Project Development

PHASE I
PRELIMINARY ENGINEERING & ENVIRONMENTAL STUDY
WE ARE HERE

PHASE II*
CONTRACT PLAN PREPARATION AND LAND ACQUISITION

PHASE III*
CONSTRUCTION
ESTIMATED COST = $75 MILLION

Next Steps:

- Obtain and evaluate public comments
- Refine design, as needed
- Finalize engineering report and EA
- Receive Finding of No Significant Impact (FONSI)
- Obtain Phase I Design Approval (anticipated Summer 2017)
- Begin Phase II - Contract Plan Preparation (typically 18 to 24 months)
- Land Acquisition and Phase III - Construction (not funded)

* Funding for Phase II Engineering is included in IDOT's FY 2017 - 2022 Proposed Highway Improvement Program. The remaining elements of the project, land aquisition and Phase III construction, will be included in the priorities for future funding consideration among similar improvement needs throughout the region.

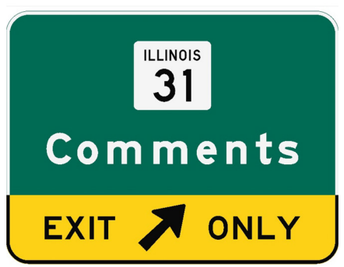
Land Acquisition Types and Process

- Fee Simple (Proposed Right-of-Way)
  - » 61.2 Acres required for this project
  - » Aquisition of all rights and interest
- Permanent Easement
  - » 0 Acres required for this project
  - » Ownership retained by property owner
  - » IDOT allowed permanent use of the property to construct and maintain facilities
- Temporary Easement
  - » 9.6 Acres required for this project
  - » Ownership retained by property owner
  - » Access required only for construction, generally for grading of driveway construction
- Displacements
  - » 3 Buildings (1 Residential & 2 Commercial)
  - » Complete acquisition of property, including buildings

Talk to an IDOT Representative at today's hearing

We Want to Hear From You

Comments on the Preferred Alternative and EA recieved by **March 10, 2017**, will become part of the official public hearing record. The EA is available for review on the project website, the Prairie Grove Village Hall, McHenry Public Library, and the Department's District One office in Schaumburg.



Ways to provide your input:

- Complete and submit written comment form here today
- Provide statement to court reporter before or during public forum at 6:00 p.m..
- Visit the Contact Us section at **www.idot.illinois.gov/projects/il31** to submit a comment
- Email comments to info@ILRoute31.com or mail to the address below

Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196-1096

Attn: Bureau of Programming,
Scott Czaplicki, (847) 705-4710
RE: IL Route 31

For your information...
Many of the materials on display at the Public Hearing will soon be available for downloading on the project website: www.idot.illinois.gov/projects/il31.com

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.idot.illinois.gov/projects/il31

Public Hearing

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, IL 60050
February 8, 2017 | 4:00 PM-7:00 PM

Welcome

The Illinois Department of Transportation (IDOT) welcomes you to the public hearing concerning the improvement of IL 31 from IL 176 to IL 120 in McHenry County. The purpose of today's hearing is to obtain public input on the Preferred Alternative and Environmental Assessment (EA). We invite you to watch an audio-visual presentation and browse project exhibits on display. Project team members are present to discuss the project and answer questions. Your comments are an important part of this hearing and you are encouraged to provide them.

A public forum will begin at 6:00 p.m., where the public will be invited to make a statement to a court reporter. Written comments can be submitted at the hearing, emailed / mailed after the hearing, or submitted to the project website at **www.idot.illinois.gov/projects/il31**. Comments received by March 10, 2017 will become part of the official public hearing record.

Study Overview

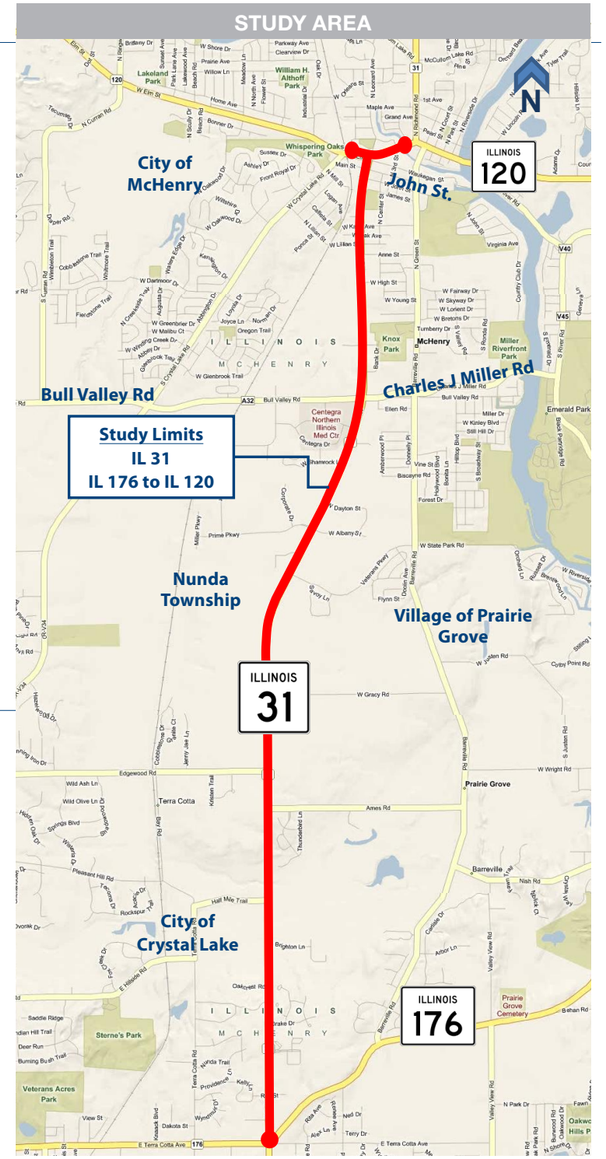
The study area extends 6.8 miles along IL 31 from IL 176 to IL 120 through several local municipalities and includes a mixture of adjacent land uses (residential, commercial, agricultural, and industrial). Natural resources found along the corridor include creeks, wetlands, and floodplains.

IL 31 is a Strategic Regional Arterial that carries a significant portion of long distance, high volume automobile and commercial vehicle traffic in the region.

Illinois Department of Transportation

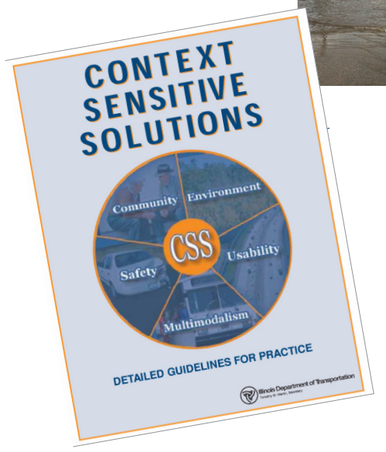
U.S. Department of Transportation Federal Highway Administration

STUDY AREA



Purpose and Need

- Improve roadway safety
- Expand roadway capacity and address traffic issues
- Correct existing roadway design deficiencies
- Improve opportunities for multi-modal connectivity



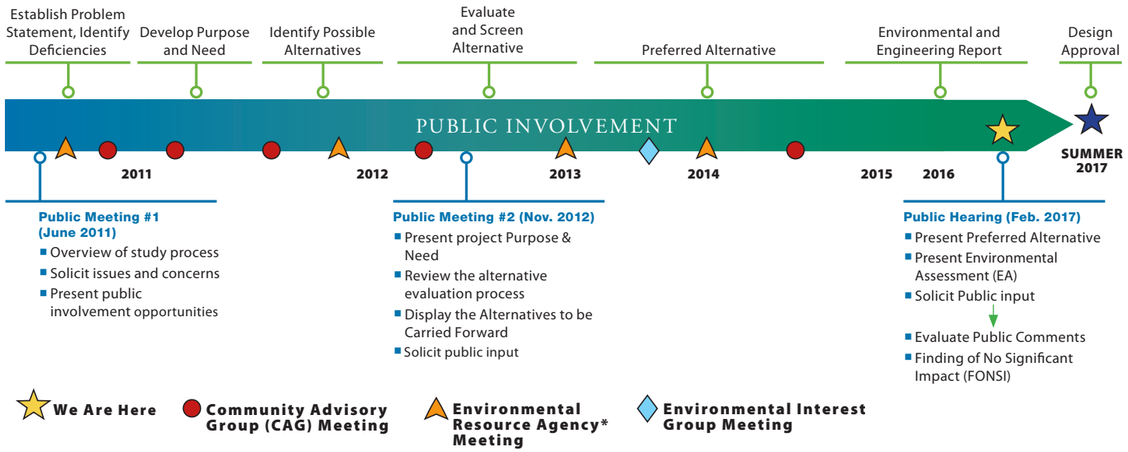
Context Sensitive Solutions (CSS)

This study has been following the principle of IDOT's Context Sensitive Solutions (CSS) project development process. CSS is a collaborative, interdisciplinary project development approach that involves stakeholders throughout the study development process and at key milestone decision points to ensure that the social, economic and environmental concerns of the surrounding community are considered as part of the proposed transportation improvement.

A Community Advisory Group (CAG) consisting of local residents, business owners, representatives from municipal and county government, and environmental and bicycle advocacy organizations was formed to help accomplish these goals.

Phase I Process & Schedule

PROJECT MILESTONES



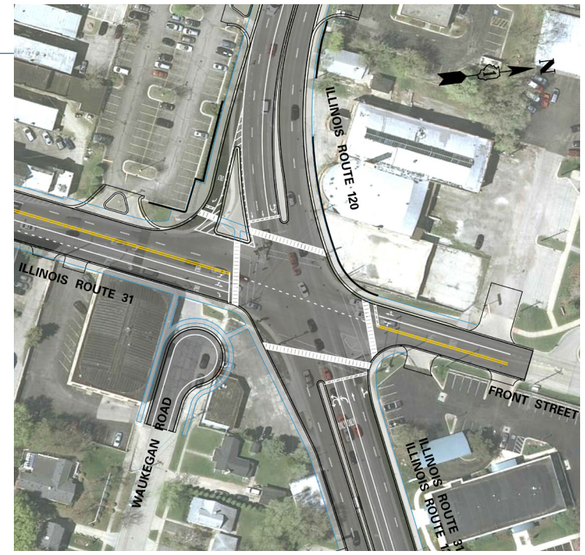
* Environmental Resource Agency review/approval includes the following agencies: Federal Highway Administration, US Army Corps of Engineers, US Environmental Protection Agency, U.S. Fish & Wildlife Services, IL Department of Agriculture and IL Department of Natural Resources

Preferred Alternative

IL ROUTE 120 INTERSECTION

Minimum widening of IL 31 and IL 120 to accommodate additional lanes. Match recent improvements at IL 31 (Richmond Road) / IL 120

Key Features / Benefits
Narrower lanes on IL 31 and IL 120
Provides minimum impact to properties; Two commercial buildings displaced
Dual left turn lanes on east leg IL 120
Raised curb median on IL 120
Waukegan Road cul-de-sac
Eliminates on-street parking on IL 31 and IL 120
Sidewalk on IL 31 and IL 120
U-turns along IL 120



Preferred Alternative: NEPA, Environmental Impacts & Mitigation

The National Environmental Policy Act (NEPA) process is a balanced approach to decision making that takes into account potential impacts on the human and natural environments. The NEPA process requires the following: avoid sensitive resources if reasonably possible; minimize impacts if resources cannot be avoided; and mitigate impacts if necessary. Some methods used to accomplish this include:

- Curb & gutter instead of shoulders
- Alignment shifts to avoid wetland seeps, cemetery, buildings, and major utilities
- Reduced lane, path, and median widths
- Retaining walls

Environmental impacts and mitigation are documented in the Environmental Assessment (EA). A summary is shown.

Natural Environment Impacts

- 1.53 Acres of Wetlands
- 9.88 Acres of Floodplains; No Floodways
- 0.65 Acres of Streams (Waters of U.S.); 7 stream crossings
- 84 Oak and 17 Hickory Trees

Human Environment Impacts

- 19.45 Acres of Agricultural Lands
- 22 locations with Identified Noise Impacts
- 82 sites with Recognized Environmental Conditions (RECs)

Resources Not Impacted

- Threatened & Endangered Species
- Parklands & Public Facilities
- Cultural or Historic Resources
- Cemeteries

Mitigation Measures

- > 3 acres of wetland mitigation anticipated (in-basin and off-site)
- Culvert and bridge improvements will reduce stormwater elevations
- Drainage elements to improve water quality
- Trees will be replaced on a one-to-one ratio per IDOT policy D&E-18
- Agricultural impacts comply with the Illinois Farmland Protection Act
- Noise barriers were evaluated, but are not reasonable and feasible
- Contaminated soils will be managed/disposed properly
- Compensatory storage for fill in floodplain
- Wildlife crossings
- Landscaping plans will be developed during Phase II

Public Meeting #2 and Beyond

Summary of Public Meeting #2:

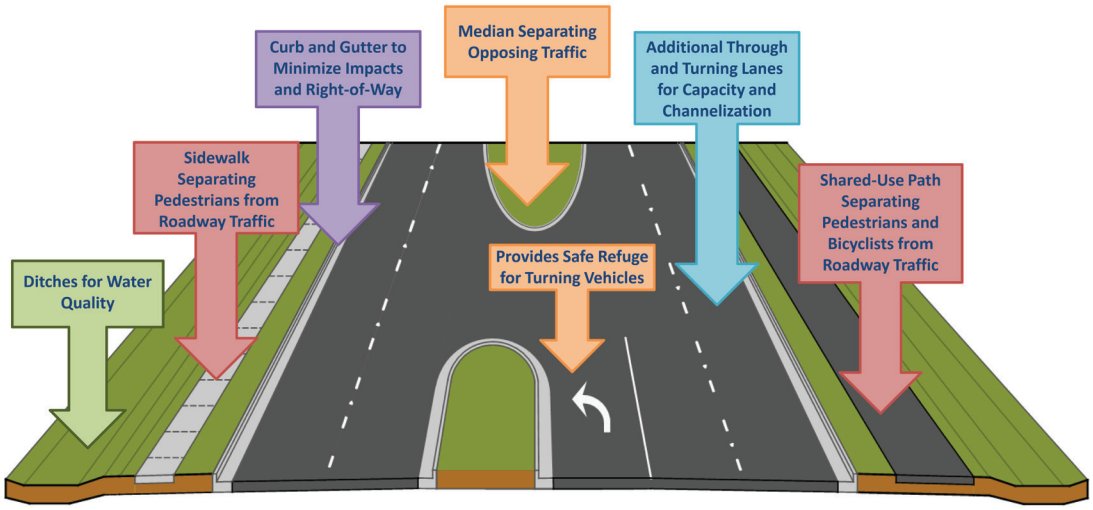
- Held on November 15, 2012
- Presented Purpose & Need, Range of Alternatives, and Alternatives to be Carried Forward
- 69 Attendees
- 45 Comments; Variety of Topics:
  - + Impacts to properties, building removals, and land acquisition procedures
  - + Barrier median restrictions to access and requests for median openings
  - + Avoid tree impacts, especially to old oak trees, where possible
  - + Impacts to environment and/or water quality
  - + Driveway access or design for specific properties

Since Public Meeting #2:

- Community Advisory Group (CAG) Meeting #5 held November 2014
- Selected and refined Preferred Alternative based on stakeholder and agency input
- Extensive coordination with local municipalities and environmental agencies
- Concurrence of Preferred Alternative by environmental agencies
- Detailed technical analysis, including:
  - + Roadway geometry, intersection design and driveway access
  - + Drainage and hydraulic studies, including water quality improvements
  - + Evaluation of noise and other environmental impacts
- Development, review and approval of Environmental Assessment (EA)

US Army Corps of Engineers

Preferred Alternative: Key Features & Benefits



Preferred Alternative: Drainage & Water Quality

- Three retention ponds for water quality
- Two regional stormwater detention basins
- Stormwater detention in oversized sewer pipes
- Larger culverts at streams and tributary water crossings
- New bridge over Unnamed Tributary to Fox River, near Lillian Street / Grove Avenue
- Widened ditches including bioswales and native plantings
- Stream meandering of Squaw Creek
- Compensatory storage to mitigate for fill in floodways / floodplains
- New large sewer under roadway from Unnamed Tributary to Fox River to Boone Creek to reduce flooding

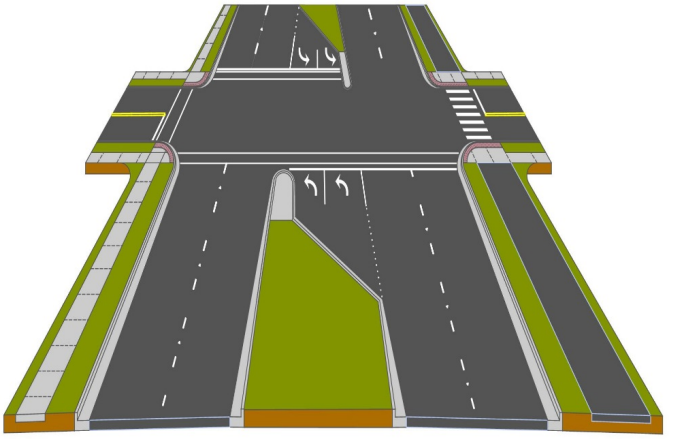
Preferred Alternative

SOUTH SECTION
IL 176 to Bull Valley/Charles J. Miller Road

This section will match the recent improvements at the IL Route 31 and IL Route 176 intersection, as well as the improvements recently completed as a part of the Bull Valley / Charles J. Miller Road project (led by the McHenry County Division of Transportation).

28'- 30' Raised Median
IL 176 to Bull Valley Road

Key Features / Benefits
Two through lanes in each direction
Raised curb median for safety
Wider median accommodates dual left turn lanes
U-turns at median breaks
Sidewalk and shared-use path

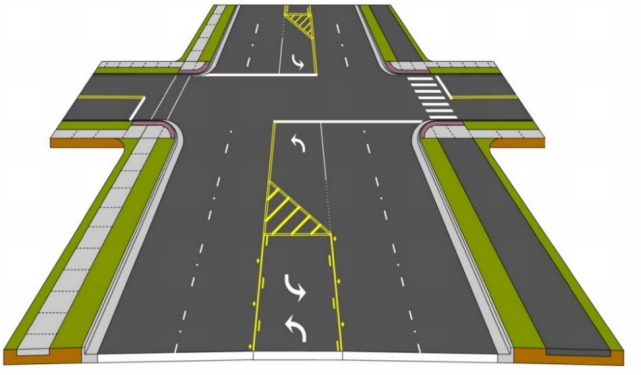


NORTH SECTION
Bull Valley/Charles J. Miller Road to John Street

This section is similar to the South Section except for the median. An 18' raised curb median is proposed between Bull Valley Road and High Street in already developed areas that are not expected to require dual left turn lanes, and a flush median between High Street and John Street to preserve existing access to businesses where u-turns are not feasible.

18' Raised Median
Bull Valley Road to High Street

Key Features / Benefits
Two through lanes in each direction
Raised curb median for safety
Narrower median for single left turn lanes
U-turns at median breaks
Sidewalk and shared-use path



Five Lane - Flush Median
High Street to John Street

Key Features / Benefits
Two through lanes in each direction
Flush median with left turn lanes
Sidewalk and shared-use path