the two-page study objectives and list of data requested, which had been included in the IDOT letter sent to City Mayor Aaron Shepley. Discussion of the list ensued. The major stated concerns are summarized below, with detail following. Observations are organized by topics on the Data Needs and Request list.

Summary of Crystal Lake's Concerns

- IL Route 176 through Crystal Lake has two distinct segments. It is characterized by rural open land west of US 14 and developed land east of US 14.
- This SRA study should be coordinated with three IDOT studies (Walkup Road, IL Route 31, US 14) and one local study (Erick Street) currently underway on intersecting roads.

- Crystal Lake has adopted a Watershed District that will require both infiltration and filtration for water quality for IL Route 176 roadside drainage. This District encompasses land draining into Crystal Lake as well as into Veterans Acres Park.
- The most significant bottleneck on IL Route 176 is the westbound traffic queues of up to six blocks at the signal with Walkup Road.
- At the public hearing on the Walkup Road project scheduled in 2003, Ken Kelgard McHenry County Highway Department should clearly communicate that this SRA project will require greater right-of-way from properties at the intersection at some point in the future. Mr. Osborn agreed to speak with Mr. Kelgard about how to best handle this at the Walkup Road public hearing.
- Mr. Osborn indicated that due to the rail crossings and closeness of buildings along IL Route 176, a SRA urban cross-section of four lanes with a middle left turn lane may be more appropriate than a suburban cross-section for the road section between "this area" Elmhurst Street and Erick Street.

General Information

Crystal Lake's municipal boundaries along IL Route 176 generally extend from IL Route 47 eastward to one lot short of IL Route 31, with the addition of several lots northwest of the intersection of IL Route 176 and Barreville Road. The Village requires a setback of 80 ft. from the existing IL 176 right-of-way for any new development. The eastern portion of that route, from US 14 to IL Route 31, is already developed. West of US 14 is the only rural area, although there are driveways in that section.

Traffic Issues

Mr. Hafeez asked village personnel to comment on the traffic counts indicating that other communities had found the counts too low. According to CATS projections,, current ADT ranges from 4,700 at IL Route 47 to 15,000 at US 14 and is projected to increase to 19,000 by 2020. Mr. Wakefield recommended adding 10,000 to the 2020 ADT, commenting that current traffic is already over the 2020 projection of 19,000 ADT. He indicated the Village would receive up to date traffic counts at the beginning of summer 2003 from the consultant the Village has retained for the Bryn Mawr project

IDOT is conducting other studies in Crystal Lake. McHenry County is proposing widening Walkup Lane to five lanes. The project includes realigning the IL 176 and IL 31 intersection north and closing off Terra Cotta Avenue. The Public Hearing should be conducted in 2003. IDOT also has a Phase 1 study underway for US 14 that proposes adding two lanes with dual left turns at the intersection with IL Route 176. The Village is conducting a STP project for Erick Street just east of the Union Pacific Railroad. Drainage issues presently stymie that project.

Mr. Hafeez noted that IL Route 176 between the signals at US 14 and Oak Street is a high accident location according to IDOT records and proposed installing a traffic signal at Ridge Avenue and IL Route 176 as a possible solution. Mr. Geegan responded that he thinks the extension of Hickory Drive and Ridge Avenue south of IL Route 176 to US 14 has alleviated the conditions that caused the high accident rate and therefore the traffic signal is not needed. Discussion of other reasons for the accident rate ensued. Traffic westbound on IL Route 176 goes

uphill and possibly cannot stop in time to avoid the traffic queue from the light at US 14. Synchronization of traffic signals was mentioned as a possible short-term solution. During baseball and football season, the city's Lippold Park with an entrance on the south side of IL Route 176 between Briarwood Drive and Oak Street, is very busy and causes additional congestion.

In this same stretch of IL Route 176, school buses for both the grade school and the junior high school use a church parking lot on IL Route 176 and Oak Street for staging. Therefore left turn lanes are needed for both directions of Oak Street turning onto IL Route 176. There are school bus stops at Ridge Avenue and at Hickory Drive.

The Chicago and Northwestern Railroad Bridge just east of Elmhurst Street over IL Route 176 is a potential bottleneck. It has been in place since the 1940s and would need to be widened. The at-grade Chicago and Northwestern Railroad crossing east of Park Boulevard currently only has flashing lights and does not have crossing gates.

The traffic signal at Walkup Road is a traffic bottleneck. Westbound vehicle queues extend six blocks to Illinois Street. Backups are not as extensive for eastbound traffic. The Crystal Lake Central High School at 45 W. Franklin Ave, approximately one mile south of IL Route 176, draws westbound traffic reducing the number of left turns from Walkup Road onto IL Route 176. Nonetheless, Walkup Road's traffic signal is still a traffic bottleneck.

The existing traffic signals at US 14, Oak Street, Walkup Road and Terra Cotta Road are owned by IDOT but maintained by the City of Crystal Lake. Future signalization needs were discussed moving from west to east along IL Route 176. Main Street is a major collector and connects to US 14 so it could be signalized. Ellsworth Street, one block to the east, needs to maintain left turns and should not become right-in right-out. Park Boulevard is a major industrial entrance and also would need to permit left turns. Currently police direct traffic at Park Boulevard and IL Route 176 during shift changes. Mistwood Lane, between Terra Cotta Road and IL Route 31, also could not operate efficiently with right-in right-out limitations.

Public bus service is provided by PACE dial a ride throughout Crystal Lake.

Physical Planning and Public Works

There are a number of new developments pending on properties along IL Route 176. As noted previously under general information, local regulations require new development to maintain an 80-foot setback from the edge of the IDOT right-of-way. Comments from local staff on development and public works projects impacting IL Route 176 are discussed moving from west to east.

At the western boundary of Crystal Lake (IL Route 47) and on the north side of IL Route 176 is a proposed "Bryn Mawr" development that includes 300 single family homes and 40 acres of commercial office use. The City has proposed extending water and sewer utilities along the north side of IL Route 176 to service this area in the next year. Properties west of US 14 include park district property and estate residential.

There is a proposed McHenry County Conservation District (MCCD) bicycle trail along the Commonwealth Edison right-of-way passing through development and providing a link from a city park, McHenry County College, and Veterans Park. It will cross IL Route 176 at Walkup Road. It will replace an existing bicycle path crossing at Glen Avenue/Lorraine Drive. A bicycle path entrance off IL Route 176 is included in the proposed Sunset Meadows Park Master Plan Concept B. A copy of the one page drawing was provided. The contact person is Ann Viger, Park Planner, Crystal Lake Park District.

There are some wetlands at the Mt. Tabor Road/Haligus Road intersection. Mr. Osborn mentioned that the SRA would correct the jog at that intersection.

The boundary of the Crystal Lake Watershed District crosses IL Route 176 at the Briarwood Drive intersection. Reconstruction of IL Route 176 drainage will need to follow the requirements of the Watershed District from Briarwood Drive to east of North Oak Street. The topography along IL Route 176 in this area is flat. The Watershed District will require infiltration for road drainage as well as some type of filtration to address water quality. Veterans Acres Park, on the north side of IL Route 176 between Walkup Road and North Main Street, is also a "very sensitive protection area" with similar Watershed District requirements. Presently there is only one wetland bank at the end of Crystal Lake Avenue. This "Cove Pond Project" accepts US 14 drainage and is not expandable. No future plans have been set to direct storm water.

An additional drainage challenge is the low area on the north side of IL Route 176 and east of the Chicago and Northwestern Railroad track crossing, just east of Park Boulevard. In spite of recent improvements, flooding still occurs at the US 14 and IL Route 176 intersection due to inadequate outlet capacity and near the Countryside property west of Terra Cotta.

At the northwest corner of the intersection with Terra Cotta Road is a new industrial and commercial development. The developer was required to make improvements to IL Route 176.

At the northwest corner of the intersection with Barreville Road is a proposed development (previously called "The Fountains") that will include approximately 600 homes. This development will add an access drive to IL Route 176.

On the south side of IL Route 176, at Erick Street, the J & L Gas Station has had a leaking underground storage tank that has not yet been remediated. On the north side of IL Route 176, between Park Boulevard and the Chicago Northwestern Railroad Tracks, on the Precision Twist property there has been leaking industrial solvent. An EPA funded remediation is in process.

There is an historic house on the northeast corner of Terra Cotta Road and IL 176, the Colonel Palmer House.

Advisory Panel

The only citizen group issues center around the watershed district. Although there is not an organization, there are individuals who monitor the City of Crystal Lake decisions to ensure the watershed is protected. The City of Crystal Lake would like Clyde Wakefield, Director of Public Works and Engineering to represent them on the Advisory Panel.

Documents Provided

1. "Sunset Meadows Park Master Plan Concept B" one page map showing proposed bicycle entrance onto IL Route 176. Attached business card of Ann Viger, Park Planner, Crystal Lake Park District.
2. Crystal Lake Planning Project "City of Crystal Lake, IL 2020 Vision Comprehensive Land Use Plan." Adopted by Mayor and City Council August 7, 2001.

MINUTES

Village of Lakewood Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

November 18, 2004, 9:00 am
At the Village of Lakewood Village Hall
2500 Lake Avenue
Lakewood, Illinois 60014

Attending:

Catherine Peterson, Village Administrator
Jason Osborn, Wilbur Smith Associates
Monte Chen, Wilbur Smith Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois 176 Strategic Regional Arterial and related routes, and explained the typical suburban and rural SRA cross-sections as outlined in the meeting handout. He explained that there would be three opportunities for public participation: this Individual Community Interview, an Advisory Panel meeting and a Public Hearing. Mr. Osborn indicated that the first advisory panel had met on October 18, 2004 and that during this meeting the decision was made to involve the Village of Island Lake.

Data Needs and Requests

The major stated concerns are summarized below.

Summary of the Village of Lakewood's Concerns

- Improvements to US 14 are needed
- Access management on IL 176 and US 14 is important and needs to be coordinated with development

General Information

The Village plans to develop a regional shopping center at the IL 176 and US 14 intersections.

The Village comprehensive plan does not include any realignment of IL 176 and US 14 and that any such alignment may not be possible following the development of adjacent properties.

Advisory Panel

Catherine Peterson expressed interest in participating on the advisory panel.

Documents Provided

1. Lakewood planning boundary map

Documents and Information to be Provided

1. AP 1 draft meeting minutes to the Village of Lakewood

ICI Meeting Nov 18 Lakewood

Catherine Peterson	(815) 459-3025	peterson@lakewood.village.il.us.
Monte Chen		WSA
Jason Osborn	(312) 782-1255	WSA

MINUTES

Village of Union, Coral Township Initial Community Interview

Strategic Regional Arterial Study
IDOT P-91-200-00
Illinois Route 176 from IL 23 to US 12

December 10, 2004, 7:30 am
At the Coral Township Maintenance Shed
6550 Olson Road
Union, Illinois 60180

Attending:

Bob Wagner, Village President
Jason Osborn, Wilbur Smith Associates

Description of SRA Study Route

After introductions, Jason Osborn of Wilbur Smith Associates provided a brief overview of the Illinois 176 Strategic Regional Arterial and related routes, and explained the typical suburban and rural SRA cross-sections as outlined in the meeting handout. He explained that there would be three opportunities for public participation: this Individual Community Interview, an Advisory Panel meeting and a Public Hearing. Mr. Osborn indicated that the first advisory panel had met on October 18, 2004 and that during this meeting the decision was made to involve the Village of Union.

Data Needs and Requests

The major stated concerns are summarized below:

Summary of the Village of Union's Concerns

- Safety at the Burnham Road and Union Road intersections. Based on Mr. Wagner's experience working for the Union fire department, these intersections are notorious for accidents due to turning movements.
- Access management on IL 176 is important and needs to be coordinated with development. The Village would seek to have developers build frontage roads along IL 176 and have access limited to dedicated public roadways.
- The pattern of increasing traffic and congestion resulting from rapid development in the Eastern portion of the county is not desirable. However, rapid development is anticipated as multiple requests for new housing and other developments are beginning to be an everyday occurrence. To avoid the congestion issues experience in eastern McHenry County in Coral Township, proper planning must seriously address these issues today.

General Information

The Village of Union is fully supportive of coordinating setbacks from IL 176 and coordinating development based on the ultimate facility type identified for IL 176.

The Village plans to develop commercial opportunities along IL 176.

The Village land use plan is currently being updated.

Advisory Panel

Bob Wagner expressed interest in participating on the advisory panel.

Documents Provided

2. Exhibits B and C packet from the first AP meeting to the Village of Union

Documents and Information to be Provided

2. AP 1 draft meeting minutes to the Village of Union

Exhibit E, Section 2 - Advisory Panel Meetings contains the following:

1. Advisory Panel Meeting Minutes:
   October 18, 2004
   January 14, 2005
   August 25, 2010
2. Comments on the Final Draft IL 176 SRA Corridor Study Document

Wilbur Smith Associates
ENGINEERS
PLANNERS
ECONOMISTS

Advisory Panel One Draft Meeting Minutes
IL 176 SRA Corridor

Client Name:	**Illinois Department of Transportation** **Division of Highways/District 1**
Project Name:	Pre-Phase I – Strategic Regional Arterial Highway Network Various Counties Job No. P-91-200-00 PTB #114/Item #6
Location/Date of Meeting:	McHenry County-County Building on Ware Road October 18, 2004/2:00 PM
Subject:	Advisory Panel Meeting
By/Date:	Jason Osborn/October 25, 2004
Revised Date:	
WSA Project Number:	372541
Conference Number:	#1

Attendance:

Mike Matkovic	IDOT/Programming
Sue Palmer	IDOT/Programming
Jeff Young	McHenry County Highway Department
Monte Chen	Wilbur Smith Associates
Jason Osborn	Wilbur Smith Associates
Pat Schroeder	McHenry County Council of Mayors
Sue Friedman	Village of Prairie Grove
Clyde Wakefield	City of Crystal Lake
Daniel E. Quick	Village of Wauconda
Bill Metes	Village of Wauconda
Don Kopsell	Nunda Township Highway Commission

Purpose of Meeting

The purpose of the First Advisory Panel Meeting was to present preliminary SRA design recommendations and alternatives to affected communities and gather input needed for the draft report.

Discussion Topics and Items

Project team members signed the attendance roster and the agenda for the Advisory Panel meeting was outlined as follows:

1. Overview of project process and SRA network importance,
2. Specific road segment by road segment discussion of planning constraints and design recommendations,
3. Discussion of additional constraints and considerations.

Introduction

Mike Matkovic from IDOT District 1 began the meeting by presenting the purpose of the meeting followed by a description of the Strategic Regional Arterial Network.

Jason Osborn of Wilbur Smith Associates (WSA) provided an overview of the steps taken prior to the first Advisory Panel Meeting. He then proceeded to present the Planning and Constraints and Recommendations exhibit by exhibit.

General Comments

The concepts were agreed upon by the attendees in general noting restrictions in Crystal Lake, Prairie Grove, and Island Lake. The Advisory Panel requested the traffic projections from CATS to assist in making this decision.

Segment by Segment Notes

1. Jeff Young of the McHenry County Highway Department stated the more rural highway design west of IL 47 would be consistent with a higher speed facility which would limit access and therefore help to preserve the rural character of the western half of the county. This type of facility would be preferred by the County. He noted that the new water management ordinance aims to have more ground water infiltration and less impervious surfaces. Mike Matkovic of IDOT added that the total amount of hard surface for a rural cross-section could actually be more than a more suburban cross-section. The amount of hard surface for the rural cross-section referred to is 80 feet (four lanes=48 ft. + outer shoulders=20 ft. + inner shoulders=12 ft.) versus a more typical suburban cross-section of 75 ft. without sidewalks or 89 with sidewalks and some bicycle accommodation (four lanes=48 ft. + curbed raised median=22 ft. + curb and gutters on the outside of the roadway=5 ft. + sidewalks=10 ft. + 2 ft. outer lanes for experience bicyclists=4 ft.)
2. Franklinville Road will be shown to realign itself to McCue Road.
3. The community of Lakewood has plans to extend north to IL 176.

4. The City of Crystal Lake would have this rural cross-section transition to either a six lane or five lane facilities near Dean Road.
5. A potential realignment of IL 176 continuing from the southern intersection with IL 47 to a location west of the northern intersection with IL 47 will be indicated on the appropriate exhibits as a realignment to be studied by others.
6. The roadway east of the IL 31 intersection would not be able to expand to the south of the existing centerline given the drop of terrain and residential development south of the roadway. This study will take into account the recommendations from a recent study conducted at the IL 31 intersection.
7. Sue Friedman of the Village of Prairie Grove noted that recent housing developments are occurring adjacent to the IL 176 right-of-way between Smith Road and Barreville Road. This will be noted on the appropriate exhibits.
8. Don Kopsell of the Nunda Township Highway Commission noted that the Barreville Road realignment could be undertaken by developers.

Four Lanes, Five Lanes, or Six Lanes Discussion from Dean Road to US 12

Three roadway facility types were debated:

1. A six –lane facility with three travel lanes in each direction and a 22 ft. curbed barrier median within a desirable right-of-way width of 150 ft.
2. A four-lane facility with two travel lanes in each direction and a 22 ft. curbed barrier median within a desirable right-of-way width of 120 ft.
3. A five-lane facility with two travel lanes in each direction and a 14 ft. center two-way left turn lane within a desirable right-of-way width of 100 to 120 ft.

Mike Matkovic of IDOT noted that a four lane facility would likely be more realistic given the hilly terrain, Fox River crossing, and community impacts except within Crystal Lake where a fifth lane (a center two-way left turn lane) would make sense.

Jason Osborn of WSA noted that IL 176 is one of a few Fox River crossings in the County and the only major east-west arterial across the County. He also noted there are no freeway or Tollway roads in McHenry County and that therefore; the role of an SRA in the McHenry County is not to supplement the freeway and Tollway road network as it is in the rest of the region but to best accommodate long-range regional travel and heavy traffic volumes in the absence of these facilities.

Clyde Wakefield of Crystal Lake noted it would be difficult to implement a six lane facility in Crystal Lake at this time; but, would have to differ to City planning staff to what would be practical in the long-term future beyond 2030 and 2040.

Daniel Quick of Wauconda noted that six lanes would make sense in the long-term for Wauconda.

Don Kopsell of Nunda Township stated that it would be nice if there were greater regulatory tools available perhaps at the state level to preserve right-of-way.

Jeff Young of the McHenry County Highway Department noted, in addition to widening a roadway, access management plays a major role in the efficiency of a roadway. He used Algonquin Road as an example of how municipalities have the regulatory ability to require greater set backs on specific roads.

Mike Matkovic cited a public act in the state of Illinois which give municipalities the ability to enforce set backs from selected routes noting that the set-back requirement had to be consistent along the route and not selected for individual properties.

Next Steps

1. The communities of Lakewood and Union will be notified regarding this study and will have an individual community interview held.
2. Nine copies of the hand-outs will be sent to Crystal Lake.
3. The traffic projections from CATS will be sent with the minutes to this meeting.
4. The Advisory Panel will meet tentatively scheduled for November to discuss whether or not a six lane facility is to be sought and if so where it should begin and end.

Items Distributed at Meeting

- Planning Constraints and Recommended Cross-Section Displays
- Attendance Roster, (Attached to Minutes)

Items Distributed at Meeting

Attached to these minutes are two tables. **Table 1** contains the 2003 IDOT counts and the CATS 2030 projected volumes. To compare the CATS volumes, WSA projected traffic using the 2 year average percentage increase and 2 year average number increase based on 1995, 2001, and 2003 AADT provided by IDOT. **Table 2** contains information comparing Northeastern Illinois household and employment projections for areas along IL 176 and the CATS 2030 project volumes.

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Jason Osborn

CORRIDOR ADVISORY PANEL PARTICIPANTS

Strategic Regional Arterial STUDY **IDOT P-91-200-00**

Route IL 176 Oct. 18, 2004 **Segment** _____

Name, Title	Representing, Mailing Address	Telephone E-mail
Pat Schroeder	McHenry Council of Mayors	
Sue Friedman	Prairie Grove	
Jeff Young	McHenry Cty Hwy. Dept.	
Clyde Wakefield	City of Crystal Lake	
Daniel E. Quick	Village of Wauconda	
Bill Metes	Village of Wauconda	
Don Kopsell	Nunda Township Highway Comm.	
Mike Matkovic	IDOT - Dist 1	
Sue Palmer	IDOT - Dist. 1	
Monte Chen	Wilbur Smith Assc.	
Jean Osborn	Wilbur Smith Assc.	

TABLE 1: IL 176 TRAFFIC PROJECTIONS 2030 CATS PROJECTIONS AND WSA PROJECTIONS BY AVERAGE # AND AVERAGE %

		MOST RECENT AVERAGE ANNUAL DAILY TRAFFIC (AADT)	Average 2 Year # Increase	PROJECTED BY AVERAGE NUMBER INCREASE	Average 2 Year % Increase	PROJECTED BY AVERAGE PERCENTAGE INCREASE		
FROM	TO	**IDOT 2003 AADT**		**2029 (WSA)**		**2029 (WSA)**		**2030 CATS**
IL 23	Sunnyside Road	8,200	450	14,050	6%	18,558		12,000
Sunnyside Road	IL 47/IL 176 N	10,300	750	20,050	9%	31,787		17,000
IL 47/IL 176 N	IL 47/IL 176 S	21,300	1,900	46,000	12%	90,430		30,000
IL 47/IL 176	Ohnstad Road	10,200	675	18,975	8%	27,854		13,000
Ohnstad Road	US 14	15,100	1,250	31,350	11%	57,168		19,000
US 14	Main Street	16,500	850	27,550	4%	27,080		24,000
Main Street	IL 31	17,100	750	26,850	7%	39,881		21,000
IL 31	Smith Road	14,000	1,000	27,000	2%	17,104		19,000
Smith Road	Valley View Road	14,300	700	23,400	1%	16,038		16,000
Valley View Road	Nish Road	16,500	225	19,425	1%	19,851		19,000
Nish Road	River Road	19,600	1,000	32,600	6%	41,680		25,000
River Road	Roberts Road	22,500	1,650	43,950	9%	70,086		26,000
Roberts Road	Darrell Road	21,500	975	34,175	5%	41,345		28,000
Darrell Road	Rand Road	22,200	1,100	36,500	6%	46,619		30,000

Notes:

A two-lane highway starts to become very congested around 12,000 vehicles per day.

The CATS projections take into account the fact that when a roadway becomes congested users find alternative routes.

The WSA projections assume unlimited capacity on the roadway and do not therefore divert traffic off of IL 176.

the CATS projections assume that most growth along IL 176 will have occurred by 2020.

The CATS projections take into account development known as of 2002.

The CATS projections will be updated in 2006.

The two year average percentage increase was calculated using 1995, 2001, and 2003 IDOT AADT numbers.

CATS= Chicago Area Transportation Study

WSA = Wilbur Smith Associates, Consultant for this project.

TABLE 2: IL 176 TRAFFIC PROJECTIONS 2030 NIPC PROJECTED GROWTH AND CATS PROJECTED AADT ALONG 176

			NIPC 2030 Projections				CATS Projections	
			Change in Households (2000 Census - 2030 NIPC)	% Change in Households (2000-2030)	Change in Employment (2000 Census - 2030 NIPC)	% Change in Employment (2000-2030)	Change in AADT on IL 176 (IDOT 1999-CATS 2030)	% Change in AADT on IL 176 (IDOT 1999- CATS 2030)
FROM	TO	AREA NAME						
IL 23	Sunnyside Road	Marengo	3,598	151%	2,285	41%	3,800	46%
Sunnyside Road	IL 47/IL 176 N	Seneca Township	1,229	137%	158	85%	6,700	65%
IL 47/IL 176 N	IL 47/IL 176 S	Lakewood	1,841	226%	1,563	2307%	8,700	41%
IL 47/IL 176	Ohnstad Road	Crystal Lake	2,503	19%	11,612	45%	2,800	27%
Ohnstad Road	US 14	Crystal Lake	2,503	19%	11,612	45%	3,900	26%
US 14	Main Street	Crystal Lake	2,503	19%	11,612	45%	7,500	45%
Main Street	IL 31	Crystal Lake	2,503	19%	11,612	45%	3,900	23%
IL 31	Smith Road	Prairie Grove	3,728	1230%	1,022	292%	5,000	36%
Smith Road	Valley View Road	Prairie Grove	3,728	1230%	1,022	292%	1,700	12%
Valley View Road	Nish Road	Prairie Grove	3,728	1230%	1,022	292%	2,500	15%
Nish Road	River Road	Island Lake	2,132	75%	1,216	242%	5,400	28%
River Road	Roberts Road	Island Lake	2,132	75%	1,216	242%	3,500	16%
Roberts Road	Darrell Road	Island Lake	2,132	75%	1,216	242%	6,500	30%
Darrell Road	Rand Road	Wauconda	5,272	146%	4,909	60%	7,800	35%

Notes:
CATS projections are based on Northeastern Illinois Planning Commission NIPC 2030 Household and Employment projections.
Typically, the average number of daily trips generated per household is around 10 to 14 trips. (Ex. Going to the store and back is 2 trips.)
The increase in the number of households to be added in Prairie Grove is greater than change in the AADT between Smith Road and Nish Road.
For Prairie Grove, IL 176 will continue to play an important role and is likely to carry a more traffic from the new households than indicated.
Between 1999 and 2003, McHenry County has added on average 3,500 housing units per year.
CATS=Chicago Area Transportation Study
NIPC=Northeastern Illinois Planning Commission

Wilbur Smith Associates
ENGINEERS
PLANNERS
ECONOMISTS

Advisory Panel Two Draft Meeting Minutes
IL 176 SRA Corridor

Client Name:	**Illinois Department of Transportation** **Division of Highways/District 1**
Project Name:	Pre-Phase I – Strategic Regional Arterial Highway Network Various Counties Job No. P-91-200-00 PTB #114/Item #6
Location/Date of Meeting:	McHenry County-County Building on Ware Road January 14, 2005/1:30 PM
Subject:	Advisory Panel Meeting
By/Date:	Jason Osborn/January 18, 2005
Revised Date:	March 1, 2005
WSA Project Number:	372541
Conference Number:	#2

Attendance:

Mike Matkovic	IDOT/Programming
Sue Palmer	IDOT/Programming
Dominick Gatto	Wilbur Smith Associates
Monte Chen	Wilbur Smith Associates
Jason Osborn	Wilbur Smith Associates
Pat Schroeder	McHenry County Council of Mayors
Clyde Wakefield	City of Crystal Lake
Daniel E. Quick	Village of Wauconda
Bill Metes	Village of Wauconda
Don Kopsell	Nunda Township Highway Commission
Bruce Christiansen	Lake County Department of Transportation
Diane Korling	Diane Korling and Associates

Purpose of Meeting

The purpose of the Second Advisory Panel (AP) Meeting was to discuss and agree upon the ultimate roadway facility type for the IL 176 SRA.

Discussion Topics and Items

Project team members signed the attendance roster and the agenda for the Advisory Panel meeting was outlined as follows:

Discussion Items:

1. INTRODUCTIONS
2. BRIEF HISTORY OF PROJECT
    a) Community interviews
    b) Advisory Panel 1
    c) Lakewood and Union community interviews
    d) Traffic projections from CATS
3. OVERVIEW OF PRELIMINARY CROSS-SECTIONS
4. OVERVIEW OF ADVISORY PANEL 1 DISCUSSION
5. DISCUSSION REGARDING 4 LANE VS 6 LANE CROSS-SECTION WEST OF IL 47
6. DISCUSSION REGARDING 5 LANE VS 6 LANE CROSS-SECTION EAST OF IL 47
7. DISCUSSION REGARDING 5 LANE VS 6 LANE CROSS-SECTION EAST OF IL 31
8. OTHER ISSUES
9. NEXT STEPS

Introduction

Jason Osborn of Wilbur Smith Associates (WSA) provided an overview of the steps taken following the first Advisory Panel Meeting.

General Comments

A six-lane cross-section is perceived to be too wide a roadway within Crystal Lake given the property impacts that would result.

Individual Item Notes

West of IL 47

The cross-sections presented during the first AP meeting have not been changed west of Dean Street. In Marengo, a five-lane urban cross-section is recommended as the ultimate cross-section from IL 23 to Deer Pass Road within a desirable right-of-way width of 100 ft. From Deer Pass Road to Dean Street, a rural 4-lane cross-section within a desirable right-of-way width of 198 ft. is planned. The rural cross-section would

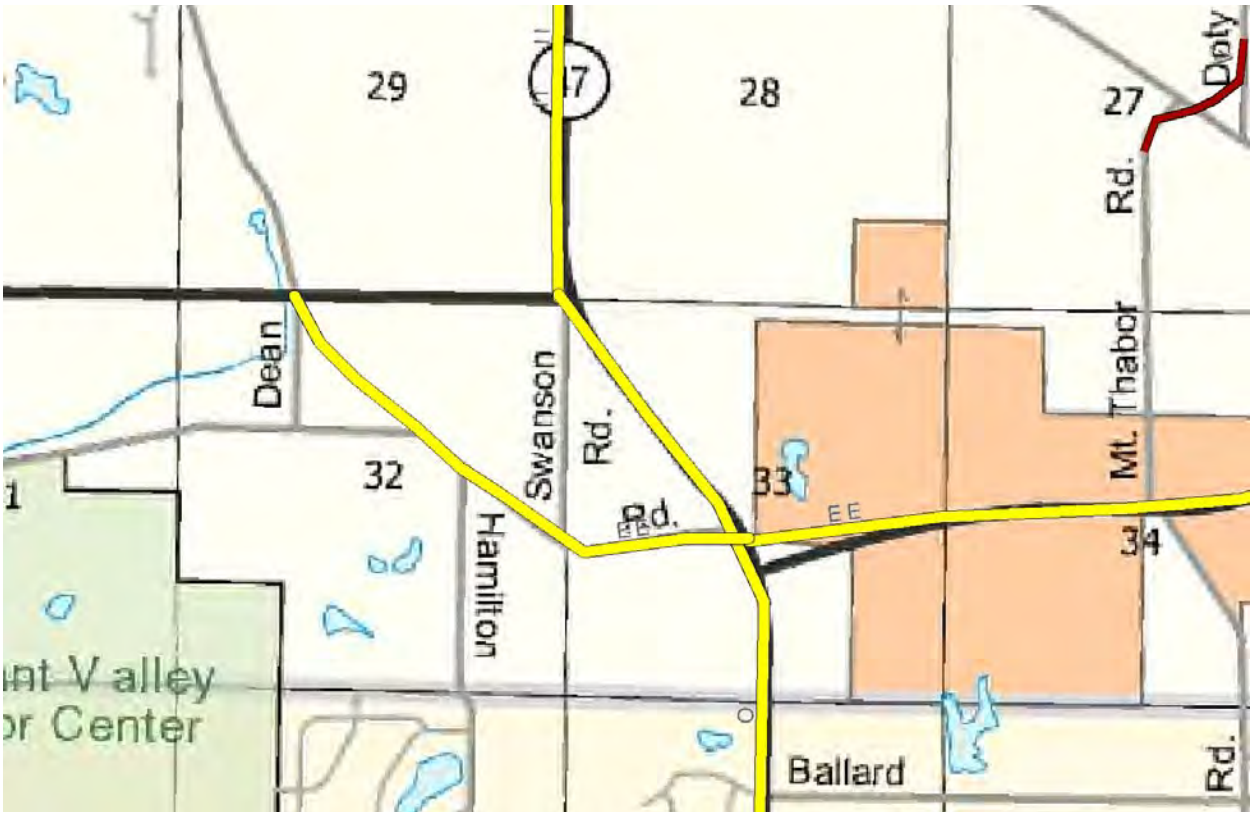
have a design speed of 60 mph and is consistent with McHenry County's desire to keep the character of this part of the county rural.

Frontage roads and other access management techniques should be considered during future development studies.

Realignment of IL 176 at IL 47

The Village of Lakewood has plans to develop a regional shopping center along both sides of the roadway where IL 47 and IL 176 share the same alignment. This Village has not included any realignment of IL 176 into its preliminary plans. However, it could be desirable to realign IL 176 so as to have only one intersection with IL 47. By creating a four-way intersection between Illinois Route 176 and IL 47, greater traffic control and fewer turning movements can be achieved. This project was part of the Preferred Roadway Network in the McHenry County 2020 Unified Plan (**See Exhibit 1**). IL 176 would continue west from the existing southernmost intersection of Illinois Route 176 and IL 47, and rejoin the existing alignment of IL 176 near Dean Street.

Exhibit 1 IL 176 Alignment from the McHenry County 2020 Unified Plan



Source: McHenry County Draft 2020 Unified Plan; the realignment is project EE under the Preferred Roadway Network
Note: Yellow indicates the need for a 4-lane facility to meet year 2020 demand.

Between Dean Street and Mt. Thabor Road a six-lane cross-section within a desirable right-of-way width of 150 ft. is planned including dual left turn lanes at the intersection(s) of IL 47 with IL 176. For this segment of IL 176, two alternatives will be planned. One will show the a plan assuming the realignment of IL 176 occurs; and, the second alternative will show a plan assuming IL 176 remains on its existing alignment.

Access management of any development in this area will be recommended in this area. Access management measures recommended for consideration are, but not limited to, the combination of access points to commercial properties and internal circulation roads within any future commercial center at this location.

East of IL 47

As a result of parkland on either side of the roadway east of Mt. Thabor Road until Oak Street, a four-lane cross-section was discussed and planned within a desirable right-of-way width of 120 ft. This would include a 22 ft. raised barrier median and a 10 ft. multi-use path.

As a result of commercial and residential property abutting the roadway right-of-way between Oak Street and IL 31, a five-lane cross-section is planned within a desirable right-of-way width of 100 ft. This would include a 14 ft. center left turn lane.

A railroad bridge structure and an at-grade railroad crossing of the Union Pacific RR are located within this area. These crossings were briefly mentioned during the meeting as additional constraints to the development of a 6-lane facility. The following would need to be undertaken: (This information is included here in these minutes for review and comment).

- The bridge (SN056-0045) that carries the Union Pacific Railroad over IL 176 just east of Elmhurst Street is recommended to be replaced eventually and widened to accommodate a five-lane roadway. The profile of IL 176 will have to be lowered to provide 6 more inches of clearance under the bridge (14 ft. 3 in. to 14 ft. 9 in) as indicated in the Bureau of Design and Environment as desirable for this type of SRA.

- A grade-separation, (either an overpass bridge or an underpass tunnel) is recommended at the Union Pacific Northwest Metra Line crossing as an alternative. If it is determined during Phase I engineering that a grade-separation of this railroad is not feasible, the use of constant warning time (CWT) devices needs to be investigated.

- An overpass structure with a road deck width of 72 ft. will be needed for two 12 ft. inner lanes, two 14 ft. outer lanes, and 5 ft. sidewalks. The roadway will need roughly 1,000 ft. on either side of the railroad to incline 23 ft. at a 6% grade over the railroad (23 ft. is the minimum clearance required for railroads). The existing intersections of Glen Avenue, Lorraine Drive, Park Boulevard, and Erick Street will need their profiles raised to meet IL 176. The feasibility of raising the profiles of these intersections will have to be determined during Phase I engineering. Park Boulevard will be raised by the greatest amount, and therefore is the most likely not to be feasible and require closure. Any closure of access to IL 176 from Park Boulevard will limit truck access to the industrial areas located on Park Boulevard.

- Lowering IL 176 under the railroad will likely have fewer impacts than a structure over the railroad. Assuming a grade of 4.5% and 14 ft. 9 in. of vertical clearance, IL 176 will begin to decline approximately 700 ft. east or west of the railroad. The profiles of Glen Avenue, Lorraine Drive, and Erick Street would not likely have to be altered; the profile of Park Boulevard will still have to be lowered.

East of IL 31

From IL 31 to US 12 (Rand Road), the topography greatly restricts the long-term ability to accommodate a six-lane facility. Therefore, a four-lane cross-section was discussed and is planned within a desirable right-of-way width of 120 ft. This would include a 22 ft. raised barrier median and a 10 ft. multi-use path. As a result of right-of-way constraints and signal delay concerns, a single point interchange with US 12 (Rand Rd.) is to be planned. This consolidates the two existing signals for the ramps into one single signalized intersection.

Next Steps

1. The 120 ft. cross-section discussed during the meeting will be co-developed between the consultant and IDOT.
2. A draft report will be compiled and submitted to IDOT for review.
3. Following IDOT review the draft report will be prepared and submitted to Advisory Panel Members in advance of a Public Hearing.

Items Distributed at Meeting

- Agenda (Attached)
- Recommended Cross-Section Summary Exhibits (Attached)
- Attendance Roster (Attached)

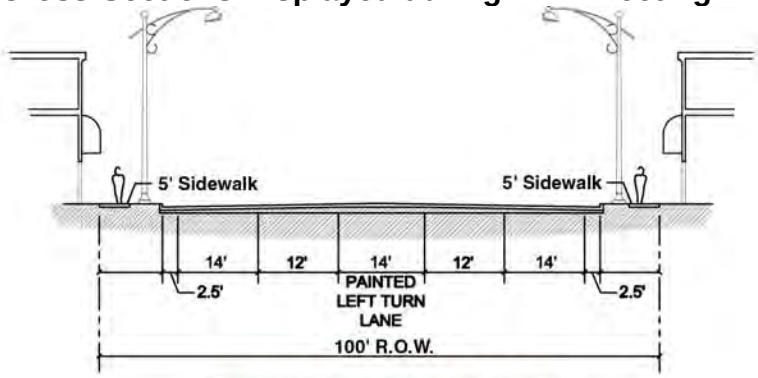
Other Attachments

Attached to these minutes is an exhibit depicting the up-dated planned cross-sections as discussed during the meeting.

_____

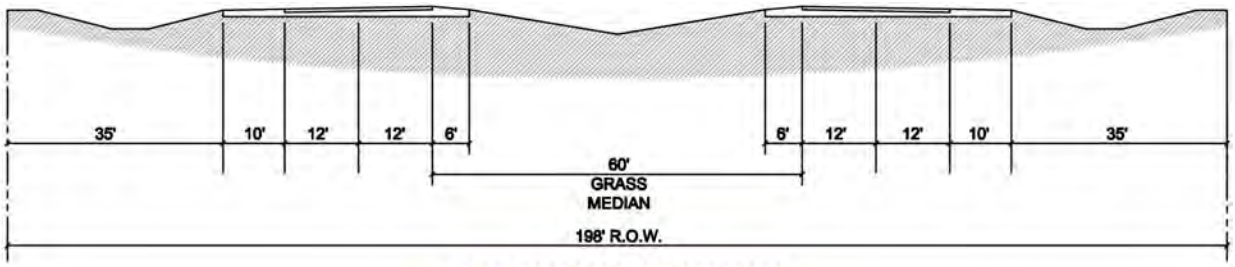
Jason Osborn

Recommended Cross-Sections Displayed during AP II Meeting



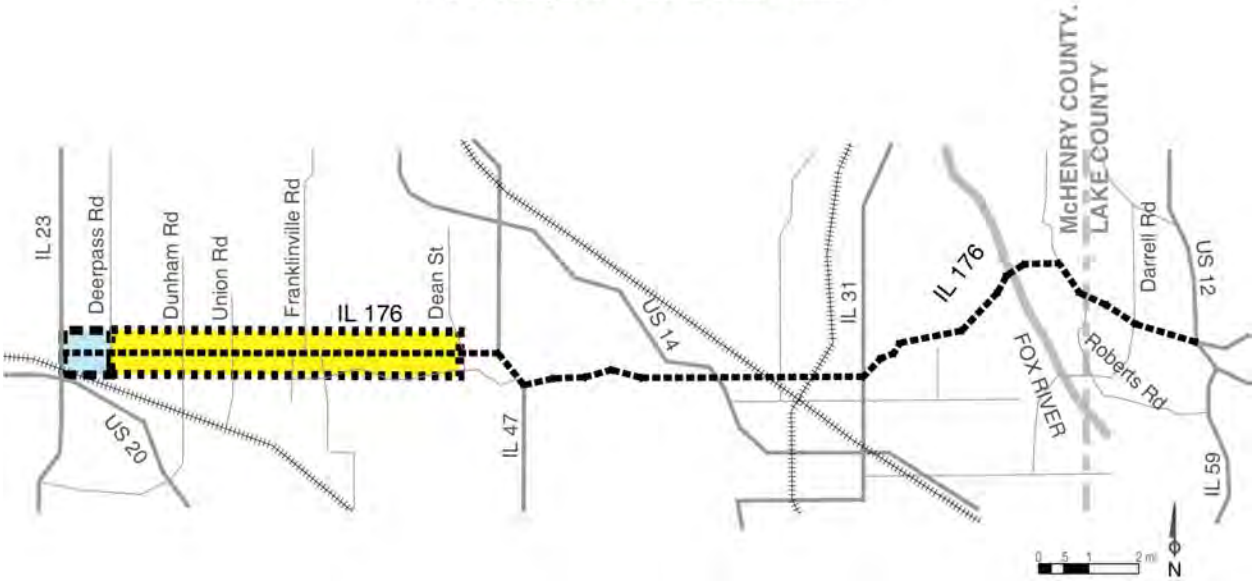
Cross-Section A-A

From IL-23 to Deerpass Road

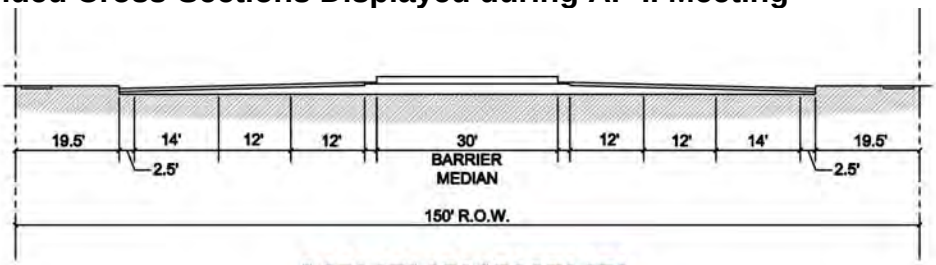


Cross-Section B-B

From Deerpass Road to Dean Street

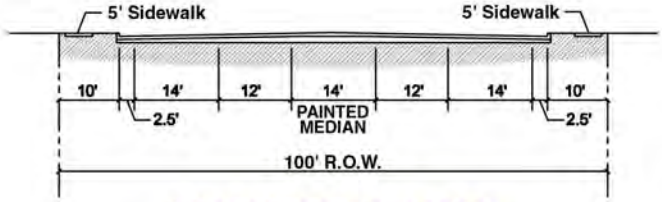


Recommended Cross-Sections Displayed during AP II Meeting



Cross-Section C-C

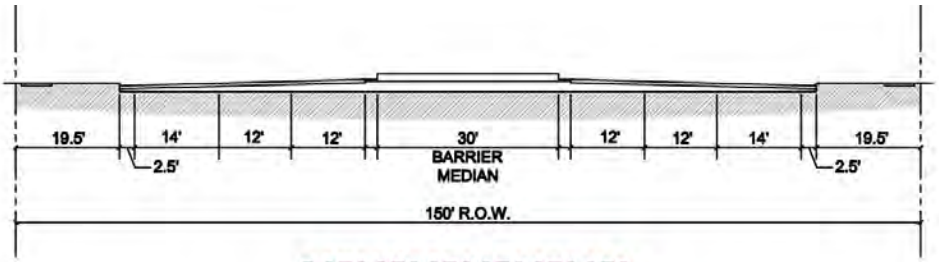
From Dean Street to US 12



Cross-Section C_1-C_1

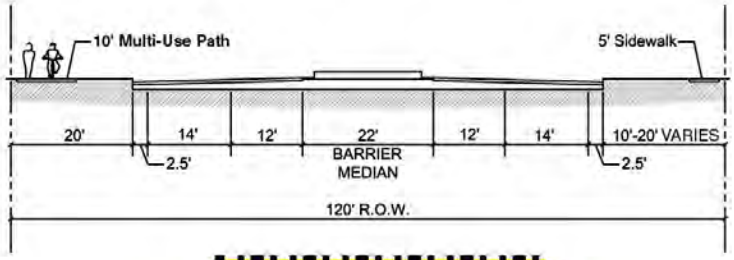
Oak Street to Eric Street Urban Alternative

Updated Recommended Cross-Sections Based on AP II Meeting Discussion
Note: No changes made from IL 23 to Dean Street



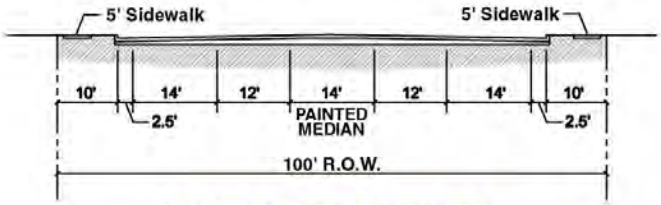
Cross-Section C-C

From Just West of Dean Street to Mt. Thabor Road



Cross-Section D-D

Mt. Thabor Road to Oak Street,
IL 31 to US 12



Cross-Section E-E

Oak Street to IL 31

CORRIDOR ADVISORY PANEL PARTICIPANTS

Strategic Regional Arterial STUDY **IDOT P-91-200-00**

Route 176 JAN 14, 2004 **Segment** _____

Name, Title	Representing, Mailing Address	Telephone E-mail
Don Kopsell	3518 Bay Rd, C.L.	
NUNDA Township Highway Commissioner		
DIANE KORLING	DK & ASSOC	847-475-4522
Sub consultants to Wilbur Smith Assoc		dkorling@earthlink.net
BRUCE CHRISTENSEN	LAKE COUNTY D.O.T.	847-362-3950
	600 WINCHESTER ROAD LIBERTYVILLE, IL 60048	
PAT SCHROEDER	McHENRY CTY	815.334.4970
	16111 Nelson Rd, Woodstock 60098	pschroed@co.mchenry.il.us
BILL METES	VILLAGE OF WAUCONDA	847-526-9609
BUILDING COMMISSIONER	109 W. BRIGGS ST. WAUCONDA, ILL 60084	BMETES@VILLAGEOFWAUCONDA.COM
DAN QUICK	101 N. MAIN ST.	847 526. 9607
VILLAGE ADMINISTRATOR	WAUCONDA, IL. 60084	DQUICK@VILLAGEOFWAUCONDA.COM
MIKE MATKOVIC	201 W. CENTER CT.	
IDOT	SCHAUMBURG, IL. 60196	847/705-4125
CLYDE WAKEFIELD	City of Crystal Lake	815)
CITY ENGR.	P.O. Box 597 C.L. 60039	459-2020
Monte Chen	Wilbur Smith Assoc.	(312) 782-1255
		mche@wilbursmith.com
DOMINICK GATTO	WILBUR SMITH ASSOCIATES	312-782-1255
		DGATTO@WILBURSMITH.COM

IL 176 Strategic Regional Arterial Advisory Panel Meeting Notes

Group Name: IL 176 Strategic Regional Arterial (SRA) Corridor Study
Date: August 25, 2010 **Time:** 1:30 p.m. - 3:30 p.m.
Location: McHenry County College - Room B166-167
8900 US Highway 14, Crystal Lake, IL 60012

Meeting Attendees	Representing (Agency or Firm)
Sue Palmer	IDOT District 1
John Baczek	IDOT District 1
Jason Salley	IDOT District 1
Steve Schilke	IDOT District 2
Jason Osborn	McHenry County Division of Transportation
Jeanine Smith	Village of Prairie Grove
Victor Ramirez	City of Crystal Lake
Daniel Quick	Village of Wauconda
David Geary	Village of Wauconda
Bruce Christensen	Lake County Department of Transportation & Planning
Bob Orr	WSA
Gina Hershberger	WSA
Nathan Hladky	WSA
Chip Touzinsky	WSA
Diane Korling	Diane Korling Associates

Summary

Bob Orr welcomed the Advisory Panel members to the meeting and introductions were made.

A PowerPoint presentation was given reviewing the history of the project, outlining the updates that have been made to the document since the last advisory panel meeting, and summarizing the recommendations of the study. In addition, IDOT's new Complete the Streets Policy was briefly reviewed along with its potential effects on the study.

After the presentation Advisory Panel members were given the opportunity to ask questions and provide feedback on the document. The following comments were given during the discussion.

Victor Ramirez:

- Improvements at the IL 176 and Walkup Road intersection are a high priority.
- The document should acknowledge improvements that are already programmed.
- There is a potential new development at IL 176 and IL 47.

- Has there been any resistance to the four lane cross-section recommendation in previous meetings? IDOT staff answered that there hasn't been any resistance to the four lane cross-section.

Jason Osborn:

- While IDOT will refer to this document, it is the communities that actually have to ask the developers to follow the recommendations of the study. The communities must buy-in to the recommendations for the process to work.
- McHenry County prefers the dedication of property.
- There is a lack of interstate access in this area. Where else do 320,000 people not have direct access to an interstate?
- At this point, the study is just recommendations. Communities must pass resolutions and might have to buy property to keep it open from development.

Jeanine Smith:

- There is a park and ride lot at the southeast corner of IL 31 and Edgewood.
- The area between IL 31 and the river is a difficult area.
- There are a lot of small communities along the corridor who sometimes lack staff and have a difficult time dealing with these guidelines and recommendations.
- Page 2-2, bullets 8 and 11 are duplicates.
- Page 2-2, bullet 12 delete.
- Nish Road is dangerous. A Phase 1 study has been initiated; refer to the Prairie Grove document for information.

Daniel Quick and David Geary:

- Submitting plans to Sue Palmer regarding traffic signals within a ¼ mile of the US 12 interchange.

Bruce Christensen:

- What is the minimum right-of-way for an SRA corridor? It is very difficult to locate the SRA guidelines document. Sue Palmer said that the study team would send a follow up email that provided a link to the CMAP website where the SRA guidelines are located. Gina Hershberger also directed them to the Summary Chapter of the document, which includes a summary of the SRA guidelines. After the meeting a follow up email was sent that included the link to the CMAP website.

Gina Hershberger directed the Advisory Panel members to submit any additional review comments to Sue Palmer by September 3, 2010. After the meeting, an email was sent to those members who didn't attend the meeting letting them know that they could still submit comments until September 3, 2010.

Village of Wauconda

MAYOR
MARK F. KNIGGE

ADMINISTRATOR
DANIEL E. QUICK

101 NORTH MAIN STREET
WAUCONDA, IL 60084
PHONE 847.526.9600
FAX 847.526.8809

CLERK
GINGER IRWIN

TRUSTEES
PATRICK MURPHY
LINCOLN F. KNIGHT
JEAN MAYO
ED LOCHMAYER
JOHN F. BARBINI ED.D.
PAM WAHL

September 9, 2010

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096

Attn: Sue Palmer, Area Programmer

Re: IL 176 Strategic Regional Arterial (SRA) Corridor Study
Final Draft Study Document 2010

Dear Ms. Palmer,

Thank you for the opportunity to offer comments on the proposed Illinois 176 SRA Study Final Draft Document. Since the August 25, 2010 Advisory Panel Meeting the Village of Wauconda has reviewed the study and we offer the following comments.

1. We are very concerned with negative impacts which will occur with the proposed barrier median in front of our existing businesses along Route 176 (See attached Exhibit D-43 Overlay with 2010 Aerial East and West of Route 12).

2. We are very concerned about the proposed interchange redesign of Route 176 with Route 12.

3. We are very concerned about the potential closing of access to a number of properties and existing businesses from Route 176 and the existing access ramp for Route 12.

4. We are very concerned about the apparent removal of the traffic signal at Commerce Drive.

5. We are very concerned about Anderson Road and Route 176 existing intersection being changed to a right-in/right-out intersection only that appears as indicated on the proposed plan.

6. We are very concerned for the apparent lack of future intersections to serve vacant property to the north of Route 176 west of Route 12, which we anticipate would be somewhere west of Mack Drive and east of Main Street and Darrell Road.

7. We are very concerned about the apparent inconsistency between the present SRA Study (West of Route 12) recommendations and the 1994 SRA Study (East of Route 12) recommendations, primarily related to plans for the barrier median verse a painted median.

Since the last Advisory Panel Meeting was held on January 14, 2005 the Village of Wauconda adopted an update to its Comprehensive Plan in 2007. A copy of the plan is attached, if you have not previously received a copy.

In our plan we envision working with property owners, State, County and Local jurisdiction for plans that will improve local access to existing properties, create alternative offset (parallel) roadways, including

potential new access points to Route 176 and Route 12 for these offset roadways as well as including an alternative interchange design for Route 176 and Route 12.

One alternative example includes moving the existing east traffic signal at this interchange, further east to the intersection of Brown Street and Route 176, and constructing an alternative north bound exist street which aligns with existing Brown Street. This alternative would relocate one of the existing traffic signal at Route 12 and provide improved signal spacing. This alternative is consistent with the IDOT Management Monitoring Schedule, issued in July 2009 that includes adding a traffic signal at Brown Street in Year 2014. Attached is a conceptual plan illustrating this alternative.

The Village has also considered the possible use of a round-about (illustrated in the 2007 Comprehensive Plan document) or an at-grade crossing similar to Route 22 and Route 12 in Lake Zurich.

The Village supports the 1994 SRA Plan recommendations for the ultimate construction of 4-lanes with a painted center median for left turns through the existing developed community. We also support the closure and minimizing of access drives where they do not negatively impact important local land uses. We further support identification of additional potential future signalization along Route 176 to improve traffic flow from local feeder streets.

Finely, the Village does want to note that we also supports pedestrian friendly, bicycle and PACE transportation modes.

We offer the following suggestions for inclusion or amendments to the 176 SRA Final Plan Draft:

- Removal of Exhibit D-43 from the document or at a minimum note that this is only one potential example, and replace the exhibit or add language which includes development of an alternative design to maximize traffic flow without negative impacts to local businesses and improve area vehicular circulation.

- Consideration of landscaped medians in area where barrier medians may be appropriate.

Once again thank you for the opportunity to offer comments on the study, and if there are any questions or comments, please feel free to contact me.

The Village of Wauconda looks forward to working with you and other IDOT officials on this mutual issue of future transportation improvements.

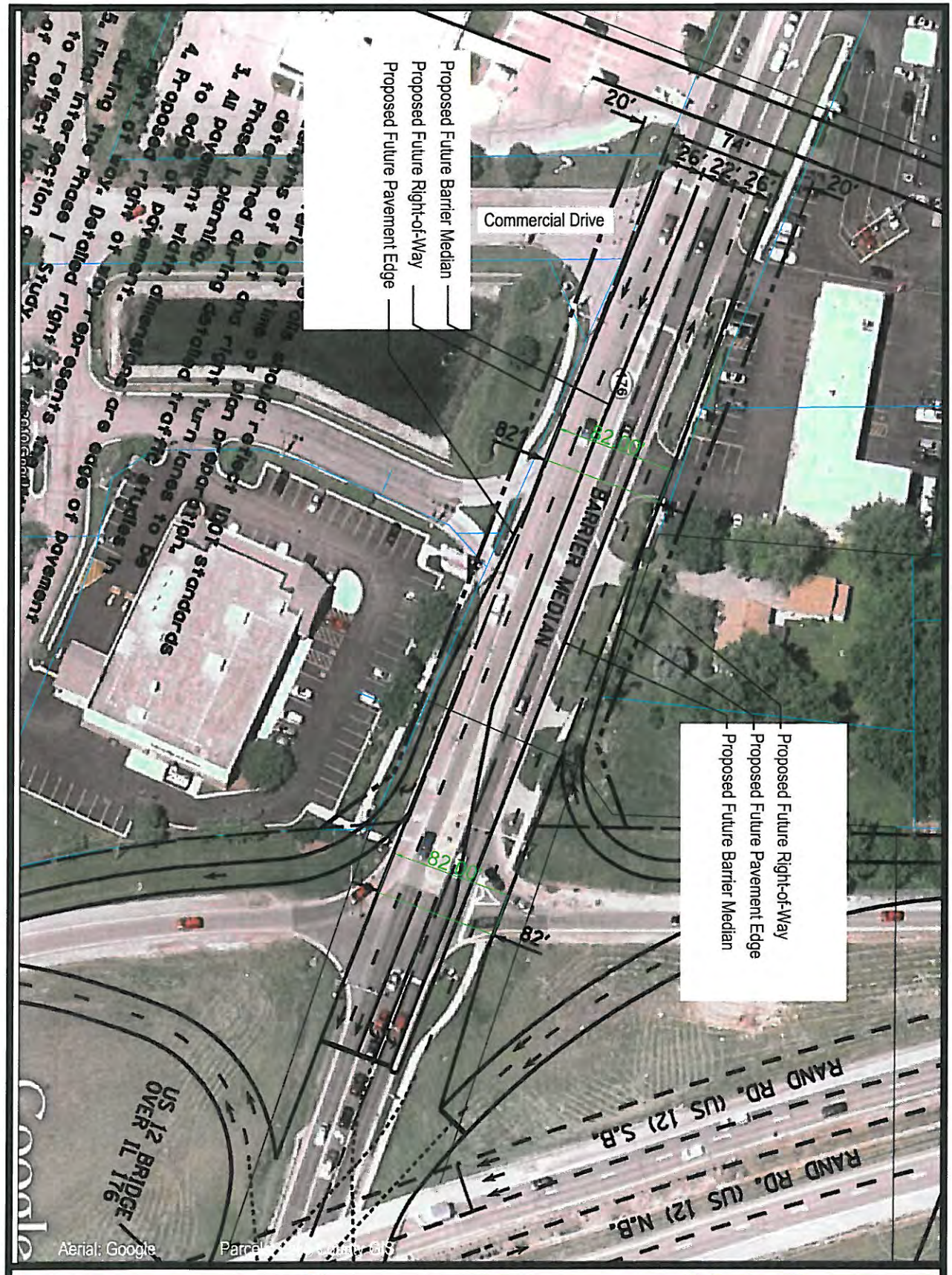
Sincerely,

D. E. Quick

Daniel E. Quick
Village Administrator
Village of Wauconda

Cc: Village Board of Wauconda

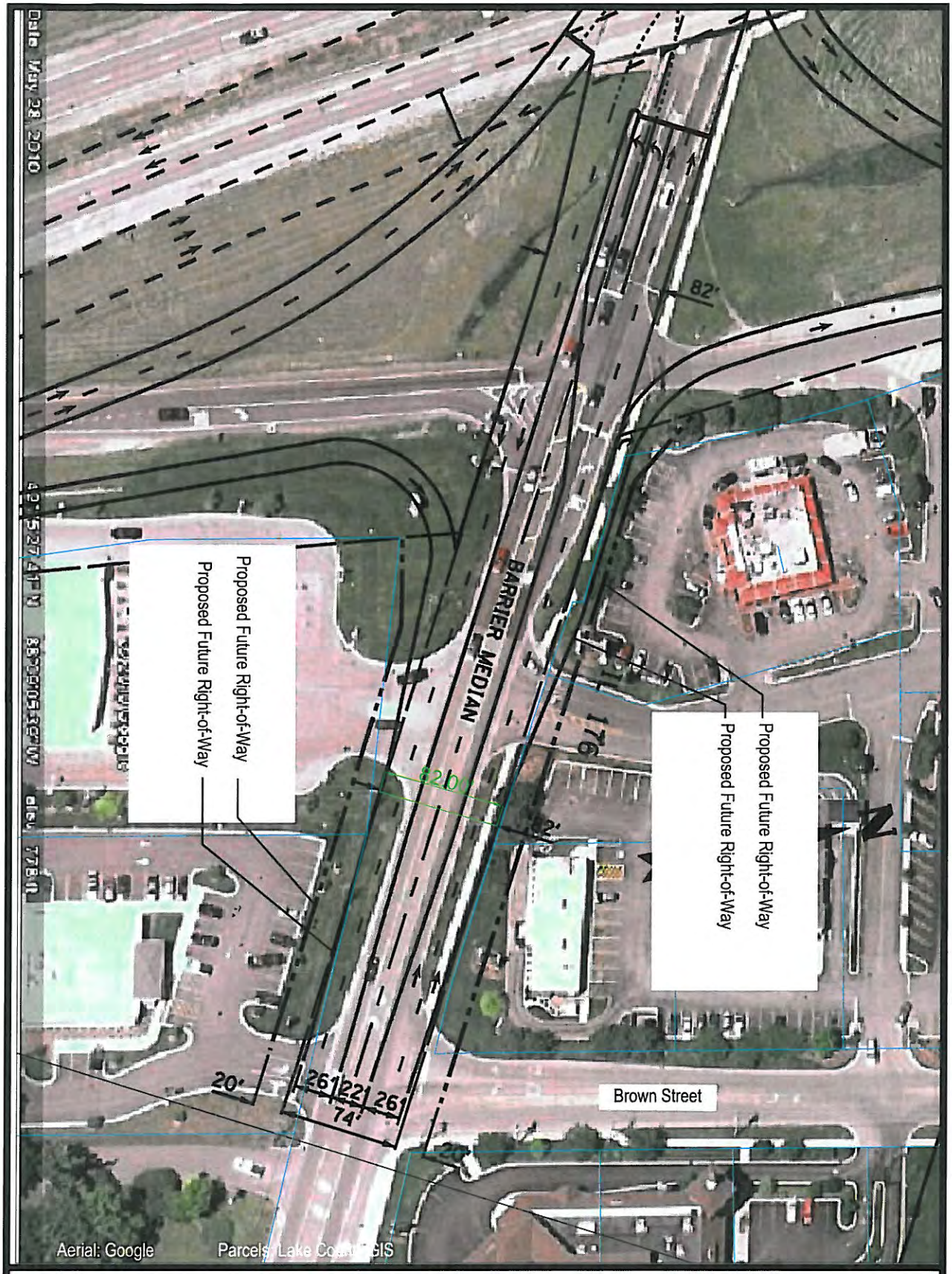
Attachments:
2007 Village Comprehensive Plan
Alternative Planning Study Brown Street Extended
Exhibit D-43 East of Route 12 Overlay with 2010 Aerial
Exhibit D-43 West of Route 12 Overlay with 2010 Aerial



ROLF C. CAMPBELL & ASSOCIATES
910 Woodlands Parkway
Vernon Hills, Illinois 60061
PHONE: (847) 735-1000 FAX: (847) 735-1010

Route 176 SRA Study - 2010
Exhibit D-43 West of Route 12
Overlay with 2010 Aerial
Village of Wauconda, Illinois

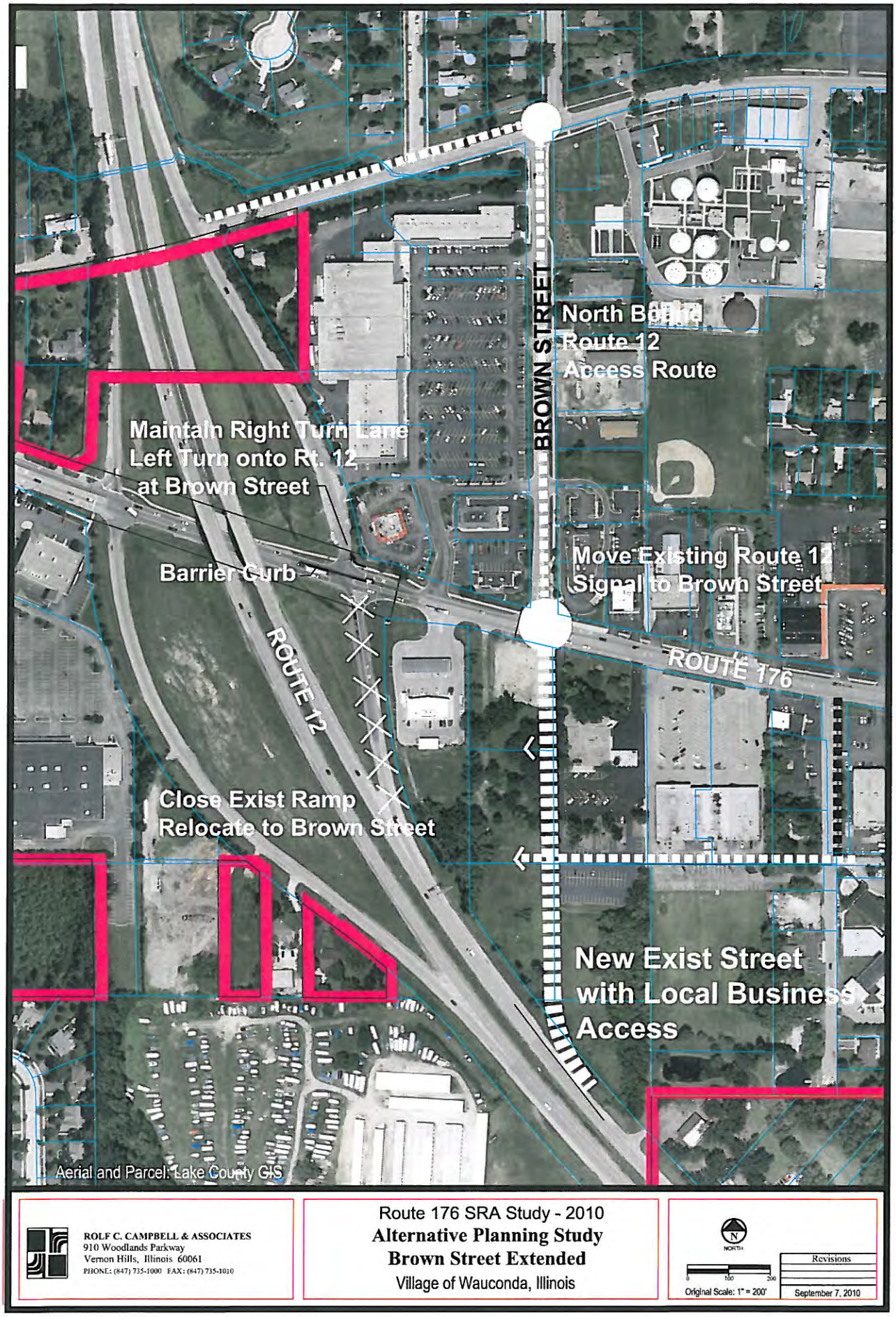
NORTH
Original Scale: 1" = 60'
Revisions
September 7, 2010



ROLF C. CAMPBELL & ASSOCIATES
910 Woodlands Parkway
Vernon Hills, Illinois 60061
PHONE: (847) 735-1000 FAX: (847) 735-1010

Route 176 SRA Study - 2010
Exhibit D-43 East of Route 12
Overlay with 2010 Aerial
Village of Wauconda, Illinois

NORTH
Original Scale: 1" = 60'
Revisions
September 7, 2010


BROWN STREET
North Bound
Route 12
Access Route
Maintain Right Turn Lane
Left Turn onto Rt. 12
at Brown Street
Barrier Curb
Move Existing Route 12
Signal to Brown Street
ROUTE 176
ROUTE 12
Close Exist Ramp
Relocate to Brown Street
New Exist Street
with Local Business
Access
Aerial and Parcel: Lake County GIS
ROLF C. CAMPBELL & ASSOCIATES
910 Woodlands Parkway
Vernon Hills, Illinois 60061
PHONE: (847) 735-1000 FAX: (847) 735-1010
Route 176 SRA Study - 2010
Alternative Planning Study
Brown Street Extended
Village of Wauconda, Illinois
NORTH
0 100 200
Original Scale: 1" = 200'
Revisions
September 7, 2010

From: Schilke, Steven E
Sent: Wednesday, September 08, 2010 5:40 PM
To: Palmer, Sue
Cc: Baczek, John A; Salley, Jason R
Subject: RE: IL 176 SRA

Sue,

Bob Wagner just called me and the only comment Nunda Township had was that they would like a closed drainage system on the northside of Il 176 from Nish to the river between Il 176 and Wright Road.

Thanks,
Steve

CITY OF
Crystal Lake
ILLINOIS

September 14, 2010

Ms. Sue Palmer
Illinois Department of Transportation
Bureau of Programming
201 West Center Court/Region 1/District 1
Schaumburg, IL 60196-1096

Re: SRA Route 176 comments to draft report

Dear Ms. Palmer:

The City of Crystal Lake has performed a preliminary review of the draft report for SRA 176 received on August 13, 2010. Since there was very little time to review this report and return comments by the deadline of September 10, 2010, the City acknowledges your extension of the comment period to September 14, 2010. We are also of the understanding that any additional comments can be provided at the Public Hearing scheduled for October or November and will be reflected in the final report.

Our comments are as follows:

Summary:

Page S-6, Table S.1: Under Segment 5, Median width change 22 ft. to 11 ft from Walkup Avenue to Il RT. 31. Also, from Erick Street to IL Rt. 31 the median should be 11 ft. mountable or at grade. (*Comment: The City feels this urbanized section has ROW constraints and impacts to businesses and residents should be minimized. There are numerous medical offices; an Assisted Living Facility, and a funeral home in this section requiring emergency vehicle access from both east and west directions and a barrier median would not provide adequate response time.)*
Page S-9, par. 2, line 1: Change "paired" to "repaired".
Page S-11: Update the estimate if necessary.

Chapter 1:

Page 1-3: Add under "Urban Route": IL 176 from Walkup Avenue to IL 31.

Chapter 2:

Page 2-2: Change text as follows (*Note: I will attach the "tracked changes" Word version)*:

Pre-Phase I Strategic Regional Arterial (SRA) Route Overview IL 176 from IL 23 (State Street) to US 12 (Rand Road) 2-2 (Rand Road) overpasses. IL 176 crosses the Union Pacific Railroad at-grade west of IL 31 in Crystal Lake.
The following are major developments that are either in the approval process or are under discussion:

CITY OF CRYSTAL LAKE • 100 W. WOODSTOCK STREET • CRYSTAL LAKE, ILLINOIS 60014 • (815) 459-2020

- There is proposed residential and commercial development east of Prospect Street in the City of Marengo.

- At the southwest corner of the intersection with Millstream Road/Dunham Road, a 330-acre development concept plan has been submitted with limits between Center Road and Prospect Street south of IL 176, but not yet approved. This includes a total of 170 residential lots: 121 single-family, 53 multi-family.

- A commercial area is proposed northeast of the Deerpass Road and IL 176 intersection.

- There are tentative plans to change the IL 176 and IL 47 (Eastwood Drive) intersection areas into commercial uses. The Village of Lakewood has considered planning the area as a regional shopping center and now includes plans for an indoor sports and recreation facility.

- At the western boundary of Crystal Lake (IL 47) and on the north side of IL 176, the Bryn Mawr development has been constructed that includes 300 single family homes and 40 acres of commercial office use. Crystal Lake has extended water and sewer utilities along the north side of IL 176 to service this area in the next year. The subdivision's internal bicycle trail network currently reaches between the ComEd right-of-way and Illinois Route 176.

- The McHenry County Conservation District (MCCD) constructed a bicycle trail along the Commonwealth Edison right-of-way passing between McHenry County College and Oak Street in 2009. MCCD will be constructing the second phase of this path in the ComEd ROW between Oak Street and Veteran Acres Park in 2011.

The McHenry County Division of Transportation (MCDOT) is constructing a new bicycle path along the east side of Walkup Road in 2010 between Railroad Street (north of the Union Pacific Railroad Harvard subdivision tracks) and Pleasant Valley Road. It will cross IL 176 at Walkup Road and provide a connection to the new MCCD path near Veteran Acres Park at the ComEd ROW crossing.

There is an existing bicycle route crossing of IL 176 at Glen Avenue/Lorraine Drive, which is a segment of the MCCD Prairie Trail between Downtown Crystal Lake (Main St @ Crystal Lake Ave) and the continuation of the off-street path in Sterne's Woods.

A bicycle path entrance off IL 176 is included in the proposed Sunset Meadows Park Master Plan Concept B.

- At the northwest corner of the IL 176 intersection with Terra Cotta Road, an industrial and commercial development has been built. The developer made improvements to IL 176.

- There is a new development on the north side of IL 176 at the bottom of the hill near Buhl Road. Plans submitted call for 36,000 square feet of development. The ten-acre site includes office/warehouse buildings on the front five acres. The developer has acquired an additional 20 acres adjacent to this property and an access permit from IDOT for access to IL 176.

- A development in the northwest corner of Prairie Grove would build 2,100 homes plus commercial properties over the next ten years.

- Crystal Lake has a proposed subdivision northwest of Barreville Road for 600 homes. The property has two access roads to IL 31 and another platted access road to IL 176 through the Riverbirch Crossing parcel, immediately west of the storage facility. IDOT has approved these access connections.

- McHenry County recently approved 260 condominiums north of the Village of Prairie Grove boundary.
- The Village of Island Lake is interested in developing all four corners of the Darrell Road intersection.

Additional comments to add regarding development that may have occurred since the initial interviews and preparation of the draft report:

1.) Southeast corner of IL 176 and Erick Street: Erick Street Commons, a commercial strip center built and immediately east of that a funeral home.

2.) Northeast corner of IL 176 and IL 31: Walgreens built in 2010.

3.) 4262 Route 176: Proposed Riverbirch Crossing commercial development, north side immediately west of the storage facility has IDOT permit for access and should consider for full access as there will be a connection north to Preston Pines.

4.) Note that Metra is considering a new depot in Ridgefield.

5.) Southeast corner of Ridge and 176, second development east: An addition planned for the Fair Oaks Nursing Home.

Additional comments:

1.) The report should reflect 2009 improvements at Erick Street and IL 176.

2.) The report should reflect IDOT planned improvements at: Briarwood, Rt 14, Walkup, and Rt 31.

3.) The City is very supportive of a traffic signal at Main Street and IL 176.

4.) Consider a 10-ft. shared use path on the north side on the segment from Mt. Thabor Road to the Bryn Mawr Boulevard entrance.

5.) Consider a 10-ft. shared use path on the north side between Oak Street and Rt 31 provided it does not negatively impact residents or businesses.

6.) Consider adding a comment: "Alternative flattening of the horizontal curve at Barreville Road be considered." This is a high traffic accident location and even with realignment of Barreville with IL 176, the sight line is problematic.

7.) Consider a higher-level warning device at the Prairie Trail Crossing at Glen Avenue and Rt 176.

8.) Consider two median breaks "For Official Use Only" spaced uniformly between the two others noted between Mt. Thabor and Briarwood. The police department requests this in order to provide the best enforcement of this corridor.

9.) Consider a full access for the driveway to the 7-Eleven Strip center at the northwest corner of Walkup and IL 176. The only other access to this center is from Walkup and turning movements are already an issue at that location. There are three fast food-type providers plus the 7-Eleven which are all high traffic generators and the ability to provide a full access on IL 176 would provide for safer traffic movements.

10.)One of the most significant impacts is the consideration to limit right-in/right-out access for a number of local streets. While we understand the rationale for this configuration related to SRA objectives, it does pose a potential negative impact to residents and other users of these roadways. Additionally, the Crystal Lake Police Department and the Crystal Lake Fire Rescue Department

have voiced concern from an emergency response perspective. As a compromise we wish the report consideration for the following:

- Provide a full access at Second Street. The Veteran's Acres Park access is also at this location and has seasonal demands.
- Provide a full access at Illinois Street. This would provide a midpoint full access between Glen Avenue and Ellsworth Street on the south and Lorraine Drive and Main Street on the north.
- Provide a full access at Elmhurst Street. This is a dead end and there are a large number of apartments to the south and commercial property that would be compromised by right-in/right-out only access.
- Provide a full access at Park Boulevard. This is a dead end and there are some large manufacturing facilities employing many people and typically running three shifts.
- The Veteran's Acres Park is a sensitive natural facility. There is no additional capacity to provide for stormwater detention at this location. The entire segment from Rt. 14 to IL 31 is urbanized and has little or no areas conducive to providing detention for the additional impervious being proposed. There are not a lot of positive gravity routes for stormwater conveyance either. The report should acknowledge these constraints.

As I indicated earlier, the City reserves the right to provide additional comments. If you have any questions on the comments submitted in this letter, please feel free to contact me at 815-356-3611.

Sincerely,

Victor C. Ramirez, P.E.
Director of Engineering and Building/City Engineer

Cc: Gary Mayerhofer, City Manager
Michele Rentzsch, Director of Planning and Economic Development
Chief James Moore
Chief Dave Linder
Erik Morimoto, Assistant City Engineer

VILLAGE OF PRAIRIE GROVE

VILLAGE HALL
3125 Barreville Road
Prairie Grove, IL 60012
815-455-1411 Office
815-455-0783 Fax

September 21, 2010

Ms. Sue Palmer, Area Programmer
Bureau of Programming
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Ms. Palmer,

Thank you for the opportunity to comment on IDOT's IL 176 SRA planning project. The Village was pleased to be invited to attend the IL 176 SRA Advisory Panel Meeting. We have reviewed the IL 176 SRA plan and offered our recently approved Route 176 Corridor Plan at the meeting held on August 25, 2010 in order to assist IDOT with planning our section of the SRA. The Route 176 Corridor Plan took 18 months to complete and captures the vision of the residents living within our corporate boundaries and those in unincorporated areas just outside of our boundaries (most notably in the Burton's Bridge area neighborhoods).

The Village of Prairie Grove's overall concerns center on three reoccurring themes since the inception of this planning effort. They are to:

- Provide a realignment of Smith Road to adjoin with Barreville Road
- Reduce right of way in front of Prairie Grove School District 46 and provide an alternate location for bus circulation
- Maintain the Village's rural character by replacing barrier medians with landscaped medians at significant intersections and reduce light and noise pollution

Given the aforementioned, the Village respectfully submits the following comments on the IL 176 SRA.

Page S-1
Roadway segments are number and cross-sections are lettered…there should be some correlation between the two for ease in reading and cross-referencing sections;

Page S-5
Roadway Section G-G is mislabeled. Should read Union Pacific R.R. to Mistwood Ln. and IL 31 to US Route 12;

Page S-6 (under Prairie Grove Summary of Recommendations)
Please note as referenced in the Prairie Grove IL Route 176 Corridor Plan (submitted at the meeting of August 25, 2010) the Village's preference is to close off Smith Road and realign the road with Barreville Road as a signalized intersection. The Village will assist in any way possible to avoid a signal at Smith Road. It is the Village's determination that a signalized intersection at Smith and Route 176 is dangerous due to the hilly terrain and curvature of the road at approaches from both east and west bound traffic lanes;

Page S-8 (item 4)
Please note as referenced in the Prairie Grove IL Route 176 Corridor Plan (submitted at the meeting of August 25, 2010) the Village recommends barrier medians only at major intersections for proper channelization and accident mitigation. These medians should be green in order to preserve the rural character of the Village. Any other medians placed outside of the scope of this project in the Village of Prairie Grove should be mountable to accommodate business and resident traffic aligning this roadway;

Page S-10 (Summary of Roadway Realignment Recommendations)
Delete bullet point number three. (The Village of Prairie Grove has contacted the McHenry County Historical Society to determine whether the structure on the southwest corner of the intersection of IL 176 and Valley View Road is historical. In fact, the Historical Society President has stated that the organization cannot find any historical significance in the building or the location of the structure);

Page 2-2 (bullet points)
Bullet point 7 – the Village is not aware of any industrial development planned at the northwest corner of route 176 and Terra Cotta Road;

Bullet Point 10 - the revised plan calls for an estimated 1,400 homes plus commercial properties;

Bullets Points 8 and 11 - appear to be redundant;

Bullet Point 12 – the Village contacted McHenry County and the planning department confirmed that they have not approved 260 condominiums north of the Village of Prairie Grove boundary;

Page 2-6 (2.4 Transit Operations)
Projected population counts should be revised to address the existing economic conditions;

Metra Services
Northwest service estimates should be revised to address existing plans for future expansion of the commuter line extensions to the north including the proposed Prairie Grove Station just north Edgewood Road and south of the McHenry Boundary with Prairie Grove;

Page 2-7 (Pace Services)
806 – Plans for expansion of services are available at Pace and should be referenced in this document;

2.4.2 Future Potential Transit Service Programs
Should identify updated plans for both rail and bus service in Prairie Grove which is included in the McHenry County 2030 Comprehensive Land Use and Transportation Plan as well as the Village of Prairie Grove's Comprehensive Plan;

Page 2-11
Existing structures (Prairie Grove School District 46) limit IL 176 widening should be annotated;

An additional traffic signal is needed at Barreville Road;

Page 3-33
Table 3.6.1 Existing Roadway Configuration
Land width is not consistent with table in S-6 and 2-4;

3.6.3 Delete reference to historic site;

3-34 (Sensitive Land Uses)
Add Prairie Grove District 46 Administrative Offices and K-8 classrooms;

Delete reference to historic house reference unless it can be proven to be accurate;

Page 3-35
Table 3.6.2 Ultimate Roadway Configuration
Should reference landscaped medians at major intersections only;

Paragraph 2 – It is still recommended to shift IL 176 north of its existing centerline at Valley View Road. Delete reference to historic structure;

Page 3-36
Lighting
To protect the rural characteristics of Prairie Groves section of IL 176, light pollution should be mitigated and spillover kept at a distance so as not to interfere with residents' quality of life;

3.6.7 Initial Environmental Concerns
Please provide documentation that the structure at the intersection of Valley View Road and IL 176 is historical;

Exhibit A-20 and A-21
Roadway Section is not consistent with remainder of document (13 foot or 12 foot lanes??);

Show potential traffic signal at Barreville Road;

Exhibit B-21
Remove or prove location of historic structure at Il 176 and Valley View Road;

Exhibit C-20
Remove barrier median and replace with landscaped median at key intersections;

Show potential traffic signal at Barreville Road;

Exhibit C-21
Remove barrier median and replace with landscaped median at key intersections;

Remove or prove historic property location;

Narrow proposed right of way from 120' to 100' (see detailed recommendation on page 11 of Prairie Grove IL 176 Corridor Plan);

Assist school district with relocation of bus operations to a separate entrance on Valley View Road the property for which has already been acquired by the school district (see detailed recommendation of page 11 of Prairie Grove IL 176 Corridor Plan);

Improve Barreville Road from IL 176 to Ames Road to accommodate increased traffic flow to adjacent municipalities during construction;

Exhibits C-22 and C-23
Remove barrier median and replace with landscaped median at key intersections;

Exhibits D-23A through D-28
Replace barrier medians with landscaped medians;

Exhibit D-25
Narrow proposed right of way from 120' to 100';

Respectfully submitted on behalf of The Village of Prairie Grove,

Jeannine M. Smith
Village Administrator
jsmith@prairiegrove.org

cc: President and Board of Trustees
Village Staff
Village Engineer
Village Attorney

VILLAGE OF LAKEWOOD
Quality Living in a Natural Setting

2500 LAKE AVENUE • VILLAGE OF LAKEWOOD, IL 60014
815 / 459-3025 • FAX 815 / 459-3156

October 27, 2010

Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
Division of Highways/Region One/District One
201 West Center Court
Schaumburg, IL 60196-1096

RE: IL 176 Strategic Regional Arterial (SRA) Corridor Study

Dear Mr. Harmet:

Thank you for the opportunity to review and comment upon the IL 176 SRA Corridor Study. Based on this review, the Village of Lakewood offers the following comments which are focused on the information related to Segment 3 within our corporate limits. This segment is from Dean Street to Mt. Thabor Road.

* A 220-foot right-of-way width is being recommended. This will be increasingly difficult and costly to achieve as the area continues to develop.

* 2-2: States that the Village of Lakewood has considered planning the area as a regional shopping center. Please be advised that a large commercial development immediately west of the southern leg of the IL Route 176/47 intersection has been preliminarily platted and is expected to be built over the next year or so. Please see the attached newsletter that includes a rendering of the proposed project.

* Exhibit C-10: The Swanson Road and IL 176 intersection shows that the re-alignment is to be investigated in a Phase 1 study. While we acknowledge that this intersection needs to be improved, ***Swanson Road should not be closed off from IL 176.***

* Exhibit C-10: Shows the proposed right-of-way running through the parking lot of Kolze's Corner Gardens. This is likely to be problematic for the existing business.

* Exhibit C-11: Shows an alternative alignment of Swanson Road that is to be investigated in the Phase 1 study. The alternative alignment appears likely to be problematic for this existing business (The Gardens of Woodstock).

* Exhibit C-11: Shows possible re-alignment of Pleasant Valley Road to line up with the southern IL Route 176/47 intersection. The concept is consistent with what has been proposed with the pending commercial development in the area. (The concept is consistent, but the proposed route is different.) Metro Transportation Group sent the traffic report and site plan, including the proposed intersection improvements, for the McHenry County SportsPlex Development to Mr. Tom Gallenbach, P.E. at IDOT on September 22, 2010 for review.

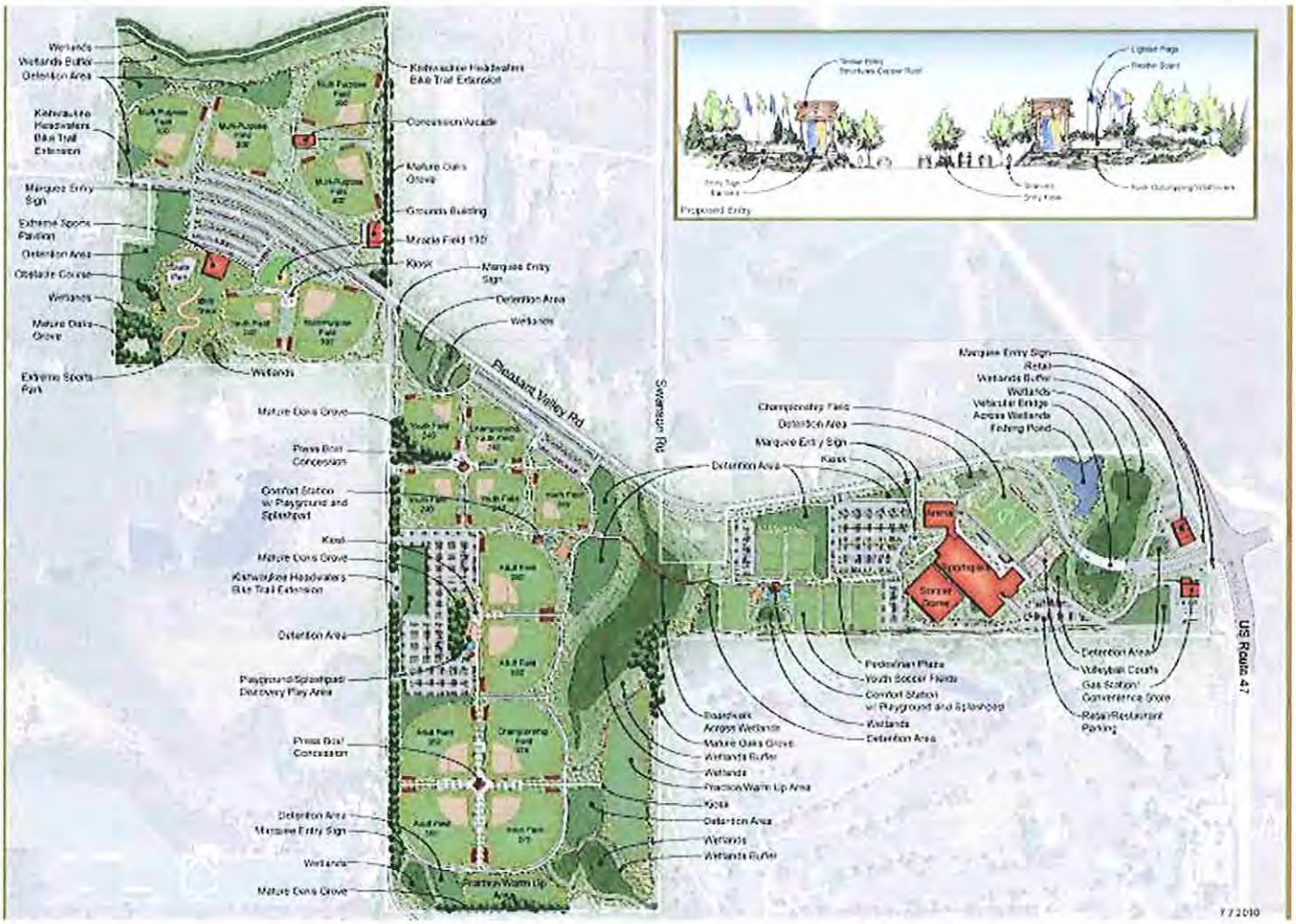
* Exhibit D-11: The intersection detail doesn't account for the possible re-alignment of Pleasant Valley Road. Through, left, and right movements will have to be accounted for.

Please do not hesitate to contact me for further information or assistance regarding this matter.

Sincerely,

Catherine Peterson

Catherine Peterson, Village Manager
Village of Lakewood



There has been a great deal of discussion and speculation about the "need" for such a complex and its long-term viability. Please know that the bond counsel, Stern Brothers, required that an independent feasibility study be performed and, based on its findings, is moving forward with the sale of the bonds. Because of the financing structure of the project, which is primarily equity and not debt, the long term viability of the project is significantly greater than projects with traditional financing. The business plan for the project is not available to the public, because it is not financed with public funds. As with any private equity company, the business plan is confidential competitive information.

The sports complex is a project of regional significance, and we firmly believe that it will spur ancillary development such as retail, hotels and restaurants. It is a unique destination that reflects our commitment to the highest environmental standards. The project is a definitive statement as we move to implement our strategic vision for commercial development within the Village of Lakewood, and I strongly encourage you to contact me or our Village Manager directly if you have any questions.

Committees

I continue to be proud of the work being done by our Committees. The **RedTail Golf Committee** has been working diligently to prepare a recommendation regarding a facility to serve as a clubhouse. A presentation has been scheduled for **Tuesday, October 26 at 7:00 p.m.** at RedTail Clubhouse. I encourage anyone with an interest in this decision to attend the meeting and hear the presentation.

The **Parks and Recreation Committee** recently made a proposal to the Board of Trustees regarding entryway signs. Based on this dialogue, the design will be finalized and a long-term plan for placement and budgeting for the signs will be provided to the Board of Trustees.

SRA 176 Final Draft - July 2010
Comment Matrix

IL 176 from IL 23 (State Street) to US 12 Rand Road

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
		Would like a closed drainage system on the northside of IL 176 from Nish to the river between IL 176 and Wright Road.	Nunda Township	A closed drainage system is included in the recommendations, see Table 3.7.3.
		Very concerned with negative impacts which will occur with the proposed barrier median in front of our existing businesses along Route 176 (See attached Exhibit D-43 Overlay with 2010 Aerial East and West of Route 12).	Village of Wauconda	Refer to FHWA's Access Management Primer (sent to reviewer) for information on the safety and mobility benefits of median barriers. In addition, this will be investigated during a Phase 1 Study.
		Very concerned about the proposed interchange redesign of Route 176 with Route 12.	Village of Wauconda	Removed proposed interchange design. This will be investigated during a Phase 1 Study.
		Very concerned about the potential closing of access to a number of properties and existing businesses from Route 176 and the existing access ramp from Route 12.	Village of Wauconda	Refer to FHWA's Access Management Primer (sent to reviewer) for information on the safety and mobility benefits of median barriers. In addition, this will be investigated during a Phase 1 Study.
		Very concerned about the apparent removal of the traffic signal at Commerce Drive.	Village of Wauconda	Traffic signal was removed to preserve recommended signal spacing of 1/4 mile, to consolidate access, and the recommended fourth-leg at Larkdale.
		Very concerned about Anderson Road and Route 176 existing intersection being changed to a right-in/right-out intersection only that appears as indicated on the proposed plan.	Village of Wauconda	Addressed.
		Very concerned for the apparent lack of future intersections to serve vacant property to the north of Route 176 west of Route 12, which we anticipate would be somewhere west of Mack Drive and east of Main Street and Darrell Road.	Village of Wauconda	This will be investigated during a Phase 1 Study.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
		Very concerned about the apparent inconsistency between the present SRA Study (West of Route 12) recommendations and the 1994 SRA Study (East of Route 12) recommendation, primarily related to plans for the barrier median verse a painted median.	Village of Wauconda	Refer to FHWA's Access Management Primer (sent to reviewer) for information on the safety and mobility benefits of median barriers. In addition, this will be investigated during a Phase 1 Study.
		In our plan we envision working with property owners, State, County and Local jurisdiction for plans that will improve local access to existing properties, create alternative offset (parallel) roadways, including potential new access points to Route 176 and Route 12 for these offset roadways as well as including an alternative interchange design for Route 176 and Route 12. One alternative example includes moving the existing east traffic signal at this interchange, further east to the intersection of Brown Street and route 176, and constructing an alternative north bound exist street which aligns with existing Brown Street. This alternative is would relocate one of the existing traffic signal at Route 12 and provide improved signal spacing. This alternative is consistent with the IDOT Management Monitoring Schedule, issued in July 2009 that includes adding a traffic signal at Brown Street in Year 2014.	Village of Wauconda	This will be investigated during a Phase 1 Study.
		Supports the 1994 SRA Plan recommendations for the ultimate construction of 4-lanes with a painted center median for left turns through the existing developed community.	Village of Wauconda	This will be investigated during a Phase 1 Study.
		Supports the closure and minimizing of access drives where they do not negatively impact important local land uses.	Village of Wauconda	Comment acknowledged.
		Supports identification of additional potential future signalization along Route 176 to improve traffic flow from local feeder streets.	Village of Wauconda	Comment acknowledged.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
		Supports pedestrian friendly, bicycle and PACE transportation modes.	Village of Wauconda	Comment acknowledged.
		Suggestion for inclusion or amendments to 176 SRA Final Plan Draft: • Removal of Exhibit D-43 from the document or at a minimum note that this is only one potential example, and replace the exhibit or add language which includes development of an alternative design to maximize traffic flow without negative impacts to local businesses and improve area vehicular circulation. • Consideration of landscaped medians in area where barrier medians may be appropriate.	Village of Wauconda	• Removed proposed interchange design. This will be investigated during a Phase 1 Study. • Landscaped medians will be investigated during a Phase 1 Study.
S-6	Table S.1	Under Segment 5, Median width change 22 ft. to 11 ft from Walkup Avenue to IL RT. 31. Also, from Erick Street to IL Rt. 31 the median should be 11 ft. mountable or at grade. *(Comment: The City feels this urbanized section has ROW constraints and impacts to businesses and residents should be minimized. There are numerous medical offices; an Assisted Living Facility, and a barrier median would not provide adequate response time.)*	City of Crystal Lake	This will be investigated during a Phase 1 Study.
S-9	Para. 2, line 1	Change "paired" to "repaired".	City of Crystal Lake	Addressed.
S-11		Update the estimate if necessary.	City of Crystal Lake	Comment acknowledged.
2-2	Bullet 4	Change text as follows: There are tentative plans to change the IL 176 and IL 47 (Eastwood Drive) intersection areas into commercial uses. The Village of Lakewood has considered planning the area as a regional shopping center and now includes plans for an indoor sports and recreation facility.	City of Crystal Lake	Addressed. Added a supplemental paragraph after bullet points.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
2-2	Bullet 5	Change text as follows: At the western boundary of Crystal Lake (IL 47) and on the north side of IL 176, the Bryn Mawr development has been constructed that includes 300 single family homes and 40 acres of commercial office use. Crystal Lake has extended water and sewer utilities along the north side of IL 176 to service this area in the next year. The subdivision's internal bicycle trail network currently reaches between the ComEd right-of-way and Illinois Route 176.	City of Crystal Lake	Addressed.
2-2	Bullet 6	Change text as follows: The McHenry County Conservation District (MCCD) constructed a bicycle trail along the Commonwealth Edison right-of-way passing between McHenry County College and Oak Street in 2009. MCCD will be constructing the second phase of this path in the ComEd ROW between Oak Street and Veteran Acres Park in 2011. The McHenry County Conservation District (MCCD) is constructing a new bicycle path along the east side of Walkup Road in 2010 between Railroad Street (north of the Union Pacific Railroad Harvard subdivision tracks) and Pleasant Valley Road. It will cross IL 176 at Walkup Road and provide a connection to the new MCCD path near Veteran Acres Park at the ComEd ROW crossing. There is an existing bicycle route crossing of IL 176 at Glen Avenue/Lorraine Drive, which is a segment of the MCCD Prairie Trail between Downtown Crystal Lake (Main St @ Crystal Lake Ave) and the continuation of the off-street path in Sterne's Woods. A bicycle path entrance off IL 176 is included in the proposed Sunset Meadows Park Master Plan Concept B.	City of Crystal Lake	Comment acknowledged.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
2-2	Bullet 7	Change text as follows: At the northwest corner of the IL 176 intersection with Terra Cotta Road, an industrial and commercial development has been built. The developer made improvements to IL 176.	City of Crystal Lake	Addressed.
2-2	Bullet 8	Delete.	City of Crystal Lake	Addressed.
2-2	Bullet 11	Change text as follows: Crystal Lake has a proposed subdivision northwest of Barreville Road for 600 homes. The property has two access roads to IL 31 and another platted access road to IL 176 through the Riverbirch Crossing parcel, immediately west of the storage facility. IDOT has approved these access connections.	City of Crystal Lake	IDOT has only permitted temporary access.
		Additional comments to add regarding development that may have occurred since the initial interviews and preparation of the draft report: 1) Southeast corner of IL 176 and Erick Street: Erick Street Commons, a commercial strip center built and immediately east of that a funeral home. 2) Northeast corner of IL 176 and IL 31: Walgreens built in 2010. 3) 4262 Route 176: Proposed Riverbirch Crossing commercial development, north side immediately west of the storage facility has IDOT permit for access and should consider for full access as there will be a connection north to Preston Pines. 4) Note that Metra is considering a new depot in Ridgefield. 5) Southeast corner of Ridge and 176, second development east: An addition planned for the Fair Oaks Nursing Home.	City of Crystal Lake	Addressed. Added numbers 1, 2, and 3 to the bullet points. Added numbers 4 and 5 to a supplemental paragraph after the bullet points.
		The report should reflect 2009 improvements at Erick Street and IL 176.	City of Crystal Lake	Addressed.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
		The report should reflect IDOT planned improvements at: Briarwood, Rt 14, Walkup, and Rt 31.	City of Crystal Lake	Addressed.
		The City is very supportive of a traffic signal at Main Street and IL 176.	City of Crystal Lake	Comment acknowledged.
		Consider a 10-ft. shared use path on the north side on the segment from Mt. Thabor Road to the Bryn Mawr Boulevard entrance.	City of Crystal Lake	Comment acknowledged.
		Consider a 10-ft. shared use path on the north side between Oak Street and Rt 31 provided it does not negatively impact residents or businesses.	City of Crystal Lake	A 10-ft. shared used path is included in the recommendations, see Exhibits C-16- C-19.
		Consider adding a comment: "Alternative flattening of the horizontal curve at Barreville Road be considered." This is a high traffic accident location and even with realignment of Barreville with IL 176, the sight line is problematic.	City of Crystal Lake	Addressed.
		Consider a higher-level warning device at the Prairie Trail Crossing at Glen Avenue and Rt 176.	City of Crystal Lake	This will be investigated during a Phase 1 Study.
		Consider two median breaks "For Official Use Only" spaced uniformly between the two others noted between Mt. Thabor and Briarwood. The police department requests this in order to provide the best enforcement of this corridor.	City of Crystal Lake	This will be investigated during a Phase 1 Study.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
		Consider a full access for the driveway to the 7-Eleven Strip center at the northwest corner of Walkup and IL 176. The only other access to this center is from Walkup and turning movements are already an issue at that location. There are three fast food-type providers plus the 7-Eleven which are all high traffic generators and the ability to provide a full access on IL 176 would provide for safer traffic movements.	City of Crystal Lake	Full access was not recommended because of access management guidelines and its close proximity to the railroad tracks.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
		One of the most significant impacts is the consideration to limit right-in/right-out access for a number of local streets. While we understand the rationale for this configuration related to SRA objectives, it does pose a potential negative impact to residents and other users of these roadways. Additionally, the Crystal Lake Police Department and the Crystal Lake Fire Rescue Department have voiced concern from an emergency response perspective. As a compromise we wish the report consideration for the following: • Provide a full access at Second Street. The Veteran's Acres Park access is also at this location and has seasonal demands. • Provide a full access at Illinois Street. This would provide a midpoint full access between Glen Avenue and Ellsworth Street on the south and Lorraine Drive and Main Street on the north. • Provide a full access at Elmhurst Street. This is a dead end and there are a large number of apartments to the south and commercial property that would be compromised by right-in/right-out only access. • Provide a full access at Park Boulevard. This is a dead end and there are some large manufacturing facilities employing many people and typically running three shifts. • The Veteran's Acres Park is a sensitive natural facility. There is no additional capacity to provide for stormwater detention at this location. The entire segment from Rt. 14 to IL 31 is urbanized and has little or no areas conducive to providing detention for the additional impervious being proposed. There are not a lot of positive gravity routes for stormwater conveyance either. The report should acknowledge these constraints.	City of Crystal Lake	Refer to FHWA's Access Management Primer (sent to reviewer) for information on the safety and mobility benefits of median barriers. In addition, this will be investigated during a Phase 1 Study. • Addressed. • Addressed. • Full access was not recommended because of its close proximity to the railroad tracks. • Addressed. • IDOT would not consider this area for detention.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
		The Village of Prairie Grove's overall concerns center on three reoccurring themes since the inception of this planning effort. They are to: • Provide a realignment of Smith Road to adjoin with Barreville Road. • Reduce right of way in front of Prairie Grove School District 46 and provide an alternate location for bus circulation. • Maintain the Village's rural character by replacing barrier medians with landscaped medians at significant intersections and reduce light and noise pollution.	Village of Prairie Grove	• Not proposed by the department due to costs. All other comments acknowledged and to be investigated in greater detail during a Phase 1 Study.
S-1		Roadway segments are number and cross-sections are lettered… there should be some correlation between the two for ease in reading and cross-referencing sections.	Village of Prairie Grove	Addressed. Added cross-section references to Table S.1.
S-5		Roadway Section G-G is mislabeled. Should read Union Pacific R.R. to Mistwood Ln. and IL 31 to US Route 12.	Village of Prairie Grove	Addressed.
S-6		(Under Prairie Grove Summary of Recommendations) Please note as referenced in the Prairie Grove IL Route 176 Corridor Plan (submitted at the meeting of August 25, 2010) the Village's preference is to close off Smith Road and realign the road with Barreville Road as a signalized intersection. The Village will assist in any way possible to avoid a signal at Smith Road. It is the Village's determination that a signalized intersection at Smith and Route 176 is dangerous due to the hilly terrain and curvature of the road at approaches from both east and west bound traffic lanes.	Village of Prairie Grove	Comment acknowledged, however, the department still plans to install a traffic signal at IL 176 and Smith Road. The sight distances approaching the intersection meet department criterion.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
S-8	Item 4	Please note as referenced in the Prairie Grove IL Route 176 Corridor Plan (submitted at the meeting of August 25, 2010) the Village recommends barrier medians only at major intersections for proper channelization and accident mitigation. These medians should be green in order to preserve the rural character of the Village. Any other medians placed outside of the scope of this project in the Village of Prairie Grove should be mountable to accommodate business and resident traffic aligning this roadway.	Village of Prairie Grove	Landscaped medians can be investigated during a Phase 1 Study. Barrier medians are recommended between intersections for access management, intermittent left turn lanes, and roadway consistency.
S-10		(Summary of Roadway Realignment Recommendations) Delete bullet point number three. (The Village of Prairie Grove has contacted the McHenry County Historical Society to determine whether the structure on the southwest corner of the intersection of IL 176 and Valley View Road is historical. In fact, the Historical Society President has stated that the organization cannot find any historical significance in the building or the location of the structure.)	Village of Prairie Grove	Addressed. Deleted Bullet Point 3.
2-2	bullet point 7	The Village is not aware of any industrial development planned at the northwest corner of route 176 and Terra Cotta Road.	Village of Prairie Grove	Per coordination with Crystal Lake. Development has been built.
2-2	bullet point 10	The revised plan calls for an estimated 1,400 homes plus commercial properties.	Village of Prairie Grove	Comment acknowledged. SRA Plan will be revised.
2-2	bullet points 8 and 11	Appear to be redundant.	Village of Prairie Grove	Addressed. Deleted Bullet Point 8.
2-2	bullet point 12	The Village contacted McHenry County and the planning department confirmed that they have not approved 260 condominiums north of the Village of Prairie Grove boundary.	Village of Prairie Grove	Addressed. Deleted Bullet Point 12.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
2-6		(2.4 Transit Operations) Projected population counts should be revised to address the existing economic conditions.	Village of Prairie Grove	Comment acknowledged.
2-6		(Metra Services) Northwest service estimates should be revised to address existing plans for future expansion of the commuter line extensions to the north including the proposed Prairie Grove Station just north Edgewood Road and south of the McHenry Boundary with Prairie Grove.	Village of Prairie Grove	Comment acknowledged.
2-7		(Pace Services) 806 - Plans for expansion of services are available at Pace and should be referenced in this document.	Village of Prairie Grove	Comment acknowledged.
2-7		(2.4.2 Future Potential Transit Service Programs) Should identify updated plans for both rail and bus service in Prairie Grove which is included in the McHenry County 2030 Comprehensive Land Use and Transportation Plan as well as the Village of Prairie Grove's Comprehensive Plan.	Village of Prairie Grove	Comment acknowledged.
2-11		• Existing structures (Prairie Grove School District 46) <u>limit IL 176 widening</u> should be annotated. • An additional traffic signal is needed at Barreville Road.	Village of Prairie Grove	This will be investigated during a Phase 1 Study.
3-33	Table 3.6.1	Land width is not consistent with table in S-6 and 2-4.	Village of Prairie Grove	Addressed. Tables and Exhibits are now consistent.
3-33	3.6.3	Delete reference to historic site.	Village of Prairie Grove	Addressed.
3-34	bullet list	(Sensitive Land Uses) Add Prairie Grove District 46 Administrative Offices and K-8 classrooms.	Village of Prairie Grove	Addressed.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
3-34	bullet 6	Delete reference to historic house reference unless it can be proven to be accurate.	Village of Prairie Grove	Addressed.
3-35	Table 3.6.2	Should reference landscaped medians at major intersections only.	Village of Prairie Grove	This will be investigated during a Phase 1 Study.
3-35	Para. 2	It is still recommended to shift IL 176 north of its existing centerline at Valley View Road. Delete reference to historic structure.	Village of Prairie Grove	Comment acknowledged. This will be investigated during a Phase 1 Study.
3-36		(Lighting) To protect the rural characteristics of Prairie Groves section of IL 176, light pollution should be mitigated and spillover kept at a distance so as not to interfere with residents' quality of life.	Village of Prairie Grove	This will be investigated during a Phase 1 Study.
3-36	3.6.7	Please provide documentation that the structure at the intersection of Valley View Road and IL 176 is historical.	Village of Prairie Grove	Addressed. Deleted reference to historic structure.
	Exhibits A-20 and A-21	Roadway Section is not consistent with remainder of document (13 foot or 12 foot lanes??) Show potential traffic signal at Berryville Road.	Village of Prairie Grove	Addressed. Tables and Exhibits are now consistent. Exhibits A only show existing conditions.
	Exhibit B-21	Remove or prove location of historic structure at IL 176 and Valley View Road.	Village of Prairie Grove	Addressed.
	Exhibit C-20	Remove barrier median and replace with landscaped median at key intersections.	Village of Prairie Grove	This will be investigated during a Phase 1 Study.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
	Exhibit C-21	• Remove barrier median and replace with landscaped median at key intersections. • Remove or prove historic property location. • Narrow proposed right of way from 120' to 100' (see detailed recommendation on page 11 of Prairie Grove IL 176 Corridor Plan). • Assist school district with relocation of bus operations to separate entrance on Valley View Road the property for which has already been acquired by the school district (see detailed recommendation on page 11 of Prairie Grove IL 176 Corridor Plan). • Improve Barreville Road from IL 176 to Ames Road to accommodate increased traffic flow to adjacent municipalities during construction.	Village of Prairie Grove	Deleted reference to historic structure. The other comments will be investigated during a Phase 1 Study.
	Exhibits C-22 and C-23	Remove barrier median and replace with landscaped median at key intersections.	Village of Prairie Grove	This will be investigated during a Phase 1 Study.
	Exhibits D-23A through D-28	Replace barrier median and replace with landscaped median at key intersections.	Village of Prairie Grove	This will be investigated during a Phase 1 Study.
	Exhibit D-25	Narrow proposed right of way from 120' to 100'.	Village of Prairie Grove	This will be investigated during a Phase 1 Study.
		Comments Received at the October 27, 2010 Public Hearing		
		Segment 3 - Dean Street to Mt. Thabor Road A 220-foot right-of-way width is being recommended. This will be increasingly difficult and costly to achieve as the area continues to develop.	Village of Lakewood	This will be investigated during a Phase 1 Study.

Page	Para. or Line No.	Comment	Reviewer	Response (How was the comment addressed)
2-2		States that the Village of Lakewood has considered planning the area as a regional shopping center. Please be advised that a large commercial development immediately west of the southern leg on the IL Route 176/47 intersection has been preliminarily platted and is expected to be built over the next year or so. Please see the attached newsletter that includes a rendering of the proposed project.	Village of Lakewood	Comment acknowledged.
	Exhibit C-10	The Swanson Road and IL 176 intersection shows that the re-alignment is to be investigated in a Phase 1 study. While we acknowledge that this intersection needs to be improved, ***Swanson Road should not be closed off from IL 176***.	Village of Lakewood	Comment acknowledged.
	Exhibit C-10	Shows the proposed right-of-way running through the parking lot of Kolze's Corner Gardens. This is likely to be problematic for the existing business.	Village of Lakewood	This will be investigated during a Phase 1 Study.
	Exhibit C-11	Shows an alternative alignment of Swanson Road that is to be investigated in the Phase 1 study. The alternative alignment appears likely to be problematic for this existing business (The Gardens of Woodstock).	Village of Lakewood	This will be investigated during a Phase 1 Study.
	Exhibit C-11	Shows possible re-alignment of Pleasant Valley Road to line up with the southern IL Route 176/47 intersection. The concept is consistent with what has been proposed with the pending commercial development in the area. (The concept is consistent, but the proposed route is different.) Metro Transportation Group sent the traffic report and site plan, including the proposed intersection improvements, for the McHenry County SportsPlex Development to Mr. Tom Gallenbach, P.E. at IDOT on September 22, 2010 for review.	Village of Lakewood	Comment acknowledged.
	Exhibit D-11	The intersection detail doesn't account for the possible re-alignment of Pleasant Valley Road. Through, left, and right movements will have to be accounted for.	Village of Lakewood	This will be investigated during a Phase 1 Study.

Exhibit E, Section 3 - Public Hearing contains the following:

1. Public Hearing Summary
2. Public Hearing Press Release and Newspaper Advertisement
3. Public Hearing Invitation Letter and Mailing List
4. Public Hearing Newsletter/Brochure
5. Public Hearing Audio-Visual Presentation with Script
6. Public Hearing Sign-in Sheets
7. Public Hearing Exhibit Boards and Corridor Exhibits
8. Public Hearing Photos
9. Public Hearing Comment Forms/Letters and Transcript of Recorded Comments

IL 176 Strategic Regional Arterial Public Hearing Summary

Group Name:	IL 176 Strategic Regional Arterial (SRA) Corridor Study		
Date:	October 27, 2010	**Time:**	4:00 p.m. – 7:00 p.m.
Location:	McHenry County College 8900 US Highway 14, Crystal Lake, IL 60012		

Summary

The Public Hearing for the Illinois 176 Strategic Regional Arterial Study was held on Wednesday, October 27, 2010 at McHenry County College. The hearing was set up as an open house format open to the public from 4:00 to 7:00 p.m. The purpose of the Public Hearing was to present recommendations of a study that has identified the long-range improvements needed for Illinois Route 176 to function as part of a metropolitan system of Strategic Regional Arterials, and to provide the opportunity for comments from anyone affected by or concerned with these recommendations for the Illinois Route 176 corridor.

The hearing was advertised in the following public newspapers:

Daily Herald, October 14, 2010 and October 20, 2010
Northwest Herald, October 13, 2010 and October 20, 2010
The Waukegan Lake County News-Sun, October 18, 2010 and October 20, 2010

Letters of invitation were sent to public officials, agencies, and representatives of local communities.

During the three hour time frame, 43 persons attended the hearing. This included two members of the media, reporters from the *Chicago Tribune* and *The Star*. In addition, Representative Mark Beaubien and Senator Pamela Althoff attended the hearing.

At the meeting members of the public were able to view an audio-visual presentation and exhibits and talk one-on-one with representatives from the Illinois Department of Transportation (IDOT) and the consultant team. A newsletter/brochure was provided along with a comment form the public could fill out and leave in the comment box or take home and mail back to IDOT. A court reporter was also available to record comments the public wished to make.

Four comment forms were received at the meeting, four comments were recorded by the court reporter, and two comments forms and two letters were received by IDOT after the meeting.

In general, the sentiment from those in attendance was that long-range improvements for IL 176 are needed because it is congested and there are areas with safety concerns. However, the biggest concern raised was consolidating access along IL 176, in particular the recommendation to make streets right-in/right-out.

Transportation News

Contact: Sue Palmer (847) 705-4090

For Immediate Release: **October XX, 2010**

IDOT Schedules Public Hearing concerning the Illinois Route 176 Strategic Regional Arterial Corridor Study passing through the City of Marengo, unincorporated McHenry County, City of Crystal Lake, Villages of Prairie Grove and Island Lake, and the City of Wauconda

Schaumburg, IL – The Illinois Department of Transportation (IDOT) will conduct a Public Hearing concerning the Illinois Route 176 Strategic Regional Arterial (SRA) Corridor Study. The approximately 25 mile long study area extends from Illinois Route 23 (State Street) to U.S. Route 12 (Rand Road).

The public hearing (open house format) will be held at the following time and location:

Wednesday, October 27, 2010
4:00 p.m. – 7:00 p.m.
McHenry County College Conference Center, Building B
8900 US Highway 14, Crystal Lake, Illinois 60012

The purpose of this Public Hearing is to present recommendations of a study that has identified the long-range improvements needed for Illinois Route 176 to function as part of a metropolitan system of Strategic Regional Arterials, and to provide the opportunity for comments from anyone affected by or concerned with these recommendations for the Illinois Route 176 corridor.

The meeting will be presented in an open house format. Interested persons may visit anytime between 4:00 p.m. and 7:00 p.m. Attendees will have the opportunity to view a PowerPoint presentation, review exhibits, provide comments, and meet with IDOT and consultant team representatives on a one-on-one basis.

This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Gina Hershberger of Wilbur Smith Associates at (816) 942-3570. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.

Illinois Department of Transportation
PUBLIC HEARING

You are invited to attend a Public Hearing held by the Illinois Department of Transportation (IDOT) concerning the findings of a planning study to determine long term recommendations for Illinois Route 176 from IL 23 (State Street) through rural McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the US 12 (Rand Road) interchange in the City of Wauconda. The results of this planning study are intended to form the basis for future improvement considerations by the Department, which are not currently included in the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program, and would be subject to future Phase I engineering and environmental studies. The section of IL 176 is listed in the Chicago Metropolitan Agency for Planning's (CMAP) plan as a Strategic Regional Arterial (SRA) route, and therefore, this planning study was conducted in accordance with the SRA Study Process.

The date, time and location of this public hearing (Open House format) are as follows:

Wednesday, October 27, 2010
4:00 p.m. – 7:00 p.m.
McHenry County College Conference Center, Building B
8900 US Highway 14, Crystal Lake, Illinois 60012

Purpose of the Hearing :

- To present the future improvement concepts along Illinois Route 176
- To obtain public input

An audio-visual presentation will be shown every half-hour with the last showing at 6:30 p.m. Exhibits will be on display, with IDOT and consultant personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing specific assistance should contact Sue Palmer (847) 705-4090. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
Bureau of Programming
Attention: Sue Palmer
201 W. Center Court
Schaumburg, Illinois 60196

Illinois 176
Illinois 23 to US 12

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville,Cary,Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin,Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts,Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park,Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake,Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville,Lincolnshire, Lindenhurst, Long Grove, Mt.Prospect, Mundelein,Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach,Round Lake Heights,Round Lake park,Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove

County(ies) of Cook, Kane, Lake, McHenry and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published Oct 14 & 20, 2010 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Kathleen E Solan
Authorized Agent

Control # 4235961

CERTIFICATE OF PUBLICATION

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Daily Herald

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PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Kathleen E Solan
Authorized Agent

Control # 4235961

SUN-TIMES MEDIA

Certificates of Publication

State of Illinois – County of ☐ **Cook** ☐ **Kane** ☒ **Lake** ☐ **McHenry**
☐ **DuPage** ☐ **Will** ☐ **DeKalb** ☐ **Kendall** ☐ **Grundy**

Sun-Times Media, does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statue requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended By Laws 1959, P1494, and EFF.July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, P1..
Note: Legal Notice appeared in the following checked positions.

PUBLICATION DATE(S): October 18, 20, 2010

☐ **The Beacon News**
☐ **The Courier News**
☐ **The Herald News**
☒ **The Lake County News-Sun**
☐ **The Naperville Sun**
☐ **The SouthTownStar**
☐ **The Chicago Sun-Times**
☐ **Pioneer Press/The Doings**

Weekly Papers

☐ **Batavia Sun**
☐ **Bolingbrook Sun**
☐ **Downers Grove Sun**
☐ **Fox Valley Villages Sun**
☐ **Geneva Sun**
☐ **Glen Ellyn Sun**
☐ **Homer Township/Lockport/Lemont Sun**
☐ **Lincoln Way Sun**
☐ **Lisle Sun**
☐ **Plainfield Sun**
☐ **St. Charles Sun**
☐ **Wheaton Sun**

IN WITNESS WHEREOF, the undersigned, being duly authorized, has caused this Certificate to be signed and its official seal affixed at Aurora, Illinois

By

John G. Bieschke
Legal Advertising Manager (Official Title)

Subscribed and sworn to before me this 20 Day of Oct A. D. 2010

By: Rosemary J Alfredson
Notary Public

OFFICIAL SEAL
ROSEMARY J ALFREDSON
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:04/06/12

PUBLISHER'S CERTIFICATE OF PUBLICATION

I, John Rung, do hereby

certify that I am the publisher of the Northwest Herald,

a daily secular newspaper of general circulation within the county(s) of McHenry

and Kane, regularly published in the city of Crystal Lake

in the county of McHenry and state of Illinois, and which has been so published

for more than 12 months prior to the first publication of hereunto annexed notice or

advertisement relating to the matter of

IL ROUTE 176 SRA CORP STUDY

was published in said newspaper 1 time being 1 day

beginning October 13, 2010

and ending October 13, 2010

which were the dates of first and last insertions.

I further certify that said newspaper is a newspaper as defined by the terms and conditions of

Chapter 100, paragraph 1 et. Seq., Illinois Revised Statutes 1981.

Given under my hand at Crystal Lake, Illinois

October 13, 2010

ACCOUNT # 10049495

AMOUNT $647.20

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 15, 2010

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«City», «State» «PostalCode»

RE: IL 176 Strategic Regional Arterial (SRA) Corridor Study.

Dear «Alt_Salutation»:

The Illinois Department of Transportation (IDOT) cordially invites you to attend a Public Hearing concerning the IL 176 SRA Corridor Study from IL 23 (State Street) in the City of Marengo through McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to US 12 (Rand Road) in the City of Wauconda.

At the meeting, long range improvement recommendations will be presented for IL 176. IL 176 is part of a metropolitan system of Strategic Regional Arterials. They are intended to form the basis for future improvement considerations by the Department, which are not currently included in the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program, and would be subject to future Phase I engineering and environmental studies.

We have scheduled the Public Hearing on the following date:

Date:	**Wednesday, October 27, 2010**
Time:	**4:00 p.m. to 7:00 p.m.**
Location:	**McHenry County College** **Conference Center, Building B** **8900 US Highway 14** **Crystal Lake, IL 60012**

The public will have the opportunity to provide their comments, view an audio-visual presentation, and review project. IDOT and Consultant representatives will be present to discuss the project and answer any questions. A court reporter will also be present to record any oral comments.

Enclosed is a copy of the display ad that appeared in the Northwest Herald on October 13 and the Daily Herald on October 14. The ad will also appear in the Northwest Herald and the Daily Herald on October 20, and the Lake County New Sun on October 18 and 20, 2010. Also, enclosed is a map of the McHenry County College campus and a floor plan of Building B showing the location of the Conference Center.

«Full_Name»
October 15, 2010
Page Two

If you have any questions or need additional information, please contact Sue Palmer, Area Programmer, at (847) 705-4090.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

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Illinois Department of Transportation

PUBLIC HEARING

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- To present the future improvement concepts along Illinois Route 176
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All correspondence regarding this project should be sent to:

Illinois Department of Transportation
Bureau of Programming
Attention: Sue Palmer
201 W. Center Court
Schaumburg, Illinois 60196

Illinois 176
Illinois 23 to US 12

Mr. Jeff Young, P.E.
Assistant County Engineer
McHenry County
Division of Transportation
16111 Nelson Road
Woodstock, IL 60098

Mr. Bruce Christensen
Lake County
Division of Transportation
600 West Winchester Road
Libertyville, IL 60048

Mr. Chalen Daigle
Planning Liaison
McHenry County
Council of Mayors
16111 Nelson Road
Woodstock, IL 60098

Mr. Daniel E. Quick
Village Administrator
Village of Wauconda
101 North Main Street
Wauconda, IL 60084-1823

Mr. David Geary
Director of Public Works
Village of Wauconda
101 North Main Street
Wauconda, IL 60084-1823

Mr. Victor C. Ramirez, P.E.
Director of Engineering & Building
City of Crystal Lake
100 West Woodstock Street
Crystal Lake, IL 60014

Ms. Catherine Peterson
Village Administrator
Village of Lakewood
2500 Lake Avenue
Lakewood, IL 60014

Ms. Deborah Nier
City Administrator
City of Marengo
132 East Prairie Street
Marengo, IL 60152

Ms. Jeannine M. Smith
Village Administrator
Village of Prairie Grove
3125 Barreville Road
Prairie Grove, IL 60012

Ms. Pam Miller
Village Clerk
Village of Island Lake
3720 Greenleaf Avenue
Island Lake, IL 60042

Ms. Claire Bozic
Transportation Planner
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Ms. Joy Schaad
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Mr. James Kagel
Township Supervisor
Seneca Township
16506 Garden Valley Road
Woodstock, IL 60098

Mr. Robert E. Pierce
Township Supervisor
Dorr Township
140 Newell Street
Woodstock, IL 60098

Mr. Roger H. Naylor
Township Supervisor
Coral Township
6550 Olson Road
Union, IL 60180

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 15, 2010

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«City», «State» «PostalCode»

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«Full_Name»
October 15, 2010
Page Two

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If you have any questions or need additional information, please contact me or Sue Palmer, Area Programmer, at (847) 705-4090.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

Enclosure

Prepared By: Sue Palmer, ext. 4090
Bureau of Programming

bcc: Marva Boyd
Ann Schneider
Christine M. Reed
William Frey
John Webber
Charles Ingersoll
Diane M. O'Keefe
John Fortmann

S:\Mgr1\WP\PROGDEV\SPalmer\da101011 DOK Public Hearing Invitation Letter.docx

Mr. Martin G. Buehler, P.E.
County Engineer/Director of Transportation
Lake County
Department of Transportation
600 West Winchester Road
Libertyville, IL 60048

Ms. Paula J. Trigg, P.E.
Director of Planning and Programming
Lake County
Division of Transportation
600 West Winchester Road
Libertyville, IL 60048

Mr. John Theiss, Jr.
Village President
Village of Oakwood Hills
3020 North Park Drive
Oakwood Hills, IL 60013

Ms. Marlene Slavin
President
Marengo-Union Chamber of Commerce
116 S. State
Marengo, IL 60152

Ms. Andrea Fawkes
President
Island Lake Chamber of Commerce
28893 N. Darrell Road
Island Lake, IL 60042

The Honorable Jack D. Franks
Illinois State Representative
Sixty-third Representative District
1193 South Eastwood Drive
Woodstock, IL 60098

The Honorable Michael W. Tryon
Illinois State Representative
Sixty-fourth Representative District
1 North Virginia Street
Crystal Lake, IL 60014

The Honorable Pamela J. Althoff
Illinois State Senator
Thirty-second Legislative District
1 North Virginia Avenue
Crystal Lake, IL 60014

The Honorable Melissa L. Bean
Member of Congress
Eighth Congressional District
1701 Woodfield Road
Suite 200
Schaumburg, IL 60173-4156

Ms. SuzAnne Ehardt
Director-Code Enforcement Officer
McHenry County
Planning and Development
2200 N. Seminary Ave.
Woodstock, IL 60098

Mr. Donald C. Kopsell
Highway Commissioner
Nunda Township
3518 Bay Road
Crystal Lake, IL 60012

Mr. Gary Reece
President
Crystal Lake Chamber of Commerce
427 W. Virginia Street
Crystal Lake, IL 60014

Ms. Sandy Hartogh
Executive Director
Wauconda Chamber of Commerce
100 Main Street
Wauconda, IL 60084

The Honorable Mark H. Beaubien, Jr.
Illinois State Representative
Fifty-second Representative District
124-A East Liberty Street
Wauconda, IL 60084

The Honorable Dan Duffy
Illinois State Senator
Twenty-sixth Legislative District
330 East Main Street
Suite 301
Barrington, IL 60010

Mr. Philip J. Rovang
Director
Lake County
Department of Transportation
18 North County Street, 6th Floor
Waukegan, IL 60085-4355

The Honorable Donald A. Manzullo
Member of Congress
Sixteenth Congressional District
101 North Virginia Street
Suite 170

Illinois Department of Transportation
PUBLIC HEARING

You are invited to attend a Public Hearing held by the Illinois Department of Transportation (IDOT) concerning the findings of a planning study to determine long term recommendations for Illinois Route 176 from IL 23 (State Street) through rural McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the US 12 (Rand Road) interchange in the City of Wauconda. The results of this planning study are intended to form the basis for future improvement considerations by the Department, which are not currently included in the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program, and would be subject to future Phase I engineering and environmental studies. The section of IL 176 is listed in the Chicago Metropolitan Agency for Planning's (CMAP) plan as a Strategic Regional Arterial (SRA) route and, therefore, this planning study was conducted in accordance with the SRA Study Process.

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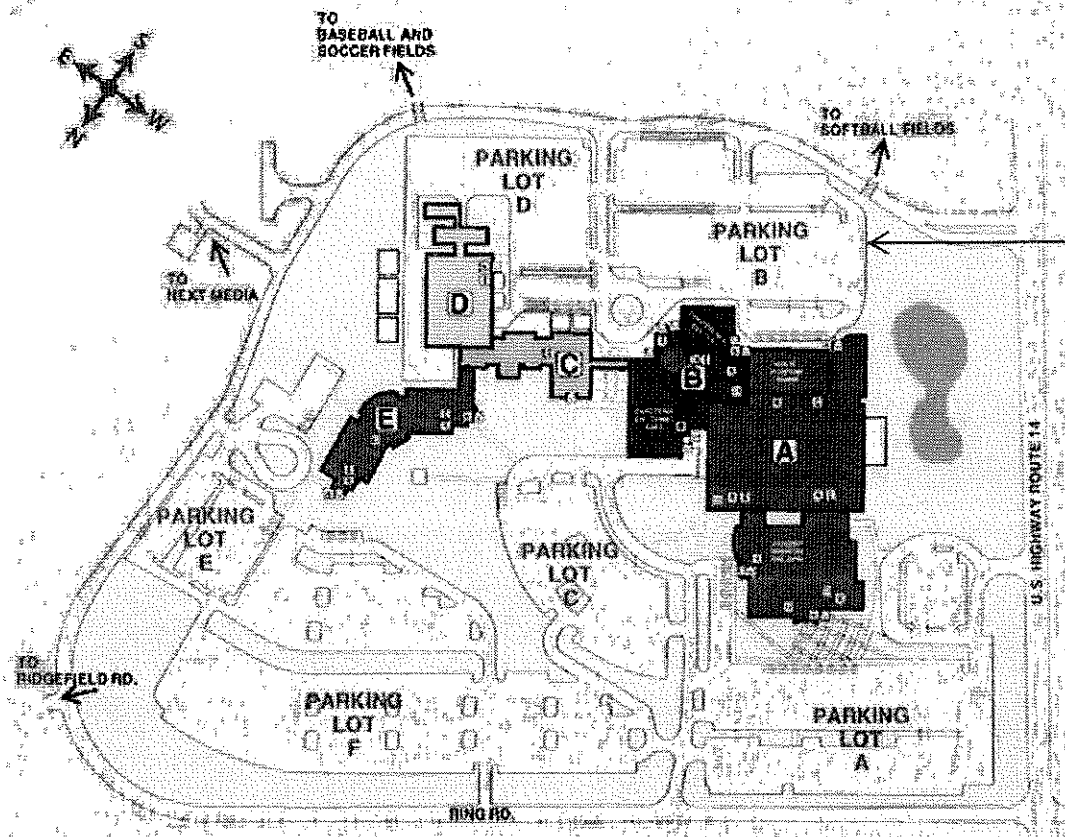
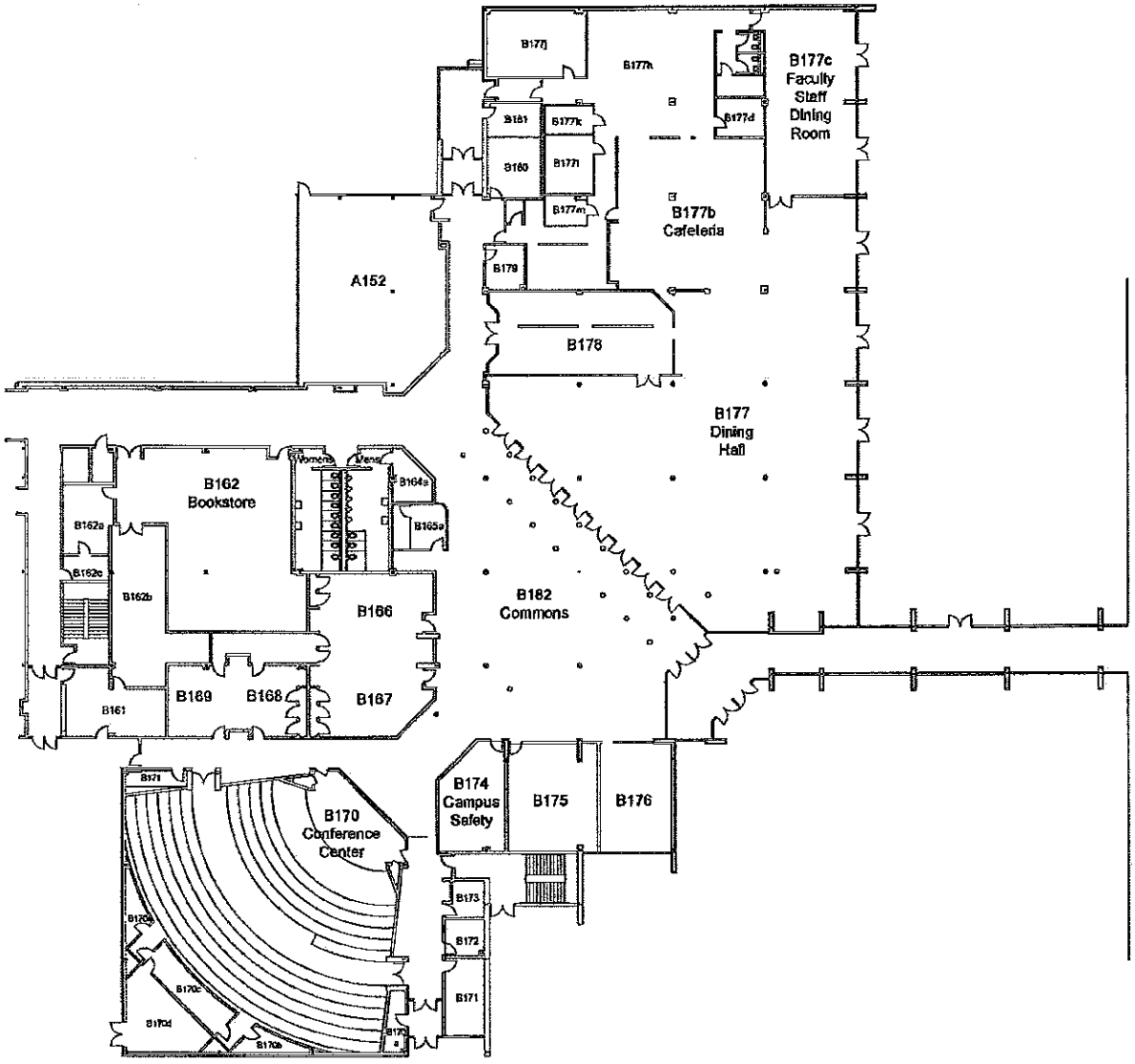
Illinois Department of Transportation
Bureau of Programming
Attention: Sue Palmer
201 W. Center Court
Schaumburg, Illinois 60196

Illinois 176
Illinois 23 to US 12


TO BASEBALL AND SOCCER FIELDS
TO SOFTBALL FIELDS
PARKING LOT D
PARKING LOT B
Park Here
TO NEXT MEDIA
D
C
B
E
A
PARKING LOT E
PARKING LOT C
U.S. HIGHWAY ROUTE 14
TO RIDGEFIELD RD.
PARKING LOT F
PARKING LOT A
RING RD.

BUILDING B FIRST FLOOR PLAN



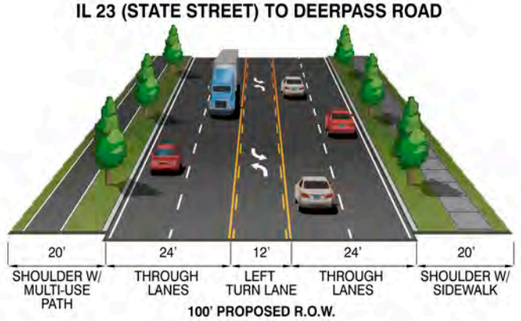
What is a proposed typical section?

A proposed typical section establishes the number and width of lanes in each direction, the type of drainage features such as curb and gutter (closed drainage system) and ditches (open drainage system), as well as pedestrian features such as trails and sidewalks.

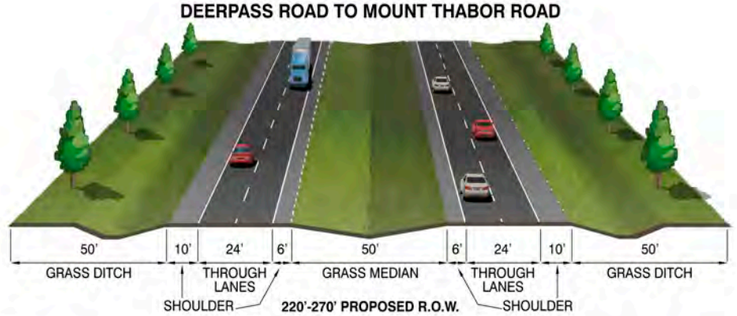
This system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile, commercial vehicle, and transit traffic in the region

Proposed Typical Sections

RECOMMENDED CROSS-SECTION
IL 23 (STATE STREET) TO DEERPASS ROAD

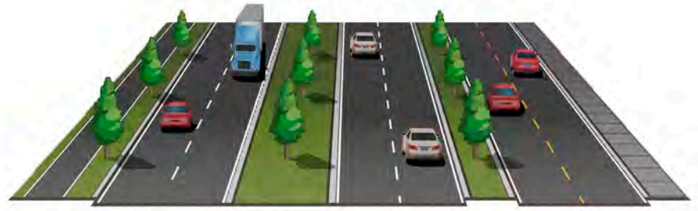


RECOMMENDED CROSS-SECTION
DEERPASS ROAD TO MOUNT THABOR ROAD



RECOMMENDED CROSS-SECTION
MOUNT THABOR ROAD TO OAK STREET: LINCOLN PARKWAY TO US 12

RECOMMENDED CROSS-SECTION
OAK STREET TO LINCOLN PARKWAY



October 27, 2010

4:00 P.M. to 7:00 P.M.

McHenry County College
Conference Center,
Building B
8900 US Highway 14
Crystal Lake, IL 60012.

For Additional Information

Illinois Department of Transportation

Sue Palmer
Area Programmer
IDOT – District One
201 W. Center Court
Schaumburg, IL 60196
Sue.palmer@illinois.gov

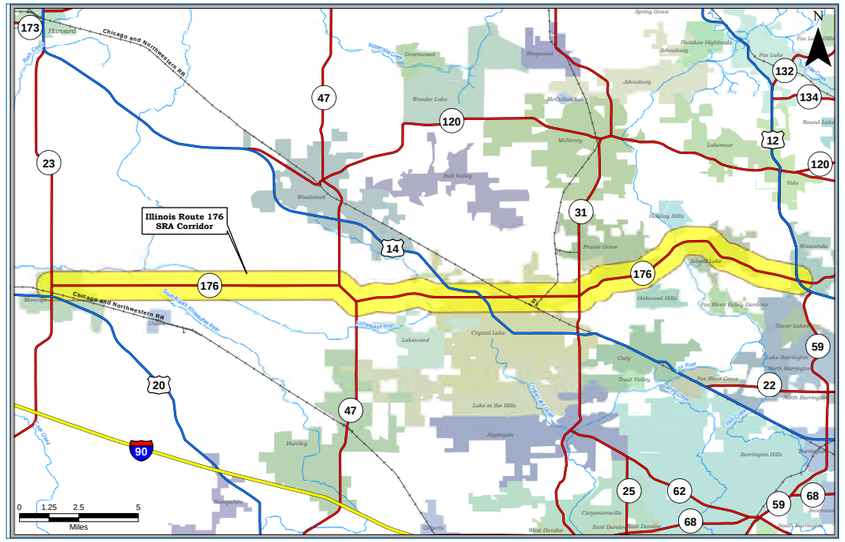
Illinois 176 Strategic Regional Arterial Study

Illinois 176
Illinois 23 to US 12

Welcome to the Public Hearing Open House!

Between 4:00 p.m. and 7:00 p.m., we invite you to view an audio-visual presentation and exhibits on display. You may also visit with representatives from the Illinois Department of Transportation (IDOT) and the consultant team who are here to discuss and answer any questions you may have.

Your comments are an important part of this hearing. We encourage you to give your comments to the court reporter. You may also submit any written questions or comments to IDOT in the comment box or you may send them to the address shown on the comment form.



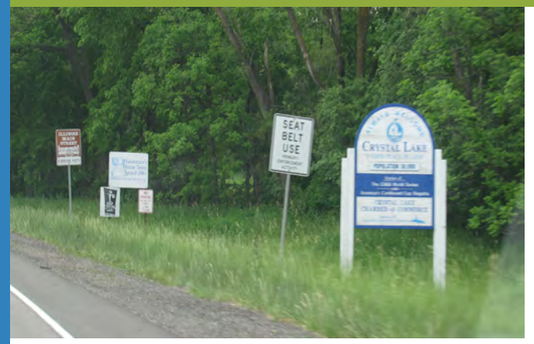
25 Miles

Next Steps

At this time no funding has been identified to implement these improvements. Improvements will need to be further investigated and studied during more detailed, yet unfunded engineering and environmental studies with continuing public involvement. The improvements could be considered for inclusion in future highway improvement programs, as funding becomes available.

Prior to full implementation of these improvements, the advance planning for this SRA corridor allows local officials to:

- **Protect the needed right-of-way.**
- **Plan for new development with consolidated access.**
- **Consider interim roadway improvements with the SRA recommendations in mind.**



Between 8,000 and 21,800 vehicles travel this corridor each day.

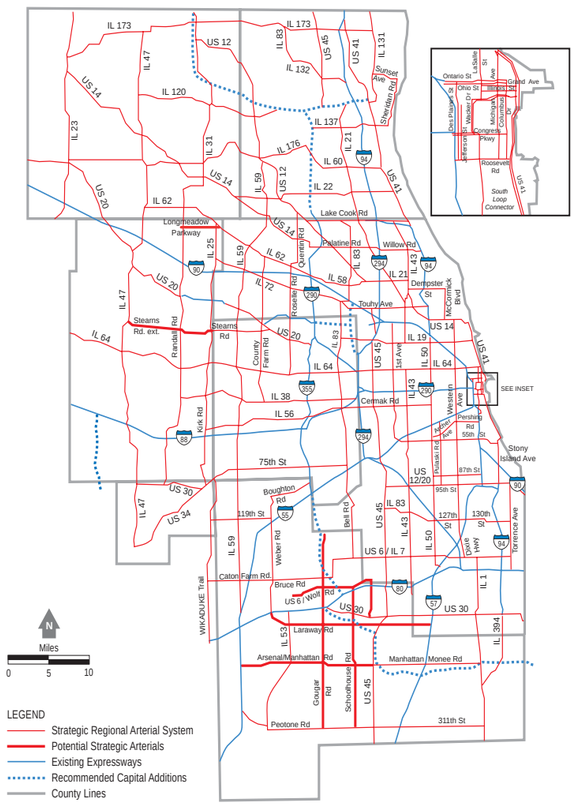
Strategic Regional Arterial System

Adopted in 1989, the 2010 Transportation System Development Plan recognized the need for a comprehensive network of routes one step below the expressway system to relieve congestion and facilitate long-distance regional traffic. In doing so, the plan established the Strategic Regional Arterial (SRA) System.

This work is referred to as "Pre-Phase I" because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies. In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts.

The SRA system is a 1,340 mile network of existing roads in Northeastern Illinois, encompassing 146 route segments in Cook, DuPage, Kane, Lake, McHenry, and Will Counties. This system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile, and commercial vehicle and transit traffic in the region.

The study objectives are to identify long-range transportation and roadway improvements as well as address future mobility needs; determine right of way needs for use by IDOT and local agencies ensuring development occurs in a manner compatible with long-range improvement plans; coordinate current and future planning and development; and determine the scope, cost, and environmental issues of proposed improvements.



Illinois 176 SRA Study

The IL 176 SRA Corridor Study extends from IL 23 (State Street) in the city of Marengo approximately 25 miles east through rural McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the US 12 (Rand Road) interchange in the city of Wauconda.

The objective of this study is to apply the SRA route design concepts to IL 176 in order to maximize future vehicle flow while avoiding negative impacts to communities and the environment.

The study identified IL 176 SRA developmental strategies by determining right-of-way needs, conceptual design, estimated costs, and major environmental issues as well as the timing of needed construction projects. The IL 176 SRA Corridor Study identified both short-range and long-range improvements to enable these SRA routes to function as part of the SRA system.

These objectives guided the study process:

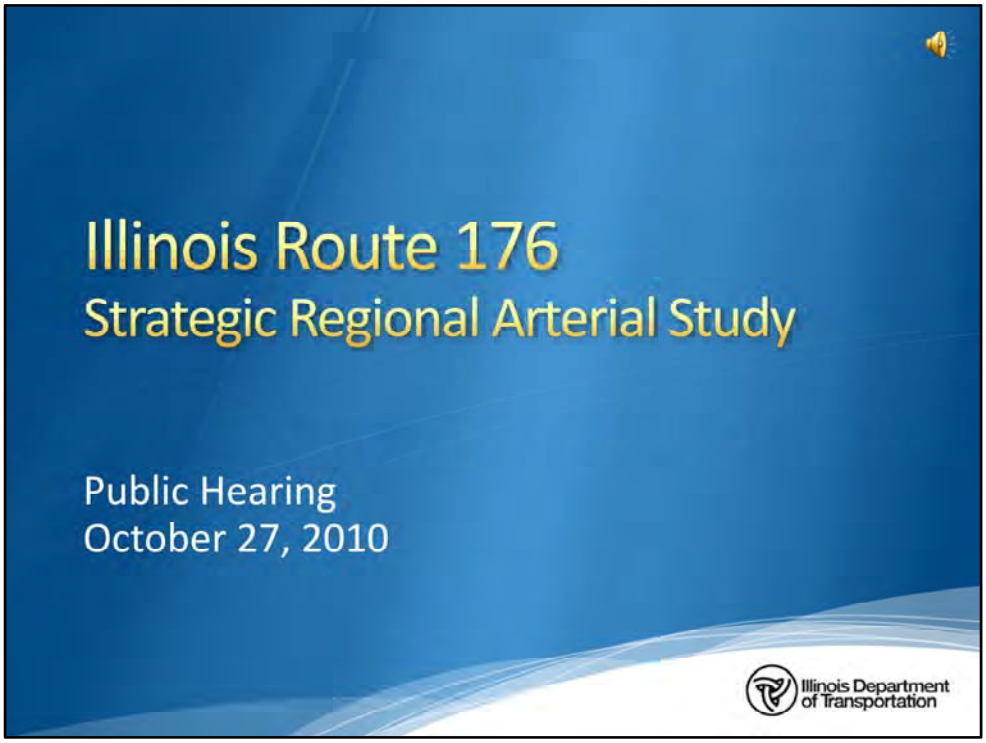
- Determine the types of roadway changes needed to make SRA standards for each route including additional lanes, signalization, and interchanges.
- Define right-of-way requirements for such changes.
- Identify ways to enhance access to the regional transit system.
- Identify access management potentials to improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected land use development.
- Identify necessary improvements to accommodate commercial traffic.
- Identify ways to accommodate bicycle and pedestrian travel.
- Identify potential environmental concerns.
- Identify ways to improve roadway safety by reducing the crash potential

Summary of Recommendations

- **Widen the full length of IL 176**
- **Realign 18 intersections**
- **Build or modify 12 structures:**
  - 5 box culverts
  - 5 roadway bridges
  - 1 railroad bridge
  - 1 interchange
- **Manage Access:**
  - Minimize turns
  - Consolidate driveway access
- **Transit:**
  - Reserve space for future bus stops, shelters, and turnouts
  - Park and ride lots
- **Sidewalks/Multi-use path where warranted**

Illinois Department of Transportation

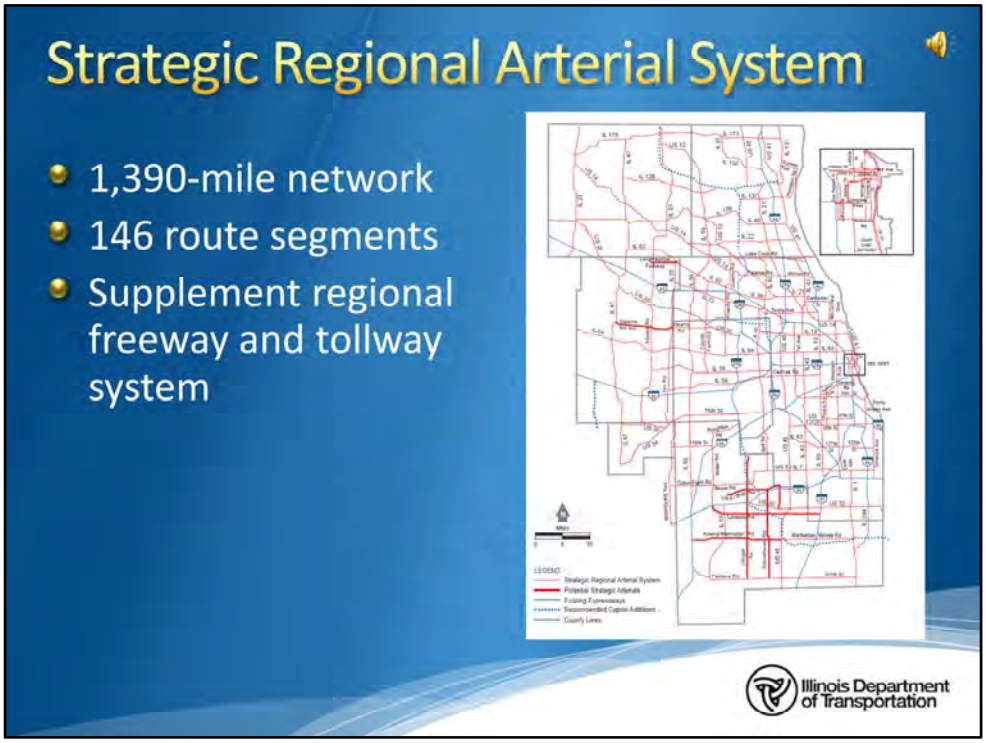
IDOT is the state agency in charge of the state-owned and operated public roadways. Illinois contains over 138,000 miles of highways, streets, and roads. In addition, IDOT provides funding for rail, public transit, and airport projects and administers fuel tax and federal funding to local jurisdictions in the state.



The Illinois Department of Transportation welcomes you to the Public Hearing on the Illinois Route 176 Strategic Regional Arterial Corridor Study.

The purpose of today's Hearing is to present recommendations of a study that has identified the long-range improvements needed for Illinois 176 to function as part of a metropolitan system of Strategic Regional Arterials, and to provide the opportunity for comments from anyone affected by or concerned with these recommendations for the Illinois 176 corridor.

You may comment today in person, or in writing, or during the three-week comment period following this hearing.

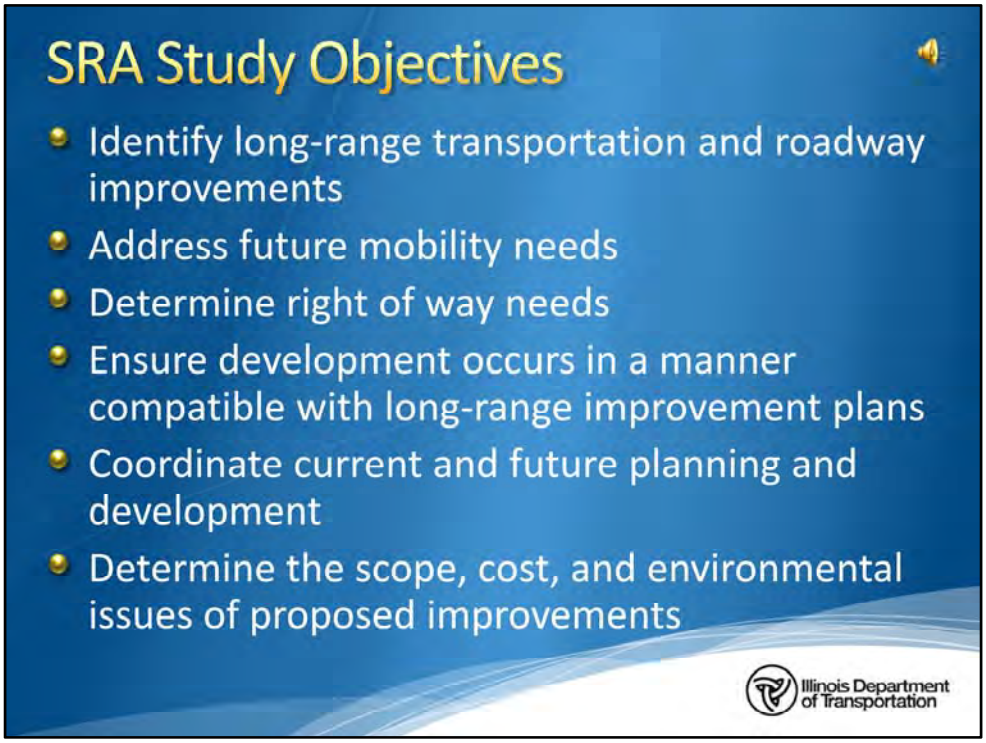


Illinois 176 has been identified as a Strategic Regional Arterial roadway.

SRA roadways function at one level below the expressway system.

Due to their location and their continuity within the regional roadway network, SRA routes are projected to carry high volumes of automobile and commercial traffic as the area continues to grow.

This study was conducted in accordance with the process established by the Illinois Department of Transportation and the Chicago Metropolitan Agency for Planning for all SRAs.



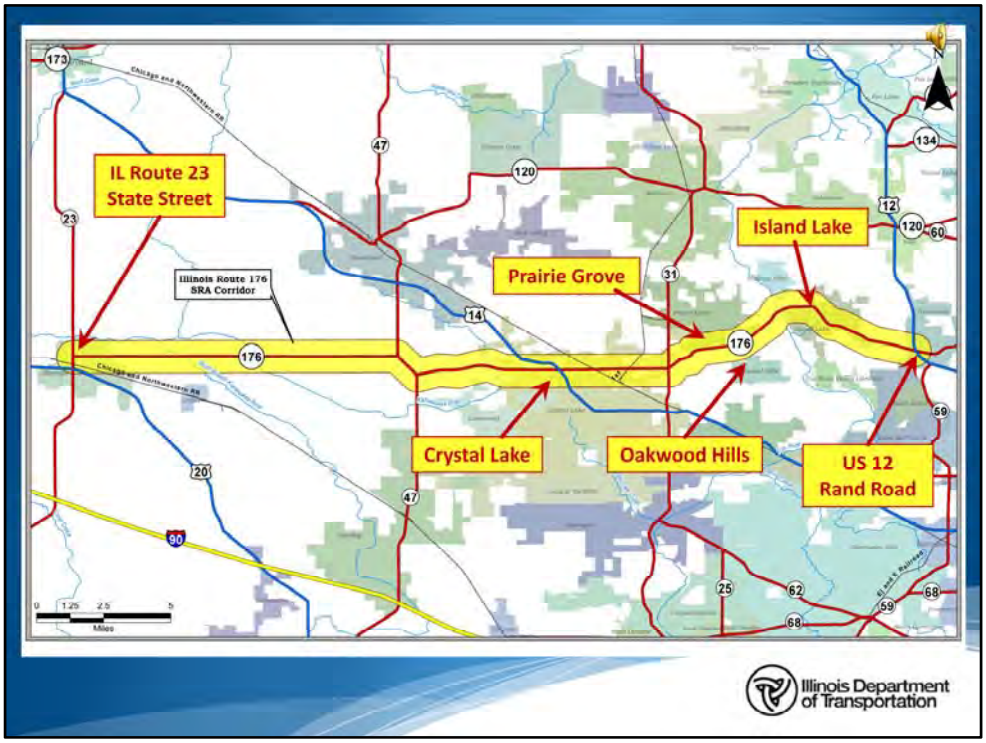
The objectives of the Strategic Regional Arterial Studies are to:

• identify long-range transportation and roadway improvements as well as address future mobility needs

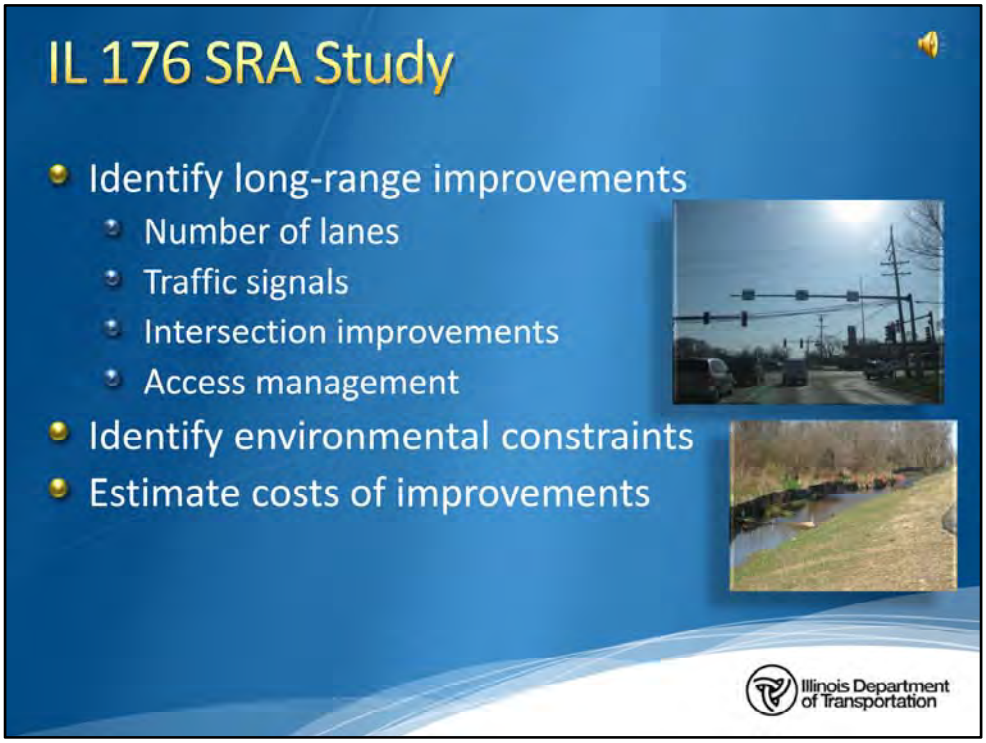
• determine the right of way needs for use by the Illinois Department of Transportation and local agencies to ensure development occurs in a manner compatible with long-range improvement plans

• coordinate current and future planning and development

• and determine the scope, cost, and environmental issues of proposed improvements.



The approximate 25 mile study area extends from Illinois Route 23 (State Street) on the west in the City of Marengo, eastward through McHenry County and the communities of Crystal Lake, Island Lake, Prairie Grove, and Oakwood Hills into Lake County, to US 12 (Rand Road) in the Village of Wauconda.

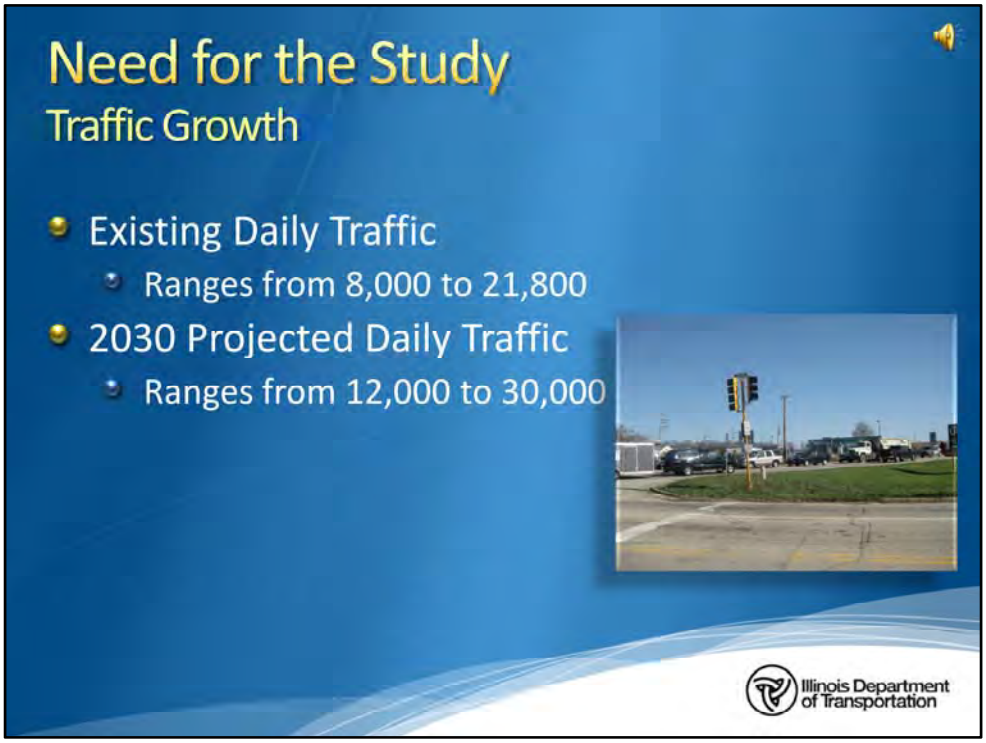


The Illinois 176 SRA Study recommended long-range improvements for the corridor, including number of lanes, traffic signals, intersection improvements, and access management.

In addition, the study identified environmental constraints along the corridor and estimated the cost of the recommended improvements.

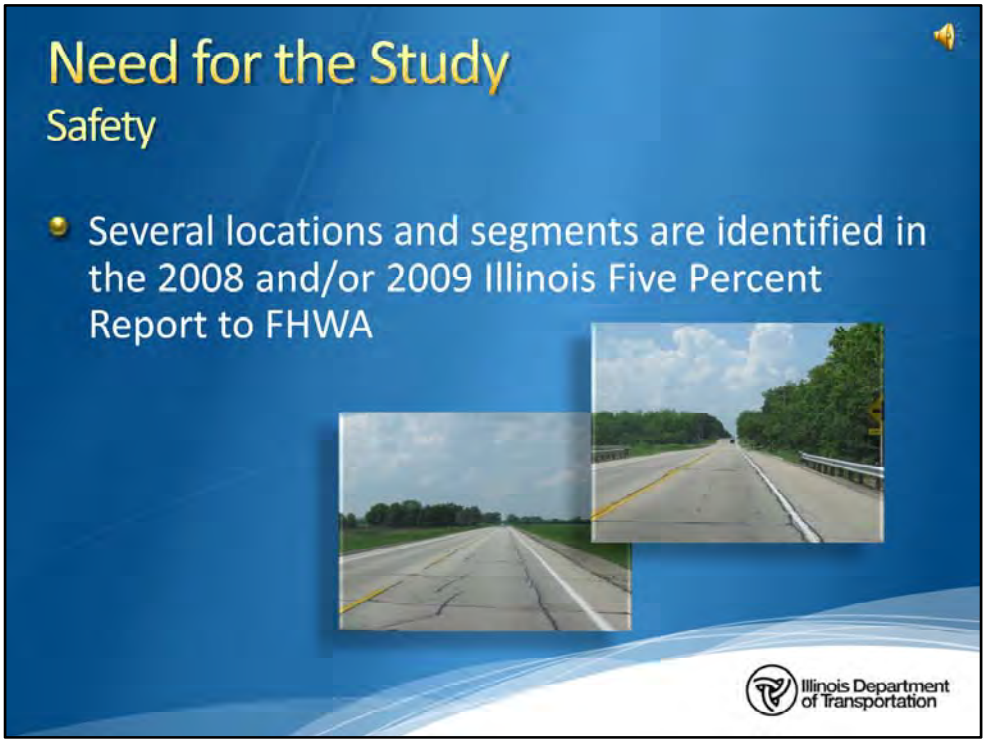
The need to begin planning for these roadway improvements is driven by trends of growth in both population and employment.

For McHenry County, land use change by 2030 is projected to bring a population increase of 73% and an employment increase of 59%,



Growth in traffic along Illinois 176 has also driven the need for the study.

By the year 2030, traffic along Illinois 176 is projected to grow to between 12,000 and 30,000 vehicles per day.



Other specific needs are revealed in accident statistics.

Several locations and segments along this route are identified in the 2008 and/or 2009 Illinois Five Percent Report to the Federal Highway Administration.

This report describes, at a minimum, the top five percent of highway locations and segments with the most pressing safety needs.

Improvements proposed include widening of Illinois 176 roadway through the full study corridor, and realignment of eighteen intersections.

Roadway widening will create the need to build or modify 11 structures, including five box culverts, five roadway bridges, and a railroad bridge.

In addition, access points will be consolidated – with right turn in / right turn out – and left turns only at major intersections.

It is also recommended that bus service be limited to express service along the Illinois 176 SRA corridor.

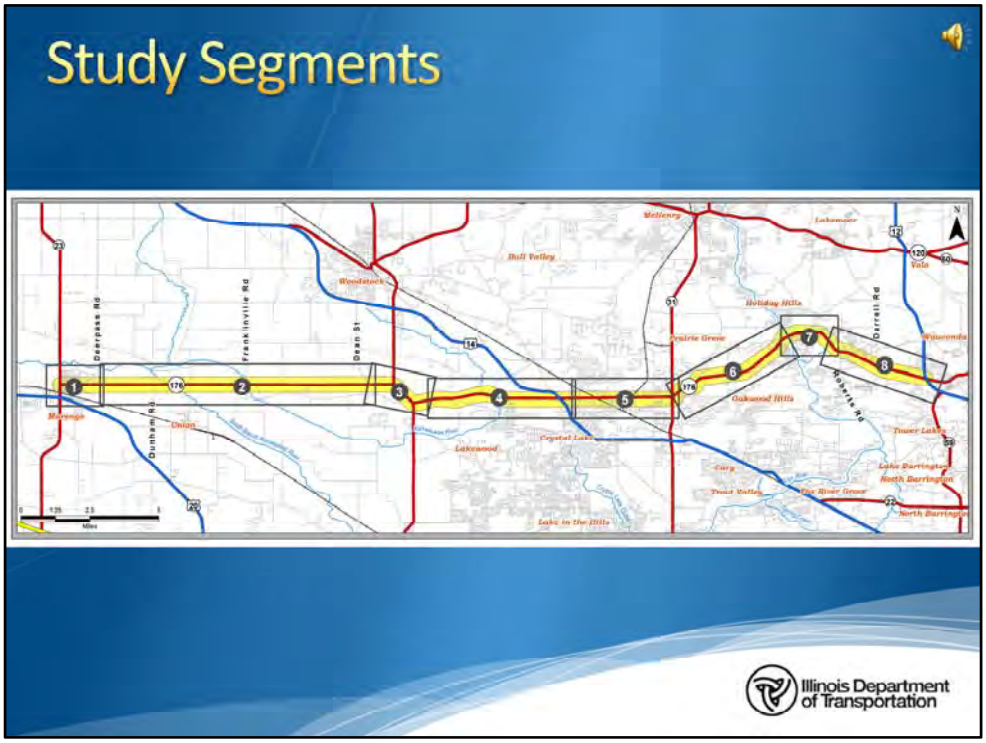
It is recommended that space be reserved along the Illinois 176 SRA corridor for future bus stops, shelters, and turnouts at regular intervals.

Consideration should be given to the development of Park and Ride lots at four locations:

- Illinois 47 (Eastwood Drive)
- US 14
- Illinois 31 and
- US 12 (Rand Road)

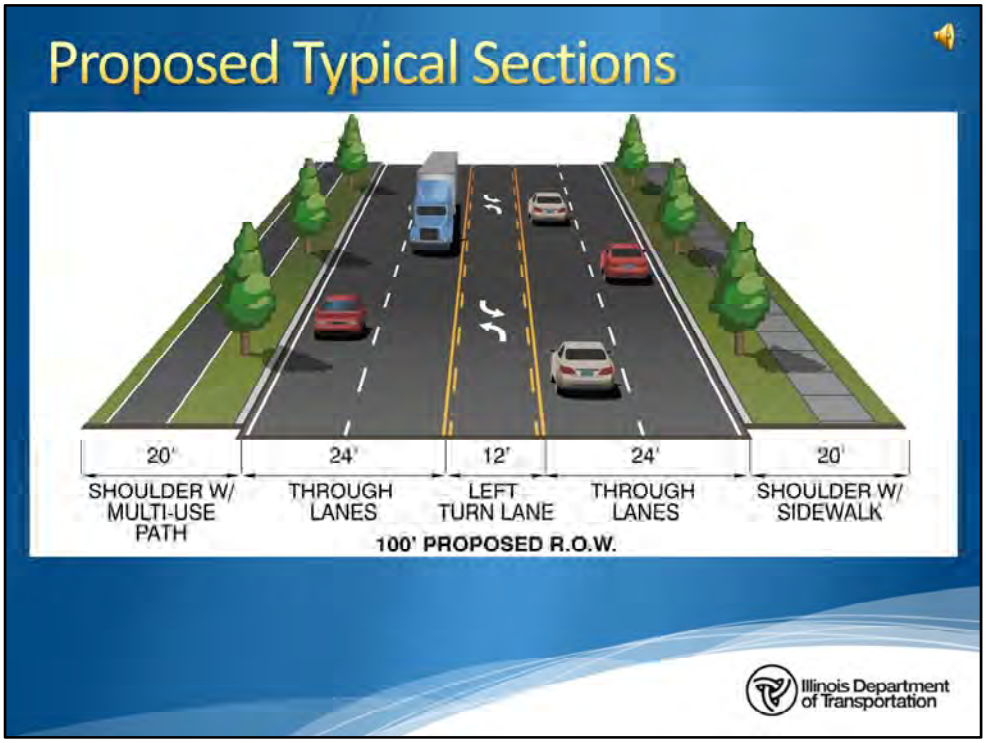
The specific locations of these lots should be planned by local governments to ensure coordination of development with transportation and public transit facilities.

Sidewalks or multi-use paths are also recommended.



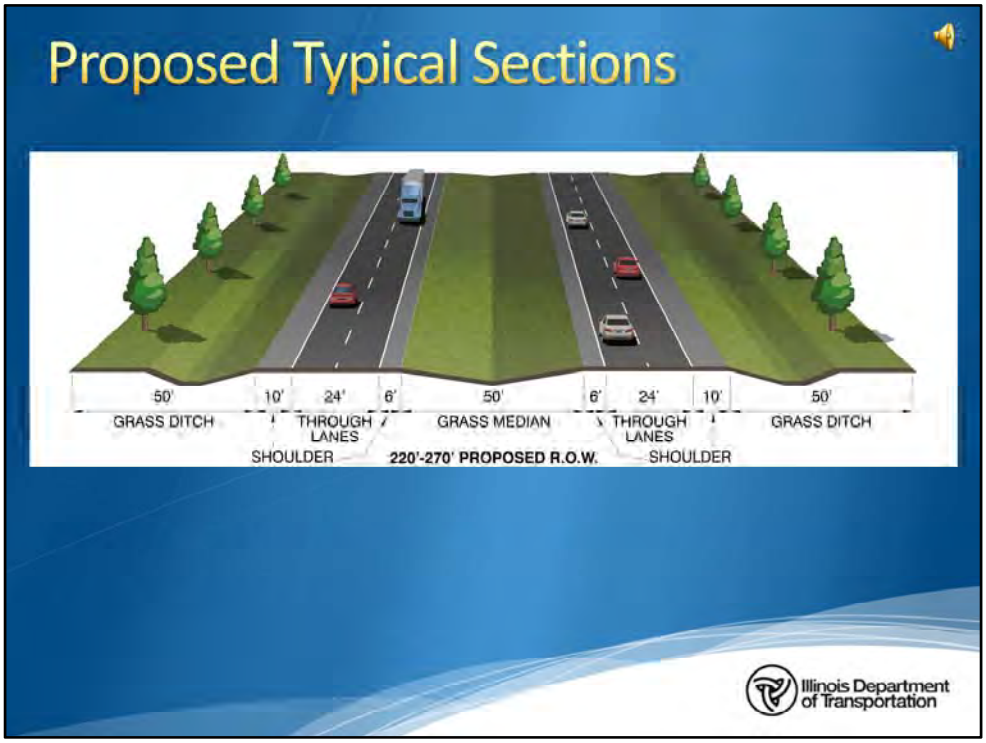
For the purposes of this study, the Illinois 176 corridor was divided into eight segments.

Segment 1 is Illinois Route 23 (State Street) to Deerpass Road.
Segment 2 is Deerpass Road to Dean Street.
Segment 3 is Dean Street to Mount Thabor Road.
Segment 4 is Mount Thabor Road to Oak Street.
Segment 5 is Oak Street to Illinois Route 31.
Segment 6 is Illinois Route 31 to Nish Road.
Segment 7 is Nish Road to Roberts Road.
Segment 8 is Roberts Road to US 12 (Rand Road).



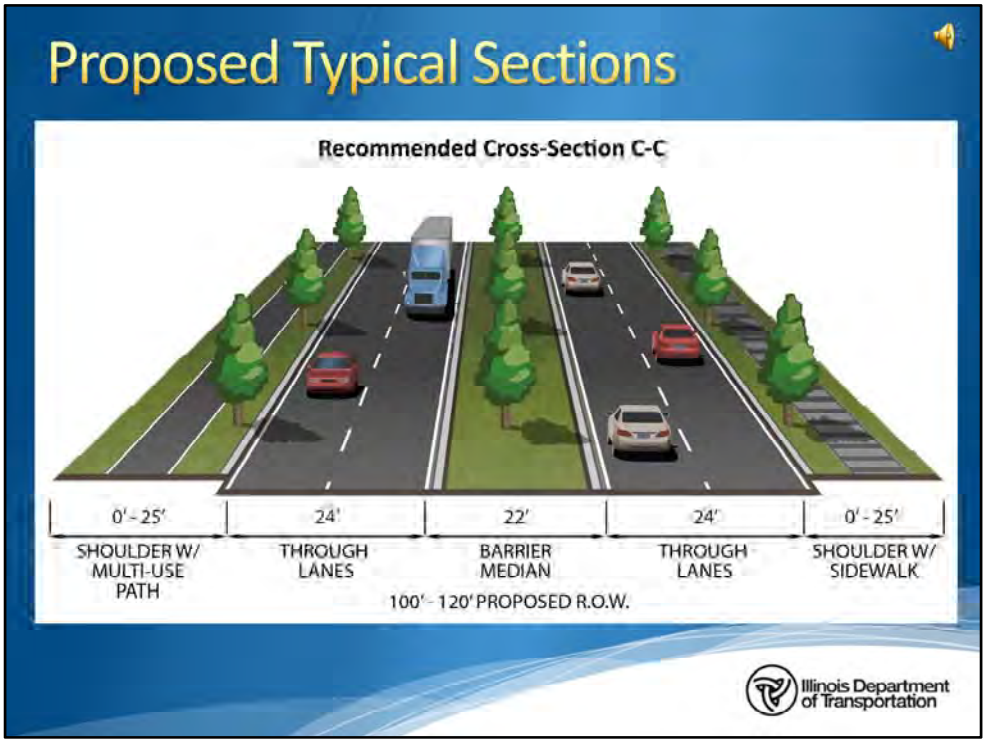
The first typical section includes all of Segment 1.

This cross-section includes two 12 foot lanes in each direction, a 12 foot center left turn lane, a 10 foot multi-use path, and a 5 foot sidewalk.



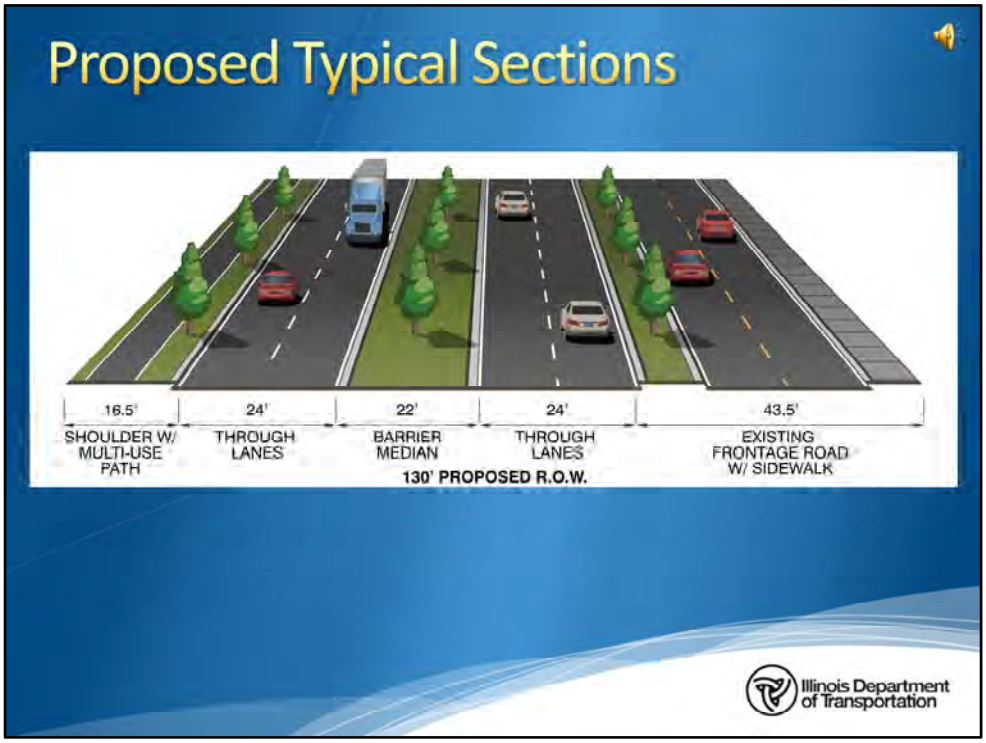
The second typical section includes all of Segments 2 and 3.

This cross-section includes two 12 foot lanes in each direction and a 50 foot grass median.



The third typical section includes all of Segment 4; part of Segment 5; and all of Segments 6, 7, and 8.

This cross-section includes two 12 foot lanes in each direction, a 22 foot barrier median, a 10 foot multi-use path, and a sidewalk.



The last typical section includes the remaining part of Segment 5.

This cross-section is similar to the previous, but incorporates an existing frontage road and sidewalk on the south side of Illinois 176.

A number of sensitive land uses are identified along Illinois 176 and will be addressed in future Phase 1 engineering studies.

Also mapped along the project length were nature preserves, parks, schools, churches, cemeteries, and historic structures.

Additional constraints on future construction are the surface waters and wetlands so prevalent in this part of the region.

Throughout the project length, the Illinois 176 roadway travels along or crosses streams, lakes, rivers, floodplains and wetlands, some of these especially significant to local water supply areas.

In areas of rolling terrain, roadway design may require wider right-of-way.

The proposed long-range improvements are not included in the Illinois Department of Transportation's Fiscal Year 2011 to 2016 Highway Improvement Program.

They will need to be further investigated during more detailed, yet unfunded, Phase I engineering and environmental studies with continuing public involvement.

The improvements will be considered for inclusion in future highway improvement programs, as funding becomes available.

Advanced planning for this SRA corridor allows local officials to protect the needed right-of-way, to plan new development with consolidated driveway access, and to consider interim roadway improvements with the future SRA in mind.

After this presentation, you are invited to

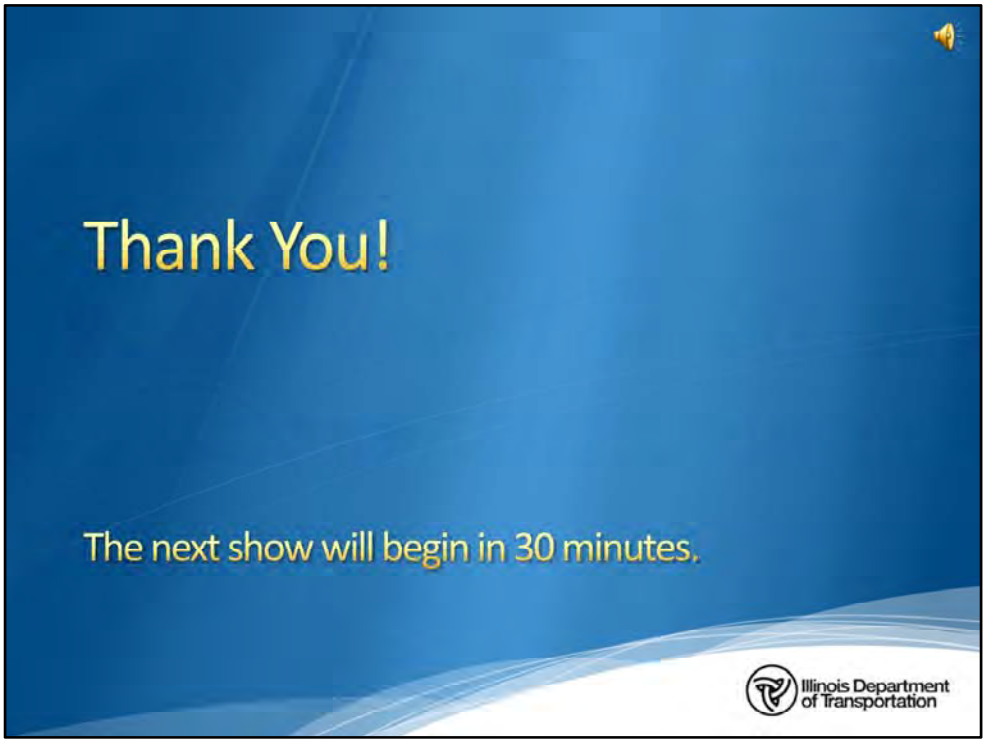
• View the detailed exhibits on display in the next room

• Talk with Illinois Department of Transportation Staff and Project Consultants about the proposed improvements and ask any questions you may have.

• Give your comments and opinions orally to the court reporter or

• Submit written questions or comments in the comment box here tonight.

You may also mail comments to the Illinois Department of Transportation at the address shown in the brochure until November 15, 2010.



This concludes the Illinois Department of Transportation's presentation of the Illinois 176 Strategic Regional Arterial Corridor study. The Illinois Department of Transportation thanks you for participating in this public hearing, and for your interest in the transportation needs of your community.

Illinois 176
Illinois 23 to US 12

October 27, 2010

4:00 p.m. - 7:00 p.m.

Public Hearing

Welcome! Please sign in.

Name	Organization	Address	City	State, Zip	Phone	e-mail
Martin J. Ochwat		1813 Blossom St	Crystal Lake	IL 60014	815-356-5607	MARTINOCHWAT@DLS.COM
DON + WENDY BOUCHARD		3703 SUTTON WOODS DR	CRYSTAL LAKE		815-241-2516	DB@CAI-CHICAGO.COM
Walter Davidson		4413 Pagles	Harvard	IL 60033	815 943 5784	waltdawdson1@yahoo
Mark Tagatz		1253 Manchester Dr.	Crystal Lake	IL 60014	815-459-1434	marktagatz@gmail.com
DONNA + STEVE PRONTO		1821 IL RT 176	CRYSTAL LAKE	IL 60014	815-356-7812	ttfnzx@yahoo.com prontorides@yahoo.com

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010

4:00 p.m. - 7:00 p.m.

Public Hearing

Welcome! Please sign in.

Name	Organization	Address	City	State, Zip	Phone	e-mail
Lawerence Synott	Chicago Tribune/Tribloca				312-799-1321	lsynott@tribune.com
Carol Frendick	Star reporter	—		Crystal Lake	—	—
Kim Dooley		3887 Tamarack	Circle	Crystal Lake IL.	60012	recruitk@hotmail.com
Rich Campoverdo		12803 Pleasant Valley	Woodstock	IL		
Erik Morimoto	City of Crystal Lake	100 W. Woodstock	Crystal Lake	IL 60014	815-356-3615	emorimoto@crystallake.org
Lance Barnes		1723 IL. Rt. 176	Crystal Lake	60014	815-455-2539	lbarnes1723@att.net
Virginia Barnes		1723 IL. Rt. 176	Crystal Lake	60014	815-455-2539	vabarnes1723@att.net
Catherine Peterson.	Village of Lakewood	2500 Lake Ave.	V. of L	IL 60014	(815) 459-3025	peterson@village.lakewood.il.us.

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010

4:00 p.m. - 7:00 p.m.

Public Hearing

Welcome! Please sign in.

Name	Organization	Address	City	State, Zip	Phone	e-mail
MARK BEAUBIEN	ST Rep	4 ACORN LN	BARRINGTON	IL 60010	847 381 2677	
BRUCE CHRISTENSEN	LAKE COUNTY DOT	600 WINCHESTER RD	LIBERTYVILLE	IL 60048	847-377-7400	
TOM PALMER	NUNDA TOWNSHIP TRUSTEE	3510 BAY RD	C.L.	IL	815-459-4011	tompalmernunda@comcast.net
Tom Cillaero	FARM	2025 IL RT 176	CL	IL 60014	815-382-2966	
Mary J McCann	County Bd	18110 Kishwaukee Vly Rd	Wdsk	60098	815/568-1061	MCCANN 6@OUTMAIL.COM
Pat Dahn		11209	Reed	Huntley 60142		
Warren Dahn		11209 Reed Rd	Huntley	IL 60142		
THOMAS EWOLTOWSKI		6209 Rt 176	Huntley	IL 60142	847-989 1631	

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010

4:00 p.m. - 7:00 p.m.

Public Hearing

Welcome! Please sign in.

Name	Organization	Address	City	State, Zip	Phone	e-mail
CHRIS MILLER	VILLAGE OF WAUCONDA		WAUCONDA	IL	847-526-9206	cmiller@wauconda-il.gov
Susan Sylvester			Crystal Lake	IL	847-691-3649	ssylvester05@comcastnet
Mike Keenan	NWDA Rural F.P.D	1713 RT. 176	Crystal Lake	IL.	815-790-2088	
STEVE BRIGHT		317 LORRAINE DR	CL	IL.	815-459-6999	
Tim Dooley		3887 Tamarack Cr	CL	IL	815 356 1773	
Ric Stenstrom		13119 Pleasant Valley Rd	Woodstock	ILL.	815-529-0024	
Dennis Sandquist	McHenry County Planning	667 Wire Road	Woodstock	60098		dasandquist@co.mchenry.il.us
Steve Smith		2640 N ISH RD	PRAIRIE GROVE	IL	60992	sksmithapa@sbcglobal.net

Name | Organization | Address | City | State, Zip | Phone | e-mail

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010

4:00 p.m. - 7:00 p.m.

Public Hearing

Welcome! Please sign in.

Name	Organization	Address	City	State, Zip	Phone	e-mail
Jeanne & Ed Garman		3408 IL Route 176	Crystal Lake	IL 60014	815-459-7902	edgarman13@gmail.com chem1946@gmail.com
Jeannine Smith	Village of Prairie Grove					jsmith@prairiegrove.org

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010

4:00 p.m. - 7:00 p.m.

Public Hearing

Welcome! Please sign in.

Name	Organization	Address	City	State, Zip	Phone	e-mail
Pamela Althoff	State	1N Virginia	C.L	60014	(815) 455-6330	pamela@pamelaalthoff.net
Todd Bright	Self	317 Lorraine Dr.	CL	60014	847 401-6999	tsbright@[illegible]
Jim Schlader	Nunda Township	2123 Colby Dr	McHenry	IL	815 245 4718	JimCSchlader@AOL.com
Lori McConville	Nunda Twp	1807 Blossom St	CL.	IL	815-455-9172	Lori.J.McC@gmail.com
Ellen Brady Mueller	City of Crystal Lake		Crystal Lake	IL	815-459-2020	ellenbradymueller@comcast.net
Robert Halpern-Giuang		3001 Sutton Woods Ct	Crystal Lake (Prairie Grove)	IL	815 356 8328	bobhgbobhg@gmail.com
MARCIA MILLMAN	NUNDA TOWNSHIP	3916 OVERLAND	C.L.	60012	815-455-~~3911~~ 3622	MARCIAMILLMAN@COMCAST.NET
Cathy Ferguson	City of Crystal Lake		Crystal Lake	IL 60014	815-459-2020	ferguincl@comcast.net

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010

4:00 p.m. - 7:00 p.m.

Public Hearing

Welcome! Please sign in.

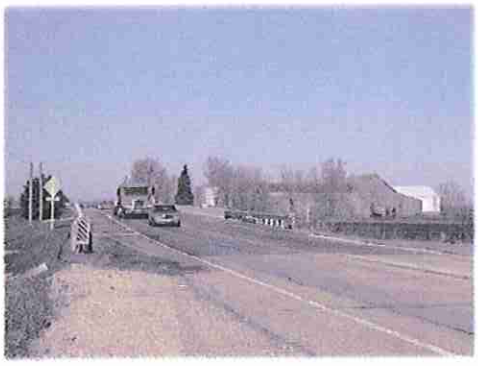
Name	Organization	Address	City	State, Zip	Phone	e-mail
IAN PRAND		1822 Rt 176	Crystal Lake	60014 60014		ipontocides@yahoo
Name	Organization	Address	City	State, Zip	Phone	e-mail
Name	Organization	Address	City	State, Zip	Phone	e-mail
Name	Organization	Address	City	State, Zip	Phone	e-mail
Name	Organization	Address	City	State, Zip	Phone	e-mail
Name	Organization	Address	City	State, Zip	Phone	e-mail
Name	Organization	Address	City	State, Zip	Phone	e-mail
Name	Organization	Address	City	State, Zip	Phone	e-mail

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

WELCOME

IL 176 Strategic Regional Arterial Public Hearing



View an Audio-Visual Presentation

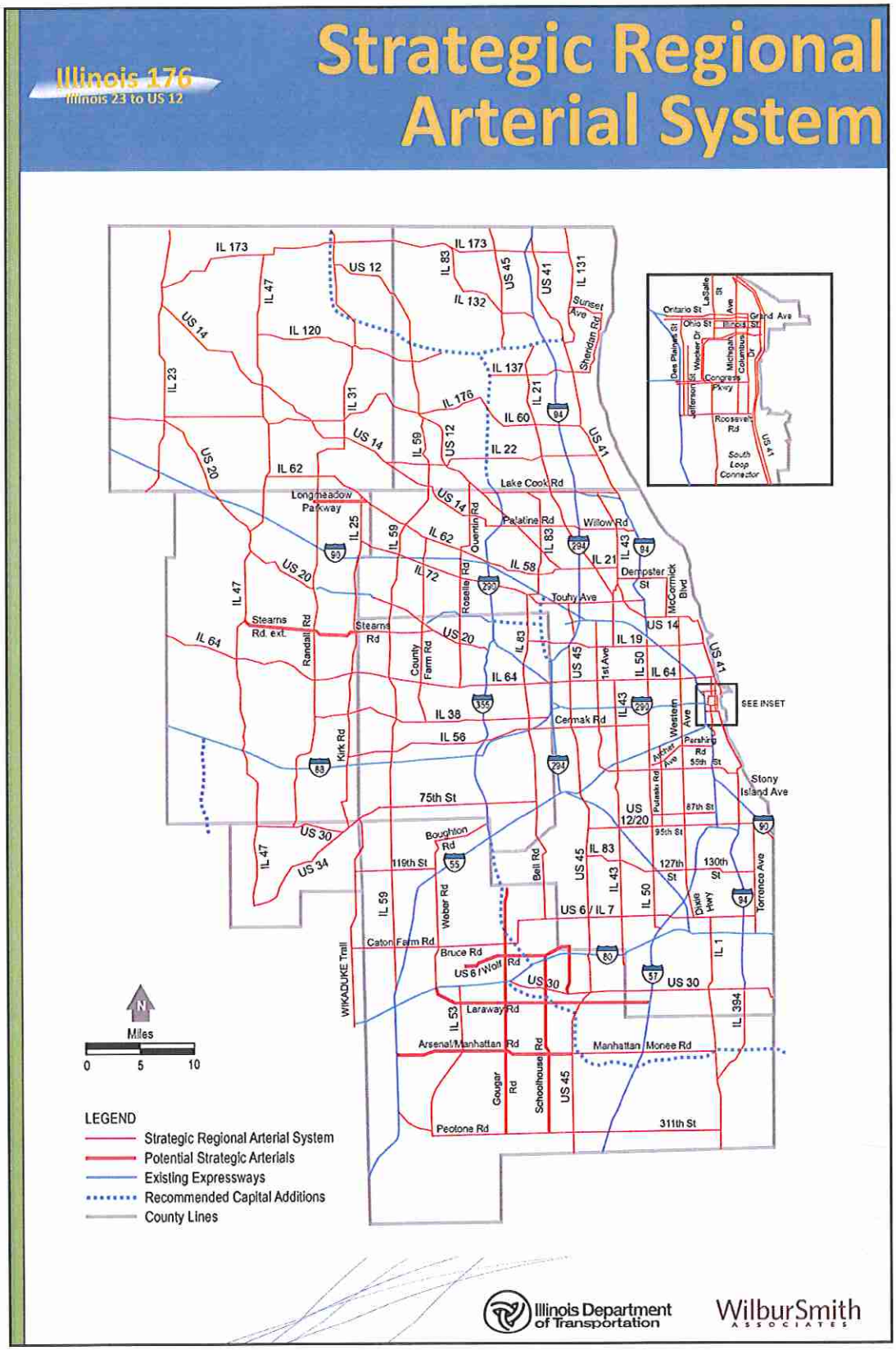
Review Exhibits

Talk with IDOT & Consultant Team Representatives

Provide Comments

Illinois Department of Transportation

WilburSmith ASSOCIATES


Illinois 176
Illinois 23 to US 12
Strategic Regional Arterial System
SEE INSET
Miles
0 5 10
LEGEND
Strategic Regional Arterial System
Potential Strategic Arterials
Existing Expressways
Recommended Capital Additions
County Lines
Illinois Department of Transportation
WilburSmith ASSOCIATES

What is a Strategic Regional Arterial?

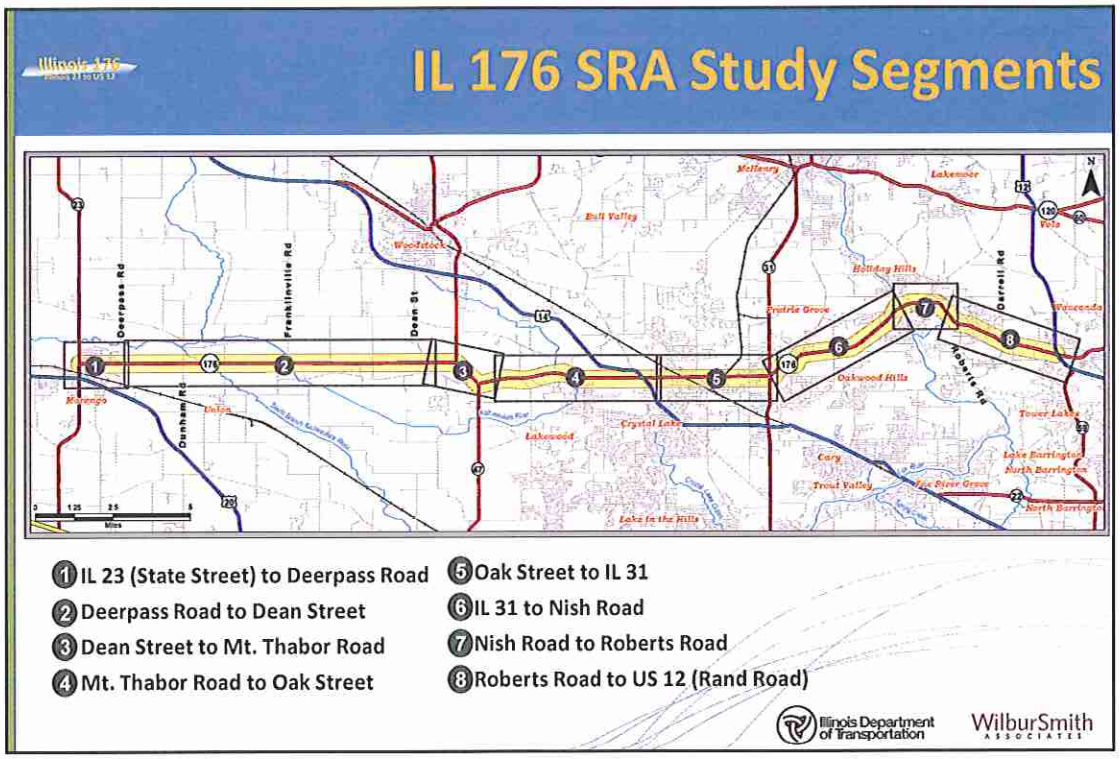
- One step below an Expressway
- Accommodates long distance regional traffic
- Three types based on household densities:
  1. Urban Routes - Future densities over 5.0 households per acre
  2. Suburban Routes - Future densities between 0.5 and 5.0 households per acre
  3. Rural Routes - Future densities less than 0.5 households per acre

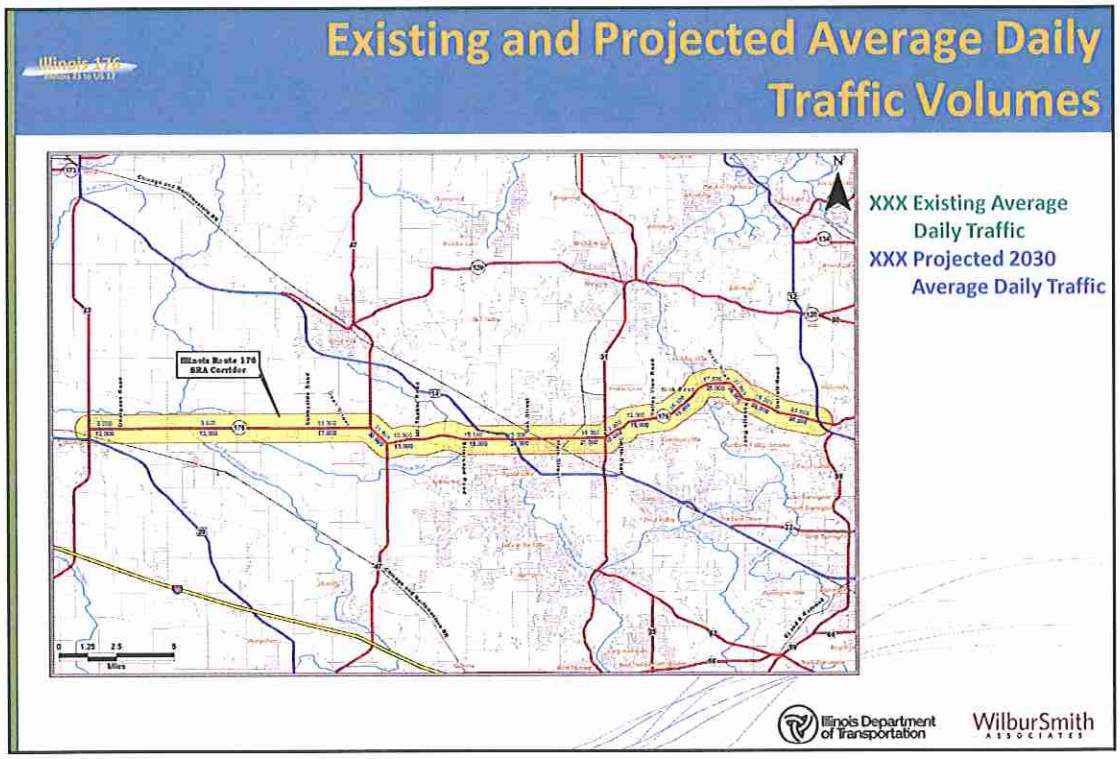
Illinois Department of Transportation WilburSmith ASSOCIATES

SRA Study Objectives

- Identify long-range transportation and roadway improvements
- Address future mobility needs
- Determine right of way needs for use by IDOT and local agencies
- Ensure development occurs in a manner compatible with long-range improvement plans
- Coordinate current and future planning and development
- Determine the scope, cost, and environmental issues of proposed improvements

Illinois Department of Transportation WilburSmith ASSOCIATES


Illinois 176
IL 176 SRA Study Segments
Deerpass Rd
Franklinville Rd
Dean St
Dunham Rd
Roberts Rd
Darrell Rd
Woodstock
Bull Valley
Prairie Grove
Holiday Hills
Oakwood Hills
Crystal Lake
Lakewood
Cary
Trout Valley
Fox River Grove
Lake in the Hills
Tower Lakes
Lake Barrington
North Barrington
Wauconda
Volo
Lakemoor
Marengo
Dalton
Miles
1 IL 23 (State Street) to Deerpass Road
2 Deerpass Road to Dean Street
3 Dean Street to Mt. Thabor Road
4 Mt. Thabor Road to Oak Street
5 Oak Street to IL 31
6 IL 31 to Nish Road
7 Nish Road to Roberts Road
8 Roberts Road to US 12 (Rand Road)
Illinois Department of Transportation
WilburSmith ASSOCIATES

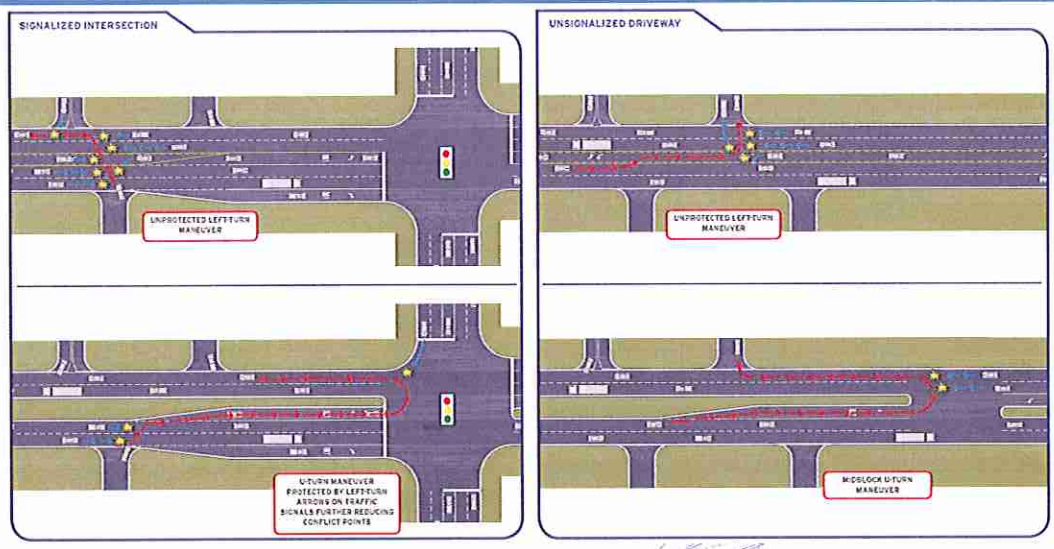

Illinois 176
Existing and Projected Average Daily Traffic Volumes
Illinois Route 176 SRA Corridor
XXX Existing Average Daily Traffic
XXX Projected 2030 Average Daily Traffic
Miles
Illinois Department of Transportation
WilburSmith ASSOCIATES

Next Steps

- Improvements not included in IDOT's Fiscal Year 2011 to 2016 Highway Improvement Program
- Improvements will be further investigated and studied during Phase 1 engineering and environmental studies as needed
- Improvements will be considered for inclusion in future highway improvement programs
- Continued public involvement throughout future phases

Illinois Department of Transportation WilburSmith ASSOCIATES

Safety Benefits of U-Turns

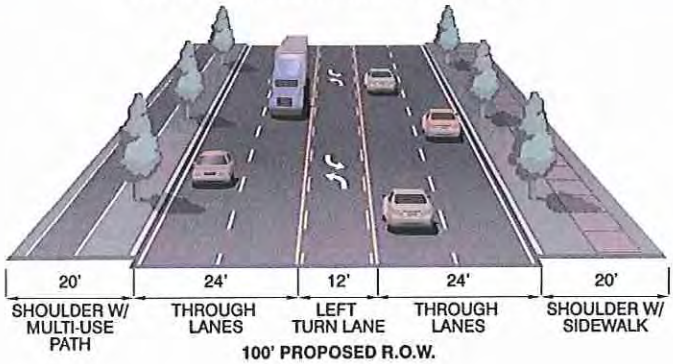


Illinois Department of Transportation WilburSmith ASSOCIATES

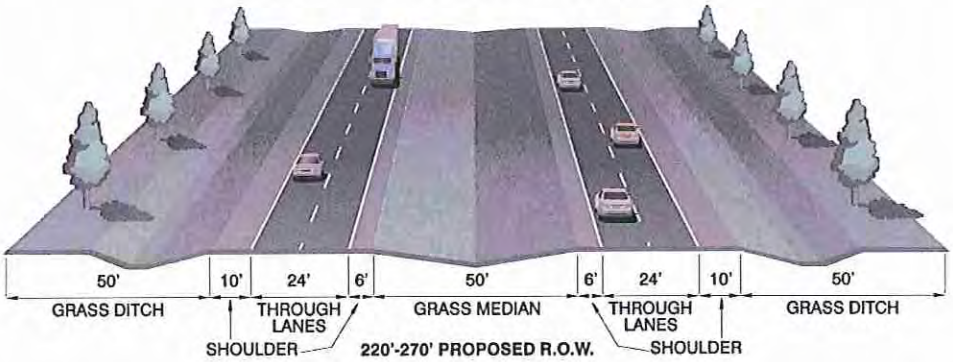
Illinois 176
Illinois 23 to US 12

Proposed Typical Sections

IL 23 (State Street) to Deerpass Road
Recommended Cross-Section A-A



Deerpass Road to Mount Thabor Road
Recommended Cross-Section B-B



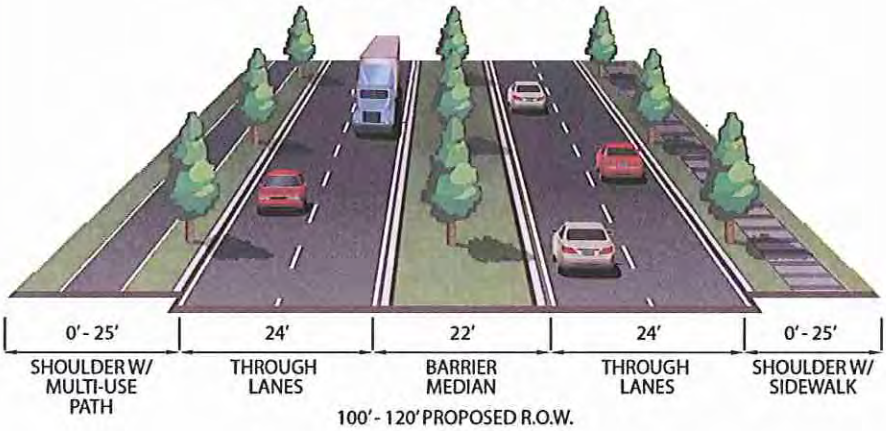
Illinois Department of Transportation

WilburSmith ASSOCIATES

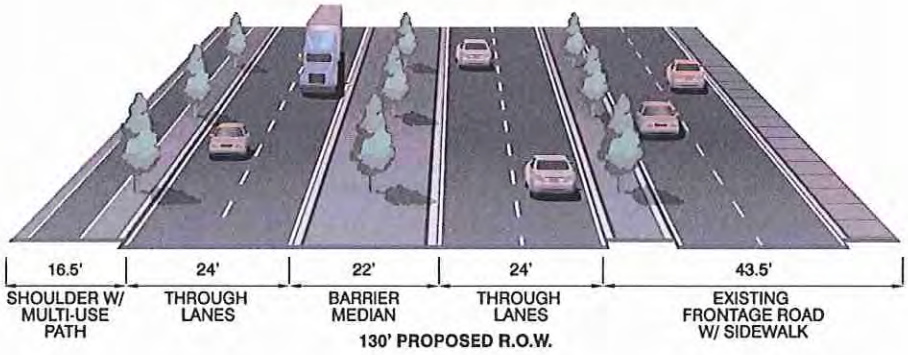
Illinois 176
Illinois 23 to US 12

Proposed Typical Sections

Mount Thabor Road to Oak Street
Lincoln Parkway to US 12
Recommended Cross-Section C-C



Oak Street to Lincoln Parkway
Recommended Cross-Section D-D



Illinois Department of Transportation
WilburSmith ASSOCIATES

Illinois 176
Illinois 23 to US 12

Thank You for attending

Please fill out a comment form and:

- place it in the comment box

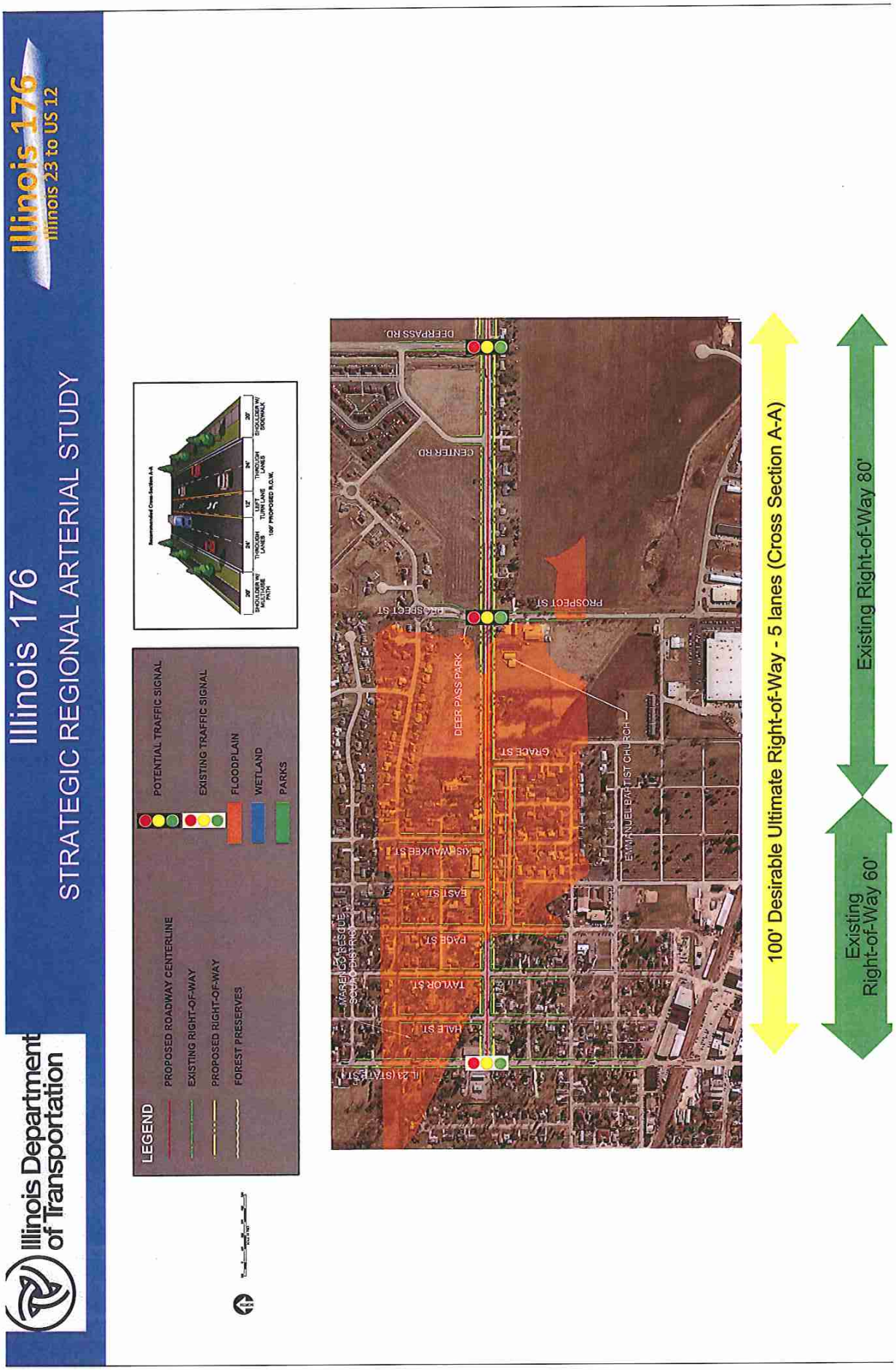
or

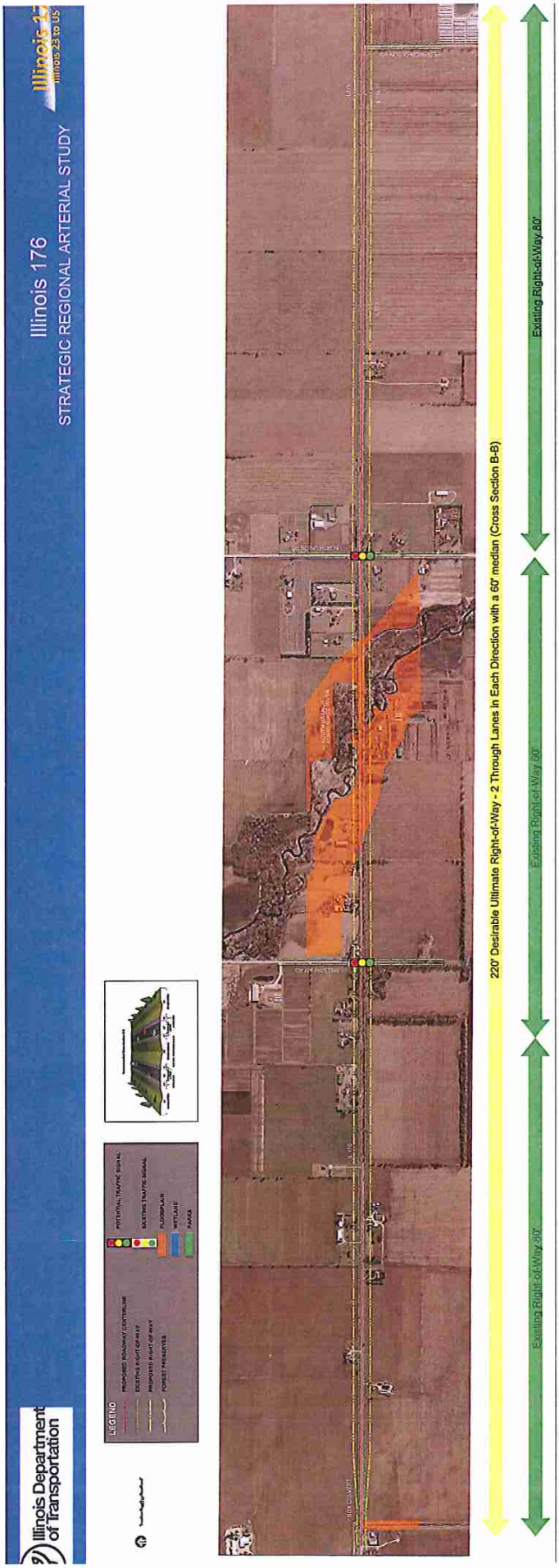
- mail to the address on the form

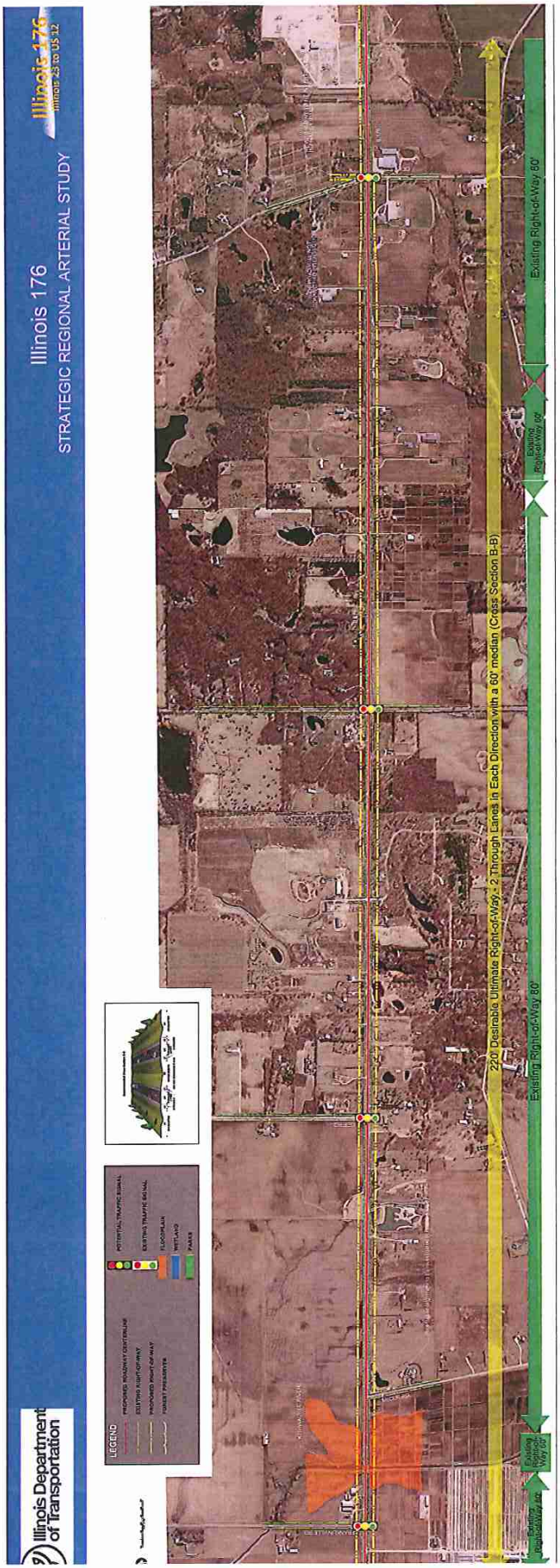
If you prefer, oral comments can be given to the court reporter.

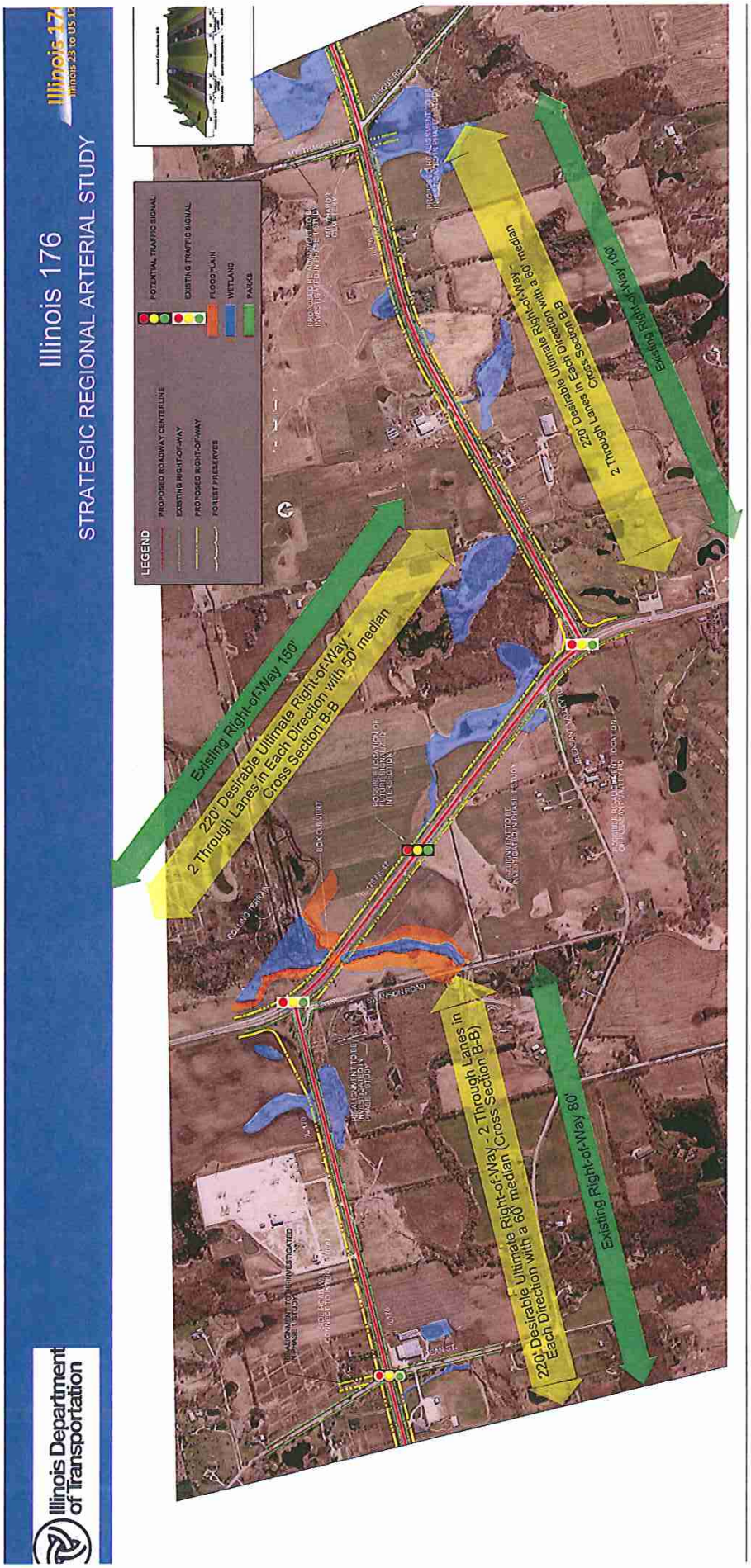
Illinois Department of Transportation

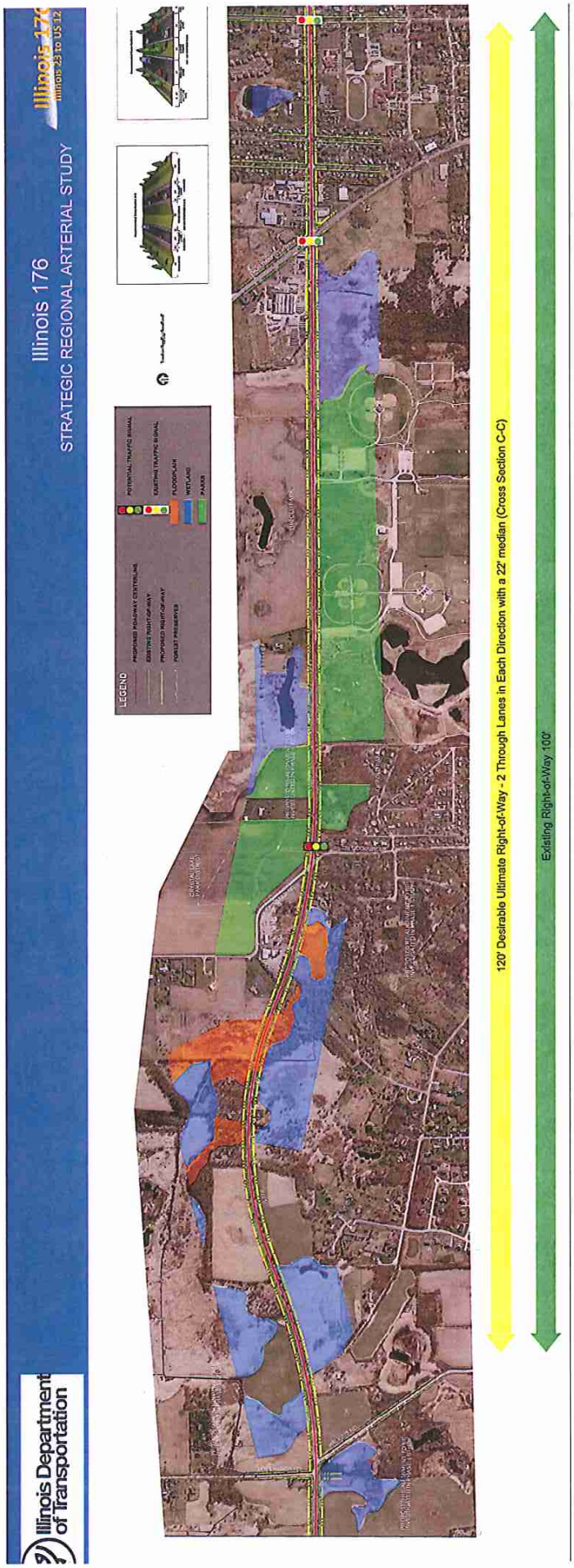
WilburSmith ASSOCIATES

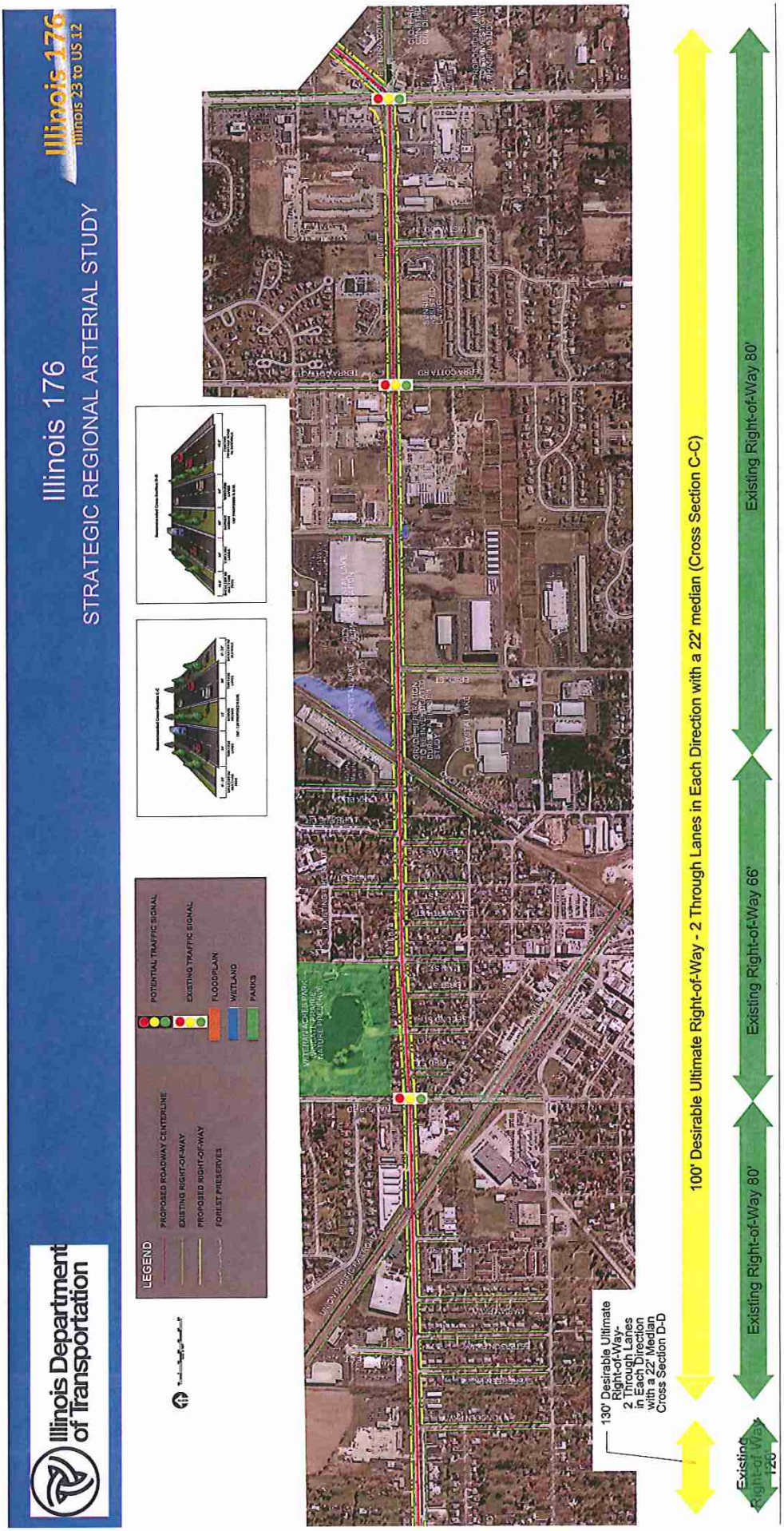

Illinois Department of Transportation
Illinois 176
Illinois 23 to US 12
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
LEGEND
PROPOSED ROADWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
FOREST PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLAND
PARKS
Recommended Cross-Section A-A
20' BIKE/LOCKER W/ PEDESTRIAN PATH
24' THROUGH LANES
12' TURN LANE
24' THROUGH LANES
20' BIKE/LOCKER W/ SIDEWALK
100' PROPOSED R.O.W.
DEERPASS RD
CENTER RD
PROSPECT ST
DEER PASS PARK
GRACE ST
EMMANUEL BAPTIST CHURCH
KISHWAUKEE ST
EAST ST
PAGE ST
TAYLOR ST
HALE ST
IL 23 (STATE ST)
100' Desirable Ultimate Right-of-Way - 5 lanes (Cross Section A-A)
Existing Right-of-Way 80'
Existing Right-of-Way 60'

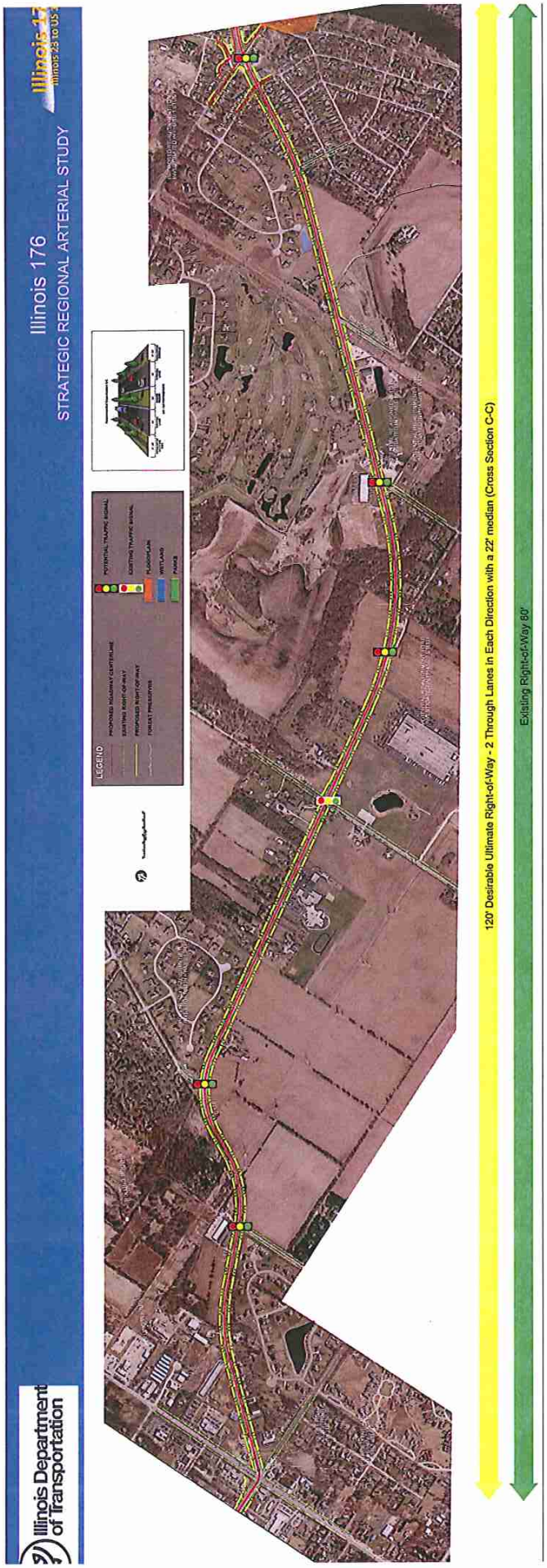

Illinois Department of Transportation
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
Illinois 23 to US
LEGEND
PROPOSED ROADWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
FOREST PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLANDS
PARKS
220' Desirable Ultimate Right-of-Way - 2 Through Lanes in Each Direction with a 60' median (Cross Section B-B)
Existing Right-of-Way 80'
Existing Right-of-Way 80'
Existing Right-of-Way 80'

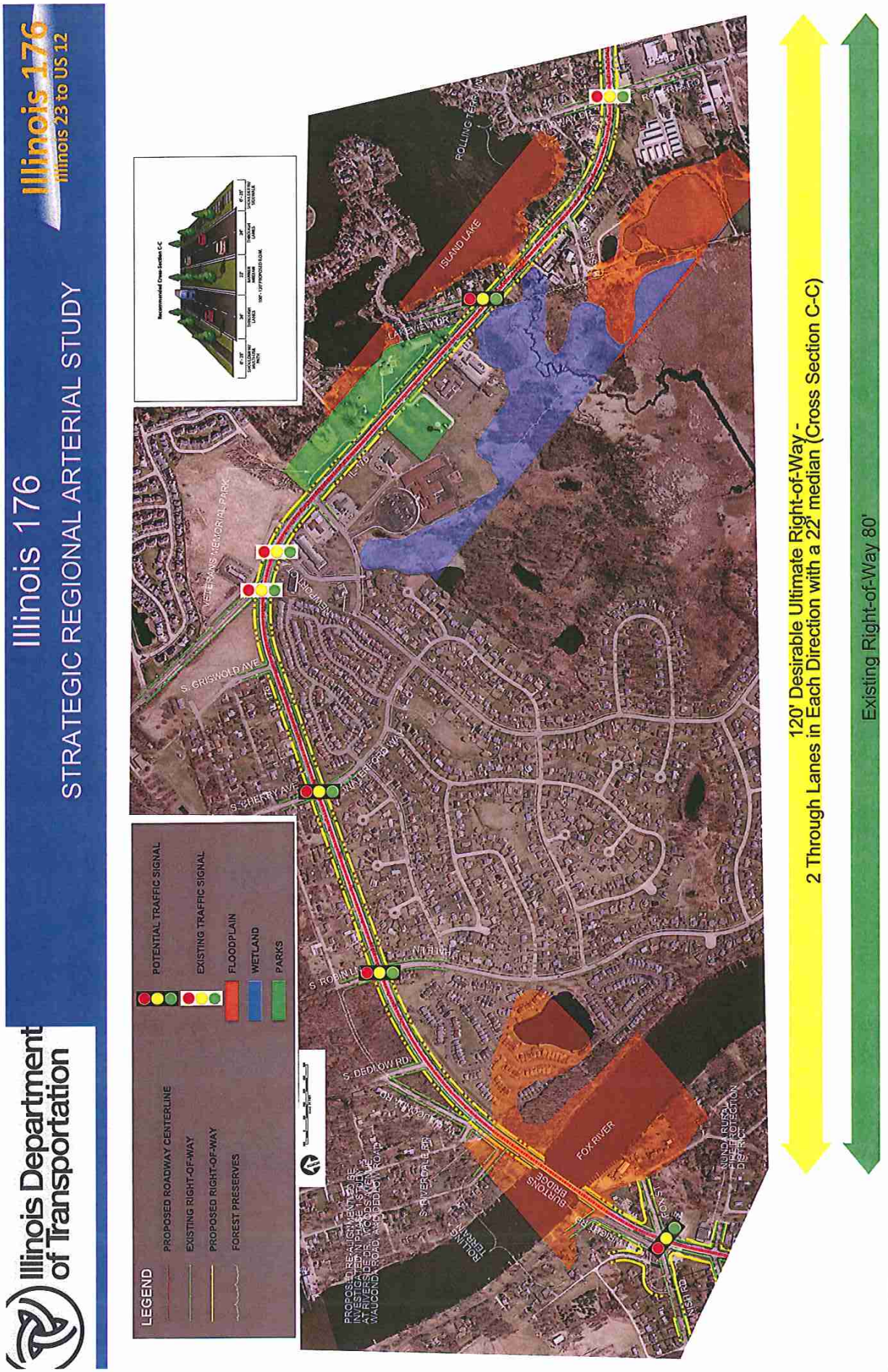

Illinois Department of Transportation
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
Illinois 176
Illinois 23 to US 12
LEGEND
PROPOSED ROADWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
FOREST PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLAND
PARKS
220' Desirable Ultimate Right-of-Way - 2 Through Lanes in Each Direction with a 60' median (Cross Section B-B)
Existing Right-of-Way 80'
Existing Right-of-Way 80'
Existing Right-of-Way 80'
Existing Right-of-Way 80'


Illinois Department of Transportation
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
Illinois 176
Illinois 23 to US 12
LEGEND
PROPOSED ROADWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
FOREST PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLAND
PARKS
Existing Right-of-Way 150'
220' Desirable Ultimate Right-of-Way - 2 Through Lanes in Each Direction with 50' median Cross Section B-B
2 Through Lanes
220' Desirable Ultimate Right-of-Way - 2 Through Lanes in Each Direction with a 60' median (Cross Section B-B)
Existing Right-of-Way 80'
Existing Right-of-Way 100'


Illinois Department of Transportation
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
Illinois 176
Illinois 23 to US 12
LEGEND
PROPOSED HIGHWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PARCEL PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLAND
PARKS
120' Desirable Ultimate Right-of-Way - 2 Through Lanes in Each Direction with a 22' median (Cross Section C-C)
Existing Right-of-Way 100'


Illinois Department of Transportation
Illinois 176
Illinois 23 to US 12
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
LEGEND
PROPOSED ROADWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
FOREST PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLAND
PARKS
130' Desirable Ultimate Right-of-Way- 2 Through Lanes in Each Direction with a 22' Median Cross Section D-D
100' Desirable Ultimate Right-of-Way - 2 Through Lanes in Each Direction with a 22' median (Cross Section C-C)
Existing Right-of-Way 80'
Existing Right-of-Way 66'
Existing Right-of-Way 80'


Illinois Department of Transportation
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
Illinois 17
Illinois 23 to US 1
LEGEND
120' Desirable Ultimate Right-of-Way - 2 Through Lanes in Each Direction with a 22' median (Cross Section C-C)
Existing Right-of-Way 80'


Illinois Department of Transportation
Illinois 176
Illinois 23 to US 12
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
LEGEND
PROPOSED ROADWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
FOREST PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLAND
PARKS
Recommended Cross-Section C-C
S. GRISWOLD AVE
VETERANS MEMORIAL PARK
S. CHERRY AVE
WATERFORD WAY
S. ROBINLEE
S. DEDLOW RD
ROLLING TERRACE
FOX RIVER
BURTONS BRIDGE
ISLAND LAKE
LAKEVIEW DR
ROLLING TERRACE
ROCKFORD RD
120' Desirable Ultimate Right-of-Way -
2 Through Lanes in Each Direction with a 22' median (Cross Section C-C)
Existing Right-of-Way 80'

Illinois Department of Transportation
Illinois 176
Illinois 23 to US 12
Illinois 176
STRATEGIC REGIONAL ARTERIAL STUDY
LEGEND
PROPOSED ROADWAY CENTERLINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
FOREST PRESERVES
POTENTIAL TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL
FLOODPLAIN
WETLAND
PARKS
ROLLING TERRAIN
120' Desirable Ultimate Right-of-Way -
2 Through Lanes in Each Direction with a 22' median (Cross Section C-C)
Existing Right-of-Way 80'

IL 176 Strategic Regional Arterial (SRA) Corridor Study Public Hearing
McHenry County College
October 27, 2010

Welcome Exhibit and Sign-In Table

IDOT Representative and Resident Discussing Exhibit

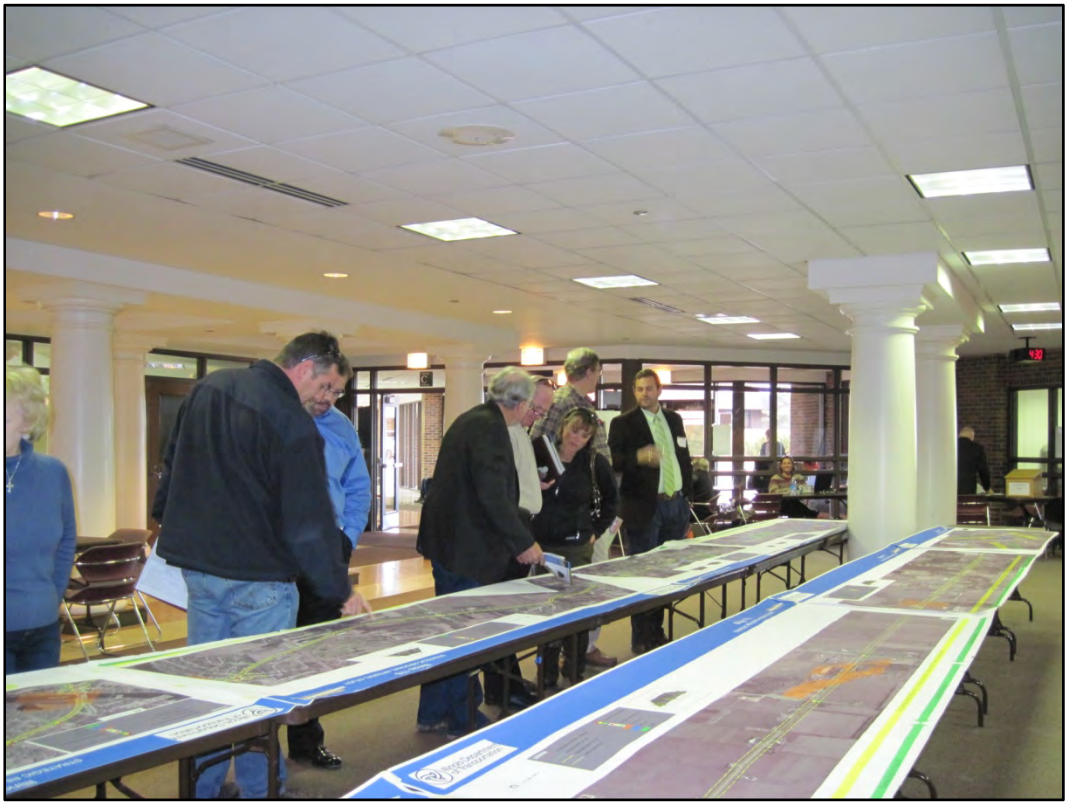
IDOT Representative Discussing Study with Resident

Residents Viewing Corridor Exhibits

Residents Viewing Audio-Visual Presentation

IDOT Representatives and Residents Dicussing Corridor Exhibits

Residents Viewing Exhibit



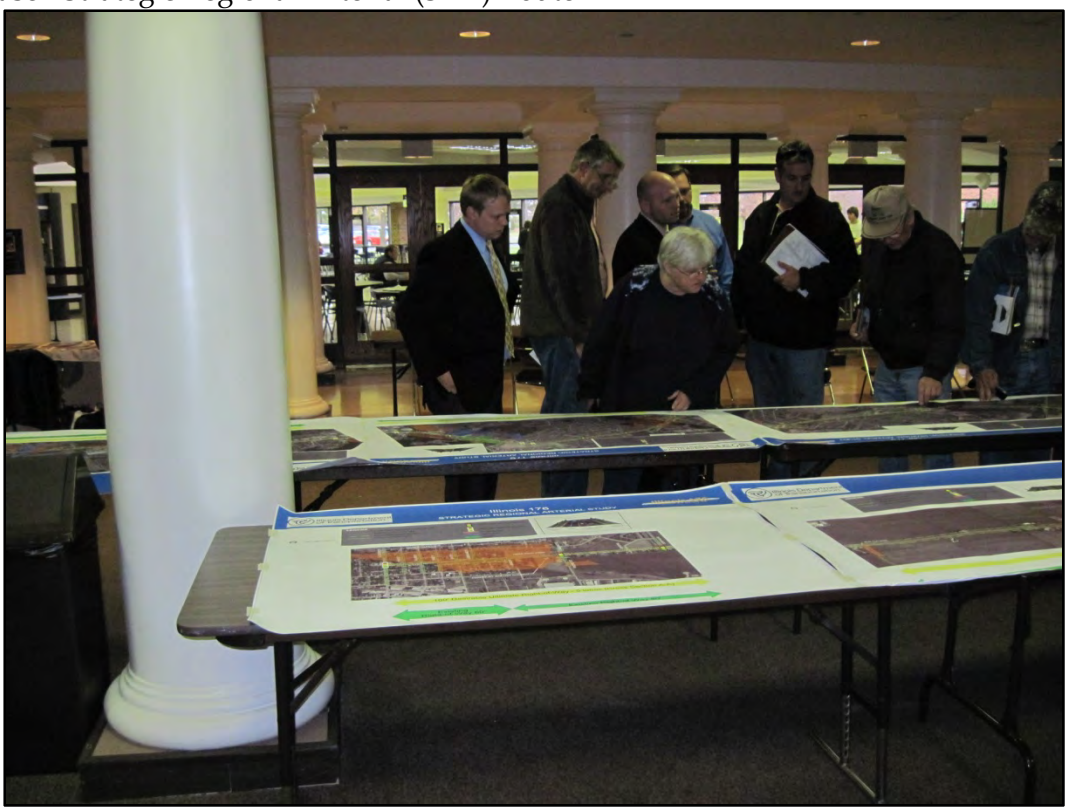
Residents Viewing Corridor Exhibits

IDOT and Consultant Representatives Discussing Study with Elected Officials

Resident Viewing Study Document

Resident Viewing Exhibits

IDOT and Consultant Representatives Discussing Study with Resident and Elected Officials



Residents Viewing Corridor Exhibits

IDOT Representatives Discussing Corridor Exhibits with Residents

Consultant Representatives Discussing Study with Resident

Residents Viewing Exhibits

IDOT Representative Discussing Exhibits with Elected Officials

IDOT and Consultant Representatives Discussing Study with Resident

Residents Viewing Corridor Exhibits

Residents Viewing Exhibits

Residents Viewing Corridor Exhibits

IDOT Representative Discussing Exhibit with Resident

IDOT Representative Discussing Corridor Exhibit with Residents

Resident Viewing Exhibit

Residents Viewing Audio-Visual Presentation

Residents Viewing Audio-Visual Presentation

Court Reporter Recording Resident's Comment

IDOT Representatives Discussing Corridor Exhibits with Residents

Illinois 176
Illinois 23 to US 12

October 27, 2010
Public Hearing Comment Form

The Illinois Department of Transportation (IDOT) is currently conducting a Strategic Regional Arterial (SRA) Corridor Study for the potential improvement of Illinois Route 176 from the City of Marengo through McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the City of Wauconda. At this time IDOT is seeking input on the recommended improvements developed to address the needs of the corridor.

We ask for your comments and feedback regarding the Illinois Route 176 Study. Please place your comment forms in the box marked COMMENTS; fax to (847) 705-4666; or fold in thirds, tape closed, place a stamp and mail to the address on the back.

Please send comments related to this Public Hearing by November 15, 2010.

Comments/Questions: I feel this ~~study~~ plan does not fit the site. It would drastically alter Downtown Crystal Lake. It seems unnecessary for the amount of traffic flow. adding a turning lane is a good idea adding 6 lanes is NOT!
It also should be noted that building more roads leads to more congestion! it is not always the best solution to expected increased flow. It would also reduce many properties size along the way.

(Optional, Please Print)

Name Matt Buller

Affiliation Student

City/State Crystal Lake *Zip Code* 60014

Phone No.

E-Mail Address

Please add me to the mailing list: ☐

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010
Public Hearing Comment Form

The Illinois Department of Transportation (IDOT) is currently conducting a Strategic Regional Arterial (SRA) Corridor Study for the potential improvement of Illinois Route 176 from the City of Marengo through McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the City of Wauconda. At this time IDOT is seeking input on the recommended improvements developed to address the needs of the corridor.

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Please send comments related to this Public Hearing by November 15, 2010.

Comments/Questions:

Thanks for sharing the concept so proactively.

Let's go!

(Optional, Please Print)

Name Bob Halpern-Givens

Affiliation resident

City/State Prairie Grove *Zip Code* 60012

Phone No. 815 356 8328

E-Mail Address bobhg bobhg@gmail.com

Please add me to the mailing list: ☒

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010
Public Hearing Comment Form

The Illinois Department of Transportation (IDOT) is currently conducting a Strategic Regional Arterial (SRA) Corridor Study for the potential improvement of Illinois Route 176 from the City of Marengo through McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the City of Wauconda. At this time IDOT is seeking input on the recommended improvements developed to address the needs of the corridor.

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Please send comments related to this Public Hearing by November 15, 2010.

Comments/Questions:

Between Barreville & Valley View is Prairie Grove School. The majority of kids live on the northside of 176 & the school is on the south side. There needs to be a way for kids to get to the school – either over or under 176 either at Barreville, Valley View or right @ the school

(Optional, Please Print)

Name Tim Dooley

Affiliation

City/State *Zip Code*

Phone No. 708 772 7374

E-Mail Address

Please add me to the mailing list: ☐

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

October 27, 2010
Public Hearing Comment Form

The Illinois Department of Transportation (IDOT) is currently conducting a Strategic Regional Arterial (SRA) Corridor Study for the potential improvement of Illinois Route 176 from the City of Marengo through McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the City of Wauconda. At this time IDOT is seeking input on the recommended improvements developed to address the needs of the corridor.

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Please send comments related to this Public Hearing by November 15, 2010.

Comments/Questions:

What is happening with the intersection of Rt 31 and Rt 176?

There have been an extremely high volume of accidents here!

It needs attention!

The lanes are very confusing!

(Optional, Please Print)

Name Kim Dooley

Affiliation

City/State Crystal Lake IL *Zip Code* 60014

Phone No. 815-356-1773

E-Mail Address

Please add me to the mailing list: ☐

Illinois Department of Transportation

BUREAU OF PROGRAMMING
RECEIVED
NOV 15 2010
DISTRICT #1

Illinois 176
Illinois 23 to US 12

October 27, 2010
Public Hearing Comment Form

The Illinois Department of Transportation (IDOT) is currently conducting a Strategic Regional Arterial (SRA) Corridor Study for the potential improvement of Illinois Route 176 from the City of Marengo through McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the City of Wauconda. At this time IDOT is seeking input on the recommended improvements developed to address the needs of the corridor.

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Please send comments related to this Public Hearing by November 15, 2010.

Comments/Questions: My Husband and I attended the Public Hearing on October 27th and we are both in agreement that this entire project is a huge mistake! Widening Rt 176 into extra lanes would cut into our property - however adding a Median section dividing the Highway would be taking away huge chunks of Property on both sides of RT 176 & cutting down beautiful large trees along the way. Everyone we have spoken to about this project are totally against it. It is just Not a good plan for our rural area. Please reconsider this plan and don't widen Route 176. THANK YOU.

(Optional, Please Print)

Name _____

Affiliation _____

City/State _____ *Zip Code* _____

Phone No. _____

E-Mail Address _____

Please add me to the mailing list: ☐

Illinois Department of Transportation

Illinois 176
Illinois 23 to US 12

BUREAU OF PROGRAMMING
RECEIVED
NOV 15 2010
DISTRICT #1

October 27, 2010
Public Hearing Comment Form

The Illinois Department of Transportation (IDOT) is currently conducting a Strategic Regional Arterial (SRA) Corridor Study for the potential improvement of Illinois Route 176 from the City of Marengo through McHenry County and the communities of Crystal Lake, Prairie Grove, and Island Lake to the City of Wauconda. At this time IDOT is seeking input on the recommended improvements developed to address the needs of the corridor.

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Please send comments related to this Public Hearing by November 15, 2010.

Comments/Questions: AFTER TALKING TO THE DESIGN TEAM I UNDERSTAND THAT IDOT INTENDS TO WIDEN 176 ON EACH SIDE IN THE AMOUNT OF 60 FEET FROM THE CURRENT CENTERLINE AND EVEN WIDER WHERE IT IS DECIDED A TURN BAY IS NEEDED. I AM CONCERNED. I THINK CHANGING ROUTE 176 FROM TWO LANE TO A DIVIDED FOUR LANE ROAD WITH A MEDIAN STRIP WILL IMPACT THIS AREA NEGATIVELY. THE TRAFFIC WILL START MOVING AT A HIGH RATE OF SPEED WHICH IN ITSELF IS DANGEROUS. I BELIEVE THAT WE WILL START EXPERIENCING HIGH SPEED ACCIDENTS SIMILAR TO THOSE ON THE EXPRESSWAYS INSTEAD OF MINOR FENDER BENDERS WE WILL ALSO SEE A NOTABLE INCREASE IN SEMI TRAFFIC. THIS ALSO NEGATIVELY IMPACT OUR COUNTRY ENVIRONMENT I.E. NOISE, ROAD LIGHTING, WATER AND ROAD RUN OFF THAT COULD CONTAMINATE THE FOX RIVER

BECAUSE THIS ROAD WILL BE GOING THROUGH A RURAL AREA YOU WILL BE IMPACTING THE WATERSHED AND POSSIBLY GROUND WELLS.

I VIEW THE PROJECT AS HAVING MORE NEGATIVES THAN POSITIVES

THANK YOU

(Optional, Please Print)

Name _____

Affiliation _____

City/State _____ *Zip Code* _____

Phone No. _____

E-Mail Address _____

Please add me to the mailing list: ☐

Illinois Department of Transportation

3408 IL Route 176
Prairie Grove, IL 60014
November 15, 2010

VIA FACSIMILE AND FIRST CLASS MAIL

Sue Palmer
Area Programmer
IDOT – District One
201 W. Center Court
Schaumburg, IL 60196

Re: Illinois 176 Strategic Regional Arterial Study

Dear Ms. Palmer:

I am a resident of Prairie Grove, IL. I have lived at this address over 40 years and am extremely well-acquainted with the land contiguous to Route 176, the owners of that land and with Prairie Grove School.

I own three properties that total in excess of 14 acres. All three properties, including my residence, are contiguous to Route 176.

The Illinois Tomorrow Corridor Planning Grant Program helped finance the creation and development of the IL Route 176 Corridor Plan. The Corridor Plan was adopted by the Prairie Grove Village Board in November, 2009.

Please consider the approximately 50 acres that lie on the north side of Route 176 between Barreville Ridge Subdivision and Valley View Road. This is exclusive of the residences that front onto Valley View Road and the one at the northwest corner of the intersection of Route 176 and Valley View Road.

There are 10 properties along this portion of Route 176. Six are investor-owned. Of the remaining four, two owners would readily sell to a developer. The remaining two owners would likely sell to a developer.

The Land Use Plan portion of the Corridor Plan provides for Mixed Use for these properties. The description of Mixed Use, per the Land Use Plan, is as follows:

> "If parcel consolidation is possible for this area, the potential exists for a mix of uses for this location including corridor commercial, neighborhood commercial, office, and residential uses."

Parcel consolidation is not merely possible. It would be highly sought after by the owners.

In addition to those 10 properties, note the property (mentioned above) at the northwest corner of the intersection of Route 176 and Valley View Road. The Land Use Plan provides for Single Family Detached for that property.

However, that structure originated as a farm house many decades ago. Its age, coupled with its location at an intersection, points to a commercial use. That property is also investor-owned.

Considering the Village of Prairie Grove Land Use Plan and the large investor ownership for those approximately 50 acres, IDOT should seriously contemplate the impact such Mixed Use development would have on that portion of Route 176.

Planning should include the future need for a traffic control device at the west boundary of this acreage (which coincides with the east boundary of Barreville Ridge Subdivision).

Should additional information or clarification be desired by IDOT regarding these comments or the land in question, I would be pleased to communicate with you.

Sincerely,

M. Edwin Garman

M. Edwin Garman

(815) 459-7902
edgarman13@gmail.com

P.S. Please add me to the mailing list.

3408 IL Route 176
Prairie Grove, IL 60014
November 15, 2010

Sue Palmer
Area Programmer
IDOT – District 1
201 W. Center Court
Schaumburg, IL 60196

Re: Illinois 176 Strategic Regional Arterial Study

Dear Ms. Palmer,

I attended the Public Hearing Open House held at McHenry County College on October 27 regarding the future of Illinois Route 176.

I live on Route 176 in the Village of Prairie Grove near Prairie Grove School. I have lived here since 1950.

I am concerned regarding the proposed width for Route 176 as presented on the maps shown at the October 27 meeting. The proposal I believe showed a width taken for the highway to be in excess of 100 feet.

The proposal also indicated a possible approximately 20 foot median strip in the middle of the four lane road with trees in the middle of the road. It also showed extremely limited access to the road from properties in our section of the highway.

I am very concerned regarding the amount of land that would be taken out of the properties along highway 176 in the area between Barreville Road and Valley View road in the Village of Prairie Grove per the IDOT proposal. With a median strip of the width that was indicated, it would be a hardship for the Prairie Grove Elementary School on the south side of the road and some neighbors whose houses are close to the road on the north side of the road near the school. The indicated width proposed by IDOT would put the road extremely close to the school building and the houses.

Since the driveways for properties in this area are on 176, a limited access would cause a hardship to the homeowners. A median strip would require homeowners to by-pass their own properties' driveways to get to an intersection to turn around to get into their own driveways. This would especially be a problem in snowy or icy conditions.

My suggestion is to have a center turn lane between the opposite lanes of the four lane highway rather than a landscaped large median strip. This type of turn lane would not have barriers for access to the driveways along this section of Route 176.

When we spoke with the representatives of IDOT on October 27, they indicated that some room was needed between the opposite lanes of the four lane highway so that the lanes would stay aligned when the road got to stop lights to allow room for left turn lanes. Their answer was a large landscaped median strip. I don't think this wide of an area is needed.

A center turn lane (without any barriers to turning such as would occur with a median strip) would allow for ingress/egress for property owners as well as keeping the lanes aligned per IDOT's preference.

Sincerely,

Jeanne E. Garman

Jeanne E. Garman

Phone: 815-459-7902

Email: chem1946@gmail.com

ILLINOIS DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT

RE: ILLINOIS ROUTE 176 IMPROVEMENTS

Public comments taken before

LAURA L. BABYAR, C.S.R., at McHenry County College,

Crystal Lake, Illinois, on Wednesday, October 27, 2010,

between the hours of 4:00 and 7:00 p.m.

Q & A REPORTING, INC.
7115 Virginia Rd., Suite 105
Crystal Lake, IL 60014
(815)477-2230

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

I N D E X

MR. LILLEGARD	Pg. 3 & 6
MR. BRIGHT	Pg. 4
MS. PRONTO	Pg. 7
MS. McCONVILLE	Pg. 9

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

MR. LILLEGARD: My name is Tom Lillegard, L-i-l-l-e-g-a-r-d, 2025 Illinois Route 176. We have about the only farm on 176. We're between Bayview Beach and Burton's Bridge. We're not objecting to the plans. We have a suggestion.

They showed potential stoplights at both Buhl Road and Behan, B-e-h-a-n. And I was suggesting to the man that one of those be eliminated; preferably, the one at Buhl Road because traffic that would access there could go out on Behan Road at the top of the hill. That there be a light at Bayview Beach Road, if there is a light. That Bayview Beach Road serves approximately 200 people and it's only one way in and out. And we just had a severe accident there. A young man was killed foolishly racing a motorcycle at 11 o'clock at night, no headlight on, and a pickup turned into the road, you know. But there has been casualty accidents that I know and that's my only thoughts.

It would be a nice-looking road. It will affect us. We have just a small roadway that enters from our farm. This would be a major challenge to do.

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

MR. BRIGHT: Stephen W. Bright, S-t-e-p-h-e-n, Bright, B-r-i-g-h-t. 317 Lorraine Drive, L-o-r-r-a-i-n-e, and that's Crystal Lake, Illinois 60012. First of all, I am in favor of the project. What I do not care for is the right-in and the right-out. And the options that they have shown me will be just about as risky as trying to make a left-hand turn right now.

The other -- well, there's several things. Big one I can see is the people that live along there, they can only, from their driveways, can enter out to the right, okay? I live on a street. But the people that live there have short driveways. Most of them don't have a place to turn their car around. So if they pull it in, they're going to have to back it out on this thing. Or else they got to pull ahead and back in so they can pull out later. Do you follow what I am trying to say with that? You can understand the difficulty.

Where I live, my street is a horseshoe. So I would have to go north around the horseshoe to come over to Park Avenue and there there's a break and I can make a left-hand turn. But to do that, I have to cross two lanes of traffic that there is no control device.

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

Now, the speed limit is supposed to be 35 in there and 30 right there. Good luck. Okay? So you're trying to get across.

Plus, there's factories there. During people trying to get in there in the morning and people exiting in the afternoon, that's a terrible place to try to make a turn or get out on Route 176 as it is now. I'd like to know how they think they're going to improve that with all those people.

As to all of my other questions, they have addressed them pretty well. So I want to think a little more about this. And I also have some forms I can send it in. But like I say, the big thing is the right in and out. And I made a comment, why don't they maybe look at roundabouts rather than this break and try to do this thing?

Now, they're saying there will be a 22-foot median so you can be stored there until the traffic frees up. In the morning, if I have an appointment up town, I can make a right. But to make my left to get there could be interesting waiting for the traffic so I can cross it when it's all bumper to bumper. Hopefully there will be a couple good Samaritans. All right, thank you.

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

MR. LILLEGARD: Thomas Lillegard again. With the divided highway, we may have our entrance blocked to be able to travel west. Ours is an active, operating farm and we receive farm trucks, semis to remove our grain or hay. And we're requesting to have -- be able to cross the divided highway at our driveway so that grain trailers and farm equipment can get out and across the road. I am pretty strong on that suggestion because our grain is sold to Seegers Grain. That's west of Crystal Lake. And if they have to go east, there is no place to turn around. We'll be like, landlocked from the sale of crops. There is no elevators east of us. And also, we sell hay and it goes west. That's it.

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

MS. PRONTO: Donna and Steve Pronto, P-r-o-n-t-o, 18121 Illinois Route 176, Crystal Lake, 60014. We spoke with Carlos and we reviewed the proposal of the changes to Route 176, especially the changes in the Crystal Lake area. And we wanted to comment on the stoplight at Buhl and 176. That's spelled B-u-h-l. That should actually be moved to Bayview Beach Road and 176 because that is a much, much larger neighborhood. Much higher traffic goes in and out of that intersection. And that the proposed stoplight at Behan, B-e-h-a-n, Road and 176 be eliminated. We don't think that it's necessary at all due to the low number of residents in that area. And there's already a stoplight a short way down the road at Valley View.

Now, instead of waiting however long for all these improvements to be made, as an intermediate step or suggestion, can they consider putting in turn lanes? You know how they do the left and right turn lane just in one center lane down the middle? One of those things from the Fox River to Buhl Road at least. Because there have been some businesses that have opened up in that area. So there's some retail activity. And, of course, the expansion of, you know, homes and

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neighborhoods. Just to help reduce the amount of crashes. There's been somewhat an increase of crashes lately due to the lack of turn lanes, I think. That's it.

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

MS. McCONVILLE: Lori, L-o-r-i, McConville, M-c-C-o-n-v-i-l-l-e, 1807 Blossom Street, Crystal Lake, Illinois. And my first comment is the projected income for population to 2030 at 73 percent is way higher than McHenry County has planned for its 2030 Plan. Concerning segment eight, at the power line, east of the power lines there's flooding that crosses Route 176 and that has been impacted by building currently there. So it's a caution for improvements at that area.

I am concerned about the impact of a four-lane highway going through old neighborhoods like Crystal Lake, old subdivisions. High View Estates and Burton's Bridge which are high residential areas. A highway like this will change the characteristics of those communities detrimentally reducing property values and quality of life.

Public outreach, I'd like to see that improved. Stakeholders I consider is anyone who resides along a highway that's slated for improvement. I do appreciate the State contacting municipalities, but municipalities don't always do outreach to individual members in the community. That's it.

(WHICH were all the public comments at this time.)

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

STATE OF ILLINOIS)
) SS.
COUNTY OF McHENRY)

I hereby certify that I reported in shorthand the public comments of the above-entitled public hearing and that the foregoing reported proceedings, consisting of pages 1 through 9, inclusive, is a true, correct and complete transcript of my shorthand notes so taken at the time and place aforesaid.

Laura S. Babyar

Certified Shorthand Reporter

Electronically signed by Laura Babyar (401-275-707-0767) 489ccc67-6103-4d7b-acee-788d0627fa20

SRA 176 Public Hearing - October 27, 2010
Comment Matrix

IL 176 from IL 23 (State Street) to US 12 (Rand Road)

Comment	Response (How was the comment addressed)
I feel this plan does not fix the site. It would drastically alter downtown Crystal Lake. It seems unnecessary for the amount of traffic flow. Adding a turning lane is a good idea adding 6 lanes is NOT! It also should be noted that building more roads leads to more congestion! It is not always the best solution to expected increased flow. It would also reduce many properties size along the way.	Comment acknowledged.
Thanks for sharing the concept so proactively. Let's go!	Comment acknowledged.
Between Barreville & Valley View is Prairie Grove School. The majority of kids live on the north side of 176 & the school is on the south side. There needs to be a way for kids to get to the school - either over or under 176 either at Barreville, Valley View or right at the school.	This will be investigated during a Phase 1 Study.
What is happening with the intersection of Rt. 31 and Rt. 176? There has been an extremely high volume of accidents here! It needs attention! The lanes are very confusing!	We have studied this intersection as a part of a Phase 1 Study. Its implementation is funded within our Current Multi-Year Program and will go to construction depending on plan readiness.
After talking to the design team I understand that IDOT intends to widen 176 on each side in the amount of 60 feet from the current centerline and even wider where it is decided a turn bay is needed. I am concerned. I think changing Route 176 from two lanes to a divided four lane road with a median strip will impact this area negatively. The traffic will start moving at a high rate of speed which in itself is dangerous. I believe that we will start experiencing high speed accidents similar to those on the expressways instead of minor fender benders. We will also see a notable increase in semi traffic. This also negatively impacts our country environment i.e., noise, road lighting, water and road run off that could contaminate the Fox River. Because this road will be going through a rural area you will be impacting the watershed and possibly ground wells. I view the project as having more negatives than positives.	Comment acknowledged.

Comment	Response (How was the comment addressed)
My husband and I attended the Public Hearing on October 27th and we are both in agreement that this entire project is a huge mistake! Widening Rt. 176 into extra lanes would cut into our property - however adding a median section dividing the highway would be taking away huge chunks of property on both sides of Rt. 176 and cutting down beautiful large trees along the way. Everyone we have spoken to about the project are totally against it. It is just not a good plan for our rural area. Please reconsider this plan and don't widen Route 176.	Comment acknowledged. Improvements recommended, including the exact width of IL 176 will need to be further investigated and studied during more detailed, yet unfunded engineering and environmental studies with continuing public involvement.
I am a resident of Prairie Grove, IL. I have lived at this address over 40 years and am extremely well-acquainted with the land contiguous to Route 176, the owners of that land and with Prairie Grove School. I own three properties that total in excess of 14 acres. All three properties, including my residence, are contiguous to Route 176. The Illinois Tomorrow Corridor Planning Grant Program helped finance the creation and development of the IL Route 176 Corridor Plan. The Corridor Plan was adopted by the Prairie Grove Village Board in November, 2009. Please consider the approximately 50 acres that lie on the north side of Route 176 between Barreville Ridge Subdivision and Valley View Road. This is exclusive of the residences that front onto Valley View Road and the one at the northwest corner of the intersection of Route 176 and Valley View Road. There are 10 properties along this portion of Route 176. Six are investor-owned. Of the remaining four, two owners would readily sell to a developer. The remaining two owners would likely sell to a developer. The Land Use Plan portion of the Corridor Plan provides for Mixed Use for these properties. The description of Mixed Use, per the Land Use, is as follows: "If parcel consolidation is possible for this area, the potential exists for a mix of uses for this location including corridor commercial, neighborhood commercial, office,	Comment acknowledged.

Comment	Response (How was the comment addressed)
and residential uses." Parcel consolidation is not merely possible. It would be highly sought after by the owners. In addition to those 10 properties, note the property (mentioned above) at the northwest corner of the intersection of Route 176 and Valley View Road. The Land Use Plan provides for Single Family Detached for that property. However, that structure originated as a farm house many decades ago. Its age, coupled with its location at an intersection, points to a commercial use. That property is also investor-owned. Considering the Village of Prairie Grove Land Use Plan and the large investor ownership for those approximately 50 acres, IDOT should seriously contemplate the impact such Mixed Use development would have on that portion of Route 176. Planning should include the future need for a traffic control device at the west boundary of this acreage (which coincides with the east boundary of Barreville Ridge Subdivision).	
I attended the Public Hearing Open House held at McHenry County College on October 27 regarding the future of Illinois Route 176. I live on Route 176 in the Village of Prairie Grove near Prairie Grove School. I have lived here since 1950. I am concerned regarding the proposed width for Route 176 as presented on the maps shown at the October 27 meeting. The proposal I believe showed a width taken for the highway to be in excess of 100 feet. The proposal also indicated a possible approximately 20 foot median strip in the middle	Comment acknowledged. Improvements recommended, including the exact width of IL 176 will need to be further investigated and studied during more detailed, yet unfunded engineering and environmental studies with continuing public involvement. Access points along IL 176 will be consolidated with right-in and right-out turns. Only major intersections will have left turns. By consolidating the number of access points along IL 176 and in turn the number of conflict points the

Comment	Response (How was the comment addressed)
of the four lane road with trees in the middle of the road. It also showed extremely limited access to the road from properties in our section of the highway. I am very concerned regarding the amount of land that would be taken out of the properties along highway 176 in the area between Barreville Road and Valley View Road in the Village of Prairie Grove per the IDOT proposal. With a median strip of the width that was indicated, it would be a hardship for the Prairie Grove Elementary School on the south side of the road and some neighbors whose houses are close to the road on the north side of the road near the school. The indicated width proposed by IDOT would put the road extremely close to the school building and the houses. Since the driveways for properties in this area are on 176, a limited access would cause a hardship to the homeowners. A median strip would require homeowners to by-pass their own properties' driveways to get to an intersection to turn around to get into their own driveways. This would especially be a problem in snowy or icy conditions. My suggestion is to have a center turn lane between the opposite lanes of the four lane highway rather than a landscaped large median strip. This type of turn lane would not have barriers for access to the driveways along this section of Route 176. When we spoke with the representatives of IDOT on October 27, they indicated that some room was needed between the opposite lanes of the four lane highway so that the lanes would stay aligned when the road got to stop lights to allow room for left turn lanes. Their answer was a large landscaped median strip. I don't think this wide of an area is needed. A center turn lane (without any barriers to running such as would occur with a median strip) would allow for ingress/egress for property owners as well as keeping the lanes aligned per IDOT's preference.	recommendations aim to improve safety by reducing the crash potential along IL 176.

Comment	Response (How was the comment addressed)
Comments Recorded by the Court Reporter	
We have about the only farm on 176. We're between Bayview Beach and Burton's Bridge. We're not objecting to the plans. We have a suggestion. They showed potential stoplights at both Buhl Road and Behan. And I was suggesting to the man that one of those be eliminated; preferably, the one at Buhl Road because traffic that would access there could go out on Behan Road at the top of the hill. That there be a light at Bayview Beach Road, if there is a light. That Bayview Beach Road serves approximately 200 people and it's only one way in and out. And we just had a severe accident there. A young man was killed foolishly racing a motorcycle at 11 o'clock at night, no headlight on, and a pickup turned into the road, you know. But there has been casualty accidents that I know and that's my only thoughts. It would be a nice looking road. It will affect us. We have just a small roadway that enters from our farm. This would be a major challenge to do. With the divided highway, we may have our entrance blocked to be able to travel west. Ours is an active, operating farm and we receive farm trucks, semis to remove our grain or hay. And we're requesting to have -- be able to cross the divided highway at our driveway so that grain trailers and farm equipment can get out and across the road. I am pretty strong on that suggestion because our grain is sold to Seegers Grain. That's west of Crystal Lake. And if they have to go east, there is no place to turn around. We'll be like, landlocked from the sale of crops. There is no elevators east of us. And also, we sell hay and it goes west. That's it.	This will be investigated during a Phase 1 Study.
First of all, I am in favor of the project. What I do not care for is the right-in and the right-out. And the options that they have shown me will be just about as risky as trying to make a left-hand turn right now. The other -- well, there's several things. Big one I can see is the people that live along there, they can only, from their driveways, can enter out to the right, okay? I live on a street. But the people that live there have short driveways. Most of them don't have a	Per the Federal Highway Administration's (FHWA) Access Management Primer and IDOT's U-Turn diagram, there are many safety and mobility benefits associated with the use of median barriers and u-turns. At this time, IDOT supports the use of a median; however, this will be investigated further during a Phase

Comment	Response (How was the comment addressed)
place to turn their car around. So if they pull it in, they're going to have to back it out on this thing. Or else they got to pull ahead and back in so they can pull out later. Do you follow what I am trying to say with that? You can understand the difficulty. Where I live, my street is a horseshoe. So I would have to go north around the horseshoe to come over to Park avenue and there there's a break and I can make a left-hand turn. But to do that, I have to cross two lanes of traffic that there is no control device. Now, the speed limit is supposed to be 35 in there and 30 right there. Good luck. Okay? So you're trying to get across. Plus, there's factories there. During people trying to get in there in the morning and people existing in the afternoon, that's a terrible place to try to make a turn or get out on Route 176 as it is now. I'd like to know how they think they're going to improve that with all those people. As to all of my other questions, they have addressed them pretty well. So I want to think a little more about this. And I also have some forms I can send it in. But like I say, the big thing is the right in and out. And I made a comment, why don't they maybe look at roundabouts rather than this break and try to do this thing. Now, they're saying there will be a 22-foot median so you can be stored there until the traffic frees up. In the morning, if I have an appointment up town, I can make a right. But to make my left to get there could be interesting waiting for the traffic so I can cross it when it's all bumper to bumper. Hopefully there will be a couple good Samaritans. All right, thank you.	1 Study.
We spoke with Carlos and we reviewed the proposal of the changes to Route 176, especially the changes in the Crystal Lake area. And we wanted to comment on the stoplight at Buhl and 176. That's spelled B-u-h-l. That should actually be moved to Bayview Beach Road and 176 because that is a much, much larger neighborhood. Much higher traffic goes in and out of that intersection. And that the proposed stoplight at	This will be investigated during a Phase 1 Study.

Comment	Response (How was the comment addressed)
Behan, B-e-h-a-n, Road and 176 be eliminated. We don't think that it's necessary at all due to the low number of residents in that area. And there's already a stoplight a short way down the road at Valley View. Now instead of waiting however long for all these improvements to be made, as an intermediate step or suggestion, can they consider putting in turn lanes? You know how they do the left and right turn lane just in one center lane down the middle? One of those things from the Fox River to Buhl Road at least. Because there have been some businesses that have opened up in that area. So there's some retail activity. And, of course, the expansion of, you know, homes and neighborhoods. Just to help reduce the amount of crashes. There's been somewhat an increase of crashes lately due to the lack of turn lanes, I think. That's it.	
And my first comment is the projected income for population to 2030 at 73 percent is way higher than McHenry County has planned for its 2030 plan. Concerning segment eight, at the power line, east of the power lines there's flooding that crosses Route 176 and that has been impacted by building currently there. So it's a caution for improvements at that area. I am concerned about the impact of a four-lane highway going through old neighborhoods like Crystal Lake, old subdivisions. High View Estates and Burton's Bridge which are high residential areas. A highway like this will change the characteristics of those communities detrimentally reducing property values and quality of life. Public outreach, I'd like to see that improved. Stakeholders I consider is anyone who resides along a highway that's slated for improvement. I do appreciate the State contacting municipalities, but municipalities don't always do outreach to individual members in the community. That's it.	Comment acknowledged. In addition to contacting the municipalities, the hearing was advertised in the following public newspapers: • *Daily Herald*, October 14, 2010 and October 20, 2010 • *Northwest Herald*, October 13, 2010 and October 20, 2010 • *The Waukegan Lake County News-Sun*, October 18, 2010 and October 20, 2010