

COORDINATION

Environmental Resources

- Biological Resources Clearances¹
- Cultural Resources Clearances
- Special Waste Clearances

Agency Coordination

- Cooperating Agency Request Letters
- Tribal Invitation Letters (Section 106 Consulting Party Request)
- NEPA/404 Merger Meeting Summaries and Concurrences²
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 - Purpose and Need – March 1, 2012
 - Range of Alternatives – June 25, 2013
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 - City of McHenry Meeting – April 11, 2013
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 - CAG #2 – September 22, 2011
 - CAG #3 – November 3, 2011
 - CAG #4 – May 22, 2012
 - CAG #5 – November 20, 2014

¹ See Appendix D for biological surveys

² See Appendix G for NEPA/404 Merger Meeting presentations and information packets

COORDINATION

Environmental Resources

Biological Resources Clearances

Cultural Resources Clearances

Special Waste Clearances



Illinois Department of Transportation

Memorandum

To: J. Kos Attn: M. Matkovic
From: Michael L. Hine By: Larry L. Piche
Subject: Natural Resources Review
Date: October 18, 2001

km D-1
DN. DN
VVR-
Please
process
-JC
-Joy
-Bue

FAU 336 and Addendum A (IL 31)
Job No. P-91-135-99
Bull Valley Road to IL 176
Nunda Township/Prairie Grove & Crystal Lake
McHenry County
Seq. No. 1340 and 1340A
Contract # mr101299c

Introduction

The proposed project involves widening and resurfacing to provide a two-lane roadway with a 30 foot median, shoulders, auxiliary turning lanes, and possible geometric modifications at intersections. Addendum A confirms that in-stream work will be involved, as well as some additional culvert replacements or extensions, and that additional right of way will be required. An unknown quantity of additional right of way will be required.

The proposed project is being processed as a Categorical Exclusion. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service North Central Region "Red Book" lists the Indiana bat (*Myotis sodalis*), bald eagle (*Haliaeetus leucocephalus*), eastern prairie fringed orchid (*Platanthera leucophaea*) and prairie bush clover (*Lespedeza leptostachya*) as occurring in McHenry County. There is no suitable habitat for these species in the project area.

The Illinois Endangered Species Protection Board lists a number of species as occurring in McHenry and adjacent counties. This office has concluded that there is no suitable habitat for any of these species in the project area. The Illinois Department of Natural Resources Natural Heritage Database has several records of listed species, natural areas and nature preserves as close as 0.4 km (0.25 mi) from the project corridor. They are as follows: eleven listed plant

species and state threatened Common Moorhen (*Gallinula chloropus*) at Stern's Fen INAI site and Nature Preserve [T44N R8E Sec. 28 0.8 km (0.5 mi) west of IL 31], six listed bird species and three listed plant species at Stickney Run Conservation Area and INAI site [Sec. 11-14 1.6 km (1 mi) west of IL 31], and four listed bird species and three listed plant species at Thunderbird Lake [Sec. 22 and 23 0.4 km (0.25 mi) east of IL 31]. See attached species list (IDNR Agency Action Report dated September 28, 1999 and letter dated October 25, 1999).

Botanical Survey

A botanical survey was conducted by the Illinois Natural History Survey on June 21-22 and September 18-19, 2000. No state or federally listed species nor high quality botanical sites of Grades A or B were found within the project area. The only area of note was Botanical Site 7.0, a Grade C- degraded calcareous seep and associated graminoid fen. It occurs across from Terra Cotta Industries, approximately (200 ft) east of centerline of IL 31. Even though this site is dominated by cattails and giant reed, it also contains habitat for six Illinois threatened species found nearby. Also the formerly state threatened *Carex crawei* occurs there. Intense searches were made for listed species at this site, but none were found, and it is unlikely that any occur there. It is recommended that this site be avoided by the project, if at all possible. There is therefore no adverse effect to listed plants by the project.

Avian Survey

An avian survey was conducted by the Illinois Natural History Survey on June 6 and 28, 2000. No listed bird species nor habitat for them was found in the project area. The state threatened Common Moorhen was found breeding approximately 1 km (0.6 mi) east of the project area at Thunderbird Lake, but it will not be adversely affected due to the distance from the project area. There is therefore no adverse effect to listed birds by the project.

Wetlands

Wetland delineations were conducted for the project with results pending.

Streams

The project crosses several unnamed streams. Instream work involves that which is necessary to either replace or extend the four culverts over those streams.

Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Department memorandum 98-60, an erosion and sediment control plan will be designed incorporating measures to minimize sedimentation effects. With the implementation of the plan and the use of the Standard Specifications for erosion and sediment control, no long-term adverse impacts to the water quality and biological components of the stream will occur.

J. Kos
October 18, 2001
Page 3

Tree Removal

Project construction will involve the removal of an unknown quantity of trees. Trees should be replaced in accordance with Departmental Policy LEN-14.

Coordination

By copy of this memorandum, IDNR is being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon receipt of a response. By agreement, no coordination with the U.S. Fish and Wildlife Service is necessary.

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that described to us, (b) IDNR coordination response requires further coordination, or (c) otherwise notified by this office.

Attachments

cc: Steve Hamer (IDNR)

SED

State Listed Species and Their Sites

Stern's Fen INAI site and Nature Preserve

Plants

Threatened

- Beaked Rush (*Rhynchospora alba*)-1991
- Common Bog Arrow Grass (*Triglochin maritima*)-1991
- False Asphodel (*Tofieldia glutinosa*)-1991
- Slender Bog Arrow Grass (*Triglochin palustris*)-1991
- Spike Rush (*Eleocharis rostellata*)
- White Lady's Slipper (*Cypripedium candidum*)-1991 large pop.

Endangered

- Flat-leaved Bladderwort (*Utricularia intermedia*)-1991
- Golden Sedge (*Carex aurea*)-1991
- Grass Pink Orchid (*Calopogon tuberosus*)
- Snake-mouth (*Pogonia ophioglossoides*)-1991
- Tufted Bulrush (*Scirpus cespitosus*)-1991

Bird

Threatened

- Common Moorhen (*Gallinula chloropus*)-1973, none in 1998

Stickney Run Conservation Area and INAI site

Plants

Threatened

- Leatherleaf (*Chamaedaphne calyculata*)-1988
- Slender Bog Arrow Grass (*Triglochin palustris*)

Endangered

- Few-seeded Sedge (*Carex oligosperma*)-1985

Birds

Threatened

- Common Moorhen (*Gallinula chloropus*)
- Least Bittern (*Ixobrychus exilis*)
- Pied-billed Grebe (*Podilymbus podiceps*)
- Sandhill Crane (*Grus canadensis*)

Endangered

- Black Tern (*Chlidonias niger*)
- Yellow-headed Blackbird (*Xanthocephalus xanthocephalus*)

Thunderbird Lake

Plants

Threatened

- Little Green Sedge (*Carex viridula*)-1999
- Pale Vetchling (*Lathyrus ochroleucus*)-1985

Endangered

- Wooly Milkweed (*Asclepias lanuginosa*)-1985

Birds

Threatened

- Common Moorhen (*Gallinula chloropus*)-1999
- Least Bittern (*Ixobrychus exilis*)-1999

Endangered

- Black Tern (*Chlidonias niger*)-1998
- Yellow-headed Blackbird (*Xanthocephalus xanthocephalus*)-1998



**Illinois Department
of Transportation**

201 West Center Court
Schaumburg, IL 60196-1096

Informal Transmittal

Bureau:	Programming
To:	John Baczek
Attn:	Paul Schneider

Date:	11/8/2007
-------	-----------

From:	Sam Mead/Vanessa Ruiz
Bureau:	Programming
	Environmental Studies Unit
Subject:	IL 31, Bull Valley to IL 176, Ad. B
	Wetland boundaries and CADD data Biological Clearance Attached

Please check appropriate box below:

- ☒ Take Necessary Action
☐ For Your Comments
☐ Per Your Request
☐ For Your Approval

- ☒ For Your Information
☐ See Me About the Attached
☐ Draft (Letter)(Memo) For
My signature

- ☐ Reply
☐ Return
☐ Route
☐ File

Message

IL 31, Bull Valley to IL 176
P-91-135-99
PMA sequence number: 1340B

McHenry County

Transmittal of Wetland Delineation Boundaries for Processing and Assessment of Wetland Impacts:

Enclosed is a copy of the Wetland Resources Review for the above-mentioned project, including copies of air photos showing the locations of the jurisdictional wetlands. The original disc is included.

Please transmit this CADD wetland data to the consultant to be incorporated into CADD per IDOT standards. As hard copy, request the consultant make a plot of the project with the wetlands and the proposed right-of-way and any wetland impacts in a thorough manner - including temporary easements, culvert replacements, etc, etc.

Request a calculation of the area of each wetland within the right-of-way, the area of impacts, and a calculation of the total area of each wetland. Some of the wetlands may extend beyond the survey area. In that case, calculate only the wetland area shown in the study area and note that the area is an estimate. The Environmental Studies Unit will need 2 copies of the CADD plot showing the boundary location of the wetlands as well as the areas of wetland impacts depicted as a cross-hatched pattern.

Based on the entire scope of work for the entire project, including all aspects of the proposed work, such as, temporary easements, drainage, utilities and traffic signals, etc, etc, estimate the area of wetland impacts. Prepare a Wetland Impact Evaluation (WIE) form for each wetland within the project area. Included is one copy of the WIE form to be used to prepare additional copies. The content of the WIE forms should accompany the CADD plot exhibit. Include a WIE form for each wetland. If no impacts to a wetland are expected, document no impact on the WIE form for that particular wetland.

Upon completion, provide the WIE forms and exhibits and the disc to the District One, Environmental Studies Unit, for further processing.

The WIE form can be found under District Forms, BDE 2328.

Response

Copy to:

ESU Files 

Signature

Signature



Illinois Department of Transportation

Memorandum

D-1
SMA
11/4/07
1/1/07
1/1/07

To: Diane M. O'Keefe Attn: Peter E. Harmet
From: Eric E. Harm By: Thomas C. Brooks
Subject: Biological Resources Review
Date: November 5, 2007

Thomas C. Brooks

IL 31 (FAU 336) Addendum B
Bull Valley Road to IL 176
Job No P-91-135-99 (Seq. 1340B)
McHenry County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological surveys. The IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor (IDNR Agency Action Report dated January 24, 2007 to update original and Addendum A and first time for Addendum B).

The National Wetland Inventory Map (McHenry Quadrangle) depicts wetlands in the project area. The project was sent for field survey. Attached is a copy of the Wetland Report, ~~aerial photograph~~, and CD. The results of the survey indicate the presence of 14 jurisdictional wetlands within the project area (Sites 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 15, 16, 17, 19 are jurisdictional; Sites 12, 14, 18, 20, and 21 are isolated.)

In accordance with Section V of the IDOT Wetlands Action Plan, wetland impacts are to be avoided, minimized and then mitigated.

For unavoidable impacts, please fill out the Wetland Impact Evaluation Form (WIE Tab in the Wetland Form of the Project Monitoring Database) and submit the form to this office. Please note that Wetland Site #1 has an FQI of 22.0; hence, if it is impacted the mitigation ratio shall be 5.5:1.0.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is required at this time.

Attachments

SED

Environmental Survey Request Addendum

A. Project Information *1/4/07* ☒ Bio ☒ Cultural ☐ Wetlands ☒ Special Waste
Submittal Date: 12/04/2006 Sequence No: 1340 B
District: 1 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 91-135-99
County: McHenry
Route: FAU 336 Marked: IL 31
Street: Section:
Municipality(ies): Nunda Township Project Length: 8.0467 km 5 miles
From To (At): Bull Valley Road to IL 176
Quadrangle: McHenry Township-Range-Section: T44N. R&8E. S2,3,10,15,22,27
Anticipated Design Approval: 12/31/2007

B. Reason for Submittal: (Check all that apply)
☒ Acquisition of additional ROW or easement Addendum: acres Total Project: acres
☒ In-Stream Work Stream Name: Unknown
☒ Other: Wetland survey recommended
☐ Field Sign Off (Bio & Cultural Only)

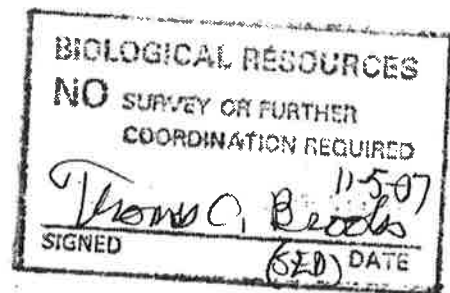
C. Addendum Description: Increase corridor width of study, from 160' min. to 200' min.

D.

E. Contact Person: Kimberly Smith Local Contact Person:
Telephone #: (847) 705-4106 ext. Telephone #:
Env. Contact: Sam Mead E-Mail:
Telephone #: 8477054101 Title/Company:

F. ☒ Update Entire Project
☐ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO





Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

Sam Flood, Acting Director

January 24, 2007

Sue Dees
Illinois Department of Transportation-Springfield
2300 South Dirksen Parkway
Room 330
Springfield, IL 62764

Re: FAU 336 & Add. A/B, IL. 31, P-91-135-99

Project Number: 0709528

County: Mchenry

Dear Applicant:

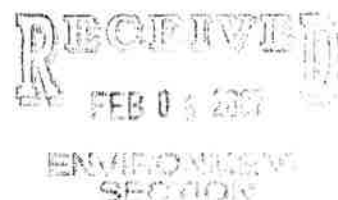
This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500





Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271

<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

NATURAL RESOURCES

JAN 19 2007

OREP

CONSULTATION AGENCY ACTION REPORT

(Illinois Administrative Code Title 17 Part 1075)

Division of Resource Review and Coordination

Date Submitted: January 17, 2007
If this is a re-submittal, include previous
IDNR response if available.

FOR DEPARTMENT USE ONLY
PROJCODE: 0709528 DUE DATE: _____

Applicant: Illinois Department of Transportation
Contact Person: Susan Dees
Applicant Address: Bureau of Design and Environment, Room 330
2300 S. Dirksen Parkway, Springfield, IL 62764

Phone: (217) 785-0150
Fax: (217) 524-9356
Email: Susan.Dees@illinois.gov

LOCATION OF PROPOSED ACTION

A MAP SHOWING LOCATION OF PROPOSED ACTION IS REQUIRED

Project Name: FAU 336 and Add. A & B, IL 31, P-91-135-99 County: McHenry BDE Seq. No. 1340B
Project Address (if available): _____
City, State, Zip: Nunda Twp
Township/Range/Section (e.g. T45N, R9E, S2): T44N, R8E, Sec. 2, 3, 10, 15, 22, 27
Brief Description of Proposed Action: Widening & resurfacing IL 31 from Bull Valley Rd to IL 176 to 4 lanes w/
median, turning lanes, etc. Add. A is for in-stream work & addit. ROW. Add. B increases corridor width from 160' min
to 200' min. AAR is to update orig. & Add. A (Projcode 9901601) & Add. B. NRRT shows hits.
Projected Start Date and End Date of Proposed Action: _____

Will state funds or technical assistance support this action? [Yes | No] If Yes, the Interagency Wetland Policy Act may apply.
Contact funding agency or this Division for details.

Local/State Agency with Project Jurisdiction: _____

Contact: _____

Address: _____

Phone: _____

Fax: _____

FOR DEPARTMENT USE ONLY

Are endangered/threatened species or Natural Areas present in the vicinity of the action? [Yes | No]
Could the proposed action adversely affect the endangered/threatened species or Natural Area? [Yes | No]
Is consultation terminated? [Yes | No]
Comments: _____

Evaluated by: _____

Division of Resource Review & Coordination (217) 785-5500

Date _____



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Peter E. Harmet
From: John D. Baranzelli By: Thomas C. Brooks
Subject: Biological Resources Review
Date: December 17, 2012

Thomas C. Brooks

FAU 336 (IL 31) Addendum C
Job No. P-91-135-99 (Seq. 1340C)
From Bull Valley Road to IL 176
Nunda Township
McHenry County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological surveys, except as discussed below. The IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor, though there are several in the vicinity outside the project area (IDNR EcoCAT Response letters dated December 10, 2012 to update prior coordination for the entire project). In accordance with the 2011 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated.

A preliminary review was performed of the project area for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. The following threatened or endangered species are listed by the United States Fish and Wildlife Service (USFWS) as occurring in McHenry County: Eastern prairie fringed orchid (*Platanthera leucophaea*) and prairie bush clover (*Lespedeza leptostachya*). This office has determined that there will be no effect to the species listed for McHenry County, Illinois, as described below. Please keep this memorandum in your project files as it documents and concludes consultation with the IDNR and USFWS.

The federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) (EPFO) is a plant of open-canopied mesic to wet prairies and wetlands. There is no prairie or high quality wetland (FQI of 20 and/or mean C of 3.5 or greater) within the project area, except as described below. The Illinois Natural History Survey (INHS) conducted wetland delineations in 2010 and 2011. Wetland Sites 21, 24, 27, and 35 were surveyed for the EPFO by the INHS during the appropriate blooming dates in 2012 due to their high FQI, mean C, and/or quantity of associates having a coefficient of conservatism over 1. However, the EPFO was not found. Therefore, we conclude absence of Eastern prairie fringed orchid in the project area.

Prairie bush clover requires dry to mesic prairies with gravelly soils. There is no such habitat in the project area.

The National Wetland Inventory Map (McHenry Quadrangle) depicts wetlands in the project area. The project was sent for field survey; the entire project was surveyed (original project plus Addenda A, B, and C). The INHS wetland delineation report and GIS data are posted on the shared drive. The results of the survey indicate the presence of 19 jurisdictional wetlands within the project area (Wetland Sites 11-17, 20-23, 25, 27, 30, and 32-36). Wetland Sites 1-10, 24, 28, 31, and 37 are considered isolated.

Please note that Wetland Sites 20, 21, 22, 25, 27, 28, and 30 are ADID wetlands; hence, the mitigation ratio is 5.5:1.0 if any are impacted. Wetland Site 28 is considered isolated. Wetland Site 35 has an FQI of 20.1 and is a seep; impacts should be avoided since seeps are considered non-mitigable. However, if it must be impacted, the mitigation ratio shall be 5.5:1.0. Wetland Site 24 is also a calcareous seep; the same stipulations apply as for Site 35.

In accordance with IDOT BDE Manual Section 26-8, wetland impacts are to be avoided, minimized and then mitigated. Section 26-8.05(c)4 states that for all projects that are surveyed for wetlands and determined to have wetlands within the study area, a Wetland Impact Evaluation (WIE) form must be completed and submitted to the BDE, even if there are no wetland impacts. Further information on completing and processing of WIEs is contained in IDOT BDE Manual Section 26-8.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is required at this time.

Attachments

SDH

Environmental Survey Request Addendum

A. Project Information ☒ Bio ☒ Cultural ☒ Wetlands ☒ Special Waste

Submittal Date: 04/28/2010 Sequence No: 1340 C
District: 1 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 91-135-99
Counties: McHenry
Route: FAU 336 Marked: IL 31
Street: Section:
Municipality(ies): Nunda Township Project Length: 8.0467 km 5 miles
From To (At): Bull Valley Road to IL 176
Quadrangle: McHenry Township-Range-Section: T44N, R&8E, S2,3,10,15,22,27
Survey Target Date: 10/01/2012 Anticipated Design Approval: 12/31/2012

B. Reason for Submittal: (Check all that apply)

☒ Acquisition of additional ROW or easement Addendum: acres Total Project: acres
☒ In-Stream Work Stream Name: Tributary to Fox Ri
☒ Other: Wetland delineations needed
☐ Field Sign Off (Bio & Cultural Only)

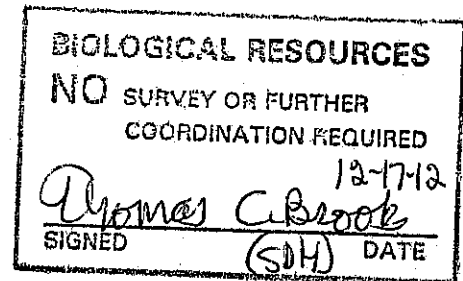
C. Addendum Description: Project length extended north from Bull Valley to IL 120. Additional ROW from Reiland to Bull Valley. Additional ROW for stream relocations (sheet 5A).

D. Tree Removal?: Yes Number?: ha/ acres
Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E. Contact Person: John Baczek Local Contact Person:
Telephone #: (847) 705-4125 ext. Telephone #:
Env. Contact: Sam Mead E-Mail:
Telephone #: 8477054101 Title/Company:

F. ☒ Update Entire Project
☐ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☒ Received in CO 05/03/2010



Sequence No: 1340 C

Memo Date:	04/28/2010	Memo By:	V. Ruiz
Memo:	Cross reference with IL 31, Edgewood to Ames safety project, P-91-065-10, seq # 15383.		



Illinois Department of Transportation
Memorandum

Ken KM DISTRICT 1

VUR
SC
log
file

To:	J. P. Kos	Attn: M. Matkovic
From:	Michael Hine	By: J. A. Walthall
Subject:	Cultural Resource Clearance	
Date:	March 21, 2002	

McHenry County
FAU 336, IL 31
Job No. P-91-135-99
Bull Valley Road to IL 176

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource Survey is required for this project under agreements ratified by FHWA, the SHPO, and IDOT. The signed request form attached is your evidence of coordination.

J. A. Walthall

Attachment

JAW:km



Illinois Department
of Transportation
Bureau of Design & Environment

Environmental Survey Request

Contract # (mr101299c)

MAPS.#

TIP #

A. Submittal Date: 10/12/99 Requesting Agency: ☒ DOH ☐ DOA ☐ Local ☐ Other:
Previous survey request(s) submitted for this project? ☐ Yes ☒ No Addendum #
Date(s) of prior submittal(s):

B. Route: FAU 336 Marked: IL 31 County(ies): McHenry District: 1
Section: Job No.: P- 91-135-99 D- C-
Local Name: Project No:
Municipality(ies): Nunda Township/Prarie Grove & Crystal Lake Project Length: 8.04 km (5.00 Miles)
From-To (At): Bull Valley Road to Illinois Route 176

C. Project Description: Widening and resurfacing to provide a two-lane cross section with median, shoulders, auxiliary turning lanes, and possible geometric modifications at intersections.

D. Proposed Work (Check each that apply): ☒ Highway ☐ Bridge ☐ Other:
New ROW/Easement(s) Involved? ☒ Yes ☐ No If yes, how much? 0.00 hectares (acres)
Borrow Required? ☐ Yes ☐ No How much? 0.00 m³ (yds³) Source Known? ☐ Yes ☐ No
Bridge/Culvert Runaround? ☐ Yes ☐ No ☒ Don't Know

E. Existing Bridge Involved? ☐ Yes ☒ No Structure No.: Original Const. Date:
Existing Bridge Type? On Historic Bridge List? ☐ Yes ☐ No
Historic District Involved? ☐ Yes ☒ No Historic Building(s) Involved? ☒ Yes ☐ No ☐ Don't Know

F. Coord. With IDOA Required? ☐ Yes ☒ No NRCS? ☐ Yes ☒ No NRCS Soil Mapping Available? ☒ Yes ☐ No

If "Yes" to any item in this box, DETAIL in transmittal memorandum.

G. Previous Coordination? ☐ Yes ☒ No Date: Previous Commitments? ☐ Yes ☐ No
In-Stream Work Involved? ☐ Yes ☐ No ☒ Don't Know Name of Stream:
Type I Stream Involved? ☐ Yes ☐ No ☒ Don't Know
Wetland(s) Involved? ☒ Yes ☐ No Crystal Lake/McHenry Quadrangle
Individual 404 Permit Required? ☐ Yes ☒ No ☐ Don't Know If "Yes", Permit #
Nationwide Permit Required? ☐ Yes ☒ No ☐ Don't Know
Threatened/Endangered Species Involved? ☐ Yes ☐ No ☒ Don't Know
Indicate Source(s) Consulted: ☐ Red Book ☐ IDOC Publication ☐ Previous Survey ☐ Other:
Tree Removal? ☐ Yes (No. or 0.00 hectares/ acres) ☐ No ☒ Don't Know
Nature Preserve/Natural Area Involved? ☐ Yes ☐ No ☒ Don't Know
Section 4(f) Lands Involved? ☐ Yes ☒ No ☐ Don't Know Agency Contacted? ☐ Yes ☒ No
Section 6(f) Lands Involved? ☐ Yes ☒ No ☐ Don't Know Agency Contacted? ☐ Yes ☒ No

H. Funding: ☐ Federal ☒ State ☐ TBP ☐ MFT ☐ Local Non-MFT
Anticipated Design Approval Date: 11/01 Construction Year: FY NP Qtr.:
Anticipated Processing: ☒ CE ☐ ECAD ☐ EA ☐ EIS ☐ SIR ☐ Reevaluation ☐ Local Non-Federal

I. District Contact Person: Michael J. Matkovic Ph #: 847/705 4120
Local Agency: IDOT Contact Person: Mir Mustafa/CFR Ph #: 847/705-4477
Position: Proj. & Env. Studies Section Chief Address: 201 Center Ct. Schaumburg, IL 60196

ATTACHMENTS REQUIRED

CULTURAL
RESOURCES:

NO SURVEY OR FURTHER
COORDINATION REQUIRED

SIGNED

DATE

(LEAVE THIS SPACE BLANK)



Illinois Department of Transportation
Memorandum

✓ km

DISTRICT 1

APVR

please
press
SSC

JJC

To:	J. P. Kos	Attn: M. Matkovic
From:	Michael Hine	By: J. A. Walthall
Subject:	Cultural Resource Clearance	
Date:	August 30, 2001	

McHenry County
FAU 336, IL 31, Addendum A
Job No. P-91-135-99
Bull Valley Road to IL 176

Attached is a copy of the "Request for Survey Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource Survey is required for this project under agreements ratified by FHWA, the SHPO, and IDOT. The signed request form attached is your evidence of coordination.

J. A. Walthall

Attachment

JAW:km

Environmental Survey Request Addendum

A. Project Information

☒ Bio ☒ Cultural ☐ Wetlands ☐ Special Waste
Submittal Date: 08/15/2001 Sequence No: 1340 A PPS Project No:
District: 1 Requesting Agency: DOH Job No.: P- 91-135-99
Contract #: mr101299c
County: McHenry Marked: IL 31
Route: FAU 336 Section:
Street: Project Length: 8.0467 km .5 miles
Municipality(ies): Nunda Township
From To (At): Bull Valley Road to IL 176
Quadrangle: Crystal Lake/McHenry Township-Range-Section:
Anticipated Design Approval: 03/30/2002

B. Reason for Submittal: (Check all that apply)

- ☒ Acquisition of additional ROW or easement
☒ In-Stream Work
☒ Other: Wetlands per DN, but previously surveyed.

Addendum: acres Total Project: #Error acres
Stream Name: Unknown

☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description:

Existing two lane highway to be replaced with four lane highway with 30 ft. median. In stream work.

D.

Existing Bridge(s) Structure Number:

On Historic Bridge List: No

E.

Contact Person: Kim Majerus
Telephone #: (847) 705-4122 ext.
E-Mail:

Local Contact Person: Mir Mustafa
Telephone #: (847) 705-4477 ext.
E-Mail:

F.

- ☐ Update Entire Project
☒ Addendum Only

☐ Field Sign Off (Bio & Cultural Only)

☐ Received in CO

Sequence No: 1340 A

Memo Date: 08/15/2001 Memo By: V. Rulz

Memo: Per Dave Niemann, a survey is not recommended for this addendum; wetlands have been previously surveyed. There are four streams in the project area. There are no structure numbers assigned to the culverts; they may be replaced and/or lengthened. Please see copy of existing drainage plan attached.

CULTURAL RESOURCES:

NO SURVEY OR FURTHER
COORDINATION REQUIRED

SIGNED

DATE

Sum. Review
DISTRICT 1
- LVR
- IAB



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harmet
From: Eric Harm By: J. A. Walthall
Subject: Cultural Resource Concurrence
Date: September 11, 2007

McHenry County
FAU 366, IL 31, Addendum B
Job No. P-91-135-99
Bull Valley Road to IL 176

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in dark ink, appearing to read 'J. A. Walthall'.

Attachment

JAW:km



Illinois Department of Transportation

300 South Dirksen Parkway / Springfield, Illinois / 62764

July 30, 2007

McHenry County
FAU 336, IL 31
Bull Valley Rd to IL 176
Project: P-91-135-99

IDOT Seq # 1340B
ITARP #07015

FEDERAL 106 PROJECT

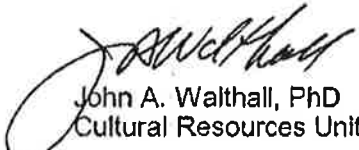
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the proposed project referenced above. Archaeological survey within the 160 acre project area resulted in revisits to 5 previously recorded sites, 11-MH-197, 314, 316, 333 & 353. These sites consist of scatters of late 19th -20th century historic materials and do not appear to meet the criteria for listing on the National Register. The McMillan Cemetery will not be impacted by the proposed project.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no cultural properties which are subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be impacted by this project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: STA 7/31/07



Attn: Greg Larson

By: J. A. Walthall

Brat Kolchhoff

BK:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

McHenry County
FAU 336, IL 31
Extension of Improvements
IDOT Sequence #1340C
ISAS Log #10097

April 24, 2012

Federal - Section 106 Project

NO HISTORIC PROPERTIES AFFECTED

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are copies of the Phase I Archaeological Report completed by Illinois State Archaeological Survey personnel concerning historical and archaeological properties potentially impacted by the above referenced project. Survey of the 323-acre project area resulted in the detection of four previously recorded archaeological sites (11MH314, 316, 333, and 353) that were previously determined ineligible for the National Register. These sites are late nineteenth and early- to middle-twentieth century farmsteads and one industrial site that lack integrity.

In accordance with the established procedure for coordination of proposed IDOT projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by the proposed project.

Very truly yours,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

RECEIVED

APR 25 2012

Preservation Services

CONCUR

By:
Deputy State Historic Preservation Officer

Date: 4-25-12

Czaplicki, Scott D

From: Ruiz, Vanessa V
Sent: Monday, October 24, 2011 2:08 PM
To: Czaplicki, Scott D
Subject: FW: IL 31, 120 to IL 176 - Seq. No. 1340C

Scott, please retain in project file.

From: Koldehoff, Brad H.
Sent: Monday, October 24, 2011 1:29 PM
To: Ruiz, Vanessa V; Walthall, John A
Cc: McConkey, Kristine A
Subject: RE: IL 31, 120 to IL 176 - Seq. No. 1340C

Vanessa—Yes, avoid 3902. Brad

Brad H. Koldehoff, RPA
Cultural Resources Coordinator
Prairie Research Institute
Illinois Department of Transportation
Bureau of Design & Environment
2300 South Dirksen Parkway
Springfield, IL 62764

217-785-7833 (voice)
Brad.Koldehoff@illinois.gov

From: Ruiz, Vanessa V
Sent: Tuesday, October 11, 2011 9:42 AM
To: Walthall, John A
Cc: Koldehoff, Brad H.; McConkey, Kristine A; Root, Laura
Subject: FW: IL 31, 120 to IL 176 - Seq. No. 1340C

Hi John, we are pretty sure that we should avoid 3902, not 3918. Can you please send me an email to confirm or deny?
Please read below.

From: Czaplicki, Scott D
Sent: Monday, October 10, 2011 11:37 AM
To: Ruiz, Vanessa V
Subject: RE: IL 31, 120 to IL 176 - Seq. No. 1340C

Vanessa,

Can you request clarification on one of addresses to avoid. I believe the structure to avoid should be 3902, not 3918. The corner building is actually 3902. The picture description should be transposed to align with the building order. See below.

<< OLE Object: Picture (Device Independent Bitmap) >>

<< OLE Object: Picture (Device Independent Bitmap) >>

Scott Czaplicki, PE
201 W. Center Court
Schaumburg, IL 60196-1096
(847) 705-4074 Office
(630) 291-0869 Mobile
scott.czaplicki@illinois.gov

From: Ruiz, Vanessa V
Sent: Wednesday, September 14, 2011 9:58 AM
To: Czaplicki, Scott D
Subject: FW: IL 31, 120 to IL 176 - Seq. No. 1340C

From: Walthall, John A
Sent: Tuesday, September 13, 2011 2:08 PM
To: Ruiz, Vanessa V
Cc: McConkey, Kristine A; Koldehoff, Brad H.
Subject: RE: IL 31, 120 to IL 176 - Seq. No. 1340C

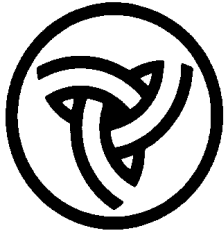
Hi Vanessa –

Thanks for your note yesterday –

Structures to avoid include: 3918 Main, 3929 & 3931 Main, 3932 Main, 3939-41 Main.

Let me know if you need any more information –

John



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Pete Harmet
From: John Baranzelli By: Brad Koldehoff
Subject: IL 31 Widening Project – Historic Property Avoidance
Date: November 14, 2014

McHenry County
Nunda Township
FAU 336 (IL 31 from Bull Valley Rd. to IL 176)
Job # P-91-135-99
Sequence # 1340D & 1340E

Thank you for submitting the Environmental Survey Request (ESR) and photo log for the project and addenda noted above. After reviewing the entire project area, no resources in the project area are listed on the National Register of Historic Places. However, the ESR study limits include fourteen buildings and structures that are potentially eligible for listing on the National Register:

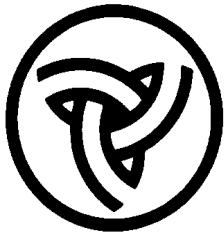
1. Pratt Thru Truss bridge (now pedestrian), 3703 S. IL 31, Crystal Lake (near 212+00)
2. Building, Northeast corner of property at 3703 S. Route 31, Crystal Lake (near 220+00)
3. House, 3109 S. IL 31, Crystal Lake
4. Farm, 4701 Edgewood Rd., Crystal Lake
5. Barn, ca. 2061 S. IL 31, McHenry (near 300+00)
6. Farm, ca. 1929 S. IL 3, McHenry (near 313+00)
7. House, 4404 S. Hi Point Rd., McHenry
8. Commercial Building, 3902 Main St., McHenry
9. Commercial Building, 3909 Main St., McHenry
10. Old Bank Building, 3922 Main St., McHenry
11. Commercial Building, 3939-3941 Main St., McHenry
12. McHenry Metra Station, 4005 Main St., McHenry
13. Old Mill, 4105 W. Crystal Lake Rd., McHenry
14. Industrial Building, Northwest corner of Borden St. & West Ave., McHenry

Due to the historic nature of these resources, all feasible means of avoidance need to be considered. If these resources cannot be avoided, please forward plans to this office when they become available in order to coordinate possible minimization and mitigation measures.

If there are any questions concerning this project review, please contact Emilie Eggemeyer at Emilie.Eggemeyer@illinois.gov or 217-558-7223.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:ee



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Pete Harmet
From: John Baranzelli By: Brad Koldehoff
Subject: Architectural Resource Concurrence
Date: November 25, 2014

**McHenry County
Nunda Township
FAU 336 (IL 31 from Bull Valley Rd. to IL 176)
Road Widening
Job # P-91-135-99
IDOT Seq. # 1340D & 1340E**

Attached is a letter supporting a finding for "No Adverse Effect" from the Illinois State Historic Preservation Officer (SHPO) indicating that the project meets the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (Standards) and that they concur in a finding of no adverse effect pursuant to 36 CFR 800.

Based on the recent information provided to their office, the SHPO has determined that the project will not adversely affect the potentially historic architectural resources outlined in IDOT's November 14, 2014 memo.

This completes the necessary coordination for evaluating potential impacts to significant architectural resources only. Addenda D and E have been sent out for archaeological survey and we have yet to receive the results. This concurrence only clears the architectural portion of the cultural review for the project (and its current addendums).

Attachment

BK:ee

MCHENRY COUNTY COMPREHENSIVE LANDMARK LIST

Published by the McHenry County Historic Preservation Commission Revision Date: 5 December 2013

CITY OF McHENRY, LANDMARK COMMISSION:

Property Name, Address, City, *all in McHenry Township* (Year Built)

1. North Western Hotel, 3939-41 West Main Street, McHenry (1901)
2. The Count's House, 3803 West Waukegan Rd, McHenry (1860)
3. George Gage Home, 3801 West Main Street, McHenry (1850)
4. Harrison-Smith Home, 3804 West Main Street, McHenry (1872)
5. Riverside Hotel, 3308 West Elm Street, McHenry (1870)
6. Barbian Homestead, 150 I North Riverside, Dr McHenry (1889)
7. McHenry Power Plant, 1402 North Riverside, Dr McHenry 1903)
8. Prairie Four Square (Bolander Home), 3619 Waukegan Road, McHenry (1902)
9. Samantha McCullom-Button Home, 3715 West Waukegan Rd, McHenry (1855)
10. Dunlap Home, 3712 West Main Street, McHenry (1858)
11. McHenry Brewery, 3425 West Pearl Street, McHenry (1868)
12. Wentworth-Walsh Home, 3710 West Main Street, McHenry (1888)
13. Geiseler Dry Goods, 3902 West Main Street, McHenry (1901)
14. West McHenry State Bank, 3922 West Main Street, McHenry (1915)
15. McHenry School/Landmark School, 3614 West Waukegan Rd, McHenry (1894)
16. Zion Lutheran Church, 3813 West John Street, McHenry (1891)
17. Peterson Farm and Hickory Creek Farm 4112 McCullom Lake Road, McHenry (1842)

MARENGO SOCIETY FOR HISTORIC PRESERVATION:

Property Name	Address	Year Plaqued
Amos B. Coon House	320 S State Street	2002
Charles H. Hibbard "Cupola" House	413 W Grant Hwy	2003
Orson P. Rogers House	309 W Grant Hwy	2004
Dr. William Gooder home	651 W Washington Street	2004
Henry Patrick Home	650 E. Washington Street	2006
Flatlander Market	125 S State Street	2006

(List continues on next page)

<u>Abbreviations</u>	
Pr ROW.....	Fee-simple acquisition
TE.....	Temporary Easement
ROW	Pr ROW or TE

Response to Potentially Historic Property Impacts

November 24, 2014

The table below discusses the proposed impacts to the potentially historic properties identified in the Cultural Resource Unit's memo dated November 14, 2014 for Sequence Number 1340D & 1340E. See Attachment A, Plan & Profile Sheets.

No.	Location	Plan Sheet	Response
1.	Pratt Thru Truss bridge (now pedestrian), 3703 S. IL 31, Crystal Lake (near 212+00)	7	Avoided. Outside of project limits.
2.	Building, Northeast corner of property at 3703 S. Route 31, Crystal Lake (near 220+00)	8	Avoided. The proposed roadway widening is shifted east to avoid the Terra Cotta Industries building complex. TE required for grading and driveway relocation.
3.	House, 3109 S. IL 31, Crystal Lake	10	Avoided. This address is 3113 per County GIS. Pr ROW and TE required. The house will not be impacted.
4.	Farm, 4701 Edgewood Rd., Crystal Lake	27	Avoided. No ROW required.
5.	Barn, ca. 2061 S. IL 31, McHenry (near 300+00)	13	Avoided. This address is 2207 per County GIS. Pr ROW and TE required. The barn will not be impacted.
6.	Farm, ca. 1929 S. IL 31, McHenry (near 313+00)	13-14	Pr ROW required. No building impacts.
7.	House, 4404 S. Hi Point Rd., McHenry	15	Avoided. Pr ROW and TE required. The house will not be impacted.
8.	Commercial Building, 3902 Main St., McHenry	25	Avoided. No ROW required. The proposed roadway widening was shifted east to avoid building impact.
9.	Commercial Building, 3909 Main St., McHenry	25	Avoided. Outside of project limits.
10.	Old Bank Building, 3922 Main St., McHenry	25	Avoided. Outside of project limits.
11.	Commercial Building, 3939-3941 Main St., McHenry	-	Avoided. Outside of project limits.
12.	McHenry Metra Station, 4005 Main St., McHenry	-	Avoided. Outside of project limits.
13.	Old Mill, 4105 W. Crystal Lake Rd., McHenry	-	Avoided. Outside of project limits.
14.	Industrial Building, Northwest corner of Borden St. & West Ave., McHenry	-	Avoided. Outside of project limits.

By: Scott Czaplicki/Bureau of Programming

IL 31

IL 176 to IL 120

Mc Henry County

Drainage Outfalls - Cross Culverts and Storm Sewer Systems

November 24, 2014

Outfall	Facility Carried	Approx. Station	Plan Sheet No.	Existing Size (1)	Proposed Size (2)	Remarks for Cultural Resources Review
1	IL 31	121+00	1	36" RCP	Ex. to Remain	Outside project limits
2	IL 31	147+20	3	30" RCP	TBD	Extended in 2013
3	IL 31	151+65	3	2 x 1.5	Phase II	Photos attached
4	IL 31	178+00	5	2 x 1.5	Phase II	Photos attached
5	IL 31	186+50	6	3 x 3	4 x 2.5	Photos attached
6	IL 31	192+50	6	4 x 4	2 - 4 x 4	Photos attached
7	IL 31	198+80	6	5 x 5	TBD	Photos attached
8	IL 31	204+25	7	19" x 30" RCP	TBD	Photos attached
9	IL 31	212+25	7	10 x 9	12 x 10	Photos attached
10/11	IL 31	216+25	8	6 x 6 & 2 x 2	TBD	Photos attached
12	IL 31	229+50	8	6 x 5	6 x 5	Photos attached
13	IL 31	247+80	10	2.5 x 1.5	Phase II	Photos attached
14	IL 31	273+50	11	2 x 1.5	2 x 1.5	Photos attached
15/16	IL 31	288+00	12	24" & 2 x 1.5	3 - 3 x 5	Photos attached
17	IL 31	304+75	13	2 x 1.5	Phase II	Photos attached
18	IL 31	319+90	14/15	2 x 1.5	Phase II	Photos attached
19	IL 31	349+90	16/17	2 x 1.5	Phase II	Photos attached
20	IL 31	370+60	18	2 x 1.5	Phase II	Photos attached
21	Bull Valley Road		19	Varies	Ex. To Remain	Storm sewer system (3)
22	IL 31	423+00	21	2-24" x 24" RCP	TBD	Photos attached
23	IL 31	444+00	23	10x4 & 3.75x1.5	TBD	Photos attached
24	IL 31	464+30	24	5 x 2	Ex. to Remain	Storm sewer system
25	Front St.	484+00	25	-	Ex. to Remain	Storm sewer system
26	IL 120	321+25	31	24" RCP	TBD	Storm sewer system
27	IL 120	291+00	32	15" RCP	Ex. to Remain	Storm sewer system

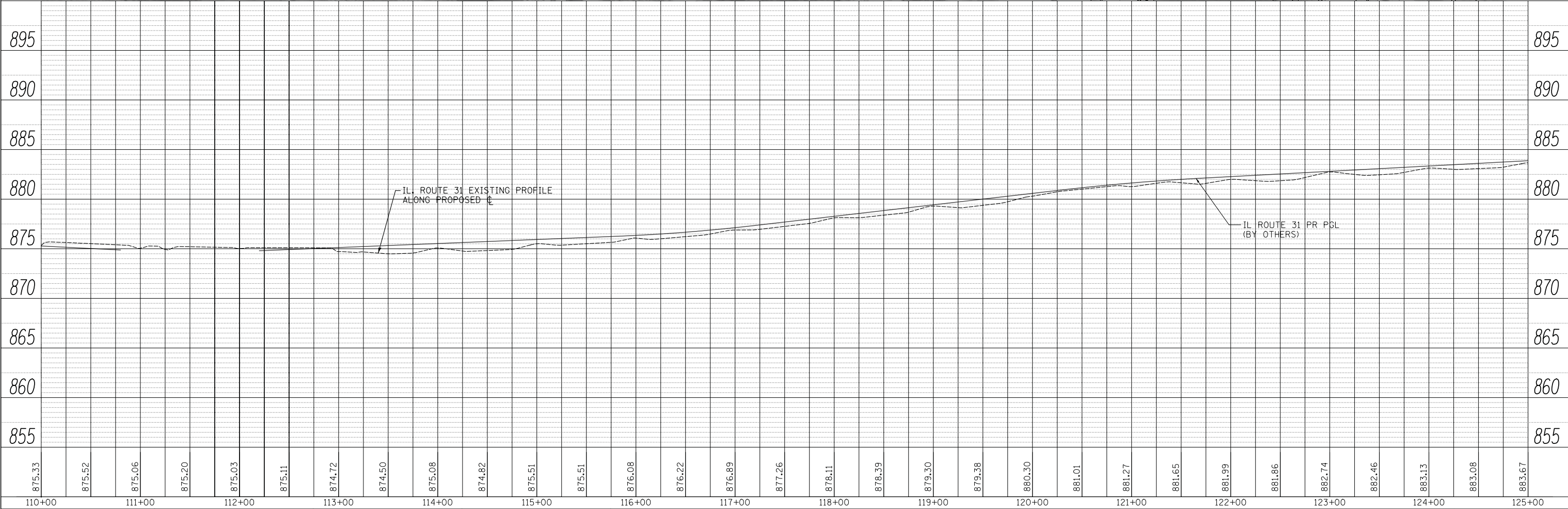
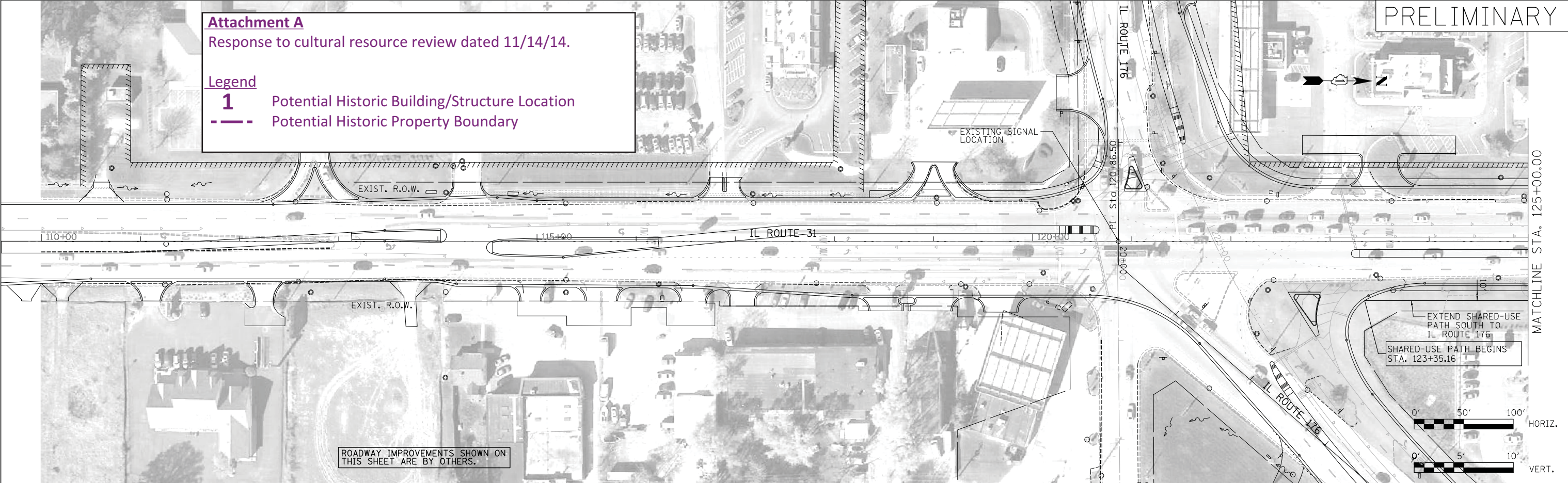
Notes

1. Width x Height for box culverts, in feet
2. Existing crossings less than 7.2 square feet will be design in Phase II.
3. The storm sewer system is to be constructed by MCDOT as part of their Miller/Bull Valley Road project.

S:\WP\p&es\CONSULT\Projects - Active\IL 31 (IL 176 to IL 120)\Hydraulics\[CulvertCrossings.xlsx]Sheet1

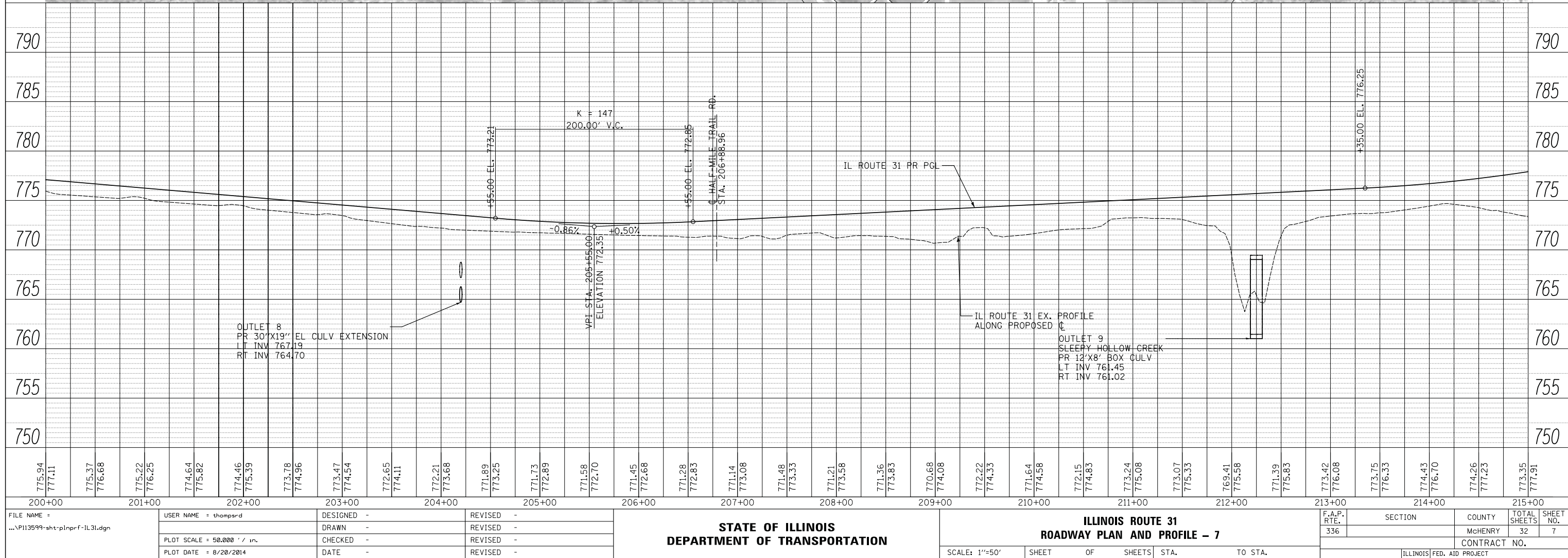
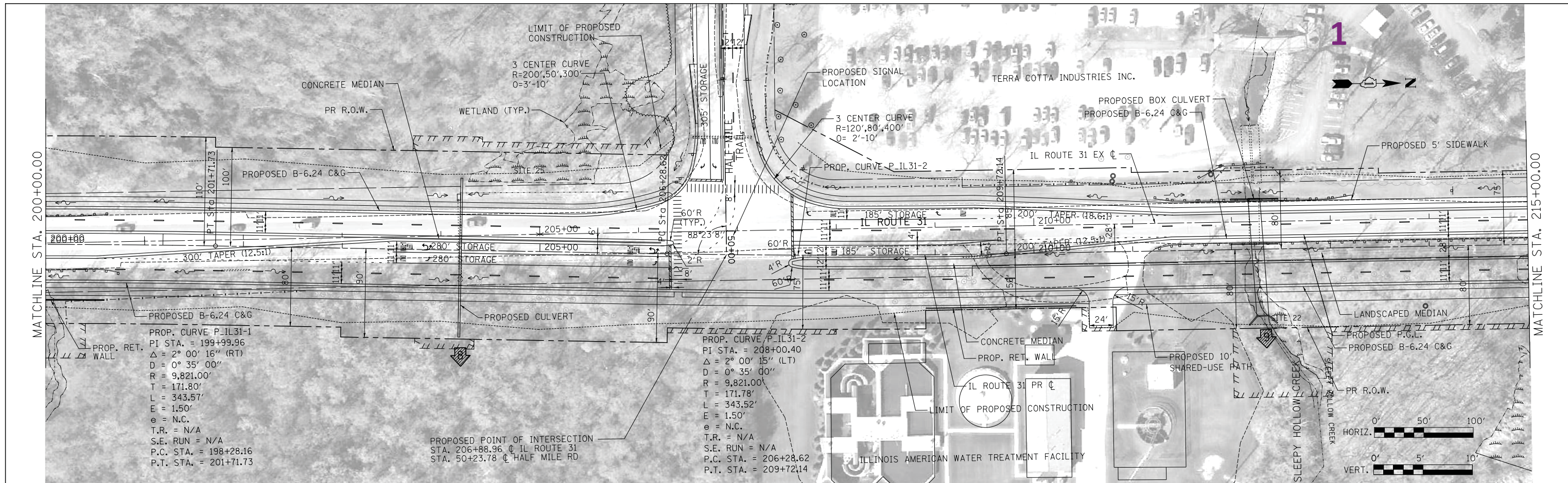
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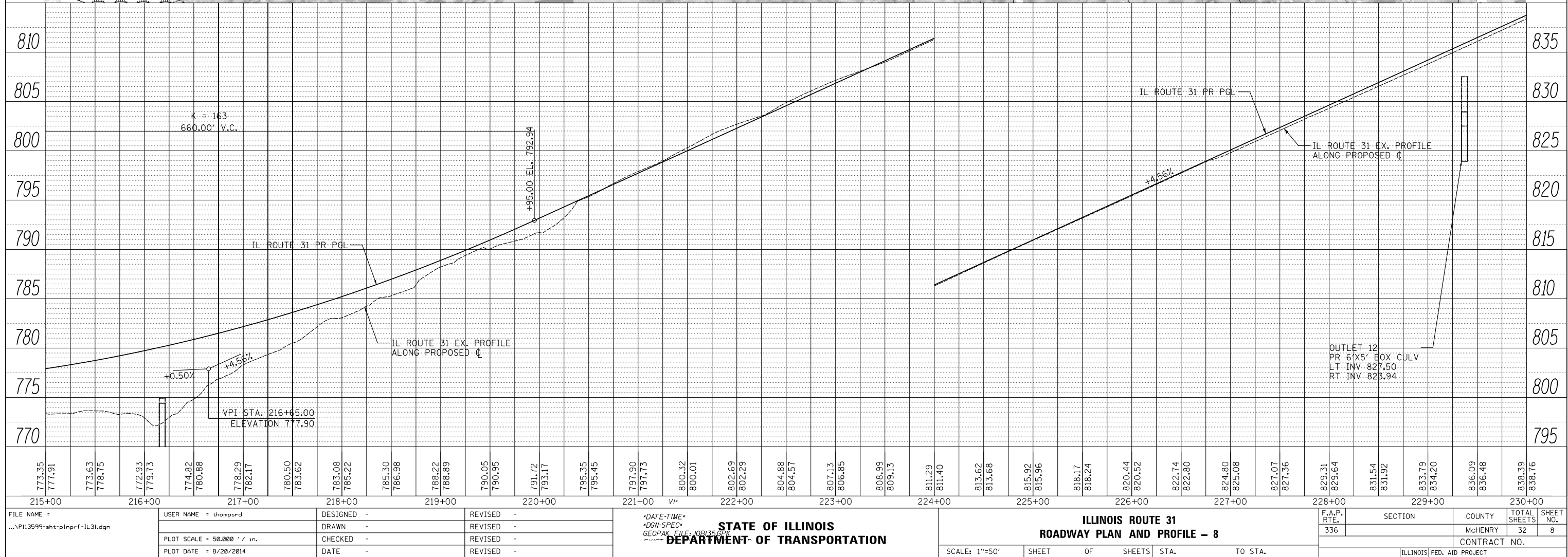
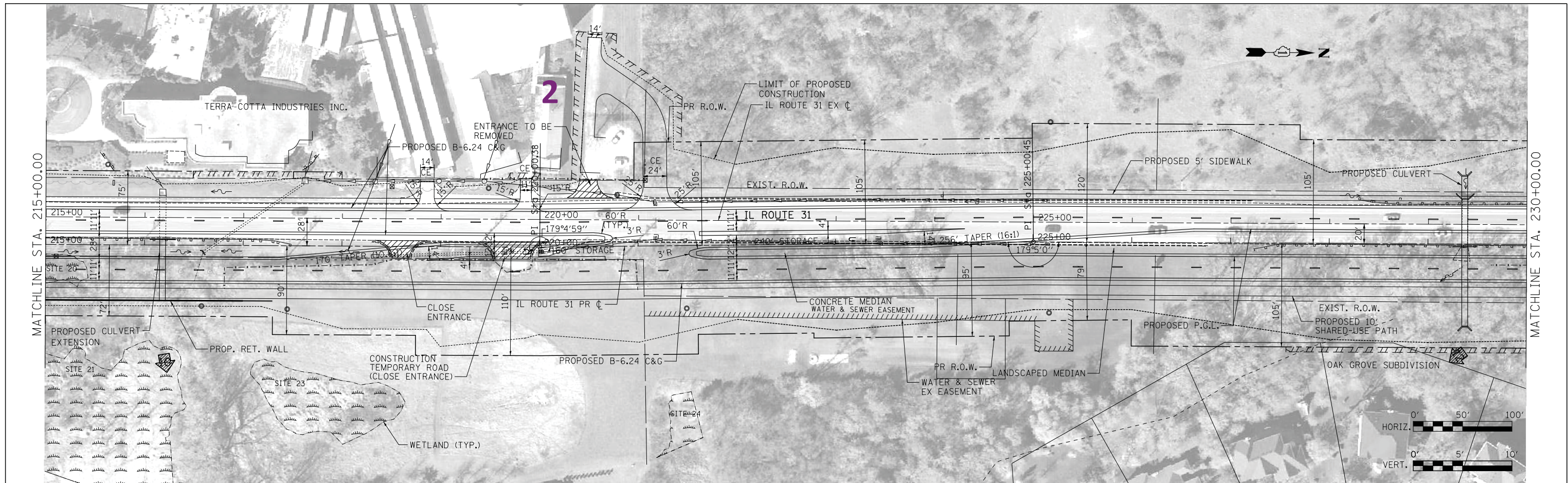
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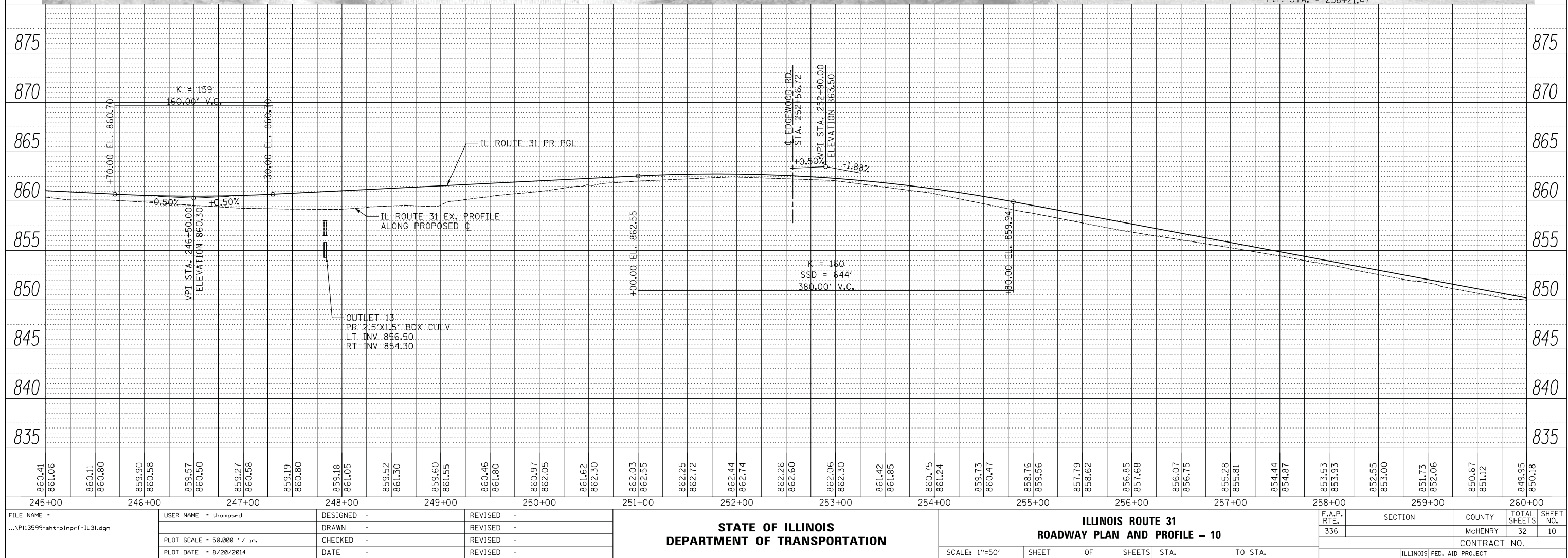
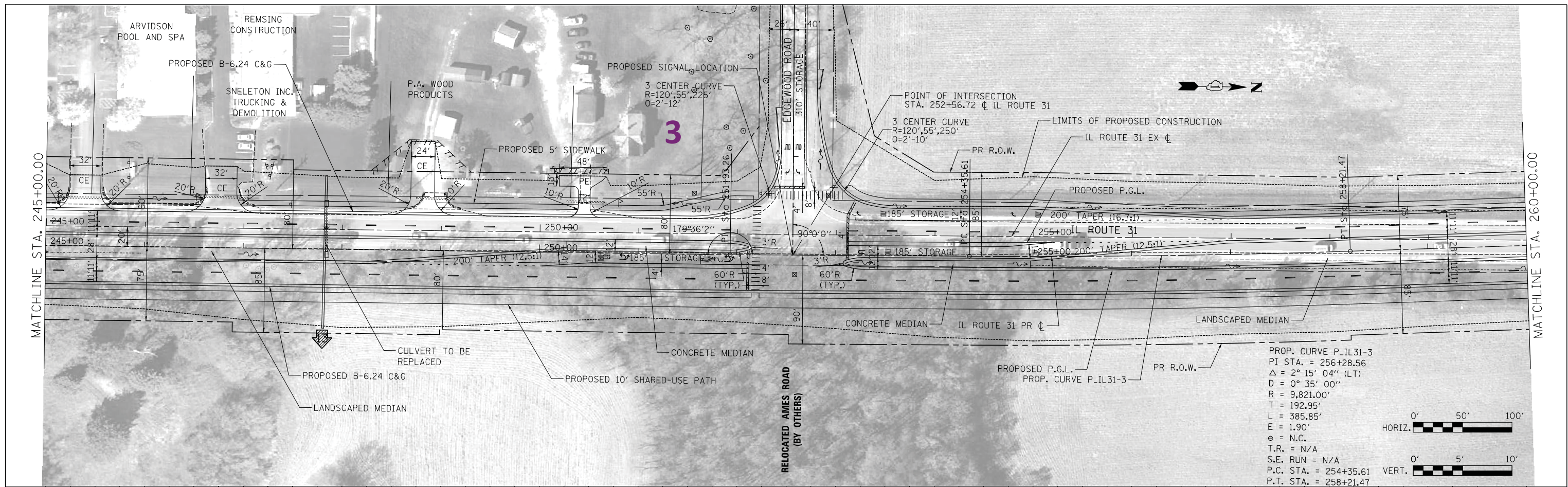
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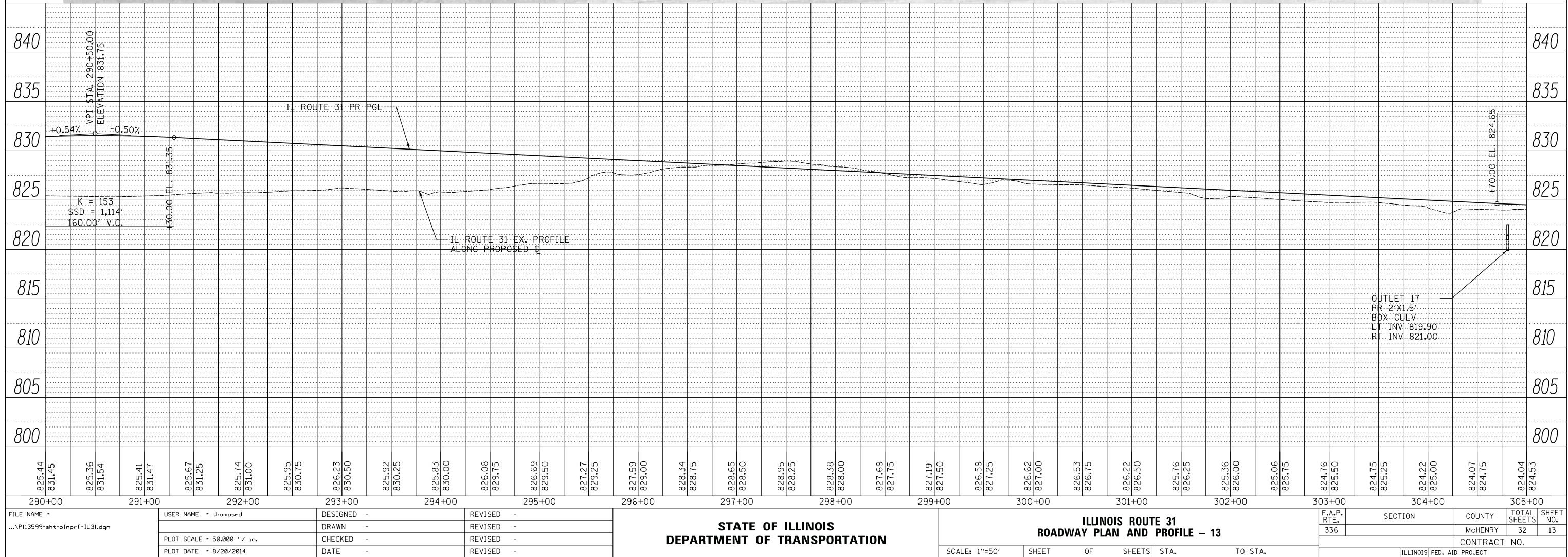
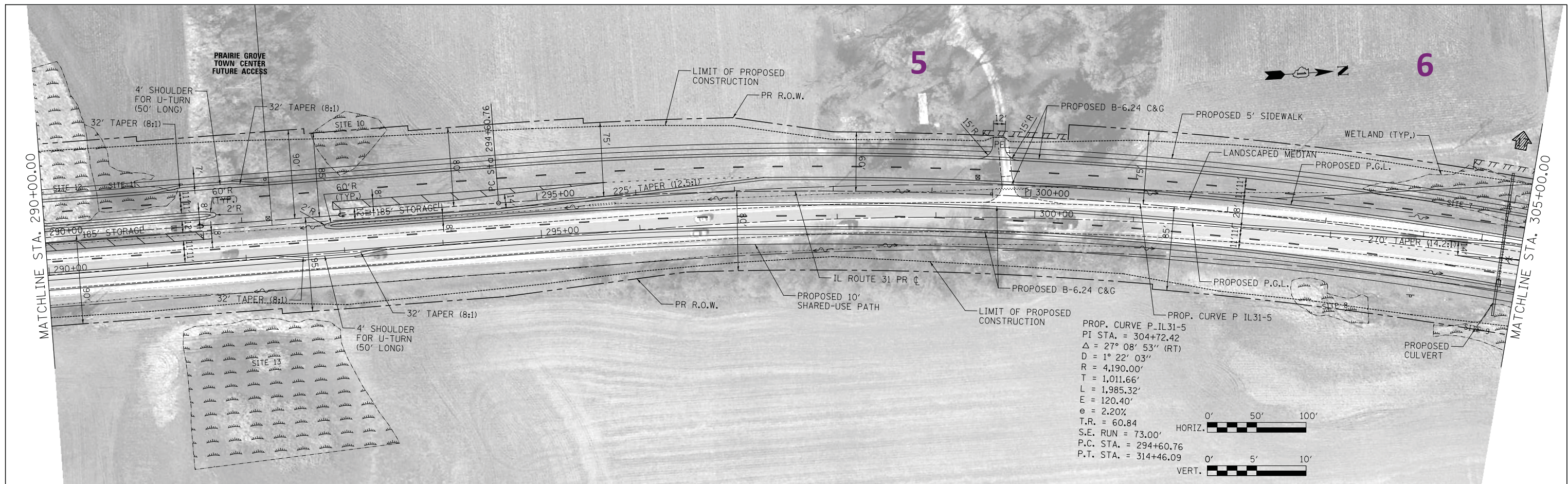
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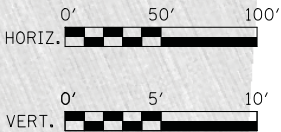
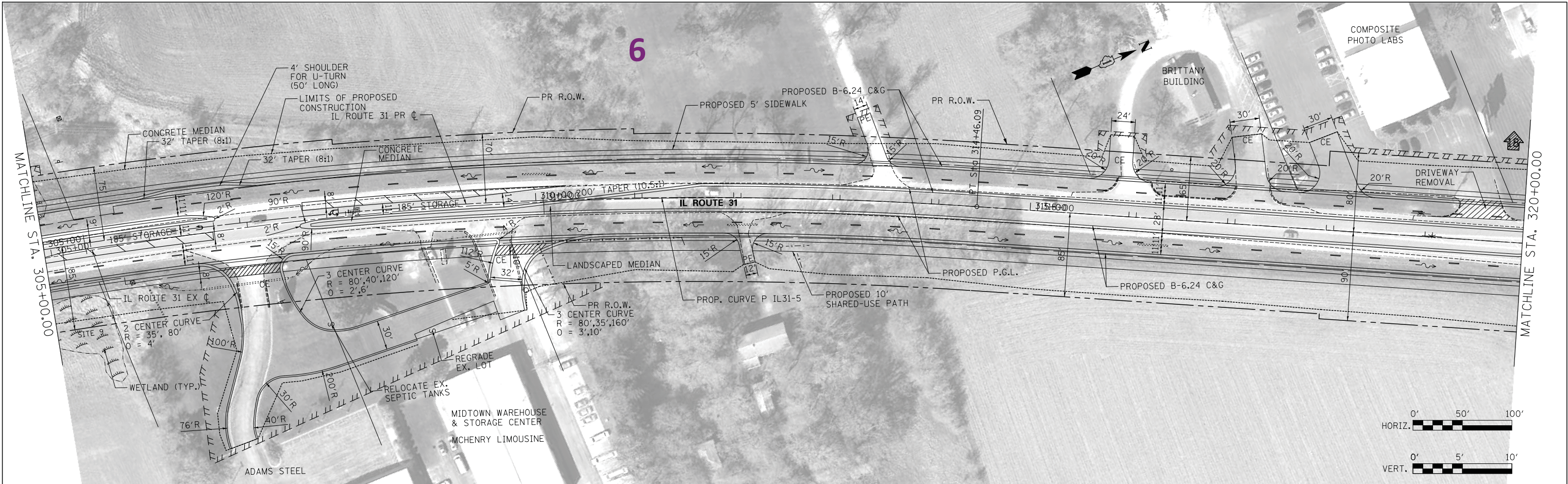


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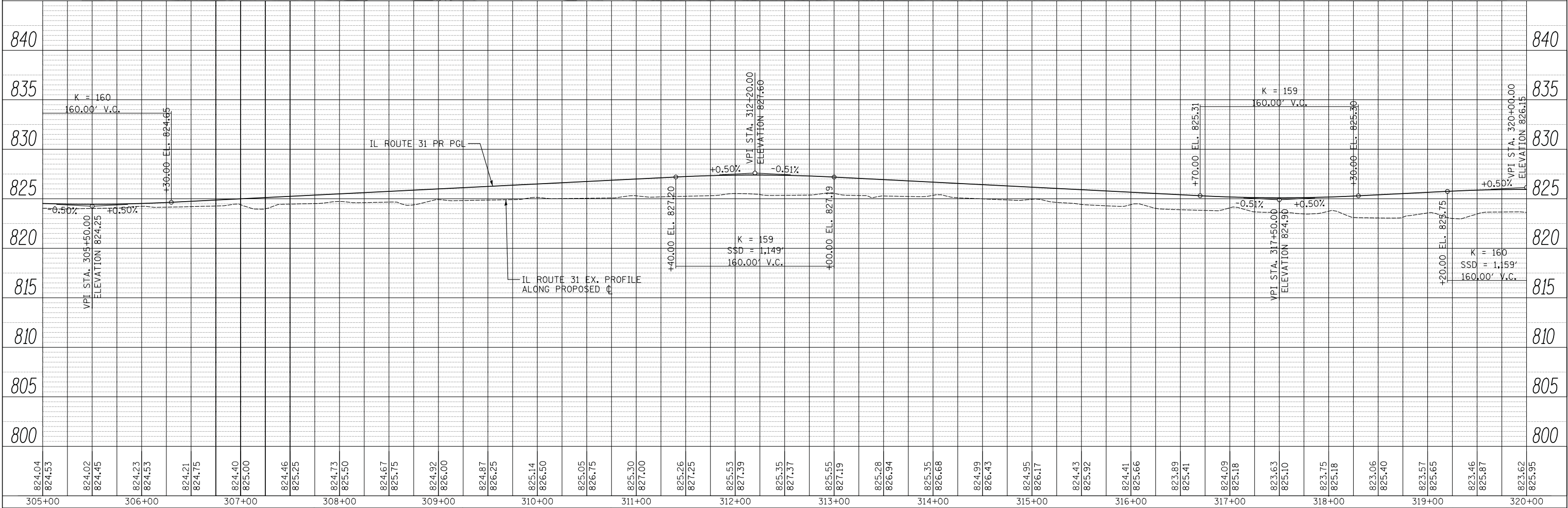
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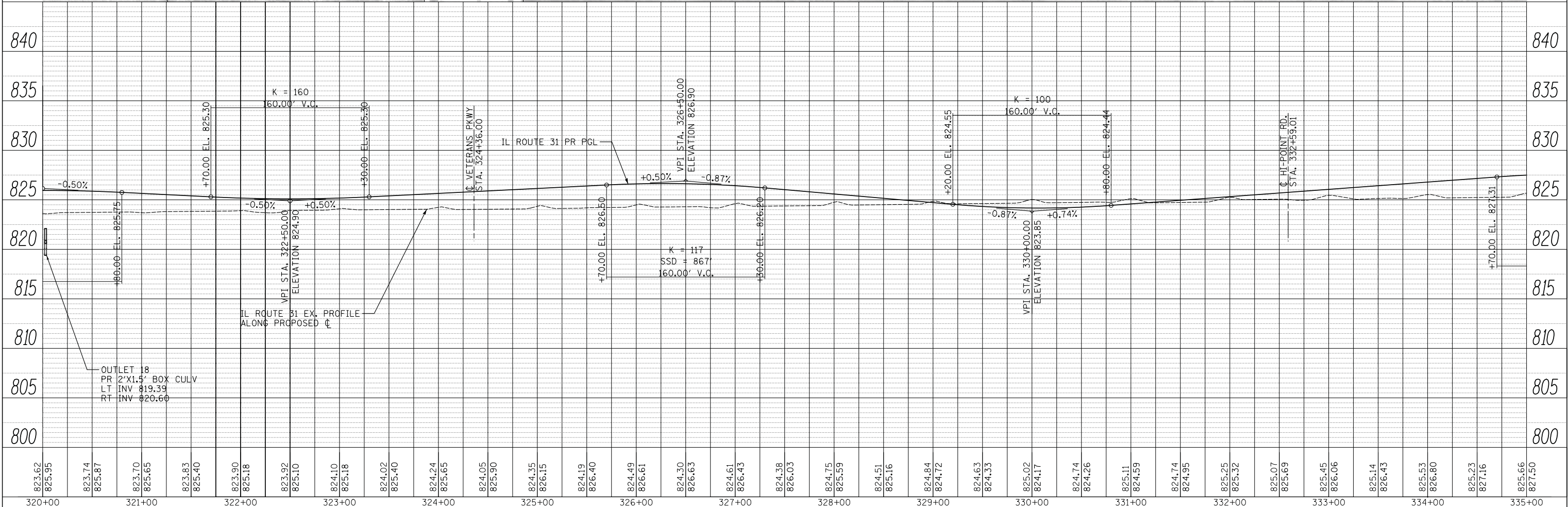


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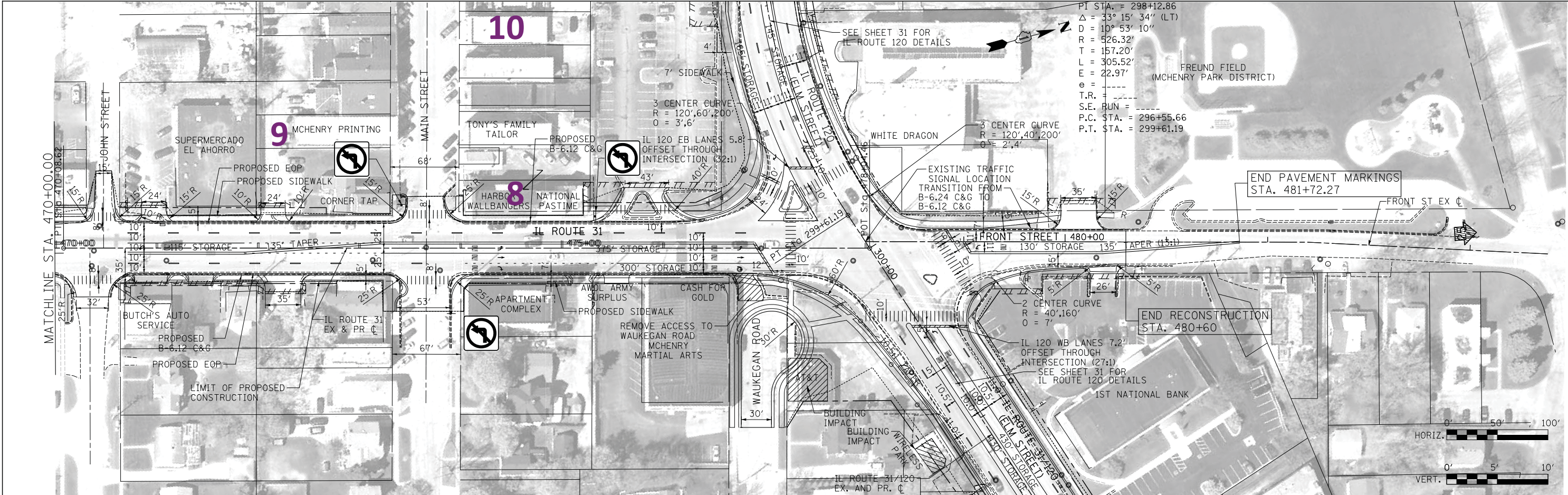
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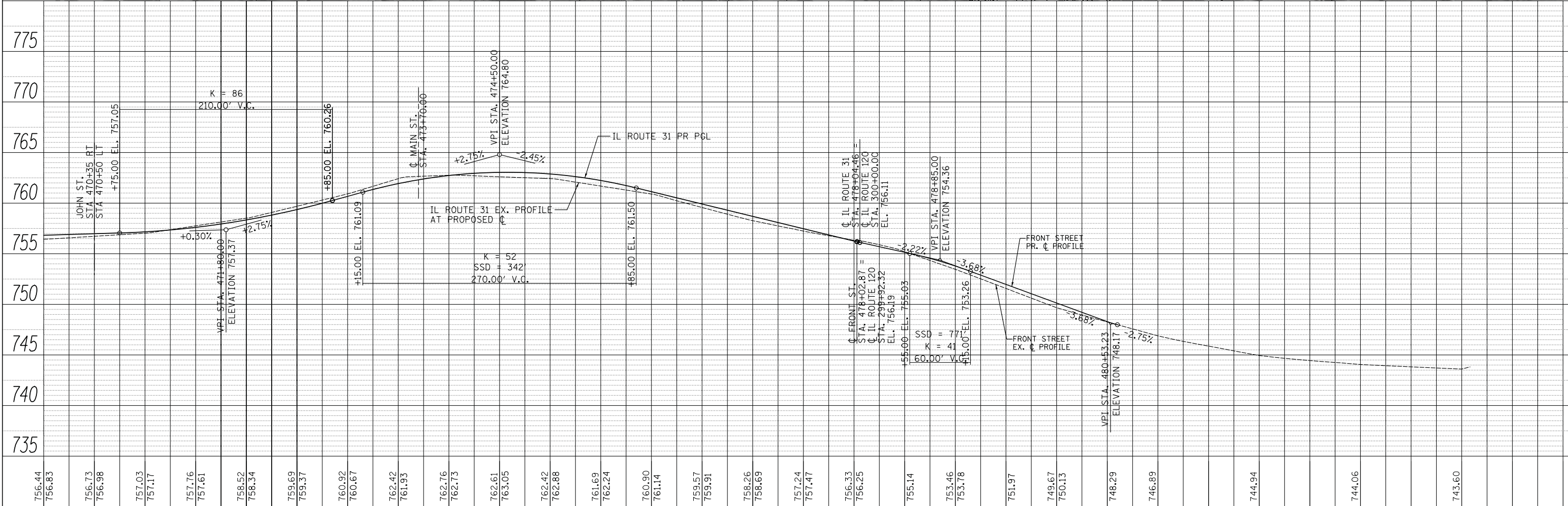


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	PLOT DATE = 8/20/2014	DATE -	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA.	TO	STA.			

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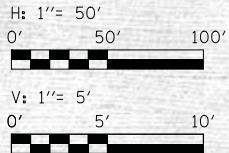
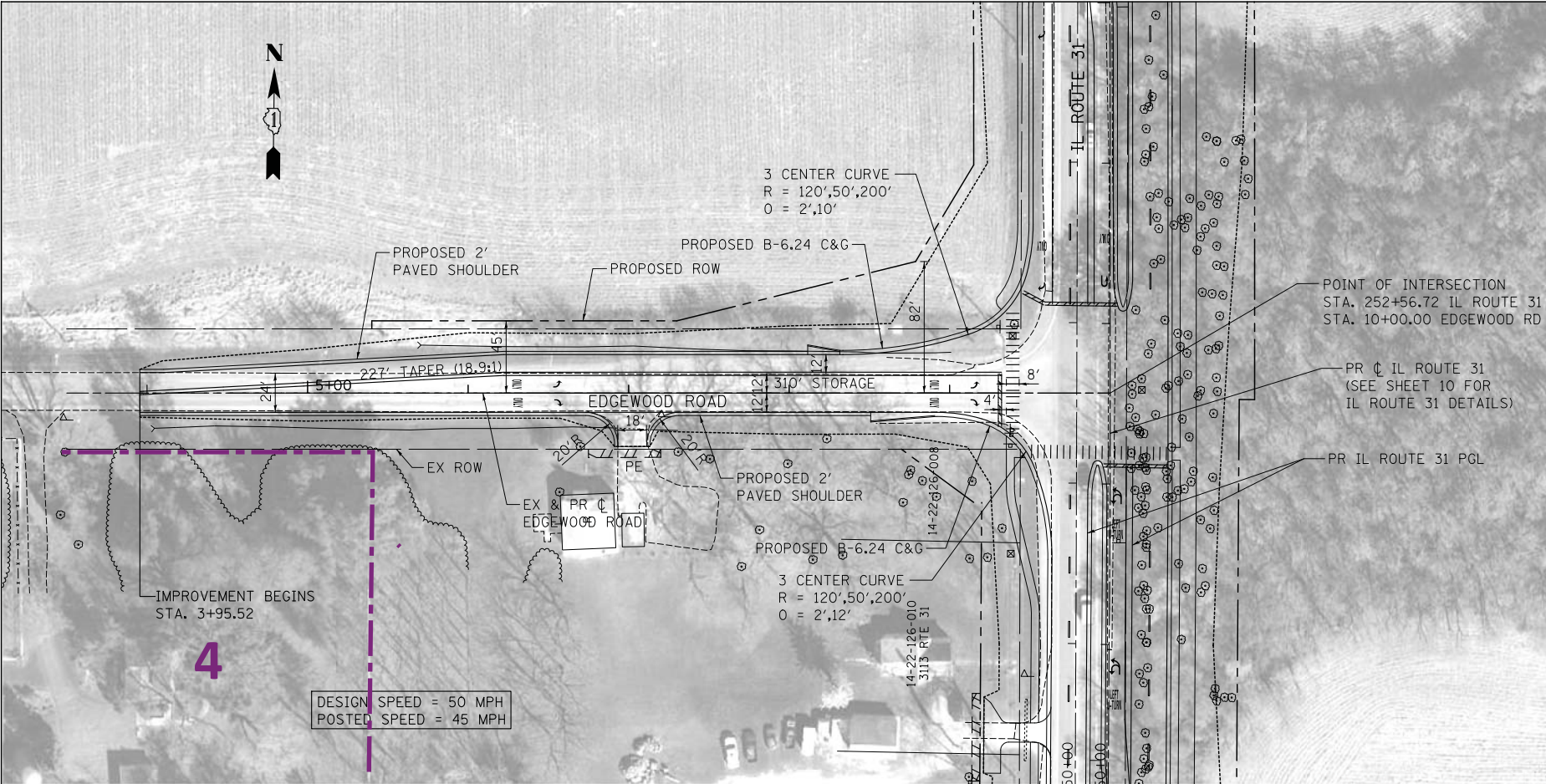


PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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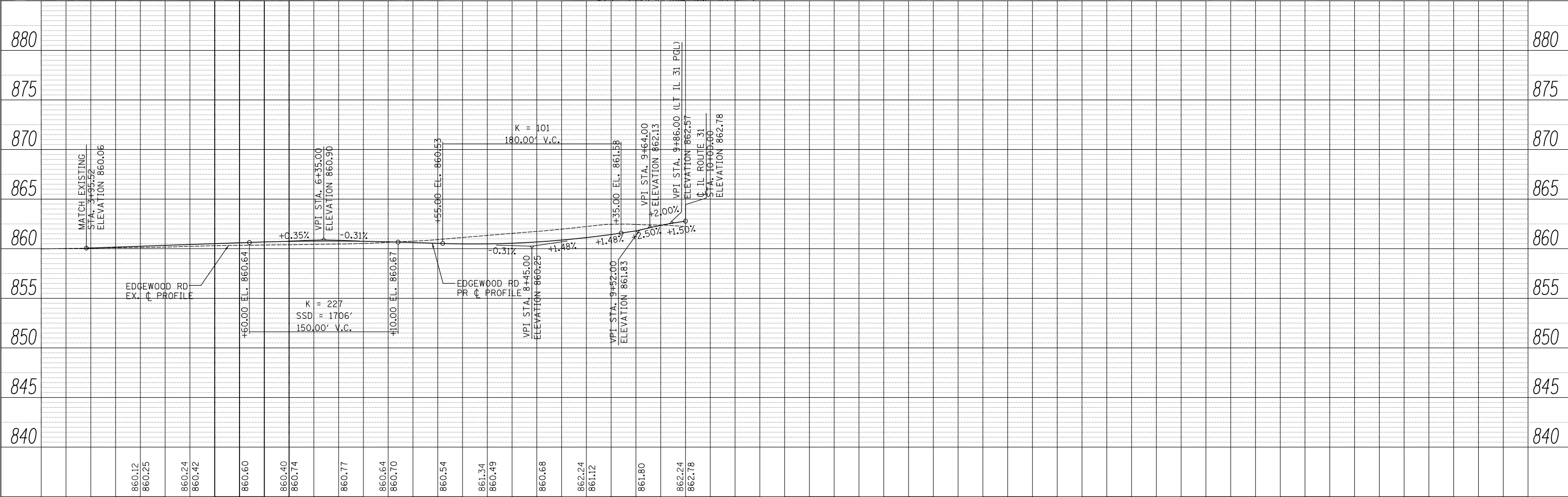


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				DRAWN -		REVISED -																		336			McHENRY	32	25	
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PROFILE	SURVEYED	BY	DATE
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FILE NAME =	USER NAME = thompsrd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EDGEWOOD ROAD ROADWAY PLAN AND PROFILE				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\PI13599-sht-plnprf-Edgewood.dgn		DRAWN -	REVISED -						336		McHENRY	32	27
	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -		CONTRACT NO.								
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Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

McHenry County
Nunda Township
FAU 336 (IL 31 from Bull Valley Rd. to IL 176)
Job # P-91-135-99
IDOT Sequence # 1340D & 1340E

November 24, 2014

STATE 707 PROJECT

NO ADVERSE EFFECT – Architectural Resources

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

RECEIVED

NOV 25 2014

PRESERVATION SERVICES

Dear Ms. Haaker:

The enclosed Environmental Survey Request concerns road widening project on IL 31 between Bull Valley Rd. in Crystal Lake to IL 176 in McHenry. A review of potential impacts to historical, archaeological, and architectural properties for this project was completed by IDOT's professional Cultural Resources staff. The archaeological survey for Addendum E is not yet complete.

In our review, a fresh glance was taken at the overall project, which resulted in a November 14, 2014 Historic Resource Avoidance Request project memo. The memo found fourteen properties that might be considered eligible for listing on the National Register of Historic Places. Subsequent information has outlined the avoidance of direct impacts to all of the noted resources (see attached). For three properties, right-of-way or temporary easements will be required; however, the project will not adversely affect the potentially historic resources.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be adversely affected by this project.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design & Environment
BK:ee

CONCUR

By:
Deputy State Historic Preservation Officer

Date: 11-25-14



Illinois Department of Transportation

Memorandum

To: John Kos Attn: P. Pechnick
From: Michael L. Hine By: Peter J. Frantz
Subject: PESA Review
Date: March 28, 2000

Peter J. Frantz

Refer to: FAU 336 (IL 31) Bull Valley Rd. to IL 176 - Nunda Township
Job No. P-91-135-99
W&R to Provide 2-Lane Cross Section W/Median, Shoulders, Auxiliary
Turning Lanes & Possible Geometric Modifications at Intersections
McHenry County
ISGS # 1108

DA: E 10/30/01

LET: 06CY03

R. YOUNG

J. CEBULSKI

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Hazardous Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at two sites. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition does not include the ownership or operation of any underground storage tanks and if construction excavation and utility relocation do not exceed the maximum testing depth at each site and does not exceed

1.8 meters (6 feet) within 15 meters of soil boring 1108-1A at Coach House, 610 S. IL 31;

0.9 meters (3 feet) within 15 meters of soil boring 1108-7D at TC Industries, 4710 Squaw Creek Rd.,

then no additional preliminary testing for the project is necessary. If the above stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The attached transmittal form is provided for your convenience.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact John Washburn at 217/782-7074 or Steven Gobelman at 217/785-4246.

Attachment

cc: Randy Schick
District Bureau of Land Acquisition
Scott Stitt

David Schinneer
District Utility Coordinator
Mike Berry

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Illinois Department of Transportation

Memorandum

To: John Kos Attn: Mike Matkovic
From: Michael L. Hine By: Larry L. Piche
Subject: PESA Review
Date: March 27, 2002

Refer to: Illinois Route 31 (FAU 336)
Job No. P-91-135-99
Existing Two-Lane Highway to be Replaced w/4-Lane Highway
W/30 Ft. Median; In-Stream Work
McHenry County
ISGS # 1108A Sequence # 1340A

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at one site. In addition, two sites from ISGS # 1108 have been reevaluated due to stipulation revisions since the issuance of that report. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if excavation or additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and utility relocation do not exceed the maximum testing depth at each site and does not exceed

0.9 meters (3 feet) within 15 meters (50 feet) of soil boring 1108-1A (1108A-B) at Rt. 31 Auto Sales (formerly Coach House), 610 S. IL 31;

no grading or excavation within 15 meters (50 feet) of soil boring 1108-7D (1108A-E), 4710 Squaw Creek Rd.;

1.8 meters (6 feet) within 15 meters (50 feet) of soil boring 1108A-13A and 2.4 meters (8 feet) within 15 meters (50 feet) of soil boring 1108A-13C at Shell Oil Co. and Wendy's Restaurant, 280 S. IL 31,

then no additional preliminary testing for the project is necessary. If the above stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on the PMA.

Page 2
March 27, 2002

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact John Washburn at 217/782-7074 or Steven Gobelman at 217/785-4246.

Attachment

cc: Randy Schick
Central Bureau of Land Acquisition
District Bureau of Land Acquisition
District Utility Coordinator
Scott Stitt
Todd Hummert

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*Sam Mead
District 1*



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe
From: Barbara H. Stevens
Subject: PESA Review

Attn: Rick Young

Date: July 9, 2007

Barbara H. Stevens

Refer to: Illinois Route 31 (FAP 336)
Job No. P-91-135-99
Bull Valley Road to Illinois Route 176
McHenry County
ISGS # 1108V

Sequence # 1340B

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at one site. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if excavation or additional right-of-way is required at this location.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and **utility relocation** do not exceed the maximum testing depth at each site and does not exceed the attached stipulations, then no additional preliminary testing for the project is necessary.

If the stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on PMA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 311
District Bureau of Land Acquisition

Central Bureau of Land Acquisition
District Utility Coordinator



Illinois Department of Transportation

Memorandum

To: John Fortmann
From: John D. Baranzelli
Subject: PESA Review
Date: August 8, 2012

Attn: Pete Harmet
By: Jim Curtis
James R. Curtis

Project: IL Route 31 (FAU 336)
District 1 McHenry
Requesting Agency: DOH
Survey Target Date: 10/01/2012
Anticipated Letting: Not provided
BDE Sequence #: 1340C

Job #: P-91-135-99
Contract #: Not provided
Anticipated DA: 12/31/2012
Section: Not provided
ISGS PESA #: 1108V2

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request.

The attached PESA report identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). See Table 1 in the PESA report for a list of sites with RECs. It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves new right of way or easement, railroad right-of-way other than single rail rural with no maintenance facilities, or building demolition/modification. A PSI is also required on any site identified in Table 1 of the PESA report that involves excavation or subsurface utility relocation or on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites that contain RECs, then a PSI is not required for the project and the project will be in compliance with Departmental Policy D&E-11. If the district determines that the project will involve a site that contains RECs, then a PSI is required and the statewide consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response form can be found on PMA.

The District's Bureau of Land Acquisition (DBLA) should determine if any new right-of-way or easement will involve any site identified in Table 1 or any site adjoining a site listed in Table 4 of the PESA report. On those identified situations, DBLA shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact James R. Curtis at 217/558-4653 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 313
District Bureau of Land Acquisition

Central Bureau of Land Acquisition – Rm. 210
District Utility Coordinator



Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet, c/o Sam Mead
From:	John D. Baranzelli	By:	Jim Curtis
Subject:	PESA Review		
Date:	February 27, 2015		

James R. Curtis

Project:	FAU 336: IL 31; Bull Valley Road to IL 176, Nunda Township		
District 1:	McHenry County	Job #:	P-91-135-99
Requesting Agency:	DOH	Contract #:	Not provided
Survey Target Date:	03/01/2015	Anticipated DA:	06/01/2015
Anticipated Letting:	Not provided	Section:	Not provided
BDE Sequence #:	01340D/E	ISGS PESA #:	1108B/V3

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites containing RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

The district should determine if any new right-of-way or easement will involve: any site identified in Table 1 of the PESA report, or any site adjoining a site listed in Table 4. For those identified situations, the District Bureau of Land Acquisition (DBLA) shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required prior to the acquisition process for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. For questions regarding this report or the tasking of the statewide consultant, please contact James R. Curtis at 217/558-4653.

Attachments:

cc:	Office of Chief Counsel – Rm. 313	Central Bureau of Land Acquisition – Rm. 210
	District Bureau of Land Acquisition	District Utility Coordinator

COORDINATION

Agency Coordination

Cooperating Agency Request Letters

Tribal Invitation Letters (Section 106 Consulting Party Request)

NEPA/404 Merger Meeting Summaries and Concurrences

- Introduction – June 27, 2011
- Purpose and Need – March 1, 2012
- Range of Alternatives – June 25, 2013
- Preferred Alternative – June 25, 2014

FHWA Coordination Meeting Summaries

U.S. Army Corps of Engineers Meeting Summaries

Other Agency Coordination

- Letter from Prairie Grove on Preferred Alternative – April 5, 2013
- City of McHenry Meeting – April 11, 2013
- City of McHenry Meeting – October 15, 2013
- Environmental Interest Group Meeting - January 15, 2014
- City of McHenry Public Works Committee – March 12, 2014
- City of Crystal Lake Meeting – January 20, 2015
- Village of Prairie Grove Meeting – January 20, 2015
- City of McHenry, McHenry County, and Nunda Township Meeting – January 20, 2015
- Letter from Illinois Department of Agriculture – July 15, 2016



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

October 30, 2012

In Reply Refer To:
HPER-IL

Soren Hall
McHenry County, IDOT
United States Army Corps of Engineer, Chicago District
111 North Canal, Suite 600
Chicago, Illinois 60606

Subject: Environmental Assessment for Illinois Route 31 between Illinois Route 176 and
Illinois Route 120

Dear Mr. Hall:

The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation has initiated studies for an Environmental Assessment (EA) for the potential improvement of Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120) in McHenry County. The FHWA hereby requests your agency to become a cooperating agency in the development of the EA for the IL 31 from IL 176 to IL 120 project. Please respond in writing to our office at the above listed address with an acceptance or denial of this invitation on or before November 30, 2012.

IL 31 is a Strategic Regional Arterial (SRA) and a Class II truck route which extends north-south through the City of Crystal Lake, the Village of Prairie Grove, unincorporated McHenry County, and the City of McHenry. The southern limit of this study is the IL 31 at IL 176 intersection, which is currently under construction. The northern limit of the study is the western IL 31 at IL 120 intersection. IL 120 is an SRA and has recently been reconstructed to the west of IL 31. A locally led improvement is planned for the eastern IL 31 at IL 120 intersection. The IL 31 project is approximately seven miles in length and will match into these adjacent improvements. There are existing environmental resources and areas of concern within the project study area. IL 31 crosses or is adjacent to three natural or forested areas, three creeks including Squaw Creek, Sleepy Hollow Creek and an unnamed creek just south of Lillian Street/Grove Street, and two large Advanced Identification (ADID) wetland complexes.

The project may have impacts on resources under your legal jurisdiction and you also have special expertise with respect to resources within the study area. Therefore, we have requested your agency to be a cooperating agency. This project is being processed through the National Environmental Policy Act-404 Merger Process.

We look forward to your response to this request and your involvement as a cooperating agency. If you have any questions or would like to discuss the project or our agencies respective roles and responsibilities during the preparation of the EA, please contact Kimberly Murphy at (847) 705-4791.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Baranzelli, John; Fortmann, John; Murphy, Kimberly; Zyznieuski, Walter;



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

October 30, 2012

In Reply Refer To:
HPER-IL

Mr. Steve Hamer
Illinois Department of Natural Resources
Division of Environmental and Ecosystems
One Natural Resources Way
Springfield, IL 62702-1271

Subject: Environmental Assessment for Illinois Route 31 between Illinois Route 176 and
Illinois Route 120

Dear Mr. Hamer:

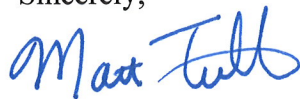
The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation has initiated studies for an Environmental Assessment (EA) for the potential improvement of Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120) in McHenry County. The FHWA hereby requests your agency to become a cooperating agency in the development of the EA for the IL 31 from IL 176 to IL 120 project. Please respond in writing to our office at the above listed address with an acceptance or denial of this invitation on or before November 30, 2012.

IL 31 is a Strategic Regional Arterial (SRA) and a Class II truck route which extends north-south through the City of Crystal Lake, the Village of Prairie Grove, unincorporated McHenry County, and the City of McHenry. The southern limit of this study is the IL 31 at IL 176 intersection, which is currently under construction. The northern limit of the study is the western IL 31 at IL 120 intersection. IL 120 is an SRA and has recently been reconstructed to the west of IL 31. A locally led improvement is planned for the eastern IL 31 at IL 120 intersection. The IL 31 project is approximately seven miles in length and will match into these adjacent improvements. There are existing environmental resources and areas of concern within the project study area. IL 31 crosses or is adjacent to three natural or forested areas, three creeks including Squaw Creek, Sleepy Hollow Creek and an unnamed creek just south of Lillian Street/Grove Street, and two large Advanced Identification (ADID) wetland complexes.

The project may have impacts on resources under your legal jurisdiction and you also have special expertise with respect to resources within the study area. Therefore, we have requested your agency to be a cooperating agency. This project is being processed through the National Environmental Policy Act-404 Merger Process.

We look forward to your response to this request and your involvement as a cooperating agency. If you have any questions or would like to discuss the project or our agencies respective roles and responsibilities during the preparation of the EA, please contact Kimberly Murphy at (847) 705-4791.

Sincerely,

A handwritten signature in blue ink that reads "Matt Fuller". The signature is fluid and cursive, with the first name "Matt" and last name "Fuller" clearly distinguishable.

Matt Fuller
Environmental Programs Engineer

Ecc: Baranzelli, John; Fortmann, John; Murphy, Kimberly; Zyznieuski, Walter;



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

October 30, 2012

In Reply Refer To:
HPER-IL

Ms. Terry Savko
Illinois Department of Agriculture
State Fairgrounds
P.O. Box 19281
Springfield, Illinois 62794-9281

Subject: Environmental Assessment for Illinois Route 31 between Illinois Route 176 and
Illinois Route 120

Dear Ms. Savko:

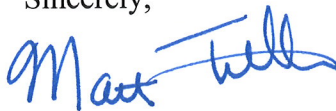
The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation has initiated studies for an Environmental Assessment (EA) for the potential improvement of Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120) in McHenry County. The FHWA hereby requests your agency to become a cooperating agency in the development of the EA for the IL 31 from IL 176 to IL 120 project. Please respond in writing to our office at the above listed address with an acceptance or denial of this invitation on or before November 30, 2012.

IL 31 is a Strategic Regional Arterial (SRA) and a Class II truck route which extends north-south through the City of Crystal Lake, the Village of Prairie Grove, unincorporated McHenry County, and the City of McHenry. The southern limit of this study is the IL 31 at IL 176 intersection, which is currently under construction. The northern limit of the study is the western IL 31 at IL 120 intersection. IL 120 is an SRA and has recently been reconstructed to the west of IL 31. A locally led improvement is planned for the eastern IL 31 at IL 120 intersection. The IL 31 project is approximately seven miles in length and will match into these adjacent improvements. There are existing environmental resources and areas of concern within the project study area. IL 31 crosses or is adjacent to three natural or forested areas, three creeks including Squaw Creek, Sleepy Hollow Creek and an unnamed creek just south of Lillian Street/Grove Street, and two large Advanced Identification (ADID) wetland complexes.

The project may have impacts on resources under your legal jurisdiction and you also have special expertise with respect to resources within the study area. Therefore, we have requested your agency to be a cooperating agency. This project is being processed through the National Environmental Policy Act-404 Merger Process.

We look forward to your response to this request and your involvement as a cooperating agency. If you have any questions or would like to discuss the project or our agencies respective roles and responsibilities during the preparation of the EA, please contact Kimberly Murphy at (847) 705-4791.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Fuller", with a stylized flourish extending from the end.

Matt Fuller
Environmental Programs Engineer

Ecc: Baranzelli, John; Fortmann, John; Murphy, Kimberly; Zyznieuski, Walter;



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

October 30, 2012

In Reply Refer To:
HPER-IL

Ken Westlake
United States Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, Illinois 60604-3507

Subject: Environmental Assessment for Illinois Route 31 between Illinois Route 176 and
Illinois Route 120

Dear Mr. Westlake:

The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation has initiated studies for an Environmental Assessment (EA) for the potential improvement of Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120) in McHenry County. The FHWA hereby requests your agency to become a cooperating agency in the development of the EA for the IL 31 from IL 176 to IL 120 project. Please respond in writing to our office at the above listed address with an acceptance or denial of this invitation on or before November 30, 2012.

IL 31 is a Strategic Regional Arterial (SRA) and a Class II truck route which extends north-south through the City of Crystal Lake, the Village of Prairie Grove, unincorporated McHenry County, and the City of McHenry. The southern limit of this study is the IL 31 at IL 176 intersection, which is currently under construction. The northern limit of the study is the western IL 31 at IL 120 intersection. IL 120 is an SRA and has recently been reconstructed to the west of IL 31. A locally led improvement is planned for the eastern IL 31 at IL 120 intersection. The IL 31 project is approximately seven miles in length and will match into these adjacent improvements. There are existing environmental resources and areas of concern within the project study area. IL 31 crosses or is adjacent to three natural or forested areas, three creeks including Squaw Creek, Sleepy Hollow Creek and an unnamed creek just south of Lillian Street/Grove Street, and two large Advanced Identification (ADID) wetland complexes.

The project may have impacts on resources under your legal jurisdiction and you also have special expertise with respect to resources within the study area. Therefore, we have requested your agency to be a cooperating agency. This project is being processed through the National Environmental Policy Act-404 Merger Process.

We look forward to your response to this request and your involvement as a cooperating agency. If you have any questions or would like to discuss the project or our agencies respective roles and responsibilities during the preparation of the EA, please contact Kimberly Murphy at (847) 705-4791.

Sincerely,

A handwritten signature in blue ink that reads "Matt Fuller". The signature is stylized with a cursive-like font.

Matt Fuller
Environmental Programs Engineer

Ecc: Baranzelli, John; Fortmann, John; Murphy, Kimberly; Zyznieuski, Walter;



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

October 30, 2012

In Reply Refer To:
HPER-IL

Mr. Shawn Cirton
U.S. Fish & Wildlife Service
Chicago Illinois Field Office
1250 South Grove, Suite 103
Barrington, Illinois 60010

Subject: Environmental Assessment for Illinois Route 31 between Illinois Route 176 and
Illinois Route 120

Dear Mr. Cirton:

The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation has initiated studies for an Environmental Assessment (EA) for the potential improvement of Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120) in McHenry County. The FHWA hereby requests your agency to become a cooperating agency in the development of the EA for the IL 31 from IL 176 to IL 120 project. Please respond in writing to our office at the above listed address with an acceptance or denial of this invitation on or before November 30, 2012.

IL 31 is a Strategic Regional Arterial (SRA) and a Class II truck route which extends north-south through the City of Crystal Lake, the Village of Prairie Grove, unincorporated McHenry County, and the City of McHenry. The southern limit of this study is the IL 31 at IL 176 intersection, which is currently under construction. The northern limit of the study is the western IL 31 at IL 120 intersection. IL 120 is an SRA and has recently been reconstructed to the west of IL 31. A locally led improvement is planned for the eastern IL 31 at IL 120 intersection. The IL 31 project is approximately seven miles in length and will match into these adjacent improvements. There are existing environmental resources and areas of concern within the project study area. IL 31 crosses or is adjacent to three natural or forested areas, three creeks including Squaw Creek, Sleepy Hollow Creek and an unnamed creek just south of Lillian Street/Grove Street, and two large Advanced Identification (ADID) wetland complexes.

The project may have impacts on resources under your legal jurisdiction and you also have special expertise with respect to resources within the study area. Therefore, we have requested your agency to be a cooperating agency. This project is being processed through the National Environmental Policy Act-404 Merger Process.

We look forward to your response to this request and your involvement as a cooperating agency. If you have any questions or would like to discuss the project or our agencies respective roles and responsibilities during the preparation of the EA, please contact Kimberly Murphy at (847) 705-4791.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Fuller". The signature is fluid and cursive, with the first name "Matt" and last name "Fuller" clearly distinguishable.

Matt Fuller
Environmental Programs Engineer

Ecc: Baranzelli, John; Fortmann, John; Murphy, Kimberly; Zyznieuski, Walter;



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

October 30, 2012

In Reply Refer To:
HPER-IL

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Subject: Environmental Assessment for Illinois Route 31 between Illinois Route 176 and
Illinois Route 120

Dear Ms. Haaker:

The Federal Highway Administration (FHWA) in cooperation with the Illinois Department of Transportation has initiated studies for an Environmental Assessment (EA) for the potential improvement of Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120) in McHenry County. The FHWA hereby requests your agency to become a cooperating agency in the development of the EA for the IL 31 from IL 176 to IL 120 project. Please respond in writing to our office at the above listed address with an acceptance or denial of this invitation on or before November 30, 2012.

IL 31 is a Strategic Regional Arterial (SRA) and a Class II truck route which extends north-south through the City of Crystal Lake, the Village of Prairie Grove, unincorporated McHenry County, and the City of McHenry. The southern limit of this study is the IL 31 at IL 176 intersection, which is currently under construction. The northern limit of the study is the western IL 31 at IL 120 intersection. IL 120 is an SRA and has recently been reconstructed to the west of IL 31. A locally led improvement is planned for the eastern IL 31 at IL 120 intersection. The IL 31 project is approximately seven miles in length and will match into these adjacent improvements. There are existing environmental resources and areas of concern within the project study area. IL 31 crosses or is adjacent to three natural or forested areas, three creeks including Squaw Creek, Sleepy Hollow Creek and an unnamed creek just south of Lillian Street/Grove Street, and two large Advanced Identification (ADID) wetland complexes.

The project may have impacts on resources under your legal jurisdiction and you also have special expertise with respect to resources within the study area. Therefore, we have requested your agency to be a cooperating agency. This project is being processed through the National Environmental Policy Act-404 Merger Process.

We look forward to your response to this request and your involvement as a cooperating agency. If you have any questions or would like to discuss the project or our agencies respective roles and responsibilities during the preparation of the EA, please contact Kimberly Murphy at (847) 705-4791.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Fuller". The signature is stylized with a large "M" and a cursive "Fuller".

Matt Fuller
Environmental Programs Engineer

Ecc: Baranzelli, John; Fortmann, John; Murphy, Kimberly; Zyznieuski, Walter;



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

November 1, 2012

Technical Services Division
Regulatory Branch
LRC-2011-00336

SUBJECT: NEPA/404 Merger Process Cooperating Agency in the Review of the Environmental Assessment for the Illinois Route 31 Project from North of Illinois Route 176 to Illinois Route 120, Crystal Lake and McHenry, McHenry County, Illinois

Norman Stoner, P.E.
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

This office is in receipt of your October 30, 2012 letter requesting the participation of the Chicago District U.S. Army Corps of Engineers as a cooperating agency in the review of the environmental assessment for the project titled, "Illinois Route 31 Project from North of Illinois Route 176 to Illinois Route 120". The Corps cordially accepts the invitation to participate as a cooperating agency in the review of the EA for the above project and looks forward to working closely with Federal and other lead agencies in completing a comprehensive review of the project.

If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532, or email at Soren.G.Hall@usace.army.mil.

Sincerely,

Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Norm West)
U.S. Fish and Wildlife Service (Shawn Cirton)
Illinois Department of Natural Resources (Steve Hamer)



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

September 25, 2012

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv/

In Reply Refer To:
HPER-IL

To: Tribes That Have Expressed Interest in McHenry County:

Subject: Section 106 Consulting Party Request
Environmental Assessment – IL 31 from IL 176 to IL 120
McHenry County, Illinois

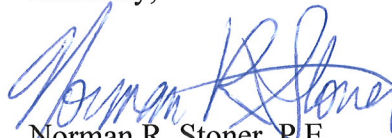
Dear: Primary Tribal Contact:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) has initiated studies for an Environmental Assessment (EA) for potential improvements on IL 31 from IL 175 to IL 120 in McHenry County, Illinois. The FHWA hereby invites you to be a Section 106 consulting party for this project pursuant to 36 CFR 800.3(f).

The FHWA and IDOT are developing this EA in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The project will study potential improvements to IL 31 from IL 175 to IL 120 in the communities of Crystal Lake, Prairie Grove, McHenry, and unincorporated Nunda Township (see enclosed map) for a distance of approximately seven miles. The EA will evaluate transportation improvements to improve traffic safety, increase roadway and intersection capacity, address operational deficiencies, and encourage multi-modal transportation along the route.

Since this portion of Illinois is an area in which your Tribe has expressed an interest, we are inviting you to be a Section 106 consulting party for this proposed project. If your Tribe has a Traditional Cultural Property or a site of religious or cultural interest in this project area, we are requesting that you contact Mr. Brad Koldehoff, IDOT Archaeologist at (217) 785-7833 or by email at brad.koldehoff@illinois.gov. However, if you prefer that FHWA maintain the lead role in all correspondence with your Tribe, please either respond accordingly to this letter, or contact Ms. Janis Piland of FHWA at (217) 492-4989 or by email at janis.piland@dot.gov. The FHWA and IDOT look forward to cooperating with your Tribe concerning this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

Enclosure

Ecc: Mr. William Frey, Division of Highways, IDOT
 Mr. Walt Zyznieuski, Bureau of Design and Environment, IDOT
 Mr. Brad Koldehoff, Bureau of Design and Environment, IDOT
 Mr. John Fortmann, District 1, IDOT
 Ms. Anne Haaker, State Historic Preservation Office
 Ms. Carol Legard, Advisory Council on Historic Preservation

Identical letters were sent to:

Ho-Chunk Nation [Bill Quackenbush - Bill.Quackenbush@ho-chunk.com]
 Miami Tribe of Oklahoma [George Strack - gstrack@mianmination.com]
 Peoria Tribe of Indians of Oklahoma [John Froman - jfroman@peoriatribes.com]
 Potawatomi – Citizen Nation [John Barrett - jbarrett@potawatomi.org]
 Potawatomi – Forest County [Gus Frank - gus.frank@fcpotawatomi-nsn.gov]
 Potawatomi – Hannahville Indian Community [Earl Meshigaud - earlmeshigaud@hannahville.org]
 Potawatomi – Pokagon Band [Steve Winchester - steve.winchester@pokagonband-nsn.gov]
 Potawatomi – Prairie Band [Hattie Mitchell - hattiem@pbpnation.org]
 Sac and Fox Nation of Mississippi in Iowa [Homer Bear - coord.mpw@meskwaki-nsn.gov]
 Sac and Fox Nation of Missouri [Michael Dougherty - mdougherty@sacandfoxcasino.com]
 Sac and Fox Nation of Oklahoma [Sandra Massey - smassey@sacandfoxcasino-nsn.gov]

Illinois NEPA/404 Merger Meeting

June 27 and 28, 2011

**US Environmental Protection Agency
Ralph Metcalfe Federal Building
Room #328
77 West Jackson Blvd.
Chicago, IL 60604-3590**

June 27, 2011

1:00 pm to 4:30 pm

- CREATE Grand Ave Project (P4) (District 1, Cook County)
 - Information - Introduction and Scoping
- CREATE 75th Street Corridor Improvement (District 1, Cook County)
 - Information - Purpose and Need
- Illinois Route 31 from Illinois Route 176 to Illinois Route 120 (District 1, McHenry County)
 - Information – Project Introduction
- Illinois Route 173 from Illinois Route 59 to US Route 41 (District 1, Lake County)
 - Information – Project Introduction

June 28, 2011

8:00 am – 10:00 am

- I-55 from Illinois Route 113 to Lorenzo Road (District 1, Will County)
 - Concurrence – Preferred Alternative
- US 45 from Illinois Route 132 to Illinois Route 173 including Millburn Bypass, (District 1, Lake County)
 - Concurrence – Alternatives to Carry Forward
 - Concurrence – Preferred Alternative

10:00 am – 10:15 am (Break)

10:15 am – 12:00 noon

- Illinois Route 47 from US Route 14 to Charles Road in Woodstock (District 1, McHenry County)
 - Concurrence – Purpose and Need
- Illinois Route 131 from Russell Road to Sunset Ave (District 1, Lake County)
 - Information – Preferred Alternative
- ~~Pershing Road Realignment and Belvidere Street Bridge Extension, Waukegan (District 1, Lake County)~~
 - ~~Concurrence – Purpose and Need~~

12:00 noon – 1:00 pm (Lunch Break)

1:00 pm – 4:30 pm

- I-290 Eisenhower from West of Mannheim Road to East of Cicero Avenue (District 1, Cook and DuPage Counties)
 - Information – Purpose and Need
- Elgin O'Hare – West Bypass, Tier 2 EIS (District 1, Cook and DuPage Counties)
 - Information – Purpose and Need and Alternatives
- Illiana Expressway Tier 1 EIS (IDOT District 1, Will and Kankakee Counties and Indiana Department of Transportation, Lake County, Indiana)
 - Information - Project Introduction

NEPA/404 Merger Meeting
June 27, 2011

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217 ⁴⁹²⁻⁴⁶²⁵ 226	Matt.Fuller@dot.gov
Tony FAKELTIS	PARSONS	312.930.5268	anthony.fakeltis@parsons.com
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Name	Organization	Phone No.	E-mail
Steve McClarty	IDOT-Bureau of RAILROADS	312-793-3940	Charles.McClarty@illinois.gov
SOREN HALL	USACE-CHICAGO	312-846-5532	Soren.g.hall@usace.army.mil
Jeffrey Sriver	City of Chicago Dept of Transportation	312 744 7080	jeffrey.sriver@cityofchicago.org
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Marty Morse	IDOT	847-705-4107	
John A. Clark	STV Inc.	312-553-8437	john.clark@stvinc.com
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DOUG KNUTH	"	312-424-5402	doug.knuth@jacobs.com
JIM NOVAK	HUFF + HUFF	630-684-4411	jnovak@hoffnhoff.com
SOOT CZAPLICKI	IDOT/consultant	847 705 4074	soot.czaplicki@illinois.gov
Sandy Hernols	Teng	312-616-5095	hernols.s@teng.com
Yvette Lopez	USEPA Water Division Wetlands Branch	312-886-2939	lopez.yvette@epa.gov

**NEPA/404 Merger Meeting
June 28, 2011**

Name	Organization	Phone No.	E-mail
Matt Feller	FHWA-IL	217 492 4625	matt.feller@dot.gov
Michael Hine	FHWA-IL	217-492-4634	Mike.Hine@dot.gov
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Steve Schilke	IDOT-DI	847 705-4125	Steven.Schilke@illinois.gov
Dennis Bachman	FHWA-IL	217-492-4283	Dennis.Bachman@dot.gov
ROBIN HELMENICKS	FHWA	217-492-4615	robin.helmenicks@dot.gov
Steve Hamer	IDNR	217-785-4862	Steve.Hamer@illinois.gov
Walt Zyzanski	IDOT	217-785-4181	Walter.zyzanski@illinois.gov
Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
Laura McGovern	Benesch	312-565-0450	lmcgovern@benesch.com
OJAS PATEL	IDOT	847-705-4084	ojas.patel@illinois.gov
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SOREN HALL	USACE	312-846-5532	soren.g.hall@usace-army.mil
KATHY CHERNICK	USACE	312 846-5531	Kathy.g.chernick@usace.army.mil
Jeff Matthews	INHS	217-244-2168	jmatthew@illinois.edu
KEN WESTLAKE	USEPA	312-886-2910	westlake.kenneth@epa.gov

Terry Sauko on conference call for I-55 @ Lorenzo from IL
113 to Lorenzo Rd.

Name	Organization	Phone No.	E-mail
Norm West	US EPA	312-353-5692	west.norman@epa.gov
Paula Trigg	LC DOT	847-377-7400	ptrigg@lakecountyil.gov
Chuck Gleason	LC DOT	847-377-7447	cgleason@lakecountyil.gov
Marie Glynn	IDOT Extension Staff	847-705-4106	marie.glynn@illinois.gov
Mike Matkovic	CBBEL	847-823-0500	MMATKOVIC@CBBEL.COM
Matthew Huffman	CBBEL	847-823-0500	MHUFFMAN@CBBEL.COM
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Darcie Gabrisiko	STRAND ASSOCIATES	815-744-4200	DARCIE.GABRISIKO@STRAND.COM
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Caron Kloser	"	414-410-6776	ckloser@hntb.com
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Name	Organization	Phone No.	E-mail
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CHRIS BYARS	FHWA	312-886-1606	chris.byars@dot.gov
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John Page	PARSONS BRINCKERHOFF	919-836-4076	pagej@pbworld.com
JOE QUARTUCCI	CAVLO/BFNL	708-932-7203	QUARTUCCI@CAVLO/BFNL.com
ROSS HEIDENREICH	PARSONS BRINCKERHOFF	(734) 274-1471	heidenreich@pbworld.com
Ruben Hovanesian	FHWA	8183966545	Ruben.Hovanesian@dot.gov
Austin Hoekstra	FHWA	630-748-9351	austin.hoekstra@dot.gov
Ron Krall	HR GREEN	(847) 705-4103	ronald.krall@illinois.gov

NEPA/404 Merger Meeting
June 28, 2011

Name	Organization	Phone No.	E-mail
Joyce Newland	FHWA-IN	317-226-5353	joyce.newland@dot.gov
Cristine Klika	Parsons Brinckerhoff	317-319-8869	klika@pbworld.com
Martha Clark Mettler	IDEM	317-232-8204	mclark@idem.in.us
Matt Buffington	IDNR	317-233-4666	mbuffington@dnr.in.gov
Kent Ahrenholtz	DLZ	812-455-1116	kahrenholtz@dlz.com
Ben Lawrence	INDOT	317-233-1164	blawrence@indot.in.gov
John Carr	Indiana DNR Div. of Hist. Pres. & Archaeol.	317-233-1949	jcarr@dnr.in.gov
Megan Lytle	PB	317-477-4503	lytle@pbworld.com
Michelle Allen	FHWA	317-226-7344	michelle.allen@dot.gov
Louis Feagans	INDOT	317-232-5332	lfeagans@INDOT.IN.GOV
GREG KIKINSKI	INDOT	317-234-1534	gkikinski@INDOT.IN.GOV

IDOT District 1, McHenry County
Illinois Route 31 from Illinois Route 176 to Illinois Route 120
Environmental Assessment
Information – Introduction

Meeting Purpose

This is the first presentation for this project. The purpose of this meeting is to review the study history, past findings, existing conditions, traffic and crash data, environmental issues, discuss planned public coordination activities and to provide a project introduction in anticipation of presenting the project Purpose and Need (P&N) in February of 2012.

Project Introduction

The Illinois Department of Transportation (IDOT) is initiating a Preliminary Engineering and Environmental (Phase I) Study for Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120), a distance of approximately seven miles. See attached Project Location Map. The project is located in McHenry County within the municipalities of Crystal Lake, Prairie Grove, McHenry, and unincorporated Nunda Township.

IL 31 is a strategic route since it is one of only a few continuous north-south routes in McHenry County. IL 31 provides access to Interstate 90 in Elgin, south of the project, and connects to U.S. Route 12 in Richmond, south of the Wisconsin border. IL 31 is a Strategic Regional Arterial (SRA) route and Class II truck route. The immediate surrounding land use is residential, commercial, office, and agricultural scattered across the project limits. Much of the existing agricultural land is located in the middle section of the study within Prairie Grove. Mixed residential, commercial, and office uses are located in the north and south sections of the roadway in McHenry and Crystal Lake.

Within the project limits, IL 31 is currently one though lane in each direction, with sections of the roadway consisting of a painted median and bi-directional turn lanes, primarily north of Bull Valley Road. South of IL 176, IL 31 has two through lanes in each direction, with a raised median and dedicated turn lanes. At the north study limit, IL 31 intersects IL 120 from the south. East of the intersection, IL 120 is dual marked with IL 31 to just west of the Fox River. IL 31 then extends north from IL 120 at a three-legged intersection. The project limits include only the western IL 31 and IL 120 intersection.

IL 31 currently carries 23,500 vehicles per day (vpd) north of IL 176 and 17,500 vpd south of IL 120. These traffic volumes are projected to increase to 32,000 and 21,000 vpd in Year 2040 without any highway improvements.

A previous IL 31 Phase I Study from IL 176 to Bull Valley Road was started in 1999 by IDOT. The project was being processed as an ECAD, but was never completed because several separate projects were broken out of this study to address immediate needs: the IL 31 and IL 176 Intersection Reconstruction Project, and the IL 31 at Edgewood /Ames Road Interim Safety Project. McHenry County has also completed a Phase I study of Bull Valley/Miller Road which includes the IL 31 intersection. The proposed scope of work for both the IL 31 at IL 176 and IL 31 at Bull Valley Road projects include the reconstruction of the IL 31 intersections to provide two through lanes in each direction, dual left turn lanes and single right turn lanes on all four legs. The proposed scope of work for the IL 31 at Edgewood and Ames Road Project includes widening IL 31 to provide left turn lanes at each intersection. Construction is anticipated to begin in Fiscal Year 2012 for all three projects.

Environmental surveys were performed for the original study between IL 176 and Bull Valley Road. The surveys are being updated for the entire study and are due to be completed in July 2011. Natural resources within the study limits include the following, subject to the new survey results:

Threatened and Endangered Species – None

Wetlands - ADID wetlands are identified on both sides of IL 31 between the Squaw Creek and Sleepy Hollow Creek crossings. See attached ADID Map. On the east side of IL 31, the wetland is identified as ADID 529, a High Quality Habitat wetland, the highest ADID designation. West of IL 31, the wetland is identified as ADID 525, a High Functional Value Wetland. Sleepy Hollow Creek is identified as a part of ADID 525. In addition, a seep wetland located across from the Terra Cotta Facility was identified during the wetland delineations for the original project. The ADID complex that includes Squaw Creek extends for approximately three miles west of IL 31 to Oak Ridge Road. This complex extends east to the Fox River approximately 2½ miles east of IL 31. As IL 31 crosses this wetland, avoidance may not be possible.

A portion of Squaw Creek was relocated years ago and was directed along the east side of IL 31 for approximately 700 feet. This relocated section of Squaw Creek is generally highly eroded and lacks significant vegetation within the stream bank area. The relocated stream on the east side of IL 31 is fed through a series of smaller tributaries on the west side of IL 31. At one time, a single defined channel for Squaw Creek may have existed west of IL 31. However, land development activities have altered drainage patterns on properties west of IL 31, eliminating any single defined channel for this creek on the west side of IL 31. The City of Crystal Lake has indicated that effluent from their wastewater treatment plant discharges into Squaw Creek, west of the project site near the intersection of Knack Blvd. and E. Terra Cotta Ave.

There are other non-ADID wetlands located along IL 31 that are primarily located north of the ADID wetlands and south of the town of McHenry. These non-ADID wetlands are located on both sides of the roadway. Because impacts to ADID wetlands may be unavoidable, it is anticipated that the project will be processed as an Individual Section 404 permit. Because the ADID wetlands in the Squaw Creek area are considered High Quality Habitat, water quality issues are expected to be important during the permitting process. If the Individual Permit process is used, an Individual Section 401 Water Quality Certification will be required by the IEPA and an anti-degradation analysis is anticipated to be required. As part of this analysis, stormwater best management practices (BMP) will need to be considered for the project. These BMPs will have to consider both construction and operational activities.

Surface Waters – IL 31 has three water crossings: Squaw Creek (south of Half-Mile Trail), Sleepy Hollow Creek (north of Half Mile Trail), and a small channelized tributary that extends west of IL 31 south of Lillian Street. This drainage ditch flows east towards Edgebrook Elementary School and then enters an enclosed storm sewer pipe that flows northeast. The creek daylight on the east side of North Green Street and continues east through the McHenry Country Club towards the Fox River. Boone Creek is further north (outside the project limits) and does not appear to connect to this channel.

Agricultural Land - Much of the agricultural land is under development pressure. Most of the remaining agricultural land is in the Village of Prairie Grove.

Noise - There are numerous sensitive receptors along the route that will be potentially impacted by traffic noise. This will be an important issue in McHenry as multi-family apartments are located immediately adjacent to the road.

Special Waste - There are numerous gasoline stations along IL 31, both existing and abandoned. As a result, there is the potential for encountering special waste along the route.

Special Lands - No public recreational land is located within the project limits; however, the McMillan Cemetery (established 1843) in Prairie Grove is located at the southeast corner of IL 31 and Gracy Road. Fruend Field in McHenry is located north of IL 120 and may be part of the IL 31 drainage system.

The first public meeting was held on June 9, 2011 and Design Approval is anticipated in December 2012.

The project is not included in IDOT's Fiscal Year 2012 to 2017 Proposed Highway Improvement Program for Contract Plan Preparation and Land Acquisition (Phase II), or Construction (Phase III).

**IDOT District 1, McHenry County
Illinois Route 31 from IL Route 176 to Illinois Route 120
Environmental Assessment
Concurrence – Purpose and Need
ESA – Eastern Prairie Fringed Orchid studies in 2012**

DECISIONS:

USACE and USEPA gave concurrence on the Purpose and Need.

NEXT STEPS:

IDOT will refine the Purpose and Need to include mobility needs, per the request of USACE.

IDOT will refine the Purpose and Need to remove the drainage issues from the statement, per the request of USACE.

IDOT will provide an electronic version of the handouts to the agencies, per the request of USEPA.

FHWA will send out the refined Purpose and Need to the agencies after IDOT submits it.

FHWA will follow up with USFWS and seek their concurrence on Purpose and Need.

DISCUSSION:

This is the second presentation for this project. The purpose of this meeting is seek Concurrence Point #1 "Purpose and Need" and provide a brief overview of the range of alternatives being considered in anticipation of presenting at the next NEPA/404 Merger meeting in June of 2012. The presentation included a review of existing conditions, traffic and crash data, environmental issues, and a review of planned and completed public coordination activities.

Background

The Illinois Department of Transportation (IDOT) has initiated a Preliminary Engineering and Environmental (Phase I) Study for Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120), a distance of approximately seven miles. See attached Project Location Map. The project is located in McHenry County within the municipalities of Crystal Lake, Prairie Grove, McHenry, and unincorporated Nunda Township. This project is anticipated to be processed as an Environmental Assessment (EA) and is following the principles of Context Sensitive Solutions (CSS).

IL 31 is a strategic route since it is one of only a few continuous north-south routes in McHenry County. IL 31 provides access to Interstate 90 south of the project, and connects to U.S. Route 12 in Richmond, south of the Wisconsin border. IL 31 is a Strategic Regional Arterial (SRA) route and Class II truck route. The immediate surrounding land use is residential, commercial, office, and agricultural scattered across the project limits. Much of the existing agricultural land is located in the middle section of the study within Prairie Grove. Mixed residential, commercial, and office uses are located in the north and south sections of the roadway in McHenry and Crystal Lake.

IL 31 currently carries 23,500 vehicles per day (vpd) north of IL 176 and 17,500 vpd south of IL 120. These traffic volumes are projected to increase to 32,000 and 21,000 vpd in Year 2040 without any highway improvements.

Within the project limits, IL 31 is currently one through lane in each direction, with sections of the roadway consisting of a painted median and bi-directional turn lanes, primarily north of Bull Valley Road. South of IL 176, IL 31 has two through lanes in each direction, with a raised median and dedicated turn lanes. At the north study limit, IL 31 intersects IL 120 from the south. East of the intersection, IL 120 is dual marked with IL 31 to just west of the Fox River. IL 31 then extends north from IL 120 at a three-legged intersection. The project limits include only the western IL 31 and IL 120 intersection.

There are several planned projects within or directly adjacent to the study limits. These include intersection improvement projects at IL 176, Ames, Edgewood, Bull Valley Road and the IL 31 (Richmond Road) and IL 120 intersection in downtown McHenry. The proposed scope of work for the IL 176, Bull Valley Road and IL 31 (Richmond Road) and IL 120 projects include the full reconstruction of the intersections to provide additional through lanes in each direction, and additional left turn lanes and right turn lanes. The intersection improvement project at Ames and Edgewood Road includes widening IL 31 to provide left turn lanes at each intersection. Construction is anticipated to begin in Fiscal Year 2012 for IL 176, Ames, Edgewood and Bull Valley Road. The IL 31 (Richmond Road) and IL 120 project is still in Phase II design.

Project Progress

Several key milestones have been achieved on the project in the past nine months. The project's first public meeting was held on June 9, 2011. The main comments received from that meeting included:

- Congestion/safety concerns
- Noise mitigation
- Immediate need for improvements at the intersection of IL 31 and Edgewood Road
- Mountable medians for commercial access
- Request for additional dedicated turn lanes throughout project
- Request to widen to four through lanes of traffic

On June 27, 2011, the first NEPA Merger Meeting took place for this project including an introduction to the project. After the NEPA Merger Meeting, three Community Advisory Group (CAG) meetings were held. On September 1, 2011, CAG Meeting #1 provided an introduction to the project and a project problem statement workshop was held. At this meeting, key transportation issues and concerns were developed. These included:

- Congestion (Existing and Future)
- Safety
- Accessibility
- Existing design deficiencies

That meeting was followed up with CAG Meeting #2 on September 22, 2011. At this meeting, the Project Study Group (PSG) presented the preliminary Purpose and Need statement, engineer's toolbox, evaluation criteria and a workshop was held to identify and map key project constraints. On November 3, 2011, CAG Meeting #3 was held to present the revised Purpose and Need statement and to conduct an alternatives development workshop and start developing the range of alternatives to be carried forward on this project. The revised Purpose and Need that was presented to the CAG is, as follows:

"The purpose of the proposed project is to improve safety, address roadway capacity and mobility, correct existing geometric deficiencies and encourage multi-modal transportation along IL Route 31 from the intersection of IL Route 176 to the intersection of IL Route 120, in eastern McHenry County."

Purpose and Need

Safety Deficiencies

The crash statistics from 2006-2009 indicate that there were a total of 913 reported crashes within the project study area. A total of 443 of these crashes occurred in roadway sections and were non-intersection related crashes. The distribution of crashes within study area is, as follows:

- 54% Rear End Collisions
- 21% Turning Collisions
- 5% Animal Collisions
- 5% Fixed Object
- 5% Sideswipe Same Direction
- 6% Angle Collisions

- 4% Other

There were a total of 6 fatalities, 54 incapacitating injuries and 350 total injuries occurred within the study area from 2006 – 2009. Three of the six fatalities were caused by head-on collisions. Two of the fatalities occurred in 2006 and four in 2007. The south portion of IL 31 from IL 176 to Gracy Road is in the top 5% of crash locations within the State of Illinois. Approximately 72% of all reported crashes occurred during dry conditions. Five of the six reported fatalities occurred during dry pavement conditions.

The highest percentage of intersection crashes occurred at Half-Mile Trail, Ames Road, Edgewood Road, Albany/Prime Parkway, Bull Valley Road, IL 31 at IL 120 and IL 120 & Millstream. There were also high percentages of crashes within roadway sections between IL 176 and Ray Street, Dayton Street to Dartmoor Place and along IL 120 between IL 31 (Front Street) and the existing Boone Creek bridge structure, east of Millstream.

Traffic Operations

The current roadway section Level of Service (LOS) calculations indicate that IL 31 is currently operating at a LOS E throughout the entire project corridor. In a No-Build scenario, traffic is projected to continue to operate at a LOS E to LOS F within the study area. Both 4-lane and 6-lane Build scenarios were analyzed. The Table 3-1 below summarizes the anticipated LOS for each option.

Illinois Route 176 to Gracy Road	Roadway Configuration	Existing Traffic Volume	2040 Traffic Volume (With Bypass)	2040 Traffic Volume (No Bypass)
	Existing Two Lanes	E (91.7 PTSF)	F (96.6 PTSF)	E (93.5 PTSF)
	Proposed Four Lanes	- -	D (27.4 pc/mi/lane)	C (24.3 pc/mi/lane)
	Proposed Six Lanes	- -	B (17.4 pc/mi/lane)	B (16.2 pc/mi/lane)

Gracy Road to Bull Valley Road	Roadway Configuration	Existing Traffic Volume	2040 Traffic Volume (Bypass)	2040 Traffic Volume (No Bypass)
	Existing Two Lanes	E (88.2 PTSF)	E (91.1 PTSF)	E (92.5 PTSF)
	Proposed Four Lanes	- -	B (16.0 pc/mi/lane)	C (22.5 pc/mi/lane)
	Proposed Six Lanes	- -	A (10.7 pc/mi/lane)	B (15.0 pc/mi/lane)

Bull Valley Road to Illinois Route 120	Roadway Configuration	Existing Traffic Volume	2040 Traffic Volume (Bypass)	2040 Traffic Volume (No Bypass)
	Existing Two Lanes	E (86.6 PTSF)	E (90.4 PTSF)	E (91.3 PTSF)
	Proposed Four Lanes	- -	C (18.2 pc/mi/lane)	C (18.2 pc/mi/lane)
	Proposed Six Lanes	- -	B (12.1 pc/mi/lane)	B (12.1 pc/mi/lane)

Table 3-1

PTSF: Percent Time Spent Following
pc/mi/lane: Passenger cars per mile per lane

Likewise, the Project Study Group has prepared an analysis of anticipated Level of Service for various major intersections within the project study limits. In general, two existing intersections are operating at LOS F, one is operating at a LOS E and two are operating at LOS D. In a future No-Build condition, three of these intersections would be operating at a LOS F and three would be operating at a LOS D. Please refer to Table 4-1 below for additional information.

Intersection	AM Peak Hour				PM Peak Hour			
	Existing (2009)		Future No-Build (2040)		Existing (2009)		Future No-Build (2040)	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
IL Route 176	Intersection not included in study							
Half Mile Trail	767.8	F	23,570	F	761.7	F	17,554	F
Edgewood Road	126.4	F	87.3	F	70.5	F	110.6	F
Albany Street/Prime Parkway	16.2	B	24.9	C	27.5	C	48.2	D
Shamrock Lane	18	B	39.4	D	11.8	B	16.9	B
Bull Valley/Charles Miller Road	33.8	C†	39.4	D*	39	D†	18.9	D*
Lillian Street/Grove Avenue	32.3	C**	37.9	D	37.1	D**	39.5	D
IL Route 120	44.3	D**	51.4	D	78.1	E**	174.9	F

Table 4-1

† Based on 2007 Traffic Data
 * Based on 2030 Traffic Projections
 ** Based on 2011 Traffic Data

Access Management

In general, no access management is provided along the IL 31 within the project study limits. There are 184 driveways and 33 intersections within the study limits. No barrier medians exist and right-in/right-out entrances are provided at only eight driveway locations within the study area.

Existing Design Deficiencies

There are several existing design deficiencies that currently exist within the study area. These include:

- Roadway Capacity
- Roadway Safety
 - Lack of channelization lanes
 - Insufficient storage lengths
- Vertical Curves
 - Stopping sight distance
- Roadway Superelevation
 - Horizontal curve at Bull Valley Rd.
- Intersection Sight Distance
 - Main Street and John Street

Pedestrian Accommodations

Currently, IL 31 lacks pedestrian accommodations throughout most of the study area. In areas where sidewalks do exist, connectivity between sections of sidewalk is spotty and alternates between the east and west sides of the street (especially in the northern section of IL 31 near downtown McHenry). Where sidewalks end mid-block, pedestrians are required to cross IL 31 in non-signalized locations if they want to continue walking on the sidewalk sections on the opposite side of the street.

Measurable Objectives

The PSG has established several measurable objectives as they relate to the project Purpose and Need. They are, as follows:

- *P&N Goal - Improve Roadway Safety*

- ✓ Measurable Objective - Substantial Reduction in Projected Crashes and Fatalities
- *P&N Goal - Expand Roadway Mobility (Capacity and Accessibility) and Address Traffic Issues*
 - ✓ Measurable Objective - Substantial Reduction in Projected Traffic Delays
- *P&N Goal - Correct Existing Roadway Design Deficiencies*
 - ✓ Measurable Objective - Meet All SRA Design Requirements as Practicable Based on Project Constraints
- *P&N Goal - Improve opportunities for multimodal connectivity*
 - ✓ Measurable Objective - Maintain and Improve Connectivity to Existing Mass Transit Facilities

CONCURRENCE

Based on the information presented, both the US Army Corps of Engineers and USEPA gave concurrence to the project Purpose and Need. USFWS, IDOA, and IDNR were not present at the meeting and will require follow up with the request for concurrence.

ADID Wetlands and Biological Surveys

IL 31 currently traverses an environmentally sensitive area north of Half Mile Trail within the Sleepy Hollow Creek watershed. IL 31 crosses two named streams within this area: Squaw Creek and Sleepy Hollow Creek. ADID wetlands are identified on both sides of IL 31 between the Squaw Creek and Sleepy Hollow Creek crossings. On the east side of IL 31, the wetland is identified as ADID 529, a High Quality Habitat wetland, the highest ADID designation. West of IL 31, the wetland is identified as ADID 525, a High Functional Value Wetland. Sleepy Hollow Creek is identified as a part of ADID 525.

In addition, a seep wetland located across from the Terra Cotta Facility was identified during the wetland delineations for the original project. The ADID complex that includes Squaw Creek extends for approximately three miles west of IL 31 to Oak Ridge Road. This complex extends east to the Fox River approximately 2½ miles east of IL 31. As IL 31 crosses this wetland, avoidance may not be possible. The FQI of this wetland is less than 20. East of IL 31, a relocated stream (Squaw Creek) and a high habitat value ADID wetland exists with an FQI of 22.6. Eastern Prairie Fringed Orchid (EPFO) surveys will be performed the summer of 2012. Previously submitted Environmental Survey Requests in 2000 and 2007 have not indicated the presence of EPFO within the Sleepy Hollow Creek watershed.

A portion of Squaw Creek was relocated years ago and was directed along the east side of IL 31 for approximately 700 feet. This relocated section of Squaw Creek is generally highly eroded and lacks significant vegetation within the stream bank area. The relocated stream on the east side of IL 31 is fed through a series of smaller tributaries on the west side of IL 31. At one time, a single defined channel for Squaw Creek may have existed west of IL 31. However, land development activities have altered drainage patterns on properties west of IL 31, eliminating any single defined channel for this creek on the west side of IL 31. The City of Crystal Lake has indicated that effluent from their wastewater treatment plant discharges into Squaw Creek, west of the project site near the intersection of Knack Blvd. and E. Terra Cotta Ave.

Alternatives Development

The PSG is currently evaluating a range of alternatives to be considered for this project. When evaluating alternatives, the project has been divided into two areas, based on the current adjacent land use and available right-of-way for acquisition and roadway widening. These areas are, as follows:

- South Section
 - » IL Route 176 to High Street
 - » Agricultural and residential land uses
 - » Right-of-way acquisition does not require building takes
- North Section
 - » High Street to IL Route 120
 - » Urban and commercial land uses
 - » Right-of-way acquisition requires building takes

Additional sections may be considered as the project moves forward. The PSG has determined that a full build out of the intersection of IL 120 and IL 31 (Front Street) would require high number of full building acquisitions within the vicinity of this intersection. Careful consideration of potential impacts to these buildings as well as environmental resources throughout the project will be weighed when evaluating alternatives during the fatal flaw and purpose and need screening process.

Currently, the range of alternatives being considered includes:

- South Study Area
 - » Urban and rural sections, depending on current development
 - » 4 lanes with 30' median, 5 lanes with TWLTL median
 - » Multi-use paths and sidewalks
- North Study Area
 - » Urban section
 - » Wide range of lane and intersection configurations
 - » Minimize building removals while providing path and sidewalk
 - » Roundabout evaluations at Lillian/Grove and IL 120

Design Approval for this project is anticipated in June 2013. Funding for this improvement is not currently included in IDOT's Fiscal Year 2012 to 2017 Proposed Highway Improvement Program

AGENCY QUESTIONS AND COMMENTS

USEPA and COE questioned the why the northern terminus does not extend to the IL 31 and IL 120 eastern intersection where IL 31 continues to the north. The eastern intersection is being undertaken as a separate project by the City of McHenry that will provide two through lanes on all three approaches, dual left turn lanes to northbound IL 31, and dual right turn lanes onto westbound IL 31 and a single left turn lane onto eastbound IL 31. These two projects will meet at the IL 31 bridge over Boone Creek, which was reconstructed in 1990 and has a sufficiency rating of 90.2 from 2010. Both approaches to the bridge are five-lane sections. This information will be added to the Purpose and Need. The eastern IL 31 and IL 120 intersection is a component in the traffic analysis of the IL 31 and IL 120 western intersection.

COE questioned if the drainage issues identified in the document result in safety or mobility issues. Since these issues did not, they will be removed from the Purpose and Need.

COE requested mobility needs be identified in the document. The Purpose and Need will be revised and resubmitted with mobility needs identified.

COE requested measurable objectives for each need be provided. Measurable objections were identified in the presentation, however the resource agencies will discuss if measurable objectives need to be addressed in the Purpose and Need.

USEPA requested an electronic version of the handouts or a printed full size set. The handout presentation will be e-mailed to each agency.

FHWA requested photos of the buildings identified to be avoided. Photos of the buildings along with an aerial plan identifying each building will be provided.

USEPA questioned if a couplet is being considered as an alternate to mitigate the high volumes of traffic along IL 31. Green Street/Barreville Road, located east of IL 31 was identified as a potential one-way couplet alternative in CAG Meeting #3, with potential east-west connections being Bull Valley/Miller Road, Kane Avenue and Anne Street. It is anticipated that this alternative will not pass evaluation screening since IL 31 and Green Street/Barreville Road are located over one-quarter mile away, and include residential areas and schools along the couplet routes.

Sanjay K. Joshi

From: John A. Clark
Sent: Wednesday, June 06, 2012 9:15 AM
To: Sanjay K. Joshi
Cc: Stephen D. Zulkowski; 4015012-0001
Subject: FW: IL 31; FWS Concurrence for the March Merger Projects

See below. Sanjay, please print out a .pdf of this concurrence and save it under the Coordination folder on the server.

I:\Projects\4015012\4015012_0001\20_Correspondence\205_Coordination\US Fish and Wildlife Service

Thanks,

John A. Clark, P.E., LEED® AP
Associate, Engineering Director II
Midwest Region



STV Incorporated
200 West Monroe Street, Suite 1650
Chicago, IL 60606-5015
Phone: 312-553-8437
Fax: 312-553-0661
E-mail: john.clark@stvinc.com
Website: www.stvinc.com

From: Czaplicki, Scott D [<mailto:Scott.Czaplicki@illinois.gov>]
Sent: Wednesday, June 06, 2012 8:37 AM
To: John A. Clark; Jean-Alix Peralte
Subject: IL 31; FWS Concurrence for the March Merger Projects

Please note below and add to project documentation.

From: [Shawn Cirton@fws.gov](mailto:Shawn.Cirton@fws.gov) [<mailto:Shawn.Cirton@fws.gov>]
Sent: Tuesday, June 05, 2012 4:03 PM
To: Fuller, Matt (FHWA)
Subject: Concurrence for the March Merger Projects

Matt,

This e-mail serves as concurrence for P&N for the projects discussed at the March 2012 Merger meeting. Those projects were:

- IL Rt 173 from IL 59 to US 41
- I-55 at IL 126/Essington Rd
- I-80 from Ridge Rd to US R 30
- **IL Rt 31 from IL Rt 176 to IL Rt 120**

Again, I am sorry for the delay in response and will strive to provide concurrence in a timely manner.

Sincerely,

Shawn

Shawn Cirton

Fish and Wildlife Biologist

USFWS - Chicago Illinois Field Office

1250 South Grove Avenue, Suite 103

Barrington, IL 60010

(847)381-2253 xt.19

(847)381-2285 Fax

Wednesdays and Fridays - USACOE - (312)846-5545

<http://midwest.fws.gov/chicago>

Please consider the environment before printing this e-mail.

John A. Clark

From: Czaplicki, Scott D [Scott.Czaplicki@illinois.gov]
Sent: Tuesday, July 24, 2012 9:12 AM
To: John A. Clark; Jean-Alix Peralte
Subject: FW: Follow up from March 2012 Merger Meeting - IL 31 in District 1 (UNCLASSIFIED)

FYI

-----Original Message-----

From: Matt.Fuller@dot.gov [<mailto:Matt.Fuller@dot.gov>]
Sent: Monday, July 23, 2012 7:04 AM
To: Zyznieuski, Walter G; Hine, Mike; dennis.bachman@dot.gov; Murphy, Kimberly K.; Czaplicki, Scott D; Schilke, Steven E; Kohler, Jon-Paul; Piland, Janis; Stevenson, Jerry
Subject: FW: Follow up from March 2012 Merger Meeting - IL 31 in District 1 (UNCLASSIFIED)

-----Original Message-----

From: Hall, Soren G LRC [<mailto:Soren.G.Hall@usace.army.mil>]
Sent: Friday, July 20, 2012 12:32 PM
To: Fuller, Matt (FHWA)
Cc: 'West.Norman@epamail.epa.gov'
Subject: RE: Follow up from March 2012 Merger Meeting - IL 31 in District 1 (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Matt,

Thanks for making the changes - all of my comments were adequately addressed.

Thanks,
Soren

Soren Hall
Project Manager
U.S. Army Corps of Engineers - Chicago District Regulatory Branch - West Section
111 North Canal Street, 6th Floor
Chicago, Illinois 60606
312-846-5532
312-353-4110 fax

-----Original Message-----

From: Matt.Fuller@dot.gov [<mailto:Matt.Fuller@dot.gov>]
Sent: Monday, July 16, 2012 9:21 AM
To: West.Norman@epamail.epa.gov; Hall, Soren G LRC
Cc: Walter.Zyznieuski@illinois.gov; Scott.Czaplicki@illinois.gov; Kimberly.Murphy@illinois.gov; steven.schilke@illinois.gov; John.Donovan@dot.gov; Mike.Hine@dot.gov; dennis.bachman@dot.gov; Jon-Paul.Kohler@dot.gov; Janis.Piland@dot.gov; Jerry.Stevenson@dot.gov
Subject: Follow up from March 2012 Merger Meeting - IL 31 in District 1

Norm and Soren - Per our March 2012 merger discussion, IDOT revised the PN for the IL 31 project (from IL 176 to IL 120) in McHenry County based on comments from USACE and USEPA. According to our draft merger meeting summary (which will be sent out this week for review and comment), USACE and USEPA provided concurrence on PN and we agreed to make the changes attached. The changes are for your records.

Thanks.

Matt

Classification: UNCLASSIFIED

Caveats: NONE

June 25, 2013

**IDOT District 1, McHenry County
Illinois Route 31 from IL 176 to IL 120
Environmental Assessment
Concurrence – Alternatives to be Carried Forward
ESA – Additional Eastern Prairie Fringed Orchid studies in 2013, west of Thunderbird Lake**

DECISIONS:

IDNR and IDOA gave concurrence on the Alternatives to be Carried Forward. Conditional concurrence was obtained from USACE-Chicago, USEPA and USFWS based on the agreement that during further development of the alternatives, avoidance opportunities will be explored near the locations of higher quality wetland impacts.

NEXT STEPS:

STV will further develop the alternatives, presenting an update at the September 2013 merger meeting followed up with presenting the preferred alternative for concurrence at the February 2014 merger meeting.

DISCUSSION:

This was the third presentation for this project. The purpose of this meeting was to present the Alternatives to be Carried Forward for the proposed IL Route 31 (IL 31) improvements from IL Route 176 to IL Route 120 and to obtain concurrence from the participating agencies. The presentation included a project overview, review of project deficiencies, the approved Purpose and Need, study schedule, project process, completed environmental evaluation, alternatives evaluation process and results. The project received concurrence on the Purpose and Need Statement at the March 1, 2012 NEPA/404 Merger Meeting.

Environmental Evaluation (ADID Wetlands, Stream Crossings/Surface Waters, and Other Potential Impacts)

IL 31 currently traverses an environmentally sensitive area north of Half Mile Trail within the Sleepy Hollow Creek watershed, crossing two named streams: Squaw Creek and Sleepy Hollow Creek. ADID wetlands are identified on both sides of IL 31 between the Squaw Creek and Sleepy Hollow Creek crossings. On the east side of IL 31, the wetland is identified as ADID 529, a High Quality Habitat wetland, the highest ADID designation. West of IL 31, the wetland is identified as ADID 525, a High Functional Value Wetland. Sleepy Hollow Creek is identified as a part of ADID 525.

The ADID complex that includes Squaw Creek extends for approximately three miles west of IL 31 to Oak Ridge Road, and extends east to the Fox River approximately 2½ miles east of IL 31. As IL 31 crosses this wetland, avoidance was not possible. The FQI of this wetland is less than 20. East of IL 31 is a relocated stream (Squaw Creek) and a high habitat value ADID wetland with an FQI of 22.6. The last two environmental surveys (including latest one performed in 2012) found no evidence of Eastern Prairie Fringed Orchid (EPFO) within the Sleepy Hollow Creek watershed.

The USFWS requested that additional surveys for the EPFO be conducted in the wetland complex extending east to Thunderbird Lake due to the presence of suitable habitat and high

quality wetlands. This needs to be reviewed due to potential secondary impacts from the roadway. IDOT agreed to do additional EPFO surveys for this area, which needs to begin immediately as the survey season is starting now.

In addition, seep wetlands were found adjacent to IL 31 across from the Terra Cotta Facility north of Half-Mile Trail and southeast of the intersection of IL 31 and Oak Crest Road. During the development of the Preferred Alternative for this project, methods will be investigated to avoid or minimize impacts to these and other wetlands within the study area.

The USACE requested that a narrower cross section be investigated where there are high quality and ADID wetlands, particularly at Half Mile Trail, including consideration of sidewalks and multi-use paths. The USACE also commented on the issue of oak tree removal. A tree survey has not been completed at this time but will be once the preferred alternative is refined. The USACE indicated that the project team should coordinate tree impacts and replacement with the Land Conservancy of McHenry County.

The USEPA asked if the stream relocation near Half Mile Trail could include a more natural plan with riffles and pools. The project team indicated that this has already been considered and will be evaluated. This is one of many proposed BMP's that will be considered for the project.

In addition to the Sleepy Hollow Creek and Squaw Creek crossings, an additional "major" unnamed stream crosses IL 31 south of Lillian Street / Grove Avenue. Other potential impacts were also discussed including: Agricultural Land, Noise, Special Waste, Special Lands, and property impacts.

Other important environmental issues include agricultural land use in Prairie Grove; however, much of this land is planned for future development. A traffic noise analysis will be performed. Numerous sites along the project study area have been identified in the Preliminary Environmental Site Assessment for concerns regarding potential special waste. Potential impacts are possible for two areas of special lands; the first is McMillan Cemetery in Prairie Grove (Section 106), and second is Freund Park, north of IL 120 in McHenry (Section 4(f)).

Alternatives Evaluation (Range of Alternatives)

Based on input obtained from the CAG, stakeholders, and project study group (PSG), alternatives were developed for the project corridor. Due to projected 2040 traffic volumes, additional through lane capacity is needed on IL 31. Alternatives included six lane options from IL 176 to Medical Center Drive, four lane options, a five lane bi-directional two-way left turn lane option, and the No-Build alternative. From Bank Drive to John Street, additional alternatives included a one-way arterial pair (couplet), a roundabout at the IL 31 and Lillian Street/Grove Avenue intersection and a conventional traffic signal installation at the same intersection.

The IL 120 intersection at IL 31 (Front Street) in downtown McHenry poses a unique design challenge to the PSG. Any pavement widening at this intersection requires the demolition of multiple buildings within the downtown City of McHenry. Alternatives considered for this intersection included a minimum build alternative, single and dual left turn lane options for the south leg (Front Street) of the intersection, traditional signalized intersection, roundabout alternatives, free flow right turn alternatives for the south leg, and the No-Build Alternative.

Alternatives Evaluation Findings

Alternatives from the Range of Alternatives were initially screened for fatal flaws and conformance with the project Purpose and Need. The initial screening eliminated unrealistic or non-feasible alternatives that did not satisfy one or more of the following criteria: the Purpose and Need, significant environmental impacts, not permissible, were not financially or physically feasible, or clearly inferior in comparison to other alternatives.

A subsequent detailed evaluation phase was used to further refine and eliminate alternatives. The basis for elimination included environmental impacts, social impacts, economic impacts, property impacts, anticipated right-of-way acquisition, estimated costs and/or did not provide a higher degree of roadway safety in comparison to other alternatives. Several of the alternatives that were eliminated through this process included the six lane options, the 18'-22' median option in the south section, and the 6' and 30' median options in the north section.

From IL 176 to Medical Center Drive, three alternatives were recommended carrying forward, including the No-Build Alternative, a 30' Raised Median Alternative, and a 30' Depressed Median Alternative between Drake Drive and Veterans Parkway subsection. The 30' Raised Median Alternative matches the IL 176 and Bull Valley Road intersection improvement projects.

Both median alternatives provide two through lanes in each direction, allow for dual left turn lanes at intersections, and provide a shelf for sidewalk and multi-use path. The 30' Raised Median Option provides curb and gutter throughout the improvement, a narrower cross section than the Depressed Median Option and allows for a 45 mph maximum speed limit. The 30' Depressed Median Option provides a 10' outside shoulder, has a 20' wider cross section than the Raised Median Option and would allow for maintaining existing posted speeds greater than 45 mph from Drake Drive to Veterans Parkway. The Depressed Median Alternative impacts approximately one more acre of wetlands than the Raised Median Alternative and its wider footprint results in a one potential building impact, compared to zero building impacts for the Raised Median Alternative. The anticipated construction cost for the Depressed Median Alternative is \$2.6 M higher than the Raised Median Alternative.

The Village of Prairie Grove issued a formal letter of support on May 5, 2013 for the 30' Raised Median alternative.

The USACE requested further investigation of the cross-sections at Half Mile Trail due to the presence of the ADID wetlands and a need to minimize impacts to these resources.

The No-Build Alternative and 18' Raised Median Alternative were selected to be carried forward from north of Bull Valley/Charles Miller Road to John Street. The 18' raised median provides single lane left turn storage at intersections and two lanes in each direction to accommodate the future traffic demands, and a reduction in turning, angle, and head-on crashes. Based on a review of traffic turning movements in the north section, there was not an identified need for dual left turn lane options in this study section. A shared-use path and sidewalk are proposed for pedestrian and bicycle accommodations, requiring cost participation from local communities.

IL Route 120 Intersection

There are three Alternatives to Be Carried Forward at IL 120.

The No-Build option is the first option for this intersection. In year 2040, level of service for this Alternative is projected to drop to an “F” from a current level of service “D”. No buildings would be impacted, on-street parking would be maintained along both IL 31 and IL 120 and no provisions for a multi-use path would be provided in this option.

The Minimum-Build Option is the second option. This option proposes to restripe the south leg of the intersection with minimum pavement widening, elimination of on-street parking along IL 120, and an additional westbound left turn lane; this results in narrow lanes. A four foot barrier median and pavement widening for westbound u-turns would also be provided. Year 2040 level of service is anticipated to be an “E”. This alternative would have two commercial building impacts.

The third option is the Maximum Build Option. This alternative consists of a six lane cross section on the south, east and west legs of the intersection along with provisions for multi-modal accommodations and elimination of on-street parking. The level of service at this intersection in the year 2040 is anticipated to be a “C”. This alternative would have fifteen building impacts.

The main difference between the Maximum and Minimum Build options includes the additional impact of 13 buildings and additional 3.1 acres of right-of-way required to build the Maximum Build Alternative. The Maximum Build Alternative is approximately \$3.2 M more to construct. The Minimum Build Alternative is preferred by the City of McHenry.

Public Meeting #2

The 39 comment forms submitted after Public Meeting #2 and informal verbal comments received at the meeting covered a variety of topics, with the most predominant themes including:

- Proposed roadway configuration (barrier medians) limiting access to properties
- Pedestrian and Bicycle Accommodations
- Stormwater Management and Environmental Resources
- Other proposed “bypass” projects within the project area
- IDOT Land Acquisition Process
- Study Schedule and Funding

Impact Reduction Efforts and Best Management Practices (BMPs)

The IL 31 PSG has already taken steps to minimize impacting environmental resources within the study limits, and intend to further explore reducing impacts moving preferred alternative. So far, we have:

- Shifted the roadway alignment at constraint locations
- Retaining walls in few locations
- Reduced lane widths at IL 120 intersection
- Sidewalk moved to behind back of curb or eliminated in some locations, mainly near IL 120 intersection

Moving forward, the following techniques will be looked at:

- Typical Section Modifications to balance Safety and Impacts
 - Reduce Lane Widths

- Reduce Median Widths
- Reduce Path Width
- Move path and/or sidewalk closer to curb
- Modify ditch slopes
- Add Retaining Walls

Likewise, the design team will look for ways to improve water quality within the study limits, especially the areas that are tributary to WOUS. These include:

- Grassed Swales and Ditches with Native Plants
- Grassed or Vegetated Filter Strips
- Water Quality Basins
- Pre-Treatment into Existing Permeable Soils
- Stream Relocation with Riffle and Pool Complexes (Squaw Creek)

Agency Questions and Comments

During the meeting, written comments provided by the USACE, USFWS, and USEPA were reviewed and discussed. A formal disposition of these comments is provided in a separate memo, attached with this meeting summary.

Additional comments or requested action items include the following:

- Agencies would like to see water quality BMP locations and information in the preferred alternative documentation.
- Agencies request IDOT to evaluate longer bridges for culvert replacement locations, to accommodate wildlife crossings.

The project team will present an update at the September 2013 merger meeting and present the preferred alternative for concurrence at the February 2014 merger meeting.

Prepared By:

Sanjay K. Joshi – STV Incorporated

John A. Clark – STV Incorporated

Jim Novak – Huff & Huff

Scott Czaplicki – IDOT/TranSystems

Illinois NEPA/404 Merger Meeting

June 25, 2014

Day 2

**US EPA, Region 5
Lake Ontario Room, 12th Floor
77 West Jackson Blvd.
Chicago, IL**

**Federal Highway Administration
Training Room
3250 Executive Park Drive
Springfield, IL 62703**

10 am – 12 noon

- North Lake Shore Drive (District 1, Cook County)
 - Concurrence – Purpose and Need
- IL 31 from IL 176 to IL 120 (District 1, McHenry County)
 - Concurrence – Preferred Alternative

12 noon – 1:30 pm

Lunch Break

1:30 pm – 3 pm

- I-55 at Airport/Lockport (District 1, Will County)
 - Information – Alternatives to be Carried Forward

NEPA/404 Merger Meeting
June 25, 2014
Springfield, IL
Chicago

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
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SOREN HALL	USACE	312-846-5532	soren.g.hall@usace.army.mil
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NEPA/404 Merger Meeting

June 25, 2014

Chicago, IL

Springfield

Name	Organization	Phone No.	E-mail
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HASSAN DASTGIR	FHWA	217 492 4623	hassan.dastgir@dot.gov
Dennis Bachman	FHWA	217-492-4283	dennis.bachman@dot.gov

**IDOT District 1, McHenry County
IL Route 31 from IL Route 176 to IL Route 120
Environmental Assessment
Concurrence – Preferred Alternative**

DECISIONS:

- IDNR provided concurrence on the Preferred Alternative.
- IDOA was absent during the concurrence portion of the meeting.
- USACE, USFWS, and EPA deferred providing concurrence on the Preferred Alternative until the project team revises the Preferred Alternative document with the following items:
 - Update the Preferred Alternative document to clearly state the limits of each section of the Preferred Alternative
 - Extend the 28' Raised Median cross section to the Bull Valley Road intersection, or at least Veterans Parkway
 - Add additional detail to the document regarding Best Management Practices (BMP) implementation, particularly in regard to soil types as they relate to vegetated swales, bioswales, and infiltration trenches
 - Add text to the document describing perviousness of the raised median and depressed median designs. Describe how water from the median is collected and drained through outside ditches and BMPs.
- The project team will make the recommended revisions to the Preferred Alternative document, and resubmit via e-mail for agency review. The agencies agreed to provide comments and/or concurrence via e-mail; the project will not need to be re-presented at the next NEPA/404 merger meeting.

NEXT STEPS:

The project team will revise the minimization alternatives for the South Section to have a 28' wide raised median and 11' wide lanes from Ames Road to south of Bull Valley Road. The Preferred Alternative document will be updated to reflect impacts of the new geometry, as well as a clearer description of the Preferred Alternative and more detailed discussions on BMPs.

DISCUSSION:

This was the fourth presentation for this project. The purpose of this meeting was to present the Preferred Alternative for IL Route 31 from IL Route 176 to IL Route 120 and to obtain concurrence from the 404 agencies. The presentation included a project overview, project schedule, the approved Purpose and Need, the approved Alternatives Carried Forward, results of the Preferred Alternative Analysis, the recommended Preferred Alternative for IL Route 31, a review of an environmental interest group meeting held in January 2014, and a summary of conceptual BMPs for the project.

USEPA asked when the next CAG meeting will be held. The project team responded that the CAG meeting is expected to be held in late July, but a date has not been selected yet and pending concurrence on the Preferred Alternative from the resource agencies. The CAG meeting will likely be held approximately one month after concurrence is received.

The project received concurrence on the Purpose and Need Statement at the March 2012 NEPA/404 Merger Meeting, and received concurrence on the Alternatives Carried Forward at the June 2013 meeting.

Review of Alternatives Carried Forward

The Alternatives Carried Forward for the IL Route 31 project were divided into south and north sections for study in the Preferred Alternative Evaluation. The Alternatives Carried Forward that were studied for the South Section included a 30' Raised Median Alternative and a 30' Depressed Median Alternative. The North Section alternatives included Build Alternative A (combination of an 18' wide median and a five-lane, flush median section for the south leg of the IL Route 31/IL Route 120 intersection) and Build Alternative B (combination of an 18' wide median and improvements to all legs of the intersection at IL Route 31/IL Route 120).

Preferred Alternative Evaluation and Findings

The Preferred Alternative evaluation studied impacts to environmental resources from the Alternatives Carried Forward in order to make a recommendation for the Preferred Alternative. The evaluation did not include a traffic noise impact study at this time, but one will be completed for the Preferred Alternative in the EA. The study did not include results from the 2014 environmental surveys for Blanding's turtle, avian surveys, tree surveys, and surveys for Northern long-eared bat habitat, as these surveys are all currently in progress.

The USEPA asked for the status of the Eastern Prairie Fringed Orchid (EPFO) survey, which was requested by USFWS last year. The project team indicated that the survey was completed in 2013. USEPA requested a copy of the 2013 EPFO survey documentation.

The wetland survey used for the Preferred Alternative evaluation was completed in 2011 by the Illinois Natural History Survey. Thirty-seven wetland sites were identified. FQI for the wetlands ranged from 1.8 to 20.1, and only one of the wetlands had FQI greater than 20 (wetland site 35, a seep wetland). Seven ADID wetlands and two seep wetlands were identified in the corridor, for a total of nine high quality aquatic resources.

The preliminary impact findings for the South Section Alternatives showed that the 30' Raised Median Alternative had overall lower environmental impacts than the 30' Depressed Median Alternative, because the raised median requires a smaller footprint than that of the depressed median. In order to address the USACE's request (at the last concurrence point meeting) to avoid or minimize wetland impacts, two refinements of the 30' Raised Median Alternative were developed. Both of these "minimization options" refined the 30' Raised Median between River Birch Boulevard and Ames Road through the use of a horizontal roadway shift, lane width reductions, and the addition of retaining walls. One of the minimization options includes an 18' wide raised median in this area, and the other has a 28' wide raised median.

USACE asked if the minimization options included design changes from the 30' Raised Median other than the reduced median width. The project team responded that the minimization options included retaining walls, an alignment shift, and reduced lane widths as well.

Wetland impacts of the two South Section minimization options were nearly equal, with the 18' Raised Median Option having very slightly reduced impacts compared to the 28' Raised Median Option. Both minimization options avoided impacting the two seep wetlands.

For the North Section, Build Alternative A impacted no residences and impacted 13 fewer businesses than Build Alternative B. Additionally, Build Alternative B would require the removal of half the existing parking spaces for Freund Field, a park owned by the City of McHenry. Build Alternative A would not impact Freund Field.

Recommendation of the Preferred Alternative

Based on the results of the Preferred Alternative analysis, the recommended IL Route 31 Preferred Alternative included the following components:

- IL 176 to South of Bull Valley Road: The South Section Preferred Alternative uses varying widths of a raised median (28 to 30 feet). The Village of Prairie Grove adopted a resolution supporting the raised median design, as it matches designs in this area for their Town Center and Transit-Oriented Development Plan.

The two minimized design options for the South Section (between River Birch and Ames), the 18' and 28' raised median options, were successful in meeting the USACE's request to minimize impacts to sensitive wetlands, and avoids both seep wetlands. The 28' median option is recommended over the 18' median option for two reasons. First, the 28' median option allows for dual left turn lanes at Half Mile Trail for future development in this area, and the 18' median option does not. Second, while the 18' median option had slightly reduced environmental impacts, the degree of change was small, with the 28' median option impacting 0.08 acres more of high quality aquatic resources.

The recommended Preferred Alternative between IL Route 176 and south of Bull Valley Road includes:

- 30' Raised Median from IL Route 176 to River Birch Boulevard
- 28' Raised Median (with 11' lanes) from River Birch to Ames Road
- 30' Raised Median from Ames to Medical Center Drive
- The Bull Valley Road intersection is a separate project being completed at this time by McHenry County.
- North of Bull Valley Road to IL Route 120: The North Section Preferred Alternative is the 18' Raised Median Alternative, with a section of road with a flush median and a bi-directional turn lane in areas requested by the City of McHenry to preserve business access. Build Alternative A is recommended for the IL Route 120 intersection as it has reduced residential and business impacts as compared to Build Alternative B, and avoids impacts to Freund Field. The City of McHenry supports the recommendation of Build Alternative A.

The recommended Preferred Alternative from north of Bull Valley Road to IL Route 120 includes:

- 18' Raised Median from Bank Drive to High Street
- A five lane road with a flush median from High Street to John Street

- IL Route 120 intersection improvements will have the design of Build Alternative A, and its south leg will have a five-lane section with a flush median and a bi-directional turn lane.

USEPA and USACE concurred with the use of a 28' raised median design. However, they deferred providing concurrence on the Preferred Alternative at this time, and asked for the following items to be resolved:

- *Revise the Preferred Alternative documentation to make clearer the recommended design for the Preferred Alternative.*
- *Carry the 28' raised median design farther north, to terminate at Veterans Parkway or where the Bull Valley intersection project begins, in order to minimize wetland impacts to the extent practicable.*

USEPA and USACE stated that if these items are resolved and sent to them for review, they may then provide concurrence on the Preferred Alternative via e-mail. The project team agreed to revise the Preferred Alternative documentation and look into carrying the 28' raised median design farther north. IDOT stated that the design for the Bull Valley Road intersection project by McHenry County is now in the process of being revised, and they will obtain the latest design to verify how the two projects will intersect south of Bull Valley Road.

Post Meeting Note:

The latest Bull Valley Road intersection improvement plans were checked and it was determined that this project will include a 28' raised median and 11' lanes. Therefore, it was decided by the project team that 28' raised median design will be extended to Bull Valley Road.

Coordination with Environmental Interest Groups and Best Management Practices

A meeting with environmental interest groups and other stakeholders was held on January 15, 2014. The meeting was a work session to discuss the working project alignments, environmental resources, and working BMP concepts. Those present provided many comments on the project, including: study chloride impacts to groundwater and surface water, study salt spray impacts to wetlands, use a two-stage channel design for Squaw Creek meandering for secondary filtration, protect oak tree stands, provide wetland mitigation at Sterns Fen, and Prairie Grove discussed the re-use of wood resources from tree removal. An individual Section 404 permit and a 401 water quality certification will be required for this project.

Best Management Practices are being studied conceptually at this time, and will be addressed in more detail in the EA. The Silver Creek and Sleepy Hollow Creek Watershed Action Plan outlines several of the group's goals for water quality protection in the project area. BMPs are being assessed that will support the watershed group's goals of protecting and maintaining water quality and restoring and protecting wildlife and aquatic habitat. The BMPs being assessed include:

- **Natural Bottom Culverts:** There are eight major culverts crossings within the project limits. Natural bottom culverts, likely three-sided arch/box culverts, are proposed at four locations along the IL Route 31 corridor to create a natural streambed for aquatic species. These locations may include a wildlife crossing (dry bank for small mammals). The remaining four locations will likely be embedded box culverts that can be used by

wildlife during dry conditions. Culvert concepts and designs are being studied at this time.

- Vegetated Swale: Vegetated swales are another BMP being considered for various locations along IL Route 31 to reduce runoff velocity, improve infiltration, and reduce pollutants. The conceptual length of vegetated swales adjacent to the corridor is currently over 3,300 feet.
- Meandering Squaw Creek: Another BMP concept being explored for this project is the realignment of Squaw Creek within temporary easement to include meanders, riffles and pools, and to restore and stabilize the stream bank. Approximately 1,810 feet of meandering stream are proposed.
- Infiltration: The chloride concentration in the project area streams meets all water quality standards with BMPs. Chlorides above standards (without BMPs) are projected for an unnamed tributary to Thunderbird Lake (at Outfalls 10 and 13). An infiltration trench is expected to resolve the chloride issue at the unnamed tributary to Thunderbird Lake; the implementation of trenches will be investigated at Outfalls 10 and 13 and included as part of the stormwater treatment plan, if feasible.

A map of conceptual BMPs located in the project corridor between River Birch and Ames was shown.

USEPA asked if regional detention ponds have been incorporated for the Preferred Alternative. The project team responded that several locations have been identified for regional detention ponds, including at 3rd and Millstream and south of High Street. USEPA asked if any natural resource impacts due to the detention ponds are known, and the project team responded that the detention ponds areas have been included in the latest addendum environmental survey request for the project, and natural resources in those areas will be known by the end of the year.

USEPA suggested that an additional natural bottom culvert be added to the project, where Squaw Creek crosses under Brighton Lane. The project team agreed that the implementation of a natural bottom culvert at this location will be investigated.

USEPA and USACE asked if the Squaw Creek improvements would require any in-pipe or other additional detention. The project team responded that it did not require additional detention.

USFWS stated they will be looking for bioswales with amended soils to be incorporated into the project when reviewing for permitting, not vegetated swales. The agencies and project team discussed the existing soil conditions in the project area, which are typically sandy with high infiltration, and likely would not require amended soils for desired drainage. The agencies and project team agreed to further study of the soils where vegetated swales are proposed, and provide more detail in the Preferred Alternative documentation regarding the vegetated swales and soils in those areas. USACE stated they would also recommend the use of permanent ditch checks for the vegetated swale areas.

USACE asked if it would be possible to depress a portion of the raised median sections in the corridor in order to reduce impervious areas within the project. The project team stated that the grassy medians will contain a swale through the middle of the median and open lid catch basins will collect the median stormwater to discharge into roadside ditches. Generally, the roadside

ditches will be routed through vegetated swales prior to being discharged at sensitive outfall locations. USACE requested that this information be added to the Preferred Alternative package.

Agency Questions and Comments

During the meeting, verbal comments provided by the USACE, USFWS, and USEPA were reviewed and discussed. No comments were provided by IDNR or IDOA.

Additional comments or requested action items include the following:

- USACE asked if any detail on wetland mitigation options was known. IDOT replied that wetland mitigation options will be studied in more detail when the next phase of the project is funded, and they are unable to commit to mitigation options at this time. IDOT will coordinate with the McHenry County Conservation District during Phase II regarding possible wetland mitigation options.

The project team will update the Preferred Alternative package as requested, and transmit for agency review via e-mail. The agencies will provide comments and/or concurrence on the Preferred Alternative via e-mail.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
231 SOUTH LA SALLE STREET
CHICAGO, ILLINOIS 60604-1437

September 23, 2014

Technical Services Division
Regulatory Branch
LRC-2011-00336

SUBJECT: NEPA/404 Merger Process Concurrence of the Preferred Alternative for Illinois Route 31 from Illinois Route 176 to Illinois Route 120 in Crystal Lake and McHenry, McHenry County, Illinois

Catherine Batey
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Ms. Batey:

This letter is in response to your request that the Department of the Army (Corps) review the Illinois Route 31 Project (Illinois Route 176 to Illinois Route 120) and provide concurrence with the Preferred Alternative. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following attendance at the June 25, 2014 NEPA/404 Merger Meeting and a thorough review of the revised project documents received September 3, 2014, the Corps concurs that all applicable information has been received as it pertains to the Concurrence Point for the Preferred Alternative.

All three required Concurrence Points have now been completed. An application for an individual permit for the proposed project may be submitted to the Corps for final review and authorization. For additional information on submitting an individual permit application, please visit our website at: <http://www.lrc.usace.army.mil/Missions/Regulatory.aspx>.

If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532, or email at Soren.G.Hall@usace.army.mil.

Sincerely,



Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Liz Pelloso)
U.S. Environmental Protection Agency (Kenneth Westlake)
U.S. Fish and Wildlife Service (Shawn Cirton)
Federal Highway Administration (Matt Fuller)
Illinois Department of Natural Resources (Steve Hamer)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

SEP 24 2014

REPLY TO THE ATTENTION OF:

E-19J

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

RE: NEPA/404 Merger Process Concurrence of the Preferred Alternative for Illinois Route 31 from Illinois Route 176 to Illinois Route 120; Cities of Crystal Lake and McHenry, McHenry County, Illinois

Dear Mr. Fuller:

This letter is in response to Federal Highway Administration's (FHWA) request that EPA review the Illinois Route 31 Project (from Illinois Route 176 to Illinois Route 120) and provide concurrence with the Preferred Alternative. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement for the National Environmental Policy Act and Clean Water Act Section 404 Concurrent NEPA/404 Processes for Transportation Projects in Illinois" (SIA).

Pursuant to NEPA, the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), Section 309 of the Clean Air Act, and the SIA, EPA will continue to provide comments as well as concurrence at specific merger points in the NEPA process. Following the June 25, 2014, NEPA/404 merger meeting, and after review of revised project documentation provided electronically to EPA on September 2, 2014, EPA hereby provides written confirmation of concurrence with the Preferred Alternative.

RECEIVED

SEP 29 2014

FHWA

We look forward to working with you and reviewing future NEPA documents prepared for this project. If you have any questions about this letter, please contact Ms. Liz Pelloso, PWS, of my staff at 312-886-7425 or via email at pelloso.elizabeth@epa.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kenneth A. Westlake", written in a cursive style.

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Soren Hall, USACE
Shawn Cirton, USFWS
Steve Hamer, IDNR

Czaplicki, Scott D

From: shawn_cirton@fws.gov
Sent: Monday, December 15, 2014 9:34 AM
To: Fuller, Matt
Subject: Re: preferred alt concurrence - IL 31 from IL 176 to IL 120

Matt,

I looked over my notes and the only note that I had was that I had not received survey results for the eastern prairie fringed orchid (these were for surveys we requested between Rt. 31 and Thunderbird Lake). It was noted that the surveys were conducted last year. It was also noted that surveys for Blanding's turtle were also completed. If we could have both of those reports that would be great.

In advance of receiving those documents, please accept this email as our concurrence for the preferred alternative.

Shawn Cirton
Fish and Wildlife Biologist
USFWS - Chicago Illinois Field Office
1250 South Grove Avenue, Suite 103
Barrington, IL 60010
(847)381-2253 xt.19
(847)366-2345 (work cell)
Tuesdays and Thursdays - USACOE - (312)846-5545
<http://midwest.fws.gov/chicago>

On Wed, Dec 10, 2014 at 10:50 AM, <Matt.Fuller@dot.gov> wrote:

Hi Shawn – I wanted to follow-up with you on the preferred alternative concurrence for IL 31 from IL 176 to IL 120. It was presented for concurrence at the June 25, 2014 merger meeting with follow-up documents provided in September. Could you provide me with USFWS concurrence when you get a chance? Thanks.

Matt Fuller

Environmental Programs Engineer

3250 Executive Park Drive

Springfield, IL 62703

matt.fuller@dot.gov

217-492-4625

AGENDA ITEM #1

Illinois Route 31
Illinois Route 176 to Illinois Route 120
P-91-135-99
McHenry County

March 16, 2011

This is the 19th presentation for this project. The last presentation was on September 20, 2009. The purpose of this meeting is to review the study history, past findings, existing conditions, traffic and crash data, environmental issues, and planned public coordination activities.

Study History

Illinois Route 31 (IL 31) was originally studied as an add-lanes project from Illinois Route 176 (IL 176) to Bull Valley Road. The study was soon divided into two separate projects: the IL 31 and IL 176 Intersection Phase I Study and the IL 31 Phase I Study from north of IL 176 to Bull Valley Road. The scope of the proposed improvements for the IL 31 and IL 176 Intersection Phase I Study includes the reconstruction of the intersection to provide two through lanes in each direction, dual left turn lanes and single right turn lanes along each leg of the intersection, as well as the resurfacing/rehabilitating IL 31 from Reiland Drive to Bull Valley Road. The project report was a Categorical Exclusion Group II, and design approval was received on January 19, 2005. The resurfacing and rehabilitation were completed in 2008. The anticipated construction letting for the IL 31 and IL 176 Intersection project is November 2011.

In January 2009, the FHWA requested that IDOT consider extending the north logical terminus for the IL 31 Phase I Study from Bull Valley Road to Illinois Route 120 (IL 120), an additional 1.6 miles. STV's consulting agreement with IDOT was set to expire in November of 2009 (10 year limit). Therefore, the study of the new section from Bull Valley to IL 120 could not be completed before the end of 2009. A draft Project Report and ECAD Document were completed in November of 2009 for the section from north of IL 176 to Bull Valley Road. IDOT re-advertised the project in early 2010, and STV was once again selected to continue working on the project. This is the first presentation of the project since it was re-awarded in April of 2010.

Since the project study inception in 1999, several smaller projects within the "old" IL 31 Phase I Study from north of IL 176 to Bull Valley Road have been initiated:

- IL 31 Interim Project between Ames Road and at Edgewood Road
- IL 31 and Bull Valley Road Intersection

AGENDA ITEM #1 (Continued)
March 16, 2011

The IL 31 Interim Project between Ames Road and Edgewood Road is a 3R project to enhance safety while the more extensive add-lanes project is being developed. The scope of the proposed improvements includes adding left turn lanes along IL 31 at the intersections with Ames Road and Edgewood Road to address traffic operations and high number of rear-end crashes. The anticipated letting for the intersection construction project is June 2011.

The IL 31 and Bull Valley Road Intersection project is led by the McHenry County Division of Transportation. The scope of the proposed improvements includes reconstructing the intersection to provide two lanes in each direction, dual left turn lanes and single right turn lanes along each leg of the intersection. Design Approval has been issued for Phase I and the project is currently in Phase II design.

Since the IL 31 and IL 176 Intersection project may not include pedestrian and bicycle accommodations north of IL 176, the south logical terminus for the “new” IL 31 Phase I study is set as IL 176. The north terminus of the new IL 31 Phase I Study is set at IL 120.

Existing Conditions

The new IL 31 Phase I Study passes through the City of Crystal Lake, Village of Prairie Grove, City of McHenry, unincorporated Nunda Township and McHenry County. IL 31 has a functional classification of Other Principal Arterial, and has designations of Strategic Regional Arterial (SRA), National Highway System route, and Class II Truck Route. IL 31 is a two-lane highway that was constructed in the 1930's as a rural road with graded shoulders and an open ditch cross section. This condition can be found along most of the highway within the project limits. As the roadway enters the City of McHenry, it has been widened to provide a bidirectional painted median. The median provides safer access to a number of businesses located along this section of IL 31. The rural roadway section transitions to an urban section north of Medical Center Drive, just south of Bull Valley Road, and continues to the northern project limits at IL 120. The land use along IL 31 from IL 176 to IL 120 varies from commercial to open land to downtown.

Existing and Proposed Traffic

The existing Average Daily Traffic (ADT) varies from 23,500 vehicles per day (vpd) near IL 176 to 17,500 vpd near IL 120. The Chicago Metropolitan Agency for Planning (CMAP) Year 2040 projections varies from 44,000 vpd near IL 176 to 29,000 vpd near IL 120. The CMAP Year 2040 Regional Traffic Plan anticipates the construction of the West McHenry Bypass. Truck traffic accounts for approximately three to four percent of total traffic volume.

AGENDA ITEM #1 (Continued)
March 16, 2011

Crash Data (Year 2006 to 2008)

IL 31 from IL 176 to Gracy Road is a 2009 Five Percent Location for rural roadways. The highest percentages of crashes that occurred within the corridor are rear-end collisions, accounting for 56 percent of all crashes from 2006-2008. Turning (11%), Fixed Object (9%), Animal (8%), Sideswipe Same Direction (5%), Angle (4%) and Other (8%) account for the remaining 44%.

Past Study Findings

The purpose of the project determined from the old IL 31 Phase I Study was to improve traffic safety, increase roadway and intersection capacity, and address operational deficiencies along IL 31. The purpose and need for the new project will be reevaluated.

The proposed typical section for the old IL 31 Phase I Study consisted of two lanes in each direction separated by a 30-foot raised curb median, and shelves along both sides for future pedestrian and bicycle accommodations. This typical section will be validated during public coordination.

Environmental

The old IL 31 Phase I Study included the preparation of an Environmental Class of Action Determination (ECAD) Document. Due to the anticipated socioeconomic impacts associated with the roadway widening near IL 120 and the anticipated relocation of Squaw Creek just north of Oak Crest Road, the project has been scoped as an Environmental Assessment (EA). The proposed stream relocation work is located within an ADID wetlands and will require coordination with the U.S. Army Corps of Engineers. It is estimated that over one acre of ADID wetlands may be adversely impacted. The project will be introduced at the June 2011 NEPA/404 Merger meeting. It is anticipated that the updated Purpose and Need will be presented at the September 2011 NEPA/404 Merger meeting.

Public Coordination

IDOT is moving forward using the principles outlined in their Context Sensitive Solution (CSS) Policy. This project has not been designated as an official CSS project by IDOT. Nonetheless, a draft Stakeholder Involvement Plan (SIP) has been prepared for FHWA review and approval. In general, IDOT will expose the entire project to the CSS process, with the understanding that the proposed alternative for the old IL 31 Phase I Study will be subject to public comment and input. Supporting justification for this selection will be presented at the first public meeting, which is anticipated to be held in May 2011. This will be the first public meeting held for the IL 31 Phase I Study. The exact time and date of the meeting are yet to be determined.

AGENDA ITEM #1 (Continued)
March 16, 2011

Meetings were held with the three municipalities, Nunda Township and McHenry County as part of the old IL 31 Phase I Study. The agencies generally concurred with the proposed typical section. Meetings with these local agencies will be held in the next few weeks to reintroduce the study.

Jean-Alix Peralte, John A. Clark – STV Incorporated
Scott Czaplicki – IDOT/TranSystems

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AGENDA ITEM #15

Illinois Route 31
Illinois Route 176 to Illinois Route 120
Job. No. P-91-387-10
McHenry County

May 11, 2011

This is the 20th presentation for this project. The last presentation was on March 16, 2011. The purpose of this meeting is to present potential environmental impacts of the project and get directive on the type of environmental processing. It was determined that the project proceed as an Environmental Assessment (EA) based on impacts as described below. Since an ECAD document was prepared for the south section, from Il Route 176 to Bull Valley Road, the document could be upgraded to an EA document based on procedures outlined the BDE Manual.

Potential Environmental Impacts

Wetlands – Potential impacts to low quality wetlands were identified throughout the project. This was based on the INHS wetland delineations that were completed for the areas south of Bull Valley Road. The NWI and the McHenry County ADID maps were reviewed for preliminary wetland locations north of Bull Valley Road. There are only a few mapped wetlands north of Bull Valley Road.

The INHS identified a forested seep wetland (non-ADID) located on the east side of the roadway across from Terra Cotta Industries. This wetland may be impacted by the proposed improvement project.

ADID Wetlands – Potential impacts to ADID wetlands were identified in the area of Squaw Creek and Sleepy Hollow Creek. These areas are located in the vicinity of Terra Cotta Industries between Brighton Lane and Ames Road. The alignment of the road in this area will be shifted to the east in order to avoid Terra Cotta Industries. Measures to minimize the impact to the wetland will potentially include retaining walls. The ADID wetlands are located on both sides of the roadway so that complete avoidance of impacts is impossible for the build scenarios. The portions of Squaw Creek that are proposed for relocation are located within the ADID wetlands. Based on permitting for other local projects, these wetlands will most likely be considered jurisdictional with the Corps of Engineers. This wetland complex extends nearly five miles in length from the Fox River to a few miles west of IL 31.

Preliminary estimates of wetland impacts for the project south of Bull Valley Road are approximately 2.4 acres of the over seven acres identified within the study limits. Because of the acreage and the potential for impacting ADID wetlands, this project will most likely be processed as an Individual Permit through the Corps of Engineers.

Floodplain – Floodplains are associated with Sleepy Hollow Creek and Squaw Creek. Floodplains will be impacted by the proposed project.

Squaw Creek Relocation – There is a section of Squaw Creek located along the east side of the road across Terra Cotta Industries. That previously relocated section of that creek may need to be relocated. The existing alignment of Squaw Creek is parallel for about 1,000 feet along the east side of IL 31. The proposed widening will most likely require the realignment of the stream. Mitigation may be possible on-site as improvements to the stream condition as part of the realignment can be accomplished.

Noise – For the original project, a noise analysis was completed for various sensitive receptors along IL 31. During that study, it was determined that many of the receptors exceeded the NAC; however, due to configuration of driveways or other physical features, noise abatement was not considered feasible. In addition, none of the receptors met the cost per benefitted receptor ratio. Therefore noise abatement was not considered for the project at that time. No noise receptors or analysis has been done north of Bull Valley Road yet. A field visit indicated there are numerous sensitive receptors all the way to IL 120. Therefore the noise analysis will need to be expanded. Furthermore, the noise analysis will have to meet the new guidelines that come into effect in July 2011. It was noted that with continuous development along the route, some previous receptors may have been razed since the analysis was completed.

Air Quality – The air quality receptor will be located at the intersection with the highest traffic volumes and with a sensitive receptor present. There are sensitive receptors near the intersection of IL 31 and IL 120. Therefore a receptor will be chosen at that location.

Displacement – Potential displacement is dependent upon the proposed typical section selected through Central Business District of the City of McHenry.

Agriculture – Most of the land within the cities of Crystal Lake and McHenry is developed. The majority of agriculture land is located within the Village of Prairie Grove. As assessment of agricultural impacts will be provided.

Other Issues – There are no parks or recreational land located within the project limits and Section 4(f) documentation is not anticipated. There are no churches or schools that will be impacted by the project. There are numerous utility lines along the route, with ComEd and Nicor stations located along Route 31. The McMillen Cemetery is located on the east side of IL 31 in Prairie Grove. The Northern Illinois Medical Center is located at the southwest quadrant of IL 31 and Bull Valley Road.

The Prairie Trail Bike Path is parallel to IL 31 less than one-mile west of the roadway. This path extends from Wisconsin to Aurora. Although this route is available to area cyclist, it does not eliminate the need for bicycle considerations along IL31.

First NEPA 404 Merger Meeting

The project will be introduced at the next NEPA meeting scheduled for June 27, 2011 at the offices of the USACE in Chicago. Submittals should be made on May 23, 2011.

Public Meeting Schedule

The first public information meeting is scheduled for June 9, 2011 at 3 PM at the Crystal Lake Village Hall.

All those in attendance concurred with proceeding on the above basis.

John Baczek, Steve Schilke, Scott Czaplicki – IDOT
Jean-Alix Peralte, John A. Clark – STV Incorporated

AGENDA ITEM #8

Illinois Route 31
Illinois Route 176 to Illinois Route 120
Job No.: P-91-135-99
McHenry County

September 14, 2011

This is the 21st presentation for this project. The last presentation was on May 11, 2011. The purpose of this meeting is to present and discuss the outcomes, progress, and planned coordination with public and agency involvement. There has been one Public Meeting, one NEPA/404 Merger Meeting, and one Community Advisory Group (CAG) Meeting since the previous FHWA meeting.

IDOT and its consultant, STV Incorporated (STV), met with any interested stakeholders for a public meeting held on Thursday, June 9, 2011 from 4 to 7 PM. The meeting was held in an open house format. The general public was informed of this meeting through newspaper advertisements and postcard invitations sent to addresses of adjacent property owners, municipal and public officials. Fifty-five (55) people attended the meeting. Seven (7) comment forms, eight (8) context audit forms, and three (3) email/mail comments were provided to IDOT at the project meeting. There were also sixteen (16) total CAG membership requests. A summary of the feedback and concerns received from this meeting is, was follows:

- Congestion/safety concerns
- Noise mitigation
- Immediate need for improvements at IL 31 and Edgewood Road
- Mountable medians for commercial access
- Request for additional dedicated turn lanes throughout project
- Request to widen to four through lanes of traffic

IDOT and STV attended and presented at a NEPA/404 Project Introduction Meeting for the Illinois Route 31 project on Monday, June 27, 2011. The purpose of this meeting was to provide a project introduction in anticipation to presenting the Purpose and Need (P&N) in February in 2012. The following items were discussed:

- Threatened and Endangered Species
- Wetlands
- Agricultural Land
- Noise
- Special Waste
- Special Lands

AGENDA ITEM #8 (Continued)
September 14, 2011

IDOT and STV met the members of the Community Advisory Group (CAG) in the first CAG meeting dated Thursday, September 1, 2011. The purpose of this meeting had many points that are summarized in the following list:

- Introduce CAG members to the project team
- Present and obtain concurrence on CAG ground rules
- Review the project development and public involvement processes
- Summarize results from Public meeting #1
- Develop a list of key transportation issues / concerns and a Project Problem Statement

This CAG meeting was attended by nineteen (19) CAG members or other interested project stakeholders and nine (9) members of the project study group (PSG). This meeting included a power point presentation followed by a workshop/brainstorming session to develop a project problem statement. The workshop produced the following concerns:

- Congestion (existing and future)
- Safety
- Accessibility
- Existing design deficiencies

Based upon the issues/concerns developed from the workshop, the following Project Problem Statement was developed:

"The transportation problems along Illinois Route 31, from Illinois Route 176 to Illinois Route 120, to be solved by this project are: congestion (existing and future), safety for multi-modal users, accessibility for all users, and existing design deficiencies; in addition, minimize overall environmental impacts (e.g. storm water runoff and water quality)."

The anticipated dates for the next two CAG meetings, NEPA meeting, and Public Meeting were noted. The following is a summary of the upcoming meeting schedule:

- CAG Meeting #2: September 22, 2011
- CAG Meeting #3: November 2011
- Public Meeting #2: January 2012
- NEPA Meeting #2: February 2012

Jean-Alix Peralte, John A. Clark, Sanjay Joshi – STV Incorporated
Scott Czaplicki – IDOT/Consultant

AGENDA ITEM #8

Illinois Route 31
Illinois Route 176 to Illinois Route 120
P-91-135-99
McHenry County

January 11, 2012

This is the 22nd presentation for this project. The last presentation was on September 14, 2011. The purpose of this meeting is to present and discuss the outcomes, progress, and planned coordination with public and agency involvement. There have been two Community Advisory Group (CAG) meetings since the previous FHWA meeting. The project Purpose and Need was developed and presented at both of these meetings to obtain feedback from CAG members. Preparations are now being made for CAG meeting #4, NEPA meeting #2, and Public Meeting #2

IDOT and STV met the members of the Community Advisory Group (CAG) for the second project CAG meeting on Thursday, September 22, 2011. The main purpose of this meeting was to:

- Summarize CAG Meeting 1
- Introduce the Project Purpose and Need
- Introduce the Alternative Development Process and Evaluation Criteria
- Introduce the Engineering Toolbox
- Conduct a workshop to identify project constraints

This CAG meeting was attended by seventeen (17) CAG members or other interested project stakeholders and six (6) members of the project study group (PSG). This meeting included a power point presentation followed by a workshop/brainstorming session identify project constraints. The workshop produced the following constraints:

- Wetlands near Half Mile Trail
- Ongoing municipal and county planning and projects
 - Proposed Traffic Signal at Veterans Parkway
 - Proposed Traffic Signal at Dartmoor Drive
 - Proposed Bike/Pedestrian Bridge north of Gracy Road
 - Continuation of Shamrock lane through Route 31 to connect with Mercy Drive
 - Proposed Right-in-right-out for Savings Bank north of Bank Drive
- Moraine Hills Trail (located ½ mile east of Route 31)
- Drainage issues at waterway crossing between Anne Street and Lillian Street/Grove Avenue

AGENDA ITEM #8 (Continued)
January 11, 2012

Based upon feedback received throughout the meeting, the Purpose and Need was later refined to include a statement indicating the need to provide multi-modal accommodations throughout the project corridor. Additional project constraints were brought to the PSG's attention during the planned workshop during this meeting.

IDOT and STV met the members of the Community Advisory Group (CAG) in the third project CAG meeting dated Thursday, November 3, 2011. The main purpose of this meeting was to:

- Summarize CAG meetings 1 and 2
- Review the updated Project Purpose and Need
- Review the Engineering Toolbox
- Review the Alternative Development Process / Evaluation Criteria
- Introduce the findings of the previous Route 31 study from IL Route 176 to Bull Valley/Charles Miller Road
- Conduct an Alternatives Development Workshop to develop a range of alternatives

This CAG meeting was attended by eighteen (18) CAG members or other interested project stakeholders and nine (9) members of the project study group (PSG). This meeting included a power point presentation followed by a workshop/brainstorming session identify possible project alternatives. The workshop produced the following alternative concepts:

- CAG members voiced support for both a 4-lane highway with raised median cross section and a 5-lane cross section striped for two-way left turn lanes south of Bull Valley Road. Many variations of these alternatives were documented.
 - A shelf would be provided for future off-street sidewalk and bike path construction
 - 30' Median was encouraged by members of the PSG to accommodate dual-left turn lanes at intersections
- Several business owners along the IL Route 31 corridor voiced concern over maintaining full access to their businesses. The PSG noted that access to all businesses will be maintained. However, access may or may not be in the same configuration as it exists today due to safety considerations. The Alternatives Development process was used to initiate a dialog between IDOT and concerned CAG members to develop potential access solutions that address both the safety issues within the IL Route 31 corridor and access to properties along IL Route 31.
- The North section had no consensus on one preferred cross section; however, the desire for add lanes with multi-modal accommodations was shown. The concept for an arterial pair or couplet was introduced. This concept would involve redirecting northbound IL Route 31 traffic on to Green Street.

AGENDA ITEM #8 (Continued)
January 11, 2012

Based upon feedback received throughout the meeting, the Purpose and Need was refined once more to include a statement to “improve safety and mobility.” Mobility would help encapsulate the desire of the CAG members to maintain or improve access to properties along the corridor. The Alternatives developed in the workshop have been further developed for presentation at the next CAG meeting.

The current Purpose and Need statement is: The purpose of the proposed project is to improve safety, address roadway capacity and mobility, correct existing geometric deficiencies and encourage multi-modal transportation along IL Route 31 from the intersection of IL Route 176 to the intersection of IL Route 120, in eastern McHenry County. The need is based on increased travel demands on IL Route 31 which are creating safety and operational deficiencies along the immediate roadway and adjacent arterials and intersections. The insufficient capacity of the roadway to manage travel demands creates congestion, limits mobility, hinders safe access of adjacent properties and businesses, and leads to safety issues of motorists, bicyclists, and pedestrians. Both pedestrian access to adjacent land uses, and bicycle accessibility through and across the corridor are limited. In addition, existing facilities do not encourage the use of multi-modal forms of transportation.

The project team presented exhibits showing the range of alternatives that were developed at the last CAG meeting to present at the next CAG meeting. These exhibits were reviewed by IDOT and FHWA staff during the meeting.

The Purpose and Need will be presented at the next NEPA/404 Merger meeting. The Purpose and Need section has been reviewed by BDE and FWHA and updated to address their comments. The Purpose and Need has been forwarded to FHWA for distribution to the agencies attending the NEPA/404 Merger meeting.

The following is a summary of the subsequent discussion that was led by IDOT following the project presentation and a review of the preliminary alternatives exhibits (John Baczek and Jason Salley)

IDOT noted that the evaluation and potential elimination of any alternatives needs to be backed up by an engineering analysis of each alternative presented. As a result, IDOT requested that STV develop several SYNCHRO models of the north section of IL Route 31 from Bull Valley Road to IL Route 120. These models should include the intersections of Bull Valley Road, Lillian/Grove, IL Route 120 at IL Route 31 (Front Street), IL Route 120 at Crystal Lake Ave. and the intersection of IL Route 120 at IL Route 31 (Richmond Road). Several scenarios will be evaluated. These include:

- Existing traffic on existing geometry
- Proposed 2040 traffic (with west McHenry Bypass) – Conventional intersection
- Proposed 2040 traffic (with west McHenry Bypass) – Roundabout intersection
- Proposed 2040 traffic (without west McHenry Bypass) – Conventional intersection
- Proposed 2040 traffic (without west McHenry Bypass) – Roundabout intersection

AGENDA ITEM #8 (Continued)
January 11, 2012

The results of this analysis will help assist the PSG in identifying alternatives to be carried forward and those that can be eliminated. John Baczek (IDOT) made the case that the Project Study Group needs to provide more significant direction to the public, as it relates to what is required to meet the P & N. IDOT would like the analysis work to be performed on these alternatives before they are presented to the CAG in February.

The anticipated dates for the next CAG meeting, NEPA meeting, and Public Meeting were noted. The following is a summary of the upcoming meeting schedule:

- CAG Meeting #4: February 2012
- NEPA Meeting #2: Early March 2012
- Public Meeting #2: Late March 2012

Jean-Alix Peralte, John A. Clark – STV Incorporated
Scott Czaplicki – IDOT/Consultant

AGENDA ITEM #6

Illinois Route 31
Illinois Route 176 to Illinois Route 120
P-91-135-99
McHenry County

August 15, 2012

This is the 23rd presentation for this project. The last presentation was on January 11, 2012. The purpose of this meeting is to present and discuss the project progress towards selecting Alternatives to Be Carried Forward, and planned coordination with the public and agency involvement. There has been one Community Advisory Group (CAG) meeting, one NEPA/404 Merger meeting (Purpose and Need concurrence), and three meetings with the local municipalities since the previous FHWA meeting. NEPA provided concurrence with the project Purpose and Need in early March, 2012. The PSG obtained feedback from the CAG regarding the range of alternatives and the alternatives to be carried forward. The PSG also solicited feedback from both the Village of Prairie Grove and the City of McHenry regarding the alternatives to be carried forward. Preparations are now being made for Public Meeting #2.

The IL Route 31 Study schedule has been extended to provide additional time to further develop and study the Alternatives to Be Carried Forward. An updated project schedule was presented at the meeting. New project milestone dates include:

- Public Meeting #2 – September, 2012
- NEPA Meetings (2) – Spring, Fall 2013
- CAG Meetings (2) – Spring, Fall 2013
- Public Hearing – Spring, 2014
- Design Approval – Summer 2014

CAG, Village of Prairie Grove and City of McHenry Meeting Summaries

The developed Range of Alternatives, evaluation criteria, and Alternatives to Be Carried Forward were presented at meetings with the CAG, Village of Prairie Grove and City of McHenry Public Works Transportation Subcommittee. The meeting schedule was, as follows:

- May 22, 2012 - CAG Meeting #4
 - Presentation of Alternatives To Be Carried Forward
- July 2, 2012 - City of McHenry Public Works Committee Meeting #1
 - Presentation of Alternatives To Be Carried Forward (North Section) to Committee Members
- July 7, 2011 – Village of Prairie Grove Coordination Meeting
 - Presentation of Alternatives To Be Carried Forward (South Section)
- August 13, 2012 - City of McHenry Public Works Committee Meeting #2

AGENDA ITEM #6 (Continued)

August 15, 2012

- Presentation of Alternatives To Be Carried Forward (North Section) to Adjacent Property Owners

In general, very similar presentations were given to all three groups. The CAG presentation covered the entire project, while the presentations within each respective municipality discussed mainly the project areas within their corporate boundaries. A summary of the presentation including the materials presented and the feedback obtained is listed below:

The main purpose of these meetings was to:

- Present a summary of CAG Meetings #1, #2, and #3 where the project Problem Statement and project Purpose and Need were developed (CAG meeting only)
- Review the developed range of alternatives
- Present the alternatives evaluation process and findings
- Introduce alternatives to be carried forward for sections along the entire project
- Receive feedback on the alternatives to be carried forward
- Identify locations of potential median breaks, U-turn locations, planned access locations and consolidated driveway entrances (CAG meeting only)

CAG Meeting Attendance Summary

Invited participants included stakeholders who signed up for the CAG or those who have attended CAG Meeting #1, #2, and/or #3. A total of 32 volunteers were invited to this CAG meeting. This meeting was attended by **12** invited CAG members or other interested project stakeholders; and **8** members of the project study group were present to facilitate the meeting and answer any questions.

McHenry Public Works Transportation Subcommittee Meeting Attendance Summary

The July 2, 2012 meeting was attended by a total of **7** City of McHenry representatives and **4** members of the project study group to conduct a presentation at the meeting and answer any questions regarding the project. Several of the alternatives being considered for the intersection of IL Route 31 at IL Route 120 include full building takes. Hence, the PSG and City of McHenry agreed that an additional meeting with the potentially directly impacted residents and business owners would be warranted.

A follow-up meeting was held on August 13, 2012 to discuss the potential impacts the intersection project could impose on the surrounding properties and solicit feedback on the Alternatives to Be Carried Forward. A total of **67** property owners within the vicinity of the intersection of IL Route 31 at IL Route 120 were mailed invitations to the meeting. The meeting was attended by **7** City of McHenry representatives, **4** members of the project study group and **9** interested members of the general public.

Village of Prairie Grove Meeting Attendance Summary

AGENDA ITEM #6 (Continued)

August 15, 2012

The July 7, 2012 meeting with the Village of Prairie Grove was held at IDOT District One offices in Schaumburg, IL. A total of **4** representatives from the PSG along with **2** representatives from the Village of Prairie Grove met to discuss the project.

Requests for feedback on the alternatives produced the following comments:

Illinois Route 31 – South Section (Ray Street to south of Bull Valley Road)

- Three alternatives were presented to the CAG for review and comment. These included:
 - Option #1 – 4-lane Option with a 30' Raised Median
 - Option #2 – 4-lane Option with a 30' Depressed Median and 10' Outside Shoulders
 - Option #3 – No Build Alternative
- The existing speed limit is mostly 50 to 55 mph in the south section. A speed limit of 45 miles per hour was preferred over faster speed limits (50 and 55). Option #1 would have a maximum speed limit of 45 mph. Speed enforcement by the local police departments would be an important aspect if the speed limit is lowered.
- The water quality benefit of Option #2 was desirable but the additional pavement required for shoulders was a concern.
- Option #2 would have outside paved shoulders which could serve as an alternative means for cyclists as well as provide a footprint for future expansion of IL Route 31 to three through lanes in each direction, if warranted by traffic projections past 2040.
- A minimal impact to the environment, especially adjacent wetlands, was desired. Regardless of which Option was selected through the environmental sensitive areas, the PSG should consider options (i.e. retaining walls) to minimize overall impacts.
- The installation of median openings and u-turn locations in the environmentally sensitive areas should be avoided as much as possible, since they require the construction of wider pavement areas to accommodate the u-turn vehicles.
- The Village of Prairie Grove has incorporated a 30' raised barrier median (Option #1) in their planning documents for future growth within the Village and in general, support this option over Option #2.

Illinois Route 31 – North Section (Bank Drive to John Street)

- Two alternatives were presented to the CAG for review and comment. These included:
 - Option #1 – 4-lane Option with a 18' Raised Median
 - Option #2 – No Build Alternative
- Limited feedback was provided regarding Option #1, with no significant opposition to the construction of a raised median along this section of IL Route 31.
- The City of McHenry expressed concern regarding the loss of on-street parking along Route 31. Approximately 10 stalls would be eliminated in all alternatives with the exception of the No-Build.

AGENDA ITEM #6 (Continued)
August 15, 2012

Illinois Route 31 at Illinois Route 120 Intersection

- Four alternatives were presented to the CAG for review and comment. These included:
 - Option #1 – Minimum Build Alternative (Pavement Re-Stripe)
 - Option #2 – Full Build Alternative (dual left turn lanes on south leg)
 - Option #3 – Intermediate Build Alternative (single left turn lane on south leg)
 - Option #4 – No Build Alternative
- Many concerns were brought up throughout the CAG meeting about the feasibility of roundabouts at the intersection of IL Route 31 and IL Route 120. By the end of the meeting, the CAG agreed that the need to further investigate a roundabout option was no longer warranted.
- The CAG expressed how Option #2 (Max Build) and Option #3 (Intermediate Build) had very similar impacts and it became unanimous that Option #3 was not a preferred option.
- CAG members expressed that Options #1 and #2 each have great and not so great aspects. Option #1 would provide no impacts to adjacent properties but it would provide limited improvement to traffic operations at the IL Route 31 and IL Route 120 intersection. Option #2 has several potential impacts to adjacent buildings and would change the character of the area, but would improve the intersection operations now, as opposed to having to make improvements in future. The CAG members agreed that the greatest weight to selection of a preferred alternative would rest with the City of McHenry and input from adjacent property owners at the next Public Meeting.
- Any option for the intersection of Route 31 and Route 120 should consider the impacts of blocking the intersection at Main Street. The community hosts a parade once a year that runs on Main Street through the intersection at Route 31. It was advised that we take this parade into consideration.
- City of McHenry CAG member noted that improvements to the intersection of IL Route 31 / IL Route 120 with 3rd Street / Millstream Drive are planned by the city to add pavement markings and signage to convert the cross streets to right-in-right-out.

The anticipated dates for the next CAG meeting, NEPA meeting, and Public Meeting were noted. The following is a summary of the upcoming meeting schedule:

- Public Meeting #2: September 26, 2012
- NEPA Meeting #3: Spring, 2013
- CAG Meeting #5: Spring, 2013

Jean-Alix Peralte, John A. Clark – STV Incorporated
Scott Czaplicki – IDOT/Consultant

AGENDA ITEM #6

Illinois Route 31
Illinois Route 176 to Illinois Route 120
P-91-135-99
McHenry County

December 5, 2012

This is the 24th presentation for this project. The last presentation was on August 15, 2012. The purpose of this meeting is to review the findings of the second Public Meeting and to discuss next steps.

The second Public Meeting was held on Thursday, November 15, 2012 at the McHenry County College Shah Center at 4100 W. Shamrock Lane, McHenry from 4:00 to 7:00 p.m. The meeting was an open house format with a continuous PowerPoint presentation, exhibit boards for review, and large scale aerials of the alternatives to be carried forward. The meeting was attended by 69 people, who signed the attendance roster. The following alternatives were presented on aerial plan exhibits:

IL 31 – South Section (IL 176 to Bull Valley Road)

1. Option #1: Two through lanes in each direction with a 30-foot raised median, curb and gutter, shared use path and sidewalk. This section matches the IL 31 intersections with IL 176 and Bull Valley/Miller Road. This typical section matches the Village of Prairie Grove's TOD Plan and is their preferred alternative.
2. Option #2: Two through lanes in each direction with a 30-foot depressed median, ten-foot outside shoulders, shared use path and sidewalk. This option was presented to maintain the existing 50 to 55 mph existing speed limit and rural character between Drake Drive and Veterans Parkway, a distance of three miles.

IL 31 – North Section (Bull Valley Road to IL 120)

1. Two through lanes in each direction with an 18-foot raised median, curb and gutter, shared use path and sidewalk. Approximately 10 on-street parallel parking stalls would be eliminated.

IL 31 at IL 120 Intersection

1. Option #1 – Minimum Build Alternative. This option would maintain the existing roadway width along IL 31 and IL 120. Five ten-foot lanes would be provided along the south leg of IL 31 (two acceptance lanes and exclusive left, through and right turn lanes). A second left turn lane would be provided along IL 120 for the westbound to southbound movement which would require the lanes along IL 120 be reduced to ten-feet. The projected level-of service for the intersection is 'E' with one 'E' approach and two 'F' approaches. No displacements have been identified with this alternative at this time.

AGENDA ITEM #6 (Continued)
December 5, 2012

2. Option #2 – Full Build Alternative. This option would provide a six lane section with a raised median along the south leg of IL 31 and an additional left turn lane along IL 120 for the westbound to southbound movement. Twelve building displacements would be required. The projected level-of service for the intersection is ‘D’ with no approaches with an ‘E’ or ‘F’.

There was no organized opposition to the project. The public comment period ends December 6, 2012. Comments received to date relate to the following:

- Impact to properties / building removals / land acquisition procedures
- Barrier medians restrict commercial access / request for median openings
- Favor improvements, especially inclusion of pedestrian accommodations
- Avoid tree impacts (especially old oak trees) where possible
- Driveway access / design for specific properties
- Concerns with u-turns
- Favor of urban cross section and lower speed limit for South Section

The City of McHenry has not identified their preferred alternative for the IL 31 at IL 120 intersection. The public comments will be forwarded to the City and a meeting will be scheduled to solicit their input.

BDE expressed concern with ten-foot lanes along IL 31 and IL 120 since they are both SRA routes. The truck percentages along the north, south, west and east approaches are 2.1, 4.6, 3.5 and 4.2 respectively.

District/Geometrics requested the south leg of IL 31 and IL 120 be further investigated to provide dual left turn lanes and a shared through/right lane. The impacts of providing an exclusive northbound right turn lane for this scenario should be investigated since there may be displacements required anyway with the Minimum Build once damages to the remainder of parcels are further investigated.

The Alternatives to be Carried Forward package is being prepared to be submitted to BDE /FHWA in February 2013 for discussion at the June 2013 NEPA/404 Merger meeting. The Preferred Alternative package will be prepared for discussion at the September 2013 NEPA/404 Merger meeting.

AGENDA ITEM #6 (Continued)
December 5, 2012

The project schedule is as follows:

- CAG Meeting #5 – Spring 2013
- NEPA/404 Merger Meeting (Alternatives to be Carried Forward) – June 2013
- CAG Meetings #6 – Fall 2013
- NEPA/404 Merger Meeting (Preferred Alternative) – September 2013
- CAG Meeting #7 – Winter 2013 (if needed)
- Public Hearing – Spring 2014
- Design Approval – Summer 2014

Scott Czaplicki – IDOT/Consultant

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AGENDA ITEM #3

Illinois Route 31
Illinois Route 176 to Illinois Route 120
Job. No. P-91-135-99
McHenry County

April 9, 2014

This is the 25th presentation for this project. The last presentation was on December 5th, 2012. The purpose of this meeting is to present and discuss the selection of the preferred alternative, feedback received from local agencies and environmental groups, discuss 4(f) requirements for property owned by the Land Conservancy of McHenry County and Freund Field (City of McHenry Park District), and Section 106 requirements for anticipated impacts to McMillan Cemetery at the southeast corner of IL Route 31 and Gracy Road.

After the November 15, 2012 Public Meeting, IDOT and its consultant, STV Incorporated (STV), met with the City of McHenry on April 11, 2013 to discuss the raised barrier median alternative that was presented in the north study section of the project. The City requested that IDOT consider changing the IL Route 31 raised barrier median alternative to a 5-lane flush alternative within the limits of the City. Their concern mainly focused on changes in access to existing businesses within McHenry and the need for vehicles to make u-turn movements to access some properties.

IDOT and STV met again with the City of McHenry on October 11, 2013 to present a revised plan showing potential shared driveway access locations and additional driveway and u-turn locations in the north study section. The City continued to voice opposition to the raised barrier median alternative and requested a five lane flush alternative be considered for the north study section.

On March 12, 2014, IDOT and STV met with the City of McHenry to present a new alternative that provides a raised barrier median north of Bull Valley Road to High Street. The barrier transitions from this point northward to a five lane flush section. The City's reaction to the revised plan was favorable, although a vote on a resolution to officially support the project was deferred at this meeting.

The preferred alternative was presented. This south section from Reiland Drive to Medical Center Drive will consist of a 30' Raised Median with provisions for a 28' Raised Median with 11' travel lanes in the environmentally sensitive area from River Birch Blvd. to Ames Road. There will be a 13' west shift in centerline to avoid an existing unmitigable wetland seep on east side of IL Route 31, south of Oak Crest Road. The north section from Bank Drive to John Street will have an 18' raised median and a flush median. At the IL Route 120 intersection, the "Minimum Build Option" was selected as the preferred alternative. This option includes no median and 10' lanes on south leg and 10' to 11' lanes on IL Route 120. There will be a 6' raised median on east leg, and westbound u-turn accommodations.

IDOT, STV and Huff and Huff (H&H) met with several environmental groups at IDOT's offices on January 15, 2014. The purpose of this meeting was to review environmental resources in project area, the minimization and mitigation efforts, the currently proposed design, and solicit feedback upon the proposed Best Management Practices (BMPs) and design elements. The groups provided comments and input regarding chlorides and salt spray, potential impacts to wetlands within the study limits and proposed waterway crossings. STV and H&H reviewed the proposed concept BMP drainage plan with the environmental groups and discussed the location of several culvert crossings with provisions for naturalized bottoms and accommodations for animal crossings. Ongoing coordination with environmental groups is anticipated to take place at the next project CAG meeting.

Impacts to a potential Section 4(f) resource were discussed. The Land Conservancy of McHenry County (TLC) owns a land parcel (McHenry County Parcel 14-22-476-001) near Thunderbird Lake, on the east side of IL Route 31, just south of Half Mile Trail. The parcel is approximately 21 acres and is part of a TLC holding that extends from IL Route 31 to Thunderbird Lake. The parcel to the east is also owned by the TLC. Since the roadway design requires both temporary and permanent right of way on Land Conservancy of McHenry County property, a Section 4(f) statement will need to be developed. It was requested that the team speak to TLC about any objections to property acquisition. The property acquisition would likely be 4(f) de minimis and we would have to mention this when advertising and presenting at the Public Hearing.

Another 4(f) property, Freund Field, exists within the study limits north of IL Route 120. This public land is owned and maintained by the McHenry Park District. The preferred alternative will not require any work within the park property and no impacts are anticipated. Hence, a 4(f) statement will not be required for this parcel.

IDOT and STV are evaluating the potential need for Section 106 consultation regarding anticipated impacts to McMillan Cemetery at the southeast corner of IL Route 31 and Gracy Road. Although the cemetery is not known to be historic, several civil war veterans have been buried there. At this time, temporary grading easement is anticipated to facilitate the construction of drainage improvements between the property and IL Route 31. STV will contact Nunda Township to find out additional information regarding grave site locations within the cemetery.

The next steps on this project will include:

- Continued work on Geometrics (including IDS) and Drainage Studies (LDS and Hydraulic Reports)
- CAG Meeting #5 – Presentation of Preferred Alternative and Environmental Interest Group Breakout Session – May 2014
- NEPA / 404 Merger Meeting (Preferred Alternative Concurrence) – June 2014
- Public Hearing – Fall 2014
- Design Approval – Winter / 2014

STV will provide a revised NEPA timetable agreement to reflect the current schedule.

Lori Brown – IDOT
Scott Czaplicki – IDOT/Consultant
John Clark – STV
Sanjay Joshi – STV

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AGENDA ITEM #5

Illinois Route 31
Illinois Route 176 to Illinois Route 120
Job. No. P-91-135-99
McHenry County

September 14, 2016

This is the 26th presentation for this project. The last presentation was on April 9, 2014. The purpose of this meeting is to provide an update of the project and request approval to proceed to a public hearing. A handout consisting of an agenda, location map, and proposed typical sections was distributed.

The project extends 6.8 miles along IL 31 from IL 176 to IL 120, and 0.4 miles along IL 31/IL 120 in the Cities of Crystal Lake and McHenry and Village of Prairie Grove in McHenry County. IL 31 is generally a two-lane rural Strategic Regional Arterial with posted speeds ranging from 30 to 55 mph and average daily traffic volumes between 17,600 and 25,300.

Since the last presentation, the preferred alternative was presented at the June 2014 NEPA/404 Merger meeting and received concurrences in December 2014. Later that month the U.S. Army Corps of Engineers issued guidance to retain one-inch of additional impervious area which delayed the project. Once the drainage and BMP plans were revised the Environmental Assessment was updated and is now nearing approval.

The preferred alternative includes pavement reconstruction and widening along the existing alignment to provide two through lanes in each direction separated by a median, as well as bicycle and pedestrian accommodations, and intersection and drainage improvements. Raised curb and gutter is proposed on the outside edge of pavement and median. The median width varies from 28 to 30-feet wide between IL 176 and Bull Valley/Miller Road and transitions to 18-feet wide and eventually an 11-foot flush median at IL 120. The proposed improvements will match into recent intersection reconstruction projects at IL 31 and IL 176, IL 31 at Bull Valley/Miller Road and IL 120 at IL 31 (Richmond Road). The posted speed limit will be reduced to 45 mph due to the installation of curb and gutter.

Impacts of the preferred alternative include the following:

- Proposed Right-of-Way – 61.2 acres
- Temporary Easements – 9.6 acres
- Displacements – 2 (Commercial), 1 (Residential)
- Wetlands – 1.53 acres
- Waters of the U.S. – 0.65 acres
- Floodplain – 9.88 acres
- Farmland – 19.45 acres
- Cultural, historic, T&E, cemetery, Section 4(f) – None

Traffic noise abatement measures were considered for 22 impacted receptors, but none met the feasibility and/or cost-effectiveness criteria.

The environmental clearance status includes:

- Cultural – 11/25/14
- Special Waste – 2/27/15
- Wetlands – Pending public review of EA
- Biological – Pending public review of EA
- Farmland – 7/15/16

An individual Section 401 and 404 permits will be required. The project has funding for Phase II engineering and is conformed in the TIP.

Upon BDE and FHWA signing the EA the project is approved to hold the public hearing.

Kimberly Murphy/Lori Brown – IDOT/Programming
Scott Czaplicki – IDOT/Programming-Consultant

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US Army Corps of Engineers/IDOT Coordination Meeting

Illinois Route 31
Illinois Route 176 to Illinois Route 120
Contract No. _____
McHenry County

September 27, 2013

This is the first presentation on this project at a USACE meeting. The project is being processed through NEPA/404 Merger. The Alternatives to be Carried Forward have been concurred contingent upon evaluation of BMPs.

1. Project Scope/Type of Permit
Reconstruction and widening to provide two lanes in each direction separated by a raised median, curb and gutter along the outside of pavement, pedestrian and bicyclist accommodations, and intersection and drainage improvements. North of High Street the cross section narrows as the development becomes denser within downtown McHenry. The approaches to IL 31 along IL 120 will also be reconstructed. The project length is 6.8 miles. An individual permit is anticipated.
2. Wetland Delineation
The entire project was last delineated as part of ESR-C in September 2010/May 2011 by INHS.
3. Biological/Cultural Clearance Status
An EPFO survey was completed in July 2012 and no species were found. Biological clearance was received on December 17, 2012 and cultural clearance on April 19, 2012. Additional EPFO surveys and Blanding Turtle surveys are to be completed in 2014. Seeps are present at Wetland Sites 24 and 35. Avoidance measures are required for Site 25.
4. Wetland Impacts/Mitigation
A total of two acres of wetlands are anticipated to be permanently impacted (prior to detailed analysis and minimization), of which approximately one-half acre is ADID. Impacts will be mitigated at a wetland bank. Minimized lane widths (12 to 11-feet) and shared-use paths (10 to 8-feet) were compared and only reduced wetland impacts by 0.1 acre.
5. Culverts/Bridges with Wetlands/Waters
There are thirteen water crossings that are connected to either a wetland or WOUS that could function as animal crossings. Eight of these are located in the "environmental corridor" between Drake Drive and Ames Road. The animal crossings will be buried bottom box culverts, or arch structures with a natural bottom at perennial stream locations. The structures are not anticipated to be oversized since there will be dry banks along the arch sides for animals to cross during normal water levels.

6. BMPs/Landscaping

Bioswales, stream re-meandering, and vegetated ditches are being considered. Stormwater basins will not be effective within the environmental sensitive area of the project due to the steep grades of the existing profile. The subgrade is believed to be permeable so pre-treatment will be required prior to infiltration into the groundwater.

7. In-Stream Work

Four stream crossings will be reconstructed including Sleepy Hollow Creek and three unnamed tributaries to the Fox River. Alternative designs for a natural bottom structure will be performed at these locations. USACE will determine if a fifth potential crossing at Outfall 12 is jurisdictional. The USGS quadrangle map shows this as a blue-lined stream, but it was not delineated as a WOUS in the wetland report and does not appear to be perennial.

By: Scott Czaplicki
IDOT/Programming

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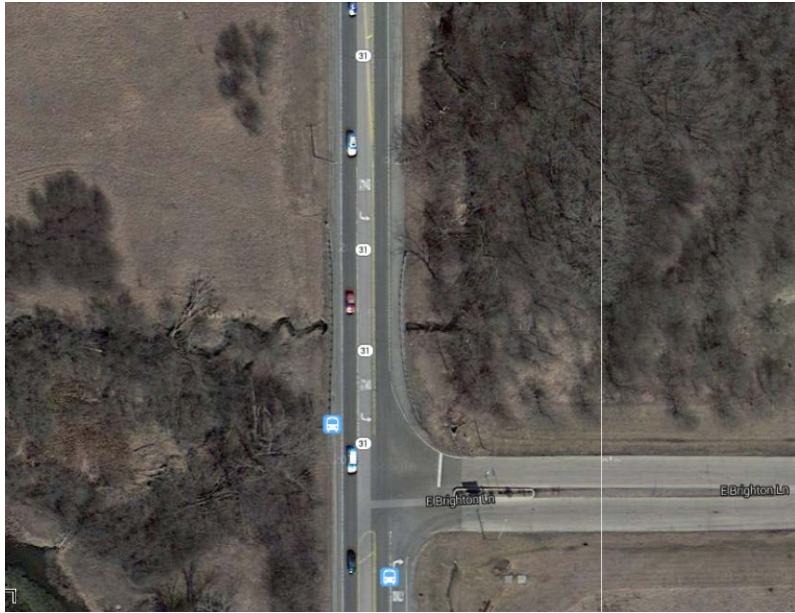
WETLAND / WOUS CROSSINGS

Outfall	Approximate Station	Existing ¹	Proposed ²	West Side	East Side	Comment
4	178+00	2 x 1.5	Phase II	Wetland 36	Wetland 33/WOUS	
5	186+50	3 x 3	4 x 2.5	-	WOUS	
6	192+50	4 x 4	2 – 4 x 4	Wet 30 (ADID)/WOUS	WOUS	Analyze 3-sided Arch
7	198+80	5 x 5	Extend	WOUS	WOUS	Analyze 3-sided Arch
8	204+25	19" x 30" RCP	___ RCP	Wetland 25 (ADID)	-	
9	212+25	10 x 9	12 x 10	Sleepy Hollow Creek	Sleepy Hollow Creek	Analyze 3-sided Arch
10/11	216+25	6 x 6 & 2 x 2	TBD	Storm Sewer	Wetland 21 (ADID)	
12	229+50	6 x 5	6 x 5	Creek?	Creek?	
14	273+50	2 x 1.5	2 x 1.5	Wetland 17	-	
15/16	288+00	24" & 2 x 1.5	3 - 3 x 5	Wetland 12	Wetland 14,15,16	
17	304+75	2 x 1.5	Phase II	Wetland 9	Wetland 7	
22	423+00	2 – 24" x 24" RCP	TBD	Wetland 3	Wetland 1	
23	444+00	10 x4 & 3.75x1.75	TBD	Tributary to Fox	Tributary to Fox	Analyze 3-sided Arch

¹ Width x Height of Box Culvert, in feet

² Existing crossings less than 7.2 square feet are not designed in Phase I

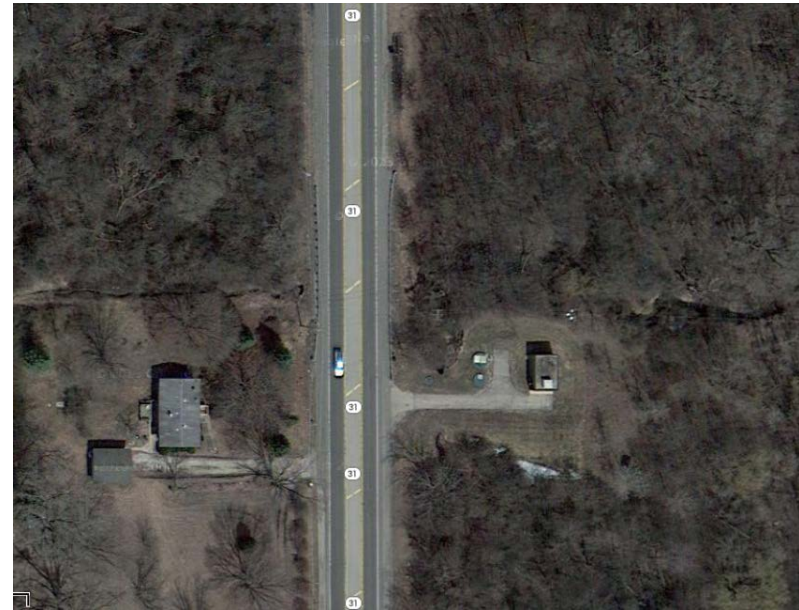
IL 31 (IL 176 to IL 120)
McHenry County
P-91-135-99



Outfall 6 (Tributary to Fox) ↑ Outfall 9 (Sleepy Hollow Creek) ↓



September 2013



Outfall 7 (Tributary to Fox) ↑ Outfall 12 (Blue-Line USGS) ↓

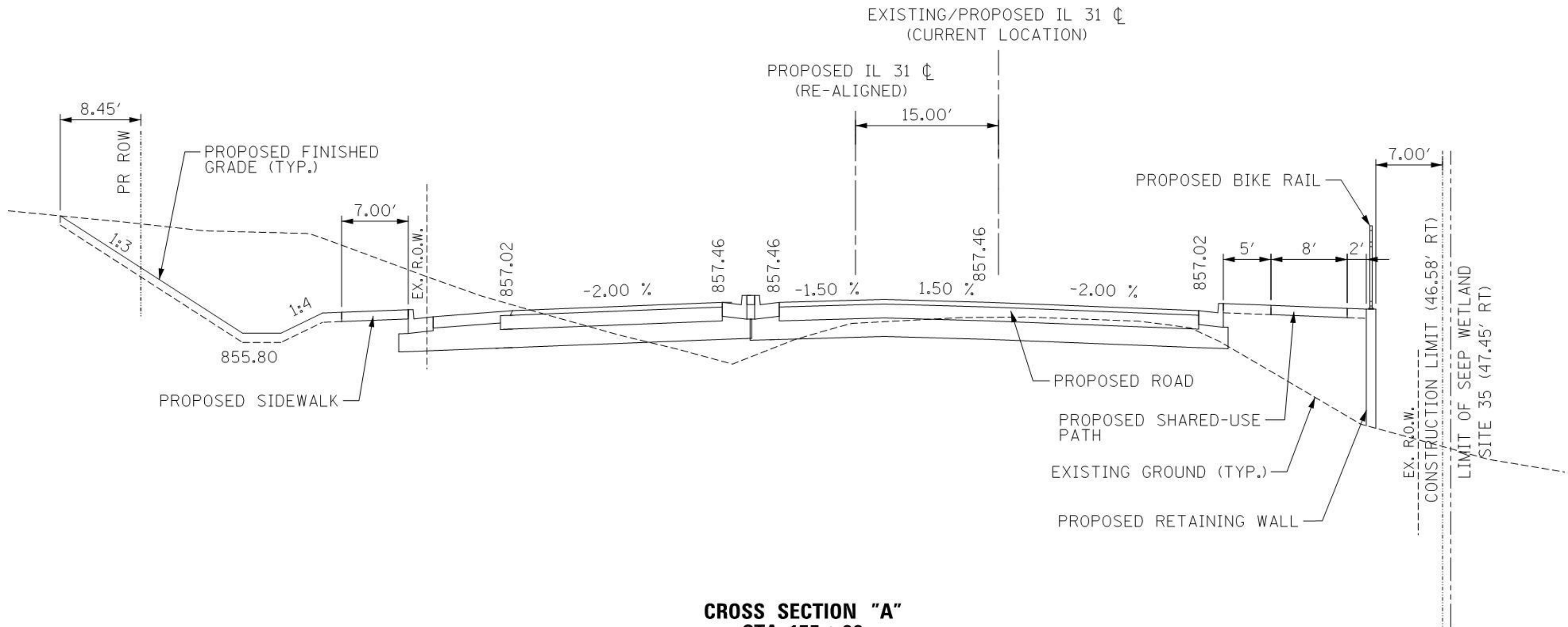


IL 31 (IL 176 to IL 120)
McHenry County
P-91-135-99



Outfall 23(Tributary to Fox) ↑

September 2013



CROSS SECTION "A"
STA. 175+00
 (LOOKING NORTH)
 SCALE: NTS

US Army Corps of Engineers/IDOT Coordination Meeting

Illinois Route 31
Illinois Route 176 to Illinois Route 120
Contract No. _____
McHenry County

February 10, 2015

This is the second presentation on this project at a USACE meeting. The project received concurrence on the preferred alternative through NEPA/404 Merger. The USACE's 1-inch capture guideline was reviewed. The following items were discussed:

1. The project is in the process of calculating the additional impervious area and determining the amount of capture in the currently proposed BMPs. The next step will be to expand or add BMPs, as appropriate, to try to meet the 1-inch capture guideline.
2. The project will be reviewed as a whole, but USACE wants results summarized per watershed. The District will prepare calculations per outlet, watershed and project.
3. Expanding or adding BMPs to meet the guideline should not be considered if they result in additional impacts to wetlands/WOUS.
4. Tree impacts will not preclude expanding or adding BMPs to meet the guideline; however, additional impacts to oaks and hickories should be avoided since they are sensitive resources for this project.
5. To consider a culvert an animal crossing, the ground shall be 'dry' in normal conditions. Single box culverts with perennial flow would not be considered animal crossings.
6. It was questioned if an outlet does not discharge to a wetland/WOUS, could the additional impervious area be omitted, i.e. if runoff stays in an area of impoundment, like Outlet 3 appears to (from an aerial). This would be reviewed of a case by case basis; however, if the area will be developed then the runoff would probably discharge into a wetland/WOUS and should be considered in the calculations.
7. It should be assumed that any outlet into a storm sewer will discharge into a wetland/WOUS.
8. It was acknowledged that capturing runoff in the five to six percent grade areas, or urbanized areas is difficult and may not be effective areas to expand or add BMPs.
9. If we do not meet the guideline, we will need to explain, location by location, why BMPs cannot be expanded or added.

By: Scott Czaplicki
IDOT/Programming

US Army Corps of Engineers/IDOT Coordination Meeting

Illinois Route 31
Illinois Route 176 to Illinois Route 120
Contract No. _____
McHenry County

March 17, 2015

This is the third presentation of this project at a USACE meeting. The project received concurrence on the preferred alternative through NEPA/404 Merger in December 2014. The USACE's 1-inch retention guideline was reviewed. The following items were discussed:

1. The project is estimated to result in 28.6 acres of additional impervious area, including pavement, curb & gutter, shoulder, median, sidewalk, and shared-use path. Assuming 1-inch and 1.25-inch rainfall retention for non-HQAR and HQAR outlets, respectively, the project's retention goal is 2.60 acre-feet.
2. The following questions were reviewed:
 - a) Will USACE allow for "retention equivalent" credit for the infiltration capabilities of bioswales (vegetated swales), infiltration basins and filter strips as storm water runoff is conveyed by a bioswale without permanent ditch checks?
Response: Yes, but USACE recommends proposing ditch checks to document a measureable volume. Soil permeability can be reviewed in Phase II and the need for ditch checks reevaluated.
 - b) Will USACE allow for water quality volume (WQV) storage in over-excavated detention ponds, where retention is provided below the elevation of the outlet control works discharge?
Response: Yes, but the stormwater has to draw- down in a timely manner so the volume is available for future storms.
 - c) What design standards does USACE require when designing facilities to store the water quality volume? Clearly defined design standards are necessary to meet the "hard" number requirement of storing the first 1 inch (or 1.25 inches for High Quality Aquatic Resource locations) "first flush" of runoff from additional impervious areas.
Response: Retained volume should be calculated using simple math.
 - d) Off-line WQV facilities are usually designed to accept only low-flows, with high-flows bypassed around the facility. What is the maximum design storm that can be routed to an offline WQV facility before additional flow must be bypassed?
Response: The guideline is not for design storm events. Retained volume should be calculated using simple math.

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- e) Will IDOT require ditch capacity to be reevaluated if permanent ditch checks are installed in the currently proposed ditches to store the water quality volume? In other words, does the reduction in ditch depth due to the installation of a permanent ditch check have to be accounted for in the ditch conveyance capacity design?
Response: Yes. IDOT prefers permanent ditch checks as opposed to over-excavated bottoms.
 - f) Will the USACE be okay with just deepening the basins (thus converting these into non-wetland bottom basins) which has to be considered as BMPs in the permitting process? They would no longer be considered naturalized bottom basins, one of the recommended BMPs under RP3, Item m.
Response: Yes, since it would meet the retention goal, but USACE prefers naturalized bottoms. IDOT designs plantings based on water depth (in six inch increments). Standing water depth should be limited to one-foot, which should facilitate draw-down and allow vegetation to be sustained.
 - g) Because of private groundwater wells, can we force infiltration everywhere considering that there is the potential to impact these potable wells, trying to reach the 1" guidance?
Response: No. This is addressed in the guidance. Groundwater pollution should be avoided. The CAG and local environmental groups have noted groundwater contamination as a concern. These areas should be identified as an avoidance constraint.
- 3. Underdrains are to be avoided, if possible. If underdrains are required, the calculated retained volume should be reduced. The need for underdrains will be evaluated in Phase II.
 - 4. As a condition of the maintenance and monitoring requirement, a commitment should be added to review as-built drawings with USACE prior to the completion of the project to ensure the BMPs are constructed as designed.
 - 5. The current BMP plan was reviewed. The retention analysis will be summarized per outfall, watershed and for the project.
 - a) Outfall 1 is a detention basin that was recently constructed as part of the IL 31 at IL 176 intersection reconstruction project. The basin has three dry wells with rims set one-foot below the outlet pipe elevation. The basin was designed to capture the first flush. As a result, the 0.08 acre-feet retention goal will be assumed to be met for this outfall.
 - b) USACE noted concrete bottom catch basins (CB) should not be considered as a BMP since the sumps will not evaporate in a timely manner. IDOT noted some aggregate

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bottom CBs were utilized in the IL 31 at IL 176 intersection reconstruction project. If aggregate bottom CBs are to be used for retention for this project, the drainage plan should be overlaid on the soils map and only those CBs in appropriate locations be considered for aggregate bottoms.

- c) Depressional storage in undeveloped areas should not be considered in the retention calculations. The depressional storage at Outfall 2 is on ComEd property which contains a corridor of transmission towers. This area can be calculated separately and may be used as justification for not meeting the retention guidelines.
- d) Bioswales are ditches that accept roadway runoff and have either permeable subgrade or engineered soils. The current design has four-foot wide bottoms. These may be widened to fifteen feet to meet the guideline. Extending the lengths of the bioswales should be evaluated.
- e) Ditch checks in bioswales should be spaced no closer than 100 feet, ideally 200 feet. The typical ditch check depth should be one foot. Two foot deep ditch checks may be considered in steep grade locations.
- f) Ditches that convey offsite flow should not be considered in the retention calculation because the goal is to retain roadway runoff. It was noted that state highways are typically only a small percentage of the watershed area and these ditches are conveying runoff from adjacent roadways, parking lots, etc. These ditches will not have engineered soil, but may contain the same permeable subgrade as bioswales. In many cases the ditches connect into bioswales near outfalls. The length of bioswales should be maximized. Like the depressional area, retained runoff in these ditches can be calculated separately and used in the justification for not meeting the guideline.
- g) Seven potential detention basin locations were evaluated and coordinated within the City of McHenry. Two locations were determined to be feasible and acceptable by the City:
 - i. The detention basin at Outfall 22 is proposed to be clay-lined because the 100-year HWE is above the bottom of the basin. As a result, this basin will not be over-excavated.
 - ii. The detention basin at Boone Creek can be over-excavated one foot. The bottom of the basin would be at the 100-year HWE.
- h) If retention guidelines are not met, detention basins in Prairie Grove will need to be evaluated.

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McHenry County

March 17, 2015

By: Scott Czaplicki
IDOT/Programming

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McHenry County

May 26, 2015

This is the fourth presentation of this project at a USACE meeting. The project received concurrence on the preferred alternative through NEPA/404 Merger in December 2014. The USACE's 1-inch retention guideline was reviewed. The following items were discussed:

1. The draft Environmental Assessment (EA) has been completed and will be submitted to the FHWA for review. The final EA will need to incorporate the revised ROW requirements and impacts to meet the stormwater retention guideline. The purpose of the meeting today is to confirm the retention goal and revised BMP concept prior to updating the design for the final EA. The NEPA/404 Merger agencies will receive a copy of the final EA for review.
2. A comparison of four stormwater retention goals is summarized below. The 1-inch rainfall goal is over additional impervious area and the one-half inch goal is over the entire proposed impervious area. Comparisons to each of these conditions are made with and without consideration of sidewalks and shared-use paths. The retention goal was agreed to be the 1-inch rainfall over additional impervious area without sidewalks and shared-use paths.

Stormwater Retention Goal Comparison

Watershed	1-Inch¹ No Ped/Bike	1-Inch²	½-Inch No Ped/Bike	½-Inch
Silver Creek	0.11	0.20	0.24	0.29
Sleepy Hollow Creek	0.68	1.01	0.76	0.90
Fox River	0.79	1.38	1.46	1.75
Total Project	1.58	2.60	2.46	2.94

3. The project is estimated to result in 17.0 acres of additional impervious area, including pavement, curb & gutter, shoulder, and median. Sidewalk and shared-use paths are not included in the calculation. Assuming 1-inch rainfall and 1.25-inch retention for non-HQAR and HQAR outlets, respectively, the project's retention goal is 1.58 acre-feet. The proposed conceptual retention summary is shown below.

1-Inch Stormwater Retention Summary (Concept)

Watershed	Retention Goal (ac-ft)	Retention Provided (ac-ft)	Difference (ac-ft)
Silver Creek	0.11	0.03	-0.07
Sleepy Hollow Creek	0.68	0.42	-0.26
Fox River	0.79	1.50	0.71
Total Project	1.58	1.96	0.38

¹ At outfalls with HQAR, the retention goal is calculated using 1.25" over additional impervious area

² At outfalls with HQAR, the retention goal is calculated using 1.25" over additional impervious area

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McHenry County

May 26, 2015

4. The conceptual BMP locations have been updated since the preferred alternative received concurrence from the NEPA/404 Merger agencies, especially the extent of bioswales proposed. Approximately 3,500 feet (0.65 miles) of bioswales were previously proposed. Over three miles are now proposed a result of disconnecting storm sewers further upstream. The drainage design and cross sectional analysis will be updated and the actual proposed length of bioswales will be confirmed.
5. The retention goal is anticipated to be met for the total project and one of the three watersheds.
 - a. The Silver Creek watershed encompasses a small area at the southern end of the project within a developed area of Crystal Lake. As a result, additional BMPs are difficult to include. Within this watershed there is a depressional area along the west side of IL 31 within a ComEd transmission tower corridor that provides 2.4 acre-feet of storage. This is not included in the retention summary for the project.
 - b. The Sleepy Hollow Creek watershed is in sparsely developed areas of Prairie Grove; but contains the highest concentration of environmental resources. The additional BMPs do not impact environmental resources such as wetlands, streams or oak trees. The area is also in a valley within steep grades which is not conducive to retaining stormwater.
 - c. The Fox River watershed is mostly in the City of McHenry and includes two proposed detention basins. The basin adjacent to Boone Creek is proposed to be over excavated one foot for retention. This watershed includes most of the newly proposed bioswales.
6. Additional ROW will be required as a result of meeting the retention goal for the following reasons.
 - a. Widening bioswale bottoms from four to up to ten feet.
 - b. Adding permanent ditch checks may require ditch widening to ensure ditch conveyance capacity is adequate.
 - c. Disconnecting storm sewers and discharging into bioswales with widened bottoms. Typical ditch bottoms are two to four feet wide.
7. Stormwater retention is based on volumetric measurement. Infiltration can be considered in the retention calculations once a soil investigation is completed in Phase II.
8. Contract plan preparation is included the Department's Proposed Highway Improvement Program; however land acquisition and construction are not.

By: Scott Czaplicki
IDOT/Programming

US Army Corps of Engineers/IDOT Coordination Meeting

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McHenry County

May 26, 2015

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VILLAGE OF PRAIRIE GROVE

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

April 5, 2013

Mr. Scott Czaplicki, PE
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Mr. Czaplicki,

Please accept this letter as a formal response to the Route 31 Add Lanes Project request for feedback. The Village Board met during a special meeting held on Tuesday, March 19, 2013 to present the cross section alternatives to the public. There were several comments made regarding sensitivity to natural areas, protection of businesses' ROW, continuity of improvements and long-term maintenance of medians.

The Board heard each person who wished to comment and had candid discussion regarding the same. In the end, the Board concurred with the Village Engineer's recommendations (see attached) in choosing the urban cross section in Option 1; maintaining a 45mph speed limit with consideration of the water quality features of Option #2 either by building infiltration basins and/or adding natural drought resistant plantings. The major concerns of the Village are to ensure continuity of improvements to avoid creating a bottle neck along the route and to request the Illinois Department of Transportation provide the Village with a long-term maintenance plan for the median areas.

Thank you for your investment in our community. As always, please do not hesitate to contact me regarding matters of importance to you within the Village of Prairie Grove.

Truly I Am,



Jeannine M. Smith, Village Administrator
jsmith@prairiegrove.org

MEMORANDUM



Crystal Lake Office
8678 Ridgefield Road
Crystal Lake, IL 60012
Phone: 815.459.1260
Fax: 815.455.0450

Corporate Website: www.baxterwoodman.com e-mail: info@baxterwoodman.com

DATE: May 21, 2012

TO: Jeannine Smith, Village Administrator

FROM: John Ambrose

SUBJECT: III Route 31 Typical Section

Jeannine,

We have reviewed the proposed alternatives for the proposed typical section along II Route 31 and offer the following comments:

1. The south end north of II Route 176 is developed and predominately commercial.
2. The middle section in Prairie Grove will be eventually developed with the Wild Flowers development.
3. The north end into McHenry is developed and predominately commercial.
4. The proposed plan proposes to incorporate pedestrian traffic with a sidewalk on one side and a multi-use path on the other. We would assume pedestrian crossings would be included at all signalized intersections.

With the above design considerations, we believe a 45 MPH speed limit could be justified and recommend the Village select Option #1. Illinois Route 120 east of McHenry was constructed to 4 lanes, raised curb and gutter on the outside lanes, with a reduced speed limit to 45 MPH and we are not aware of any safety issues with that segment of roadway. The additional 20 feet in Option #2 could negatively impact future development along II Route 31 and have a greater negative impact on existing developed property.

In addition, we would recommend the planning team consider if the water quality features mentioned in Option #2 could be incorporated in Option #1 cross section.

If you have any questions or would like to discuss further, please contact us.

John V. Ambrose, PE

**ILLINOIS ROUTE 31 – PHASE I STUDY
ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120
IDOT Job Number P-91-135-99
ILLINOIS DEPARTMENT OF TRANSPORTATION
Local Agency Meeting
STV #40-15012**

Minutes of Meeting

DATE: April 16, 2013

MEETING DATE: April 11, 2013

LOCATION: City of McHenry
City Hall
333 South Green Street
McHenry, Illinois 60050

SUBJECT: Local Agency Meeting

<u>ATTENDANTS:</u>	<u>AFFILIATION/POSITION</u>	<u>PHONE</u>	<u>E-MAIL</u>
Kimberly Murphy	IDOT Bureau of Programming	847-705-4791	kimberly.murphy@illinois.gov
Scott Czaplicki	IDOT Bureau of Programming	847-705-4084	scott.czaplicki@illinois.gov
Jon Schmitt	City of McHenry	815-363-2186	jschmitt@ci.mchenry.il.us
Derik Morefield	City of McHenry	815-363-2186	dmorefield@ci.mchenry.il.us
Doug Martin	City of McHenry	815-363-2110	dmartin@ci.mchenry.il.us
Chad Pieper	HR Green	815-759-8346	cpieper@hrgreen.com
Sanjay Joshi	STV Incorporated	312-553-8454	sanjay.joshi@stvinc.com
Stephen Zulkowski	STV Incorporated	312-553-4161	stephen.zulkowski@stvinc.com

<u>ITEM#</u>		<u>Action</u>
	The purpose of the meeting was review and collect comments on updates to the proposed roadway alternatives (within the City of McHenry limits) made after Public Meeting #2 and to prepare for a future presentation to the City of McHenry Public Works Committee.	
1.0	IDOT began the meeting by providing a brief summary of Public Meeting #2, public comments received, and coordination efforts that have taken place with the Village of Prairie Grove.	Info
2.0	IDOT noted that Prairie Grove Council has decided to support the 30' Raised Median option within their limits, but has requested that IDOT include water quality best management practices as part of this option and methods to preserve environmental resources. IDOT noted that they would be meeting with various area environmental groups to discuss features and options for the project.	Info

3.0 The City of McHenry noted that Nunda Township is under new leadership, and specifically has a new Highway Commissioner. The City believes the Township will not likely support inclusion of the bike path within their limits due to the required 20% local cost participation and maintenance requirement. IDOT noted that the cost would only involve 20% cost for construction of the path and sidewalks, but not land acquisition. A maintenance agreement could be worked out between the Township and the Village of Prairie Grove and/or City of McHenry. STV will compile a cost estimate for the path and sidewalks within the Township limits and IDOT will talk with the new commissioner regarding them. Info/IDOT/STV

4.0 The City of McHenry noted that the public has continued to express their concerns regarding the proposed improvements and two individuals have even attended a City Council meeting. Info

- Mr. William Busse, representing the First National Bank, expressed that the proposed plans, especially the Maximum Build option, for the IL Route 120 intersection inhibits access to the bank. He stated that the Minimum Build option would be a more accommodating, viable option and requested the support from the Mayor and Council to consider this or alternative options.
- Dr. James Mowery also addressed the council and noted that he shares Mr. Busse's concerns. He also stated that the proposed plans do not provide enough crosswalks for pedestrians to cross IL Route 31 and the proposed barrier medians restrict left hand turns.

The City suggested the inclusion of crosswalks at Main Street (current crosswalk location) and High Street (no current crosswalk). IDOT noted that crosswalks were only provided at signalized locations for safety reasons. Based on the City's request, they would investigate their inclusion at High Street and maybe at John Street, instead of Main Street. The Main Street intersection is located within the northbound dual left area for the IL Route 120 intersection and would not be an appropriate location, based on safety and traffic operations.

5.0 The City expressed that based on concerns from the public; they would not support any alternative involving raised barrier medians within the city limits, especially in the urban area north of Lillian St. / Grove Ave. The City suggested that IDOT modify the design to provide a center painted median with dedicated left lanes, or a continuous two way left turn lane (TWLTL). IDOT reiterated that this option was investigated as part of the alternative development process and ruled out based on the safety benefits of a barrier median, as compared to a center painted median or TWLTL. The City expressed that regardless of engineering studies showing the safety benefits of a barrier median, the general public does not support any barrier median option since it restricts access to existing businesses and any future development in the area. Therefore, it would be difficult for the City staff and council members to support barrier median options. Info

6.0 IDOT noted that Phase II Study is now funded – Land Acquisition and Phase III are not funded at this time. Info

7.0 Exhibits showing the proposed improvements within the City of McHenry limits (between Veterans Parkway and Lillian Street / Grove Avenue) were reviewed, and potential developments / modifications to the improvement plans were noted by the City (as highlighted below):

Info/IDOT/
STV

- The City noted plans for private development of an approximate 240 acre business park, in the unincorporated area south of the city limits (on the west side IL Route 31, southwest of the Veterans Parkway intersection). IDOT noted that a median opening could be provided approximately ¼ mile south of Veterans Parkway. Access of the two businesses on along the east side of IL Route 31 could be combined with a potential access agreement between the two properties.
- The City requested a 4th (west) leg be provided at the Veterans Parkway intersection. McHenry development plans show a potential signal at this location. IDOT will perform a traffic signal warrant at this intersection and consider combined access for the businesses located southwest of the intersection.
- Access to Gary Lang Auto was discussed. The city requested that a median opening be provided for full access to the dealership. IDOT noted that a median opening at this location would not meet the spacing requirement for a SRA, therefore was not provided. The driveway is located in close proximity to the opening at Dayton Street, where an apron could be provided on the west leg of the intersection for access to the dealership. If an additional median opening is required by the dealership it would be the responsibility of the dealership to pay the cost (estimated at approximately \$100,000) for the construction of this opening.
- The City noted plans for development of a new fire McHenry Township Fire station on one of the incorporated parcels east of the Shamrock Lane intersection. Access to the fire department could be provided as a 4th (east) leg of the signalized intersection.
- The City noted that during the development of plans for the Charles J. Miller Road improvement project, it was agreed with the hospital that the intersection of IL Route 31 and Medical Center Drive would be converted to right-in right-out (RIRO) access. IDOT / STV will modify the proposed plan to remove the median opening at this location and convert Medical Center Drive to RIRO.
- The City noted that plans for the Charles J. Miller Road improvement plans only include sidewalks along both sides of IL Route 31, and no shared-use path. IDOT concurred that the construction of a path as part of this project would require additional ROW along IL Route 31.
- The City noted that their development plans call for a proposed signal at the Dartmoor Drive / Park Place intersection. Existing development includes a new McDonalds at the southeast corner of the intersection. Future plans include a new aquatic center located near Knox Park and the McHenry Municipal Building, as well as a new bike path through Knox Park, connecting via Park Place and Dartmoor Drive to Ridgeview Drive and the Prairie Path, located west of IL Route 31. IDOT will collect traffic counts at this intersection and perform a signal warrant analysis for a potential signal at this location.

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| 8.0 | Exhibits showing the proposed alternatives near the IL Route 120 intersection (area north of Lillian Street / Grove Avenue intersection) were reviewed. IDOT provided the city a summary of modifications to the alternatives that were made after Public Meeting #2 (as highlighted in the attached document), as well as a summary of potential displaced or impacted buildings (as highlighted in the attached document). IDOT provided a summary of meetings and telephone conversations that had taken place with a few of the impacted building owners. IDOT noted that Mr. Bykowski (owner of 4 of the potentially impacted buildings) did not express strong opinions regarding which option he preferred, but was more concerned about when a final decision would be made on the preferred alternative. In addition, IDOT noted that Ms. Roberts (owner of the 3 potentially impacted buildings at the northwest corner of the IL Route 120 intersection) supports the Maximum Build alternative. Another common concern was related to educating inquiring property owners on how the land acquisition process would work. | Info |
| 9.0 | The City staff reiterated their opposition to the proposed raised barrier median, especially in the area north of Lillian Street / Grove Avenue and further stated that they would not support the Maximum Build alternative for the IL Route 120 intersection. They expressed that this alternative impacts too many buildings in the area and would change the character of the area. In addition, the Maximum Build would make impacted properties harder to attract and keep businesses while post-construction parcels may be too small to rebuild businesses after the required land acquisition. | Info |
| 10.0 | IDOT suggested that STV complete a conceptual cross access study for the driveways within the City of McHenry limits to determine how combining driveway access to median openings could allow full access to more properties. IDOT/STV will meet with business owners to present these potential combined driveway access concepts and draft cross access agreements. This study will need to be completed prior to presenting the alternatives to the Public Works Committee. | Info/STV/
IDOT |
| 11.0 | The City noted that IDOT/STV should present both alternatives for the IL Route 120 intersection, as well as the proposed alternative throughout the city limits at the next Public Works Committee meeting. All property owners adjacent to IL Route 31, within the city limits will be invited to this meeting. STV will prepare an invite list and submit to McHenry. The City requested that the meeting be held on any alternate Monday that does not already have a scheduled Public Works Committee meeting. | Info/STV/
IDOT |
| 12.0 | IDOT asked the City on why the building on the northwest corner of IL Route 31 and Main Street is an "important building" to the city. The City noted that the building is important to the community due to its age, architectural features and restorations; it is considered an "honorary historic building." | Info |
| 13.0 | IDOT asked the City for an updated status on the IL Route 31 (Richmond Road) improvement project. The City Engineer noted that the project letting has been pushed to June (or potentially later), due to ROW acquisition issues. | Info |

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| 14.0 | IDOT asked the City regarding the scope of proposed lighting as part of the Richmond Road project. The City noted that the Richmond Road project includes lighting along IL Route 120 through the IL Route 31 (Front Street) intersection limits (as required by district review). IDOT also inquired about the City's desire for proposed lighting as part of this improvement project. The City noted that based on funding availability they would like lighting up to the Lillian Street / Grove Avenue intersection. | Info |
| 15.0 | IDOT noted that IDOT/STV would like to have a separate meeting with the City to discuss existing drainage conditions and present a proposed drainage concept. The meeting will include a representative from IDOT hydraulics. IDOT/STV will setup this meeting with the City after the required analysis is completed. | Info/IDOT/
STV |
| 16.0 | IDOT asked the City about any additional drainage or utility related concerns they may have, and about any planned utility related improvements in the area. The City noted the continued flooding issues along the unnamed stream east of IL Route 31, between Anne and Grove, as well as flooding in the roller rink parking lot. The City noted a proposed water main loop project along Oak Ave., Kane Ave., and Grove Ave. The proposed water main improvements will likely cross IL Route 31 at these side streets, but does not include any work along IL Route 31. | Info |
| 17.0 | IDOT requested the City Engineer, Chad Pieper, to provide STV existing and proposed drainage plans and CAD files for both the Richmond Road and Charles J. Miller Road improvement projects. | Info/HR
Green |
| 18.0 | IDOT asked the City about their desire to include parkway trees / landscaping as part of the proposed improvement plans for this project. The City noted that they would like their inclusion, but is concerned about costs and maintenance of these features. This issue will be further coordinated during the development of the preferred alternative. | Info |
| 19.0 | The need for a crosswalk across the east leg of the IL Route 31 and IL Route 120 intersection was discussed with the City. It was determined that a crosswalk should be added for this leg. | Info/STV |

These minutes are considered an accurate account of discussions and/or events that took place at this meeting. These meeting minutes shall stand as written and accepted by all parties receiving a copy of these minutes unless written notification is received from recipients of these minutes within seven (7) days of the date of issue.

Prepared by: Sanjay K. Joshi
Civil Engineering Specialist
STV INCORPORATED

Attachments: 1) IL Route 31 Phase I Study – Roadway Modifications within City of McHenry limits completed after PM#2
2) IL Route 31 Phase I Study – Potential Impacted Buildings at IL 120 intersection

Illinois Route 31
IL 176 to IL 120
McHenry County

Revisions to Alternatives after Public Meeting #2

City of McHenry
April 11, 2013

1. IL Route 120 Intersection Options (area north of John Street)

Minimum Impact (Option #1):

- 2 building impacts as a result of damage to remainder of property (these impacts were not shown on PM #2 exhibits).
- Slight modification to south leg of intersection to provide 10' lanes and maximum sidewalk widths without impacting buildings. Substandard sidewalk widths of 5' and 5.5' behind back of curb and the use of B-6.12 curb and gutter is required in order to not impact buildings along IL Route 31.
- Revision of Waukegan Road cul-de-sac radius to the design standard of 45'. This revision was possible since the AT&T building on the southeast corner of the IL Route 120 intersection is already impacted (based on damage to remainder of property) by the intersection radius return.
- Modifications to west leg of intersection to provide minimum 11' lanes and 7' sidewalk behind back of curb, without impacting buildings.
- Modifications to east leg of intersection to provide minimum 10.5' lanes and 7' sidewalk behind back of curb, as well as a minimum 4' wide barrier median separating the westbound dual left turn lanes and opposing eastbound through lanes. 10' lanes along IL Route 120 are not preferred due to high traffic volumes (IL 31 and IL 120 combined) and barrier median improves safety.
- Above modifications to the east leg of the intersection requires the elimination of 12 on-street parking spaces along IL Route 120. Elimination of these parking stalls also improves roadway safety and reduces impacts to the adjacent off-street parking.
- Inclusion of additional pavement along IL Route 120, near southeast corner of intersection to allow for westbound u-turns. Additional pavement is possible since 2 adjacent buildings are already identified as impacted based on damage to remainder.
- Modifications of east leg of intersection to transition to meet the proposed improvements as part of the IL 31 (Richmond Road) and IL 120 intersection project. This match point occurs immediately west of the 3rd Street intersection. Exact match location will be determined as proposed vertical profile along IL Route 120 is finalized. *(Need CAD file showing proposed profile along IL Route 120 from Richmond Road improvement project.)*

Maximum Build (Option #2):

- 3 additional building impacts as a result of damage to remainder of property (these impacts were not shown on PM #2 exhibits).
- Elimination of barrier median along north (Front Street) leg of intersection to allow full access to the 1st National Bank and Firestone properties.
- Elimination of 12 on-street parking spaces along IL Route 120. Elimination of these parking stalls improves roadway safety and reduces impacts to the parking lots along the north side of IL Route 120.
- Modifications of east leg of intersection to transition to meet the proposed improvements as part of the Richmond Road project. This match point occurs immediately east of the 3rd Street / Millstream Drive intersection. Exact match location will be determined as proposed vertical profile along IL Route 120 is finalized. *(Need CAD file showing proposed profile along IL Route 120 from Richmond Road improvement project.)*
- Shared use path along the east leg transitions to 7' sidewalk behind back of curb prior to match point.

2. Revisions to design for area between Veterans Parkway and John Street

- Added northbound u-turn lane and pavement bump-out at Bank Drive. *Since this area falls outside of our project limits, and within the Bull Valley Road Intersection area, MCDOT will need to incorporate the modifications into their design and construction plans.*
- Also at Bank Drive, modified southbound left turn lane median design from painted median to barrier median.
- Added median break at Meadow Lane to allow northbound access to the McHenry library.

POTENTIAL DISPLACED BUILDINGS
IL 31 (Front St) and IL 120 Intersection

Building No.	Business Name & Address	Owner Name	Direct Building Impact	Damage to Remainder (Not Shown at PM#2)
1	AT&T Store 3817 W. Elm St.	Ron Bykowski		Option 1 and Option 2
2	Wireless Park 3815 W. Elm St.	Ron Bykowski	Option 2	Option 1
3	A.W.O.L. Army Surplus 1104 N. Front St. McHenry Martial Arts 1104 N. Front St. Cash For Gold 1112 N. Front St.	Ron Bykowski	Option 2	
4	Apartment Building 1102 N. Front St. & 3816 W. Main St.	Warren Moulis	Option 2	
5	Vacant Business 920 N. Front St.	Joseph & Joan Rubino	Option 2	
6	CarQuest Auto Parts 926 N. Front St.	Joseph & Joan Rubino	Option 2	
7	Butch's Auto Service 1002 N. Front St.	Joel & Kathleen Zank	Option 2	
8	Residential 1004 N. Front St.	Joel & Kathleen Zank	Option 2	
9	Al & Ann's Collectibles 3819 Main St. #1 Descubre Cell Phone & PC Repair 3819 Main St. #2	Heaney Properties LLC	Option 2	
10	Marathon Gas 3811 W. Elm St.	Ron Bykowski	Option 2	
11	Residential 3910 W. Elm St.	Patti Roberts	Option 2	
12	Vacant Business 3908 W. Elm St. White Dragon Martial Arts 3908 W. Elm St.	Patti Roberts	Option 2	
13	Vacant Business 1291 N. Front St.	Patti Roberts	Option 2	
14	1 st National Bank 3814 W. Elm St.	William Busse		Option 2 (Drive-Thru)
15	Millstream Coin Wash 1304 N. Front St.	Joseph & Marie Brahm		Option 2

**ILLINOIS ROUTE 31 – PHASE I STUDY
ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120
IDOT Job Number P-91-135-99
ILLINOIS DEPARTMENT OF TRANSPORTATION
Local Agency Meeting
STV #40-15012**

Minutes of Meeting

DATE: November 25, 2013

MEETING DATE: October 15, 2013

LOCATION: City of McHenry
City Hall
333 South Green Street
McHenry, Illinois 60050

SUBJECT: Local Agency Meeting

<u>ATTENDANTS:</u>	<u>AFFILIATION/POSITION</u>	<u>PHONE</u>	<u>E-MAIL</u>
Kimberly Murphy	IDOT Bureau of Programming	847-705-4791	kimberly.murphy@illinois.gov
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Doug Martin	City of McHenry	815-363-2110	dmartin@ci.mchenry.il.us
Rich Stull	City of McHenry	815-363-2186	rstull@ci.mchenry.il.us
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Sanjay Joshi	STV Incorporated	312-553-8454	sanjay.joshi@stvinc.com

ITEM#

Action

The purpose of the meeting was review and collect comments on updates to the proposed roadway alternatives (within the City of McHenry limits) made after the previous McHenry meeting in April 2013 and to prepare for a future presentation to the City of McHenry Public Works Committee. In addition, existing and proposed drainage plans within the city limits were reviewed.

1.0 Exhibits showing the proposed improvements within the City of McHenry limits were reviewed, and potential developments / modifications to the improvement plans were noted by the City (as highlighted below):

Info/IDOT/
STV

- The City noted plans for private development of an approximate 240 acre business park, in the unincorporated area south of the city limits (on the west side IL Route 31, southwest of the Veterans Parkway intersection). The City questioned if a traffic signal at this location would be allowed by IDOT. It was noted that typical spacing for traffic signals on an SRA is ½ mile, so an additional signal would most likely not be allowed. IDOT noted that a median opening could be provided approximately ¼ mile south of Veterans Parkway. Access of the two businesses along the east side of IL Route 31 could be combined with a potential access agreement between the two properties. Future development on the west side could utilize the opening for access, but the location would be too close to Veterans Parkway for an additional traffic signal. Per the ¼ mile spacing requirement for median openings, an additional median opening could be provided approximately ¼ mile north of Gracy Road (as noted in the exhibits). Construction of this additional opening would have to be paid for by the developer if it serves only one property.
- The City noted plans for development of a new fire McHenry Township Fire station on one of the incorporated parcels east of the Shamrock Lane intersection. Access to the fire department could be provided as a 4th (east) leg of the signalized intersection, but there could be cross access issues when adjacent parcels are developed since combined access with the fire station is not desirable for station operations.
- Access to Gary Lang Auto was discussed. The city requested that a median opening be provided for full access to the dealership, not just a ¾ access as currently shown. IDOT noted that a ¾ access was provided as a compromise, even though the location does not meet the ¼ mile median opening spacing requirement for an SRA. The driveway is located in close proximity to the opening at Dayton Street, where an apron could be provided on the west leg of the intersection for access to the dealership. Vehicles exiting the dealership in the northbound direction could use Dayton Street or the existing cross access driveway connecting the dealership to the property to the north, adjacent to Shamrock Lane. McHenry noted access at these locations is currently restricted with a locked gate and would not adequately accommodate both customers and delivery trucks. McHenry also noted that each parcel within the dealership complex has a separate car company as an operator (i.e. GMC, Kia, etc.). IDOT noted if an additional median opening, with full access, is required by the dealership it would be the responsibility of the dealership to pay the cost (estimated at approximately \$100,000) for the construction of this opening, since the opening would be a private benefit. McHenry noted the open development area, across from the dealership, east of IL 31 would also want full access to IL 31. McHenry expressed that since the dealership currently has full access, they believe it should be put back in as part of this project. They further expressed that full access is very important to both the owner and to the City and that they would not sign-off on any plans without full access at this location.
- The implementation / construction of cross accesses within the McHenry limits

was discussed. IDOT noted that they cannot force cross access and that it would be responsibility of the City to coordinate cross access agreements with property owners. In addition, IDOT will not provide construction funding for cross access driveways. McHenry noted that they currently do not have the money to build these accesses at each location and would have to figure out how to acquire the necessary funds.

- Access to the 1st National Bank of McHenry, located between Medical Center Drive and Bull Valley /Charles J. Miller Road, was discussed. It was decided to add a new $\frac{3}{4}$ access, along with a new relocated driveway at Sta. 381+50 RT. This new driveway access would be located along the southern property line for the Center Medical Arts Complex. A new access drive would be required to be constructed between the Medical office building and the 1st National Bank property. In addition an access drive could be constructed to connect the bank and the used car business to the north. The new $\frac{3}{4}$ access would then be able to provide access to 4 different properties. STV to provide concept sketch of new access and cross access driveways, along with cost estimate to McHenry.
- McHenry noted that they do not like the proposed barrier median in the section north of Park Place / Dartmoor Drive to High Street. They would prefer a 5 lane section with a center TWLTL. They were concerned with the restricted access to the Super 8 motel north of Park Place. IDOT & STV noted that a TWLTL was not provided in this section since there are many undeveloped parcels and this section does not include closely spaced driveways, similar to the area north of High Street. Vehicles traveling SB on IL 31 and wishing to access the Super 8 motel could make a U-turn at Dartmoor / Park Place. Vehicles leaving the motel and wishing to continue south could go north on IL 31 and make a U-turn at High Street. It was agreed by meeting attendees that the 'Potential Median Break' noted in this section would be moved further south to approx. Sta. 421+25. A future median break at this location could serve future development of the vacant parcels on both sides of the roadway. In addition, when the property is developed on the east side of the road, a cross access driveway could be constructed to provide shared access to the Super 8 motel.
- Median opening with $\frac{3}{4}$ access to be added at approx. Sta. 427+50 along with new shared driveway for Centegra Health Systems building (213 Front Street) and 31 North Banquet Center (217 Front Street).
- McHenry expressed concern with the proposed barrier median along the east leg of IL 120 and how it restricted access to businesses. STV noted that this design was developed for increased safety along this section of roadway and that it is standard IDOT design practice for locations with dual left turn lanes. In addition, the barrier median would match the proposed barrier median for the Richmond Road intersection project by HR Green. Vehicles traveling WB on IL 120 can u-turn at the Front Street intersection to access businesses on the south side of the roadway, but vehicles traveling EB on IL 120 would not be able to u-turn at Richmond Road due to proposed signal phasing. Additionally, HR Green noted that the design for the barrier median through the Millstream / 3rd Street was modified to provide a traversable median (with 2" mountable curb). This design would discourage but allow full access to both side streets, especially for emergency vehicles. STV expressed their concern with this design, especially

since the intersection of IL 120 with Millstream / 3rd is the location with the highest number of crashes along the entire project limits.

- It was decided that STV would investigate alternate options for the section of IL 120 near Millstream / 3rd that would include the opportunity for EB vehicles to make a u-turn to access businesses on the north side of IL 120. STV to develop design alternatives and submit exhibits to IDOT and then McHenry for review.

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| 2.0 | McHenry concurred that the project team should move forward with the presented alternative as the 'Preferred Alternative' within the city limits, with the requested modifications discussed in Item 1.0 above. The 'Minimum Build Alternative' at the IL 31 and IL 120 intersection is the 'Preferred Alternative.' | Info |
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| 3.0 | Meeting attendees agreed that the next step for the project, related to the 'Preferred Alternative' was a presentation to the Public Works Committee. Invitees shall include all property owners adjacent to the proposed improvements (along IL 31 & IL 120) within the McHenry city limits as well as business owners along Main Street. McHenry reminded IDOT & STV that Mr. Ron Bykowski owns a lot of the property near the IL 31 and IL 120 intersection. The Public Works Committee presentation should be scheduled for Tuesday or Thursday at 5:30 p.m. or 6:00 p.m. | Info |
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| 4.0 | IDOT asked the City regarding the scope of proposed lighting as part of the Richmond Road project. The City noted that the Richmond Road project includes lighting along IL Route 120 through the IL Route 31 (Front Street) intersection limits (as required by district review). IDOT also inquired about the City's desire for proposed lighting as part of this improvement project. The City noted that based on funding availability they would like lighting up to the Lillian Street / Grove Avenue intersection. STV to send preliminary roadway geometry CAD files to Chad Pieper at HR Green so they can use to coordinate their planned lighting improvements. | Info/STV |
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| 5.0 | McHenry noted that they would support the inclusion of the shared use path and sidewalks within their limits and would begin the process of finding funding for their share of the construction costs. IDOT noted that a 10' shared use path typically costs \$35 / L.F., of which 20% would be the city's responsibility, plus 15% engineering fee. | Info |
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| 6.0 | STV presented the Existing Drainage Plan (EDP) and concept Proposed Drainage Plan (PDP) to McHenry. The plans were not discussed in detail but were left with the City for their independent review and comment. | Info |
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| McHenry then discussed existing drainage problems along IL 31 as noted below. | | |
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| 7.0 | McHenry noted the ditches in the area near Dayton Street do not drain well and will need to be re-cut as part of this project. STV noted that all roadway ditches will be redesigned / constructed for efficient drainage. | Info |

- 8.0 McHenry noted that after a 4"-6" rain event flooding occurs along Anne Street as well as IL 31 from the unnamed stream to the roller rink south of James Street, a distance of approximately 1800'. After a 2"-3" storm ditches are full and water doesn't move very fast. Water then backs up onto Anne Street and floods homes along Anne Street. Overtopping of Anne Street occurs after a rain event of 3 ½" or more and IL Route 31 overtops after a larger storm. For the most recent 6" storm, an approximate 1' depth of flooding occurred along IL Route 31. McHenry pointed out that there is not as much flooding along the west side of IL 31 as there is along the east side. In addition they noted drainage problems at Water Tower Plaza as well as Remax Plaza on the southwest corner of Kane and IL 31. Existing PVC pipes under the sidewalk are inadequate, become clogged, and often result in flooding. Info
- 9.0 IDOT requested that STV investigate raising the centerline profile of IL 31 to meet the 3' freeboard requirement for a 50 year flood, and determine the extent of impacts to adjacent properties as a result of this profile adjustment. At a minimum the profile should be raised to an elevation where the EOP meets the 100 year flood elevation. Info/STV
- 10.0 McHenry noted the following additional existing drainage conditions: Info
- Outlet 24 ends up flowing behind Boncoski Oil Company off of Main Street, into a ditch on the west side of the railroad. From this point, the City believes stormwater runoff flows along Mill Street and goes west under Crystal Lake Road, but does not know exactly how this area drains and has no record of storm sewer pipes at this location.
 - The culvert in front of the roller skating rink flows west behind the south side of Alexander Lumber, and then drains north along an open ditch along railroad property.
 - A 24" storm sewer at James Street flows east through the McCracken Football field.
 - The storm sewer along the west side of Front Street, north of IL 120 is not in the best of condition.
- 11.0 McHenry added dual culvert system conveying unnamed stream under Edgebrook Elementary School and Kane Avenue, combining with storm sewers under McCracken Football field, and then outletting to golf course on east side of Green Street. McHenry to provide plans and calculations for the design of this system to STV. Info/McHenry

These minutes are considered an accurate account of discussions and/or events that took place at this meeting. These meeting minutes shall stand as written and accepted by all parties receiving a copy of these minutes unless written notification is received from recipients of these minutes within seven (7) days of the date of issue.

Prepared by: Sanjay K. Joshi
Civil Engineering Specialist
STV INCORPORATED

Attachments: 1) Attendance Roster



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project & Environmental Studies

Project/Topic: IL21; City of McHenry Preferred Alt + Drainage

Date: 10-17-13

Time: 2:00 p.m.

Location: McHenry City Hall

	Attendees	Representing	Phone Number	Email Address
1.	Scott Gzaplicki	IDOT/consultant	(847) 705-4084	scott.gzaplicki@illinois.gov
2.	Lori Brown	IDOT-Programming	(847) 705-4477	Lori.S.Brown@illinois.gov
3.	Kimberly Murphy	IDOT-Programming	847-705-4791	Kimberly.Murphy@illinois.gov
4.	JEAN-ALIX PERALTE	STV INC	312-553-8431	JEANALIXPERALTE@STVINC.COM
5.	Dan Martin	City of McHenry	815.363.2110	dmartine.ci.mchenry.il.us
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7.	Jon Schmitt	City of McHenry	815-363-2186	jschmitt@ci.mchenry.il.us
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9.	CHAD PIEPER	HR Green/City of McHenry	815-385-1778	cpieper@hrgreen.com
10.	Sanjay Joshi	STV Inc.	312 553-0655	Sanjay.joshi@stvinc.com
11.	Santos Batista	IDOT-Hydraulics	847 705-4764	Santos.batista@illinois.gov
12.	PEIRZi MASOURIDIS	IDOT/PROG/HTA	847 705-4474	eleftherios.masouridis@illinois.gov
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MEETING MINUTES

Date: January 15, 2014

Location: IDOT District 1, 4th floor conference room, Schaumburg, IL

Subject: IL Route 31 Phase I Study-Environmental Interest Group Meeting

Attendees: For attendees presenting the meeting in person, see attached sign-in sheet
Attendees via webinar include:

- Shawn Cirton, U.S. Fish and Wildlife Service (USFWS)
- Soren Hall, U.S. Army Corps of Engineers (USACE)
- Cory Horton, McHenry County
- Dawn Thompson, Chicago Metropolitan Agency for Planning (CMAP), Silver and Sleepy Hollow Creeks Watershed Coalition

I. Introduction

- a. Introduction of attendees
- b. Meeting purpose: Review environmental resources in project area, the minimization and mitigation efforts, the currently proposed design, and solicit feedback upon the proposed Best Management Practices (BMPs) and design elements.
- c. Project status update
 - A summary of the current project status and design changes to minimize impacts was provided by John Clark from STV.
 - Clark presented the project schedule. A Community Advisory Committee meeting is planned to be held in Spring 2014. The public hearing is planned to be held in Winter 2014/Spring 2015. The project will be presented at the June 2014 NEPA/404 merger meeting.
 - Norm West (U.S. EPA) asked if a depressed median had been considered for the design. Clark responded that a rural road section with a depressed median had at one time been considered, but that alternative resulted in greater environmental impacts than a narrower urban road section. An urban road section has a curbed median, but may still be turf.

II. Environmental Resources Presentation

- a. Linda Huff (Huff & Huff) presented an overview of watersheds in streams in the project area. She discussed the area's watershed goals and how the roadway design is compatible with watershed goals.
- b. Jim Novak (Huff & Huff) presented a summary of wetlands and wetland impacts in the project area. Thirty-five wetlands were identified in the project area, with 19 wetlands impacted by the project. The wetland impacts affected 19 wetlands; the largest wetland impact among the 19 wetlands was 0.38 acre. Only one of the wetlands surveyed in the project area had a Floristic Quality Index (FQI) greater than 20, which is associated with a High Quality Aquatic Resource (HQAR). Two seep wetlands were identified in the project area. One seep (#35) is in close proximity to IL 31, while the second seep (#24) is outside the project limits. The project's ultimate design will avoid both of the seep wetlands, as seep wetland impacts are considered not mitigatable. The project team has developed design modifications (alignment shifts, lane width reductions, and median width reductions in the area between River Birch and Ames Road) to reduce wetland impacts and avoid both seep wetlands in the project area.
 - Liz Pelloso (U.S. EPA) asked if there is potential for incidental impacts to the seep wetlands due to the proximity of the roadway. Scott Czaplicki (IDOT) stated that erosion control measures and a retaining wall will be placed between the road and the wetland, and a buffer between the road and the wetland will also be provided.
 - Cindy Skrukrud (Sierra Club) stated that the wetland may experience impacts from salt spray.
 - Dennis Dreher (Silver and Sleepy Hollow Creeks Watershed Coalition) asked that downgradient wetlands that could be impacted by chlorides be studied in order to protect groundwater. The Boone Creek Watershed Coalition has developed salt impacts research that should be used for this project. Huff responded that the proposed Best Management Practices (BMPs) in the project and improved IDOT deicing practices are anticipated to reduce chloride runoff.
 - West asked if direct impacts of the project included construction. The project team responded yes.
- c. Huff continued the presentation by identifying several BMPs currently proposed as part of the project: natural bottom culverts, vegetated swales, and meandering Squaw Creek.
 - Pelloso asked what IDOT's specifications for natural bottom culverts are and asked if there will there be excavation of 2-3 feet in depth with riprap.

Vanessa Ruiz (IDOT) responded that IDOT can use three-sided or buried culverts to achieve a natural bottom culvert. Pelloso requested more information as to the extent of the use of riprap. Clark added that hydraulic analysis also factors into the design of natural bottom culverts due to scour. STV will continue to develop culvert alternatives for the project, but will take these comments into consideration.

- Huff stated that vegetated swales are being considered at key locations where there could be discharge from the road into the stream. The meandering of Squaw Creek is being evaluated along the approximate 1900 feet it runs along the east side of IL 31 to slow stream flow and reduce erosion. Currently, Squaw Creek is a channelized stream with eroded banks. Clark added that riffles will also be added to the meandering stream, further slowing the stream flow.
- Pelloso asked if Squaw Creek is currently a ditch, and if the meandered stream is expected to also function as a ditch or if there will be a separate ditch for IL 31. Clark stated the meandered stream will continue to function as a drainage point with the proposed improvements.
- Randy Schietzelt (Land Conservancy of McHenry County) asked how IDOT will ensure that the vegetated swales from becoming all phragmites, as there is some present near Thunderbird Lake. Novak responded that this will be considered in the restoration plan; the area needs native plantings that aren't invasive.
- Jeannine Smith (Village of Prairie Grove) asked will the IDOT maintenance be used or a separate maintenance contract. IDOT maintenance will be used.
- Dreher stated that the project area has much reed canary grass, and a long term maintenance plan is needed that contains performance criteria to control invasive species.
- Dreher asked that the McHenry County Conservation Map with Green Infrastructure Vision (GIV) plan be used for the project
- Pelloso suggested that a two-stage channel design be considered for the meandering of Squaw Creek to provide a secondary filtration area. Sanjay Joshi (STV) stated that the road is being designed to direct all runoff through swales or other BMPs in this area. Pelloso asked how close the meandered Squaw Creek would be to IL 31; as the stream concept develops, it should consider that streams move over time so it is designed correctly. She prefers using natural open cell articulated revetment block mat and not rip rap for stabilization if possible.

- Clark described the proposed shared-use path that extends along IL 31 as part of the project. Skrukrud stated that local bicycle groups have stated they would not use a trail adjacent to IL 31 due to the proximity of the existing Prairie Trail. Skrukrud commented that she is interested in the cost comparison of bike path versus oak trees. Czaplicki responded that the IL 31 shared-use path was proposed to comply with the IDOT Complete Streets policy and is part of the project's purpose and need. IDOT determined the Prairie Trail was a regional bicycle facility, and did not accommodate all local bicycle traffic from residential areas along IL 31. Because an on-street bicycle facility was not appropriate along IL 31 due to traffic, a shared-use path was proposed. Each signalized crossing of IL 31 is proposed to include bicycle and pedestrian crossings. He continued that local agencies may choose to opt out of the shared-use path, if desired. Eric Morimoto (Crystal Lake) commented that Crystal Lake is in the process of developing a bike plan. Smith stated that the Village of Prairie Grove does not desire to have a path south of Sleepy Hollow Creek.
- Dreher asked if there were design criteria or design targets for pollutant removal for the BMPs identified to be included in the project. He is in favor of improving filtration for the length of the corridor, and suggested that swales be included for the entire length. Huff responded that since the project will have a Section 404 individual permit, a pollutant loading analysis is required, and all proposed BMPs will be evaluated to determine pollutant loadings as part of the anti-degradation permit analysis. It may not be in the area's best interest to infiltrate everything to the groundwater; sending some water to streams may be preferable to protect seeps and private wells. Cirton concurred with Huff, stating that the project team should be concerned with both groundwater and surface water preservation. He suggested that more BMPs be considered for infiltration in addition to the vegetated swales.
- West asked if the county has regulatory guidelines. Horton responded that McHenry County is evaluating its hydrology to determine where infiltration is beneficial. He mentioned two recent studies: 1) IWGS-groundwater simulation study, 2) McHenry County GIS study.
- Skrukrud asked if IDOT can provide a commitment to reduce salt use. Ruiz responded that IDOT could investigate such items during IEPA permitting in the design phase of the project.
- Pelloso asked the project team to summarize the proposed stormwater detention in the project area. Clark stated that the project team identified

seven sensitive outlets in the project area. The north area of the project corridor (Bull Valley Road to IL 120) is considered one sensitive outlet due to existing flooding problems. The project team will identify sites for regional detention ponds. The soil is very sandy, so clay liners could be used in stormwater facilities if chlorides were a concern in the area of the detention facility, which are projected to be wet-bottom facilities with native plantings.

- Dreher asked if the McHenry County stormwater ordinance was considered when creating stormwater detention for the project. Horton added that detention may help to dilute pollutants, but a plan is needed to minimize IDOT salt use on the roads. McHenry County has been experimenting with methods to reduce salt use, and has found that prewetting salt can reduce its use by 30%. Horton also stated that IDOT does not need to follow the county ordinance, but they ask that IDOT consider doing so.
 - Morimoto stated that Crystal Lake has received many complaints of flooding from area residents. Residents could view the road project as exacerbating the situation, and Smith concurred.
 - Horton stated that although IDOT is exempt from McHenry County local requirements, the county is willing to review proposed plans.
- West asked if the truck traffic on IL 31 was high, and if there is a concern for spills from vehicles. Clark responded that truck traffic is high, and Smith stated there was a recent spill in the project area due to a vehicle crash.
- Smith asked if the project had design funding. Czaplicki stated that there is funding for design, but not for land acquisition or construction.
- Schietzelt asked how wetland mitigation for the project would occur. Novak and Ruiz responded that it would likely occur in wetland banks within the Fox River watershed, as that is the USACE's preferred mitigation method. Dreher responded that the Silver and Sleepy Hollow Creeks Watershed Coalition's watershed plan states that their preferred mitigation will occur within their subwatershed. Skrukrud stated that Steven Byers from the Illinois Nature Preserves Commission asked if wetland mitigation for the IL 31 project could occur at Stearns Fen. Ruiz stated that IDOT has worked with McHenry County Conservation District on similar projects in the past, and that method works if MCCD has an existing project where the mitigation can occur. Cirton stated that mitigation at Stearns Fen could be potentially be accepted by USACE; a

wetland bank is their first option but they could consider other options. Novak indicated that the IWPA does not allow for fee-in-lieu, unlike the USACE and local ordinance. Novak concluded that IDOT has to comply with IEPA.

- d. Czaplicki stated that a proposed drainage plan is being developed and the project is going above and beyond typical IDOT standards. Novak summarized the environmental surveys expected to take place in the project area in 2014, including Eastern prairie fringed orchid (EPFO) and Blanding's turtle surveys, as well as tree surveys.
- Shawn Cirton (US FWS) stated that EPFO surveys occurred in the project area in 2012. Ruiz concurred that EPFO was completed in 2012, but since the Blanding's turtle would be surveyed near Thunderbird Lake in 2014, IDOT will also survey for EPFO in conjunction with that survey.
 - Skrukrud asked what impacts are proposed to the existing oak trees along IL 31. Dreher and Jeannine Smith (Village of Prairie Grove) stated that the project team should use GIS files from McHenry County, notably files that show stream buffers, aquifer protection areas, and remnant woodlands. The project team will obtain these files and add to project maps. Cory Horton (McHenry County) stated the project team could contact him for files.
 - Smith continued that the Village of Prairie Grove has ideas for reuse of trees removed as part of the IL 31 project. She asked that IDOT provide the village notification of when trees will be removed so the trees may be removed by others and reused rather than removed and chipped by IDOT contractors. Novak added that a volunteer acorn collection effort in the project area could be started, and the acorns can be used to develop seedlings for replanting impacted trees here.

A copy of the presentation and exhibits from the meeting are available for review on the project website: <http://ilroute31.com/othermeetings.html>

Illinois Route 31 Environmental Assessment
Environmental Resources Meeting
January 15th, 2014 2:30 PM

NAME	REPRESENTING	E-MAIL
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Tannia Smith	Village of Prairie Grove	jsmith@prairiegrove.org
" "	Sleepy Hollow/Silver Watershed Coalition	
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Cindy Skrakrak	Sierra Club	cindy.skrakrak@sierraclub.org

Environmental Resources Meeting

January 15th, 2014 2:30 PM

ERIK MORIMOTO

Crystal Lake

emorigino @ crystallizing

PUBLIC WORKS COMMITTEE MEETING
March 12, 2014
City Council Chambers at the Municipal Center, 6:00 p.m.

In Attendance: Committee Members: Chairman Alderman Blake, Alderman Santi arrived at 6:07 pm and Alderman Wimmer arrived at 6:15 pm

Staff in Attendance: Public Works Director Schmitt, Street Superintendent Stull, Administrative Assistant Lorch

Others in Attendance: Personnel from Illinois Department of Transportation: Kimberly Murphy, Scott Czaplicki, Lori Brown
Personnel from STV Incorporated: John Clark, Sanjay Joshi

Chairman Alderman Blake called the meeting to order at 6:04 p.m.

Public Comment: None

Agenda Item 1: Illinois Route 31 (Front Street) Phase 1 Engineering - Illinois Department of Transportation Resolution of Support

Alderman Blake began the meeting by introducing Director Schmitt to the audience; he in turn introduced his staff. STV Incorporated and Illinois Department of Transportation (IDOT) personnel were also introduced.

Director Schmitt explained that the purpose of the meeting is to inform business owners and residents on the status of the Illinois Route 31 (Front Street) project. IDOT considered suggestions and comments received at the previous meetings to come up with one preferred plan.

Director Schmitt then introduced John Clark from STV Engineering. He spoke about the three original alternatives and gave a brief overview of the changes made. Some of the changes were made due to City and business owners concerns and suggestions. These changes include geometric modifications, and a change of the Waukegan Road cul-de-sac radius for better turning movement. Signage will be posted to restrict traffic from Main Street turning onto Route 31 for safety reasons. There will be a barrier median installed to meet the Richmond Road improvement which is just west of the bridge. Other medians will be installed near First National Bank, Mercy Drive, and Gary Lang Chevrolet. In order for Gary Lange to keep full access to the business he may have to participate in the cost because this would only benefit Gary Lang. Near Bank Drive there would be bump outs, and a painted median will be changed to a barrier median. Modifications were also made to the west and east legs of Route 120. He said that only right turns onto side streets would be allowed just west of the bridge. The Fountain Shop's driveway opening will be lined up with High Street. Mr. Clark summarized that a lot of time was spent listening to the comments from the community. The National Environmental Policy Agency (NEPA) is taking all of the information into account and will help guide IDOT to the preferred alternative.

Mr. Clark invited everyone to look at the roll plots of the project and to ask questions if desired.

Alderman Blake reconvened the meeting at 6:45 pm.

IDOT representative said that the earliest construction would begin is in the year 2020 and will take two years. A business owner would like to see the project done in one year and have the project done in segments to lessen the affect on the businesses.

Alderman Blake said he doesn't think the committee is ready to approve the Resolution of Support for this project. The Committee and city staff thinks that Gary Lang Chevrolet should continue to have full access from Route 31 with no cost to the dealership or the City. Drainage between Anne Street and John Street is a concern especially for the residents on Anne Street. There will be a barrier between High Street and Park Place which will severely limit access to residents and businesses. Another concern is the frontage at Butch's Auto Shop that will be impinged upon. All of these issues need to be addressed before the Public Works Committee will approve the Resolution of Support. Alderman Blake asked for a motion to table the vote for the Resolution of Support.

Motion by Alderman Wimmer, seconded by Alderman Santi, to table the vote for the Resolution of Support for the Route 31 Improvement Project.

Voting Aye: Alderman Blake, Alderman Wimmer, Alderman Santi

Voting Nay: None

Absent:

Motion carried.

Director Schmitt replied no when Alderman Blake asked if there was any new business.

Alderman Blake stated that if there are not any more questions, he will ask for a motion to adjourn the meeting.

Motion by Alderman Wimmer, seconded by Alderman Santi to adjourn the meeting.

Meeting was adjourned at 6:55 pm.

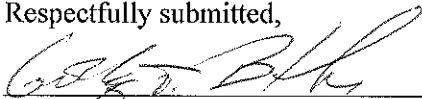
Voting Aye: Alderman Blake, Alderman Wimmer, Alderman Santi

Voting Nay: None

Absent:

Motion carried.

Respectfully submitted,



Alderman Blake, Chairman



Public Works Committee

Agenda

Date: March 12, 2014

Time: 6:00 pm

Place: McHenry Municipal Center
333 South Green Street, McHenry, IL
City Council Chambers

Purpose: Public Input (5 minute limitation)

1. Illinois Route 31 (south) Phase 1 Engineering Presentation and Recommendation of Resolution of Support to City Council.
2. New Business
3. Adjournment



Department of Public Works
Jon M. Schmitt, Director
1415 Industrial Drive
McHenry, Illinois 60050
Phone: (815) 363-2186
Fax: (815) 363-2214
www.ci.mchenry.il.us

COMMITTEE AGENDA SUPPLEMENT

DATE: March 12, 2014
TO: Public Works Committee
FROM: Jon M. Schmitt, Director of Public Works
RE: Illinois Route 31 Phase I Engineering
ATT: STV Incorporated Memo and IDOT Resolution of Support

BACKGROUND: The Illinois Route 31 Phase I project corridor is located in Illinois Department of Transportation (IDOT) District One. The project begins 0.15 miles north of the intersection of Illinois Route 176 and Illinois Route 31 in Crystal Lake and extends north through the Village of Prairie Grove to Illinois Route 120 in downtown McHenry. The total project length is approximately 6.6 miles. Highway improvements are proposed for this section of Route 31 to accommodate existing and anticipated year 2040 traffic demands. Sections of Illinois Route 31 had annual average daily traffic (AADT) as high as 23,500 vehicles per day in 2009.

At the July 2, 2012 Public Works Committee Meeting, representatives from IDOT and the engineering firm of STV Incorporated presented alternatives to the proposed improvements to the section of Route 31 located in the City of McHenry. At that meeting it was the consensus of the Public Works Committee to invite property owners, business owners and residents potentially affected by the proposed improvements to a future Public Works Committee Meeting.

At Public Works Committee on August 13, 2012, representatives from IDOT and the engineering firm of STV Incorporated presented alternatives to the proposed improvements to the section of Route 31 located in the City of McHenry to property owners, business owners and residents potentially affected by the proposed improvements. Comments and suggestion were gathered by IDOT and STV Incorporated representatives to be considered in the preferred engineering design plans.

Since the last Public Works Committee meeting concerning this project, staff and the City's Engineer has met with IDOT and STV Incorporated representatives to provide additional comments and suggestions to be included in the preferred engineering design plans.

The attached memo prepared by STV Incorporated for IDOT outlines the revisions to the plans that were presented at the August 13, 2012 Public Works Committee meeting. A presentation will be provided by IDOT and STV Incorporated representatives explaining the preferred engineering design to the road improvement. Staff sent out approximately 260 invitations to property owners, business owners and residents along the Route 31/120 corridor including the downtown business area of Main Street to attend this presentation.

Therefore, if the Public Works Committee concurs with the preferred engineering design plans as presented, IDOT Officials are requesting a Resolution of Support be sent to the City Council for consideration.

Illinois Route 31
IL 176 to IL 120
P-91-135-99
McHenry County

**Revisions to Alternatives completed after PWC Meeting (August 2012)
and Public Meeting #2 (November 2012)**

City of McHenry Public Works Committee Meeting
March 12, 2014

1. IL Route 120 Intersection Options (area north of John Street)

Three (3) Alternatives were presented at the City of McHenry PWC Meeting (August 2012)

1. Minimum Build
2. Maximum or Full Build
3. Intermediate Build (Alternative not carried forward or presented at PM #2 since impacts from this alternative are similar to Max Build, with a lesser intersection performance improvement.)

Two (2) Alternatives were presented at Public Meeting #2 (November 2012)

1. Minimum Build (Selected as Preferred Alternative with modifications as noted below)
2. Maximum or Full Build (Not selected as Preferred Alternative based on impacts to businesses, public comments received, and opposition from City of McHenry.)

Preferred Alternative (modifications made to minimum impact alternative):

- 2 building impacts as a result of damage to remainder of property (these impacts were not shown on PM #2 exhibits). Impacted buildings / businesses:
 - AT&T, 3817 W. Elm St.
 - Wireless Park, 3815 W. Elm St.
- Slight modification to south leg of intersection to provide 10' lanes and maximum sidewalk widths without impacting buildings. Substandard sidewalk widths of 5' and 5.5' behind back of curb and the use of B-6.12 curb and gutter is required in order to not impact buildings along IL Route 31.
- Revision of Waukegan Road cul-de-sac radius to the design standard of 45'. This revision was possible since the AT&T building on the southeast corner of the IL Route 120 intersection is already impacted (based on damage to remainder of property) by the intersection radius return.
- Inclusion of signage at the intersection of IL 31 and Main Street to restrict movements to and from the side street (No southbound left onto Main St. from IL 31 and movements from Main St. restricted to right turns only). These restrictions are necessary for safety and traffic operations along the south leg of the IL 31 and IL 120 intersection. Alternate access to and from Main Street are available via the local roadway network (including Borden St., Crystal Lake Rd., John St., Center St., and 3rd St.).
- Modifications to west leg of intersection to provide minimum 11' lanes and 7' sidewalk behind back of curb, without impacting buildings.

- Modifications to east leg of intersection to provide minimum 10.5' through lanes, 10' wide dual-left turn lanes, and 7' sidewalk behind back of curb, as well as a minimum 5' wide barrier median separating the westbound dual left turn lanes and opposing eastbound through lanes. 10' through lanes along IL Route 120 are not preferred due to high traffic volumes (IL 31 and IL 120 combined) and barrier median improves safety.
- Above modifications to the east leg of the intersection requires the elimination of 12 on-street parking spaces along IL Route 120. Elimination of these parking stalls also improves roadway safety and reduces impacts to the adjacent off-street parking.
- Inclusion of additional pavement along IL Route 120, near southeast corner of intersection to allow for westbound u-turns. Additional pavement is possible since 2 adjacent buildings are already identified as impacted based on damage to remainder.
- Modifications of east leg of intersection provide barrier median between Front Street and Richmond Road, and to transition to meet the proposed improvements as part of the IL 31 (Richmond Road) and IL 120 intersection project. This match point occurs immediately west of the Boone Creek Bridge. Barrier median improves safety.
- Modifications of east leg of intersection provide median opening at 3rd Street / Millstream Drive intersection. Median opening will allow eastbound u-turns and maintain left turns from IL 120 to the side streets. Movements from the side streets will be restricted to right turns only (via signage). This restriction will improve safety at the intersection. Modifications at this intersection will likely maintain driveway access from Millstream Drive to the strip mall on the northwest corner of IL 120 and Millstream, but will result in impacts to 2 parallel parking stalls in front of Verlo Mattress Factory Store.

2. Revisions to design for area between Gracy Road and John Street

- Modification of roadway typical section between High Street and John Street from a section including a 18' raised barrier median to one that includes a 13' flush median with continuous Two-Way Left Turn Lane (TWLTL). This TWLTL will allow access to the various closely spaced driveways and/or intersections within these limits.
- Added private benefit median opening to provide full access to Gary Lang Auto (1103 S. Route 31). Cost participation may be required.
- Removed median opening at Medical Center Drive and converted access to right-in, right-out. This design will match that proposed by the McHenry County Bull Valley Road / Charles J. Miller Road improvement project.
- Added median opening to provide southbound access to businesses (including Center Medical Arts Complex, 1st National Bank of McHenry, and Route 31 Auto Sales) along the east side of IL 31 between Medical Center Drive and Bull Valley Road. Construction of new shared access driveway and cross access driveways between properties will be required by others.

- Eliminated or reduced lengths for u-turn pavement bump-outs at various intersections between Gracy Road and High Street
- Added northbound u-turn lane and pavement bump-out at Bank Drive. Since this area falls outside of our project limits, and within the Bull Valley Road Intersection area, MCDOT will need to incorporate the modifications into their design and construction plans.
- Also at Bank Drive, modified southbound left turn lane median design from painted median to barrier median.
- Added median opening to provide northbound access to businesses (including vacant Las Palmas restaurant, Centegra Health Systems office complex, and 31 North Banquet & Conference Center) along the west side of IL 31, approximately 300' south of the High Street intersection. Construction of new shared access driveway and cross access driveway between properties will be required.
- Potential relocation of driveway for Fountain Shoppes of McHenry to median opening at High Street.

I:\Projects\4015012\4015012_0001\80_Reports & Studies\802_Public Meetings\City of McHenry Meetings\Roadway modifications completed after PWC Mtg during Aug 2012 and PM 2.doc

**ILLINOIS ROUTE 31 – PHASE I STUDY
ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120
IDOT Job Number P-91-135-99
ILLINOIS DEPARTMENT OF TRANSPORTATION
Local Agency Meeting
STV #40-15012**

Minutes of Meeting

DATE: January 27, 2015

MEETING DATE: January 20, 2015

LOCATION: City of Crystal Lake
City Hall
100 W. Woodstock Street
Crystal Lake, Illinois 60014

SUBJECT: Local Agency Meeting

<u>ATTENDANTS:</u>	<u>AFFILIATION/POSITION</u>	<u>PHONE</u>	<u>E-MAIL</u>
Abby Wilgreen	City of Crystal Lake	815-356-3605	awilgreen@crystallake.org
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Lori Brown	IDOT Bureau of Programming	847-705-4477	lori.s.brown@illinois.gov
Perry Masouridis	IDOT Hydraulics Engineer	847-705-4474	Eleftherios.Masouridis@illinois.gov
Santos Batista	IDOT Hydraulics Engineer	847-705-4764	Santos.Batista@illinois.gov
John Clark	STV Incorporated	312-553-8437	John.Clark@stvinc.com
Sanjay Joshi	STV Incorporated	312-553-8454	sanjay.joshi@stvinc.com
Patrick McCluskey	STV Incorporated	312-553-4165	patrick.mccluskey@stvinc.com

ITEM#

Action

The purpose of the meeting was to review the current proposed geometric and drainage design (within the City of Crystal Lake limits) in preparation for the public hearing.

1.0 Exhibits showing the proposed improvements within the City of Crystal Lake limits were reviewed, and the City stated the following concerns and requests:

Info/IDOT/
STV/City

- The City requested inclusion of a northbound u-turn lane and allowing southbound u-turns at Station 145+00.
- The City requested that the northbound right turn lane into River Birch Boulevard should be retained. It was put in for the platted Preston Pines Subdivision with a state permit. The plans will be revised to include the right turn lane.
- The City suggested an entrance be provided across from River Birch Boulevard for an access road to the four building office complex northwest of the intersection. The City will contact the business owners to evaluate if this will be requested.
- The City requested allowing southbound u-turns at River Birch Blvd., at Station 154+00. The plans will be revised to include this.
- The City requested allowing southbound u-turns at Oakcrest Road, at Station 178+00. The plans will be revised to include this.
- The City noted that u-turn movements appear to be designed for a mini-passenger car, and questioned what kind of vehicle a mini-passenger car represents. The City questioned if any provisions will be made to accommodate larger vehicles making u-turns since there are no mountable medians. They noted that municipal trucks leaving the city lift station at Station 199+00 will have to turn northbound and turn left onto Half Mile Road to get back to the public works building. It was clarified by IDOT/STV that a mini-passenger car represents an average sized car or SUV on IL roadways. IDOT confirmed that their design policy for u-turns is based on this size vehicle. Larger vehicles (SU or larger) would have to find alternate routes. The City asked how drivers of larger vehicles would know that they will not be able to utilize the proposed u-turn lanes. Signing may be provided to indicate which vehicles can make the U-turn.
- The City requested exhibits showing that emergency vehicles, including the City's fire truck turning template that is available on the City's website, can perform turning movements (especially u-turns) at median openings. Exhibits showing these movements will be provided to the City and included in the Combined Design Report.
- The City requested that the proposed right-of-way be moved a minimum 3 feet west at Station 199+00 RT to avoid impacting existing wet wells that are part of the City's sanitary sewer pumping station. They also questioned what the proposed driveway slope for this property would be. STV noted that the right-of-way could be moved and that the proposed driveway slope would be approximately 6%.
- The City expressed concern about maintenance access to the City's existing sanitary sewer main in the vicinity of the proposed meandering stream on the east side of IL 31 and stated that the location of the existing sanitary sewer may be in conflict with proposed retaining walls. STV noted that if the sanitary sewer conflicts with the wall, it would likely need to be relocated to the parkway or under the shared-use path; it was noted by the City that the sanitary sewer does not have or require manhole access. Potential impacts will be documented in the Combined Design Report and Letter of Intent.
- The City questioned what landscaping would be planted in the median and noted that any landscaping should not block line of sight for motorists. IDOT noted that they will only provide low maintenance grass median where they are wide enough

for grass. Landscaping other than grass would be the responsibility of the City for cost and maintenance.

- The City noted an existing drainage problem south of IL 176 and stated that the problem was fixed by IDOT during the IL 31/IL 176 intersection improvements project.
- The City will transmit to IDOT a finalized copy of the City's comments on the project plans in the form of a letter.

- | | | |
|-----|---|--------------------|
| 2.0 | IDOT reviewed the cost participation and maintenance items outlined in Exhibit A, and discussed potential cost sharing between the City and IDOT for the following potential project elements: | Info/City/
IDOT |
| | <ul style="list-style-type: none">• There are no proposed traffic signals as part of the project within the City's limits.• The City's cost share for the 0.8 miles of additional sidewalk within the City limits is estimated to be equal to \$34,000. The City's cost share for the 0.8 miles of additional shared-use path within the City limits is estimated to be equal to \$34,000. Existing sidewalk will be replaced at 100% cost to IDOT. The City will need to assume maintenance of the sidewalk and paths.• The City's cost share for roadway lighting, if desired, will be approximately \$800,000, assuming standard IDOT light poles spaced at 200' on both sides of the roadway and includes the unincorporated sections adjacent to the City limits. The City likely does not want lighting but requested a copy of the crash report summary for crashes at night so that the City can decide whether the City wants roadway lighting. IDOT/STV will provide a copy of the crash report summary to the City.<ul style="list-style-type: none">○ <i>Post-Meeting Note: Per Crash Analysis Report prepared by STV for the project, 12.7% of crashes in study limits occurred during darkness (in sections of the project with no roadway lighting). 13.5% of Injury or Fatality crashes were reported during darkness conditions.</i> | |
| 3.0 | The City will link the Environmental Assessment (EA) to the City website for the public notice period. | City |
| 4.0 | IDOT discussed and distributed the results of the noise analysis within undeveloped portions of the project. IDOT discussed what properties will be impacted by the project. | Info |
| 5.0 | STV provided the City with a full size hard copy of the Existing and Proposed Drainage Plans for the project, for further review and comments. | City |

These minutes are considered an accurate account of discussions and/or events that took place at this meeting. These meeting minutes shall stand as written and accepted by all parties receiving a copy of these minutes unless written notification is received from recipients of these minutes within seven (7) days of the date of issue.

Prepared by: Sanjay K. Joshi, PE
Civil Engineer
STV INCORPORATED

Attachments: 1) Agenda
2) Attendance Roster

AGENDA

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

City of Crystal Lake – City Hall
100 W. Woodstock Street
Crystal Lake, Illinois 60014
Tuesday, January 20, 2015, 1:00 p.m.

Geometrics and Drainage Review Meeting



I. Welcome

- A. Introductions
- B. Meeting Overview

II. Project Update

- A. Phase I Study Update
- B. Study Schedule

III. Geometrics Review Comments

- A. Discuss local agency comments on preliminary plan and profile sheets submitted for review in October 2014

IV. Drainage

- A. General Overview of Existing vs. Proposed Drainage Design
- B. Concerns from previous meetings
- C. Review of Existing Drainage Plans (EDPs)
- D. Review of Proposed Drainage Plans (PDPs)

V. Cost Participation and Maintenance

VI. General Discussion / Comments

ATTENDANCE ROSTER

Illinois Route 31 Phase I Study:

Illinois Route 176 to Illinois Route 120
McHenry County

City of Crystal Lake – City Hall
100 W. Woodstock Street
Crystal Lake, Illinois 60014

Tuesday, January 20, 2015, 1:00 p.m.



Geometrics and Drainage Review Meeting

	ATTENDEES	REPRESENTING	PHONE NUMBER	EMAIL ADDRESS
1	Lori Brown	IDOT-	847-705-4477	Lori.S.Brown@illinois.gov
2	Sanjay Joshi	STV	312-553-8454	Sanjay.joshi@stvinc.com
3	Patrick McIniskar	STV	312-553-4165	patrick.mcIniskar@stvinc.com
4	John A. Clark	STV	312-553-8437	john.clark@stvinc.com
5	STEVE CARRUTHERS	C.L.	815-356-3605	SCARRUTHERS@crystalLake.org
6	Santos Batista	IDOT / Hydraulics	847-705-4764	santos.batista@illinois.gov
7	PERRY MASOURIDIS	IDOT/PROG/HTD	847-705-4474	eleftherios.masouridis@illinois.gov
8	Abby Wilgreen	Crystal Lake	815-356-3605	awilgreen@crystalLake.org
9	Scott Czaplicki	IDOT/consultant	(847) 705-4071	scott.czaplicki@illinois.gov
10				
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**ILLINOIS ROUTE 31 – PHASE I STUDY
ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120
IDOT Job Number P-91-135-99
ILLINOIS DEPARTMENT OF TRANSPORTATION
Local Agency Meeting
STV #40-15012**

Minutes of Meeting

DATE: January 27, 2015

MEETING DATE: January 20, 2015

LOCATION: Village of Prairie Grove
Village Hall
3125 Barreville Road
Prairie Grove, Illinois 60012

SUBJECT: Local Agency Meeting

<u>ATTENDANTS:</u>	<u>AFFILIATION/POSITION</u>	<u>PHONE</u>	<u>E-MAIL</u>
Jeannine Smith	Village of Prairie Grove	815-455-1411	jsmith@prairiegrove.org
John Ambrose	Village Engineer/B&W	815-444-3274	jambrose@baxterwoodman.com
Scott Czaplicki	IDOT Bureau of Programming	847-705-4107	scott.czaplicki@illinois.gov
Lori Brown	IDOT Bureau of Programming	847-705-4477	lori.s.brown@illinois.gov
Perry Masouridis	IDOT Hydraulics Engineer	847-705-4474	Eleftherios.Masouridis@illinois.gov
Santos Batista	IDOT Hydraulics Engineer	847-705-4764	Santos.Batista@illinois.gov
John Clark	STV Incorporated	312-553-8437	John.Clark@stvinc.com
Sanjay Joshi	STV Incorporated	312-553-8454	sanjay.joshi@stvinc.com
Patrick McCluskey	STV Incorporated	312-553-4165	patrick.mccluskey@stvinc.com

ITEM#

Action

- The purpose of the meeting was to review the current proposed geometric and drainage design (within the Village of Prairie Grove limits) in preparation for the public hearing.
- 1.0 Exhibits showing the proposed improvements within the Village of Prairie Grove limits were reviewed, and the Village stated the following concerns and requests:
- The Village requested that the width of the shared-use path be reduced to 8 feet south of Ray Street, especially adjacent to the car dealership. It was requested that IDOT consider an 8 foot path in developed areas in Prairie Grove and Crystal Lake.
 - The Village requested that the sidewalk be moved closer to the back of curb near Station 240+00 LT, Rosemary Swierk's property.
 - The Village noted a recent head-on collision along IL 31 in the vicinity of Ames and Edgewood Road. The Village believed that ice on the roadway was likely the cause of the collision.
 - The Village has observed high flow rates and erosion problems east of the

roadway near Station 225+00. The Village also noted high water flows along the roadway curb line in this vicinity during major rain events. STV noted that the proposed storm sewer system will be sized to convey the design storm within the proposed storm sewer pipes and prevent surcharge.

- The Village noted the presence of an existing energy dissipater on private property (Oak Grove Subdivision) outside the project limits near Station 223+00 on the east side of IL 31. The Village displayed drawings from the development that showed the overflow channel and erosion control measures that should have been installed, but may have not been fully implemented.

Post-meeting note: STV performed a site investigation on 1/22/2015 and determined that the drainage improvements mentioned by the Village of Prairie Grove, including an existing energy dissipater and manmade open channel, were outside of the proposed right-of-way limits and do not impact the EDP or PDP. No change to the EDP or PDP or LDS is proposed as a result of this topic.

- The Village noted flooding along the relocated section of Squaw Creek north of Brighton Lane in 2006 or 2007 during a storm event. No impacts to the existing pavement were observed.
- The Village questioned the presence of and STV noted the location of proposed water quality improvements, primarily vegetated swales, to provide water quality treatment to storm water runoff prior to the storm water being discharged into Sleepy Hollow Creek.
- The Village requested a Pace bus shelter pad for northbound IL 31 traffic near Station 275+00, within Village property south of McMillan cemetery. The Village offered to recommend donation of easement and right-of-way for the bus pad to the Village Board. The Village requested a second Pace bus shelter pad for southbound IL 31 traffic near Station 250+00 south of Edgewood. IDOT will add these to the proposed plans.

Post-meeting note:

During the course of discussion at the January Village Board meeting, there was a suggestion to place the southbound Pace Bus shelter pad north of the Edgewood Road intersection. The Board also requested feedback from IDOT engineers on the best placement of these shelter pads along IL 31.

- The Village noted the presence of existing underground oil and gas pipelines that may not have been shown on the drawings recently transmitted to the Village for designating the location of existing utilities. It was noted that Enbridge Oil pipeline crosses IL 31 on the south side of Ames. It was also noted that Horizon gas pipeline potentially crosses IL 31 near Edgewood Road. IDOT to send utility request letters to both utility companies.
- The Village and Illinois American have proposed plans for water and sewer improvements north of Half Mile Trail to the northern Village limits.
- The Village expressed concern about potential right-of-way impacts to existing businesses adjacent to IL 31. STV explained those impacts and how they were minimized.
- Concerns about existing oak trees on the south side of Edgewood Road near the intersection with IL 31 were expressed at CAG Meeting #5. STV explained how the proposed design of Edgewood Road had been revised to minimize direct

impacts to these existing trees by extending the proposed curb and gutter along the south side of Edgewood Road. STV noted that these trees are currently within the existing right-of-way and roadway clear zone, and will likely remain so after the improvements. IDOT noted that the Village is ultimately responsible for setting the speed limit on Edgewood, because it is a local road. The speed limit may impact the clear zone and thus whether the existing oak trees are a clear zone hazard. The Village to consider speed study and possible reduction in speed limit on Edgewood Road.

- | | | |
|-----|--|--------------|
| 2.0 | IDOT reviewed the cost participation and maintenance items outlined in Exhibit A, and discussed potential cost sharing between the Village and IDOT for the following potential project elements: | Info/Village |
| | <ul style="list-style-type: none">• The Village's cost share for proposed traffic signals within the Village limits (Half Mile Trail and Edgewood Road) are estimated to be \$36,000 (\$18,000 per each).• The Village will discuss with the City of Crystal Lake and Nunda Township the desire for emergency vehicle pre-emption. If desired, the additional cost would be approximately \$7,000 per signal.• The Village noted that IDOT is holding funds (approximately \$200,000) for use by the Village that the Village plans to apply to the cost sharing responsibilities for this project. The Village will forward to IDOT a copy of the letter stating the details of these funds.• The Village's cost share for approximately 2.2 miles of proposed sidewalk within the Village limits is estimated to be equal to \$85,000. The Village's cost share for the 2.0 miles of proposed multi-use path within the Village limits is estimated to be equal to \$98,000. The Village will need to assume maintenance of the sidewalk and paths.• The Village does not want roadway lighting along IL 31 within the project limits. | |
| 3.0 | The Village agreed to keep a copy of the Environmental Assessment (EA) at Village Hall during the public notice period. IDOT will provide a copy of the EA to the Village. | IDOT |
| 4.0 | IDOT discussed and distributed the results of the noise analysis within undeveloped portions of the project. IDOT discussed what properties will be impacted by the project. | Info |
| 5.0 | STV provided the Village with a full size hard copy of the Existing and Proposed Drainage Plans for the project, for further review and comments. | Village |

These minutes are considered an accurate account of discussions and/or events that took place at this meeting. These meeting minutes shall stand as written and accepted by all parties receiving a copy of these minutes unless written notification is received from recipients of these minutes within seven (7) days of the date of issue.

Prepared by: Sanjay K. Joshi, PE
Civil Engineer
STV INCORPORATED

Attachments: 1) Meeting Agenda
2) Attendance Roster

AGENDA

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

Prairie Grove Village Hall
3125 Barreville Road
Prairie Grove, Illinois 60012
Tuesday, January 20, 2015, 10:00 a.m.



Geometrics and Drainage Review Meeting

I. Welcome

- A. Introductions
- B. Meeting Overview

II. Project Update

- A. Phase I Study Update
- B. Study Schedule

III. Geometrics Review Comments

- A. Discuss local agency comments on preliminary plan and profile sheets submitted for review in October 2014

IV. Drainage

- A. General Overview of Existing vs. Proposed Drainage Design
- B. Concerns from previous meetings
- C. Review of Existing Drainage Plans (EDPs)
- D. Review of Proposed Drainage Plans (PDPs)

V. Cost Participation and Maintenance

VI. General Discussion / Comments

ATTENDANCE ROSTER

Illinois Route 31 Phase I Study:

Illinois Route 176 to Illinois Route 120
McHenry County

Prairie Grove Village Hall
3125 Barreville Road
Prairie Grove, Illinois 60012
Tuesday, January 20, 2015, 10:00 a.m.



Geometrics and Drainage Review Meeting

	ATTENDEES	REPRESENTING	PHONE NUMBER	EMAIL ADDRESS
1	John Clark	STV Incorporated	312-553-8437	john.clark@stvinc.com
2	Patrick McJuskey	STV	312 553 4165	patrick.mcjuskay@stvinc.com
3	Sanjay Joshi	STV	312-553-8459	sanjay.joshi@stvinc.com
4	PERRY MASOURIDIS	IDOT/PROG/HID	847-705-4474	eleftherios.masouridis@illinois.gov
5	Santos Batista	IDOT/Hydrologics	847-705-4764	santos.batista@illinois.gov
6	Scott Czaplinski	IDOT/CONSULTANT	847-705-4107	scott.czaplinski@illinois.gov
7	Lori Brown	IDOT/PROGRAMMING	847-705-4477	Lori.S.Brown@illinois.gov
8	John Ambrose	Village Engineer	815-444-3224	jambrose@prairiegrove.org
9	Mannine Smith	Village of Prairie Grove	815 455 1411	jsmith@prairiegrove.org
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**ILLINOIS ROUTE 31 – PHASE I STUDY
ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120
IDOT Job Number P-91-135-99
ILLINOIS DEPARTMENT OF TRANSPORTATION
Local Agency Meeting
STV #40-15012**

Minutes of Meeting

DATE: February 2, 2015

MEETING DATE: January 22, 2015

LOCATION: City of McHenry
City Hall
333 South Green Street
McHenry, Illinois 60050

SUBJECT: Local Agency Meeting

<u>ATTENDANTS:</u>	<u>AFFILIATION/POSITION</u>	<u>PHONE</u>	<u>E-MAIL</u>
Rich Stull	City of McHenry	815-363-2186	tstull@ci.mchenry.il.us
Chad Pieper	HR Green/City of McHenry	815-7759-8346	cpieper@hrgreen.com
Jon Schmitt	City of McHenry	815-363-2186	jschmitt@ci.mchenry.il.us
Derik Morefield	City of McHenry	815-363-2108	dmorefield@ci.mchenry.il.us
Wally Dittrich	McHenry County DOT	815-334-4980	wrdittrich@co.mchenry.il.us
Mike Lesperance	Nunda Township Road District	815-459-4410	mike@nundaroaddistrict.com
Scott Czaplicki	IDOT Bureau of Programming	847-705-4107	scott.czaplicki@illinois.gov
Lori Brown	IDOT Bureau of Programming	847-705-4477	lori.s.brown@illinois.gov
Perry Masouridis	IDOT Hydraulics Engineer	847-705-4474	Eleftherios.Masouridis@illinois.gov
Santos Batista	IDOT Hydraulics Engineer	847-705-4764	Santos.Batista@illinois.gov
John Clark	STV Incorporated	312-553-8437	John.Clark@stvinc.com
Sanjay Joshi	STV Incorporated	312-553-8454	sanjay.joshi@stvinc.com
Patrick McCluskey	STV Incorporated	312-553-4165	patrick.mccluskey@stvinc.com

ITEM#

Action

The purpose of the meeting was to review the current proposed geometric and drainage design in preparation for the public hearing. (within the City of McHenry, McHenry County, and Nunda Township limits).

- 1.0 Exhibits showing the proposed improvements within the Nunda Township limits were reviewed, and the Township stated the following concerns and requests: Info
- The Township asked whether a traffic signal was proposed at the intersection of IL 31 and Ames Road. STV responded that no signal was proposed, because the Village of Prairie Grove plans to realign Ames Road to intersect IL 31 at Edgewood Road.
 - The Township stated they had no drainage-related questions or comments.
- 2.0 Exhibits showing the proposed improvements within the McHenry County limits were reviewed, and the County had no questions or comments regarding the geometrics or drainage. The County stated that they had no plan at this time to connect the proposed multi-use path that will be parallel to IL 31 to the existing Prairie Path west of the project limits due to the constraint of crossing the railroad. Furthermore, the County is not including as part of their Bull Valley Road improvements and does not want roadway lighting at the intersection of IL 31 and Bull Valley Road. Info
- The Bull Valley Road / Charles J. Miller Road improvement project is scheduled for a January 30th letting.
- 3.0 Exhibits showing the proposed improvements within the City of McHenry limits were reviewed, and the City stated the following concerns and requests: Info/STV/
City
- The City requested that the proposed riverwalk bridge over Boone Creek be shown in the exhibit for the proposed detention pond adjacent to the riverwalk and Boone Creek. The City will transmit to STV a CADD file containing this information.
 - The City requested that conflicts between the proposed local storm sewer system relocation on 3rd Street and the existing sanitary sewer system be avoided.
 - The City requested that the outfall location of the proposed local storm sewer system relocation on 3rd Street be moved so that the outfall doesn't discharge water at the proposed riverwalk bridge.
 - The City indicated that there may be conflicts between existing sewers and other utilities with the proposed storm sewers. The conflicts will be identified and mitigated during Phase II.
 - The City confirmed agreement with the proposed layout of the detention pond at Outlet 22 north of Dartmoor Drive.
 - The City had no further questions or concerns regarding the proposed culvert crossing of the Unnamed Tributary to the Fox River south of Lillian Street.
 - The City stated that the developer of the proposed CVS in the northwest quadrant of the intersection of IL 31 and IL 120 would like full access instead of right-in, right-out only access, and stressed that the developer desired left-in access even if left-out access could not be provided. IDOT stated that the type of access will be determined during the highway permit approval process.
 - The City may consider installation of roadway lighting within a portion of or the entirety of the City limits if grant funding becomes available. They may desire lighting to the intersection of IL 31 and Lillian Street / Grove Avenue.

- 4.0 IDOT reviewed the cost participation and maintenance items outlined in Exhibit A, and discussed potential cost sharing between the various local agencies and IDOT for the following potential project elements: Info/
Local
Agencies
- There are no proposed traffic signals at side streets under jurisdiction of the Township. The Township's cost share for the 0.7 miles of proposed sidewalk within the Township limits is estimated to be equal to \$30,000. The Township's cost share for the 0.4 miles of proposed shared-use path within the Township limits is estimated to be equal to \$17,000. The Township will need to assume maintenance of the sidewalk and paths.
 - McHenry County has no cost participation in the IL 31 project at this time. The County requested that IDOT transmit to the County copies of all cost participation letters sent to local agencies within the County limits.
 - The City of McHenry's cost share for three proposed traffic signals within the City limits are estimated to be equal to 104,000. The City's cost share for the 2.3 miles of additional sidewalk within the City limits is estimated to be equal to 98,000. The City's cost share for the 1.9 miles of additional multi-use path within the City limits is estimated to be equal to \$81,000. Existing sidewalk/paths will be replaced at 100% cost to IDOT. The City will need to assume maintenance of the sidewalk and paths.
- 5.0 IDOT discussed and distributed the results of the noise analysis within undeveloped portions of the project. IDOT discussed what properties will be impacted by the project. Info
- 6.0 STV provided all three local agencies with a full size hard copy of the Existing and Proposed Drainage Plans for the project, for further review and comments. Local
Agencies

These minutes are considered an accurate account of discussions and/or events that took place at this meeting. These meeting minutes shall stand as written and accepted by all parties receiving a copy of these minutes unless written notification is received from recipients of these minutes within seven (7) days of the date of issue.

Prepared by: Sanjay K. Joshi, PE
Civil Engineer
STV INCORPORATED

Attachments: 1) Agenda
2) Attendance Roster

AGENDA

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

City of McHenry – City Hall
333 South Green Street
McHenry, Illinois 60050
Thursday, January 22, 2015, 1:00 p.m.



Geometrics and Drainage Review Meeting **(City of McHenry, McHenry County DOT, & Nunda Township Highway Dept.)**

I. Welcome

- A. Introductions
- B. Meeting Overview

II. Project Update

- A. Phase I Study Update
- B. Study Schedule

III. Geometrics Review Comments

- A. Discuss local agency comments on preliminary plan and profile sheets submitted for review in October 2014

IV. Drainage

- A. General Overview of Existing vs. Proposed Drainage Design
- B. Concerns from previous meetings
- C. Review of Existing Drainage Plans (EDPs)
- D. Review of Proposed Drainage Plans (PDPs)
 - a. Proposed Detention Pond Locations

V. Cost Participation and Maintenance

VI. General Discussion / Comments

ATTENDANCE ROSTER

Illinois Route 31 Phase I Study:

City of McHenry – City Hall
333 South Green Street
McHenry, Illinois 60050
Thursday, January 22, 2015, 1:00 p.m.



Geometrics and Drainage Review Meeting (City of McHenry, McHenry County DOT, & Nunda Township Highway Dept.)

	ATTENDEES	REPRESENTING	PHONE NUMBER	EMAIL ADDRESS
1	Rich Stall	City of McHenry	815-363-2180	rstall@ci.mchenry.il.us
2	CHAD PIEPER	HR Green/City of McHenry	815-771-9346	cpieper@hrgreen.com
3	Jon Schmitt	City of McHenry	815-363-2186	jschmitt@ci.mchenry.il.us
4	Derek Morefield	City of McHenry	815-263-2108	dmorefield@ci.mchenry.il.us
5	Wally Dittman	McHenry County DOT	815-334-4980	wrdittman@co.mchenry.il.us
6	Mike Lesperance	Nunda Twp. Rd. Dist.	815-459-4410	mike@nundafooddistrict.com
7	Scott Czaplicki	IDOT/consultant	(847) 705-4107	scott.czaplicki@illinois.gov
8	Lori Brown	IDOT-PROGRAMMING	847-705-4477	Lori.S.Brown@illinois.gov
9	Santos Batista	IDOT-Hydraulics	847 705-4764	santos.batista@illinois.gov
10	PERRY MASOURIDIS	IDOT/PROG/Hydraulics	847 705-4474	eleftherios.masouridis@illinois.gov
11	Patrick McCluskey	STV, Inc.	312 553 4165	patrick.mccluskey@stvinc.com
12	John Clark	STV Incorporated	312 553 8437	john.clark@stvinc.com
13	Sanjay Joshi	STV Inc.	312-553-8454	sanjay.joshi@stvinc.com
14				
15				



Bruce Rauner, Governor
Raymond Poe, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

July 15, 2016

Mr. John Baczek, P.E.
IDOT Division of Highways
Region One/District One
201 W. Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

JUL 22 2016

DISTRICT #1

Re: Illinois Route 31 (IL 176 to IL 120)
Environmental Assessment Phase I
Widening and Reconstruction – 14.2 acres
McHenry County, Illinois

Dear Mr. Baczek:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with proposed improvements of ± 7.2 miles of IL Route 31 from IL 175 to IL 120 in McHenry County. The project was examined for its compliance with IDOT's Agricultural Land Preservation Policy as well as the Illinois Farmland Preservation Act (505 ILCS 75/1 et seq.).

The 7.2 mile project involves roadway widening and reconstruction to provide two lanes in each direction separated by a median, bicycle and pedestrian accommodations, intersection and drainage improvements. The upgrade utilizes existing right-of-way and acquires the least amount of land to ensure public safety. This results in the conversion of ± 14 acres of agricultural land to a non-agricultural use.

Because the project has been designed to ensure public safety and impacts the least amount of agricultural land possible, the IDOA has determined that the project complies with IDOT's Agricultural Land Preservation Policy and Illinois' Farmland Preservation Act.

Enclosed are two copies of the USDA NRCS form AD-1006. One copy must be included in the project's environmental assessment; the other is for your files.

Sincerely,

A handwritten signature in black ink that reads "Steven D. Chard".

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS

Enclosures - 2

cc: McHenry - Lake County SWCD
Agency project file

COORDINATION

Public Involvement

Stakeholder Involvement Plan

Context Audit Forms

Public Meeting Summaries, Attendance Roster, Comments and Responses

- Public Meeting #1 – June 9, 2011
- Public Meeting #2 – November 15, 2012

Community Advisory Group (CAG) Meeting Summaries

- CAG #1 – September 1, 2011
- CAG #2 – September 22, 2011
- CAG #3 – November 3, 2011
- CAG #4 – May 22, 2012
- CAG #5 – November 20, 2014



Illinois Route 31 Phase I Study

North of Illinois Route 176 to Illinois Route 120



Stakeholder Involvement Plan

for Agency & Public Involvement

Version 1.3

Prepared for:



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1. Introduction

1.1 Project Background

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

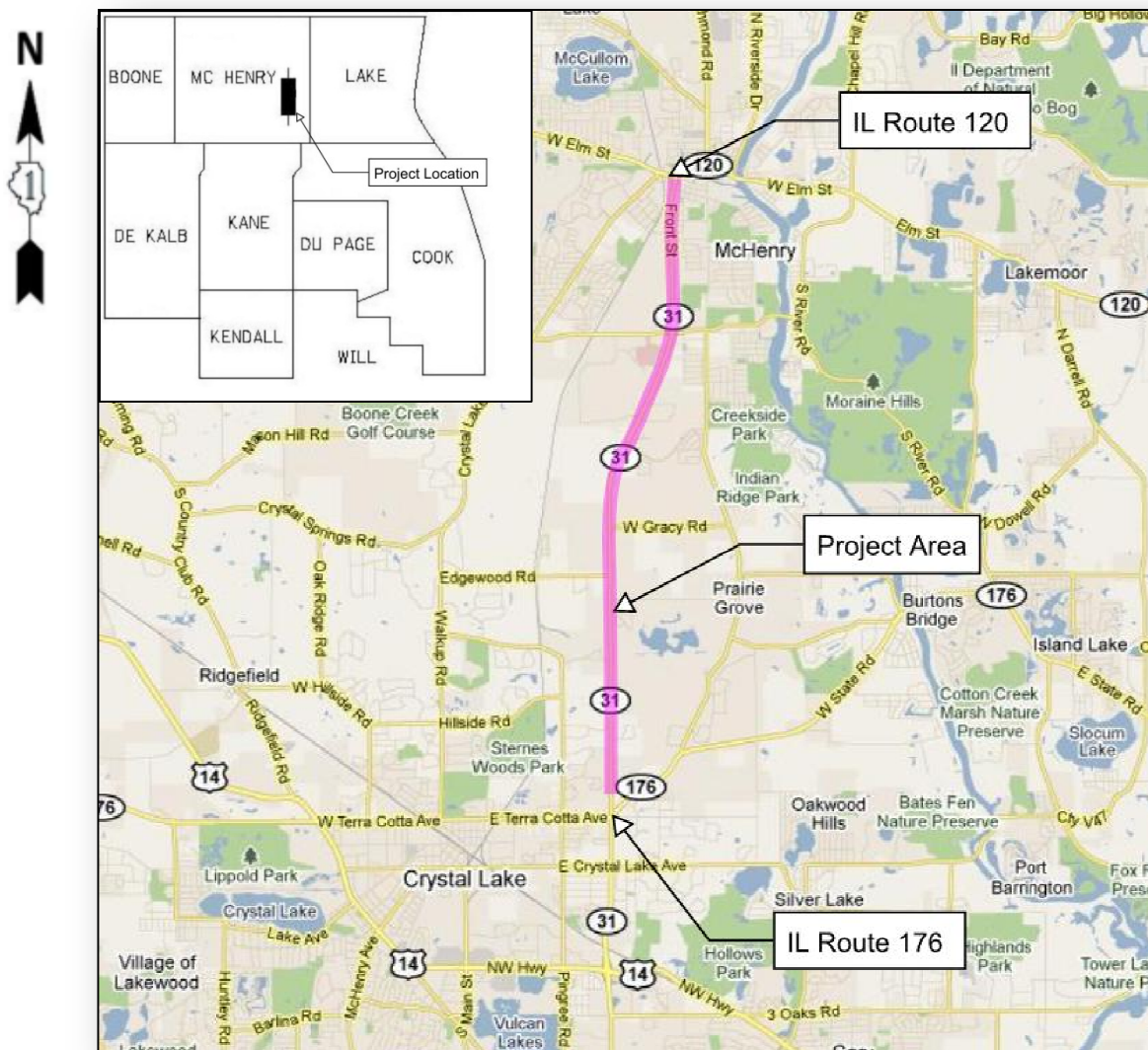


Figure 1-1 – Illinois Route 31 Study Area Location Map

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

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

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

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

1.2 Legal Requirements

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

1.3 National Environmental Policy Act

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

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

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

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

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

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

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

1.4 National Historic Preservation Act

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

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

1.5 Context Sensitive Solutions

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

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

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

2. Goals and Objectives

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

2.1 Stakeholder Involvement Plan Goals

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

The SIP:

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

2.2 Stakeholder Identification Procedures

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

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

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

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

2.3 Stakeholder Involvement Ground Rules

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

These rules include the following:

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

3. Joint Lead, Cooperating and Participating Agencies

3.1 Joint Lead Agencies

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

3.2 Cooperating Agencies

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

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

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

3.3 Section 106 Consulting Parties

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

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

The FHWA has worked with IDOT and the SHPO to identify potential section 106 consulting parties, which are listed in Table 3-3. Individuals or organizations may request to become a consulting party for this project by contacting Scott Czaplicki by email (scott.czaplicki@illinois.gov). Consulting parties may provide input on key decision points in the section 106 process, including the project's Area of Potential Effect, determinations of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties.

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

4. Project Working Groups

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

4.1 Project Study Group

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

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

Other responsibilities of the PSG include the following:

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

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

4.2 Community Advisory Group

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

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

4.3 Implementation

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

4.4 Stakeholder Involvement

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

4.5 Dispute Resolution

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

5. Tentative Schedule of Project Development Activities and Stakeholder Involvement

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

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

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

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

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

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

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

5.3 Step Three: Defining Alternatives

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

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process. (CAG Meeting 2)
- Identification of initial alternatives. (CAG Meeting 3)
- Evaluation of the initial alternatives. (CAG Meeting 4 and Public Meeting 2)

- Identification of the alternatives to be carried forward. (CAG Meetings 4)
- Evaluation of the alternatives to be carried forward. (Public Meeting 2)
- Agency concurrence with the alternatives to be carried forward through the NEPA/ 404 Merger Process.
- Identify 106 properties within the project's area of potential effect and coordinate with Section - 106 consulting parties.

5.4 Step Four: Identification of the Preferred Alternative

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

- Tentative identification of the preferred alternative based on stakeholder input. (CAG Meeting 5)
- Evaluation of the preferred alternative. (Public Hearing)
- Agency concurrence on the Preferred Alternative.
- Preparation and approval of the environmental report.
- Preferred alternative refinements to address stakeholder comments received at the Public Hearing.
- Make Section -106 effect finding and coordinate with Section -106 consulting parties. If applicable, work with Section -106 consulting parties to resolve adverse effect.

5.5 Project Development Schedule and Stakeholder Involvement Activities

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

6. Public Involvement Activities

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

6.1 Stakeholder Activities

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

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

6.2 Public Outreach Meetings

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

Small Group Meetings

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

Speakers' Bureau

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

Agency Coordination

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

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

Stakeholder Workshops

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

Public Meetings

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

- Public Meeting #1 (held in June 2011) served as the project kickoff, provided information regarding the study history, process and objectives, CSS procedures, and provided an opportunity for the public to share its perspectives regarding transportation issues, project concerns, goals and objectives.
- Public Meeting #2 (November 2012) will present the project purpose and need, review the alternative evaluation process, display the alternatives to be carried forward, and solicit input on these alternates. CAG Workshops were held to develop alternates that agree with the purpose and need and those that selected to be carried forward for further evaluation.

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

Public Hearing

A public hearing for this project, anticipated in early 2014, will be held. The draft environmental report will be available at the Public Hearing. The Public Hearing will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by postcard invitations, public notices placed in area newspapers, on the project website, and 3rd party websites. Opportunities for the public to provide written (comment forms) and verbal comments via a court reporter will be available at the hearing. Translation services will be provided.

6.3 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding section, there will be several other methods for the public to obtain information about the project. These methods (noted below) will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area.

Mailing List

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

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

Project Website

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

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

Website: www.ILRoute31.com

Newsletters

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

Media Outreach

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

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

Public Response and Communication

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

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

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

7. Plan Availability and Monitoring / Updates

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

7.1 Availability of the Stakeholder Involvement Plan

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

7.2 Modification of the Stakeholder Involvement Plan

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

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

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

Appendix A

Table 3-1 Lead Agencies

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

Table 3-2 Cooperating Agencies and Agency Responsibilities

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

Table 3-3 Section 106 Consulting Parties

Agency Name	Contact Person/Title	E-mail & Mailing Address
Deputy Illinois State Historical Preservation Officer	Anne Haaker	anne.haaker@illinois.gov Illinois Historic Preservation Agency 1 Old State Capitol Plaza Springfield, IL 62701
McHenry County Historical Society and Museum	Ms. Molly Walsh, Vice President	info@mchsonline.org 6422 Main Street P.O. Box 434 Union, IL 60180
City of McHenry Landmark Commission	Patrick Wirtz, Chairman	info@ci.mchenry.il.us 333 S. Green Street McHenry, IL 60050
McHenry County	Ken Koehler, Chairman	2200 N. Seminary Ave. Woodstock, IL 60098
Village of Prairie Grove	Stanley Duda, President	sduda@prairiegrove.org 3125 Barreville Road Prairie Grove, IL 60012

City of McHenry	Susan Low, Mayor	info@ci.mchenry.il.us 333 S. Green Street McHenry, IL 60050
City of Crystal Lake	Aaron Shepley, Mayor	comments@crystallake.org 100 W. Municipal Complex P.O. Box 597 Crystal Lake, IL 60039

Table 4-1 Project Study Group Members

Agency Name	Contact Person/Title	E-Mail & Mailing Address
Federal Highway Administration	Mike Hine Engineering Team Leader	Mike.Hine@dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Federal Highway Administration	Robin Helmerichs, Transportation Engineer	Robin.Helmerichs@dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Federal Highway Administration	Matt Fuller, Environmental Programs Engineer	Matt.Fuller@dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Illinois Department of Transportation	John Baczek, Section Chief Project and Environmental Studies	John.Baczek@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Kimberly Murphy, Consultant Studies Unit Head	Kimberly.Murphy@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Scott Czaplicki, Project Coordinator	Scott.Czaplicki@Illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Sam Mead, Environmental Studies Unit Head	Sam.Mead@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Rick Wojcik, Hydraulics Section Chief	Rick.Wojcik@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Santos Batista, Hydraulics Section	Santos.Batista@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196

Illinois Department of Transportation	Walt Zyznieuski, Bureau of Design & Environment	Walter.Zyznieuski@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Todd Hill, Bureau of Design & Environment	Todd.Hill@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Scott Stitt, Bureau of Design & Environment	Scott.Stitt@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Paul Niedernhofer, Bureau of Design & Environment	Paul.Niedernhofer@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Rick Wanner, Bureau of Maintenance, Roadside Development Manager	Rick.Wanner@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mike Cullian, Bureau of Land Acquisition	Mike.Cullian@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Catherine Kibble, Bureau of Design, Consultant Services Unit Head	Catherine.Kibble@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
STV Incorporated	Jean-Alix Peralte, Project Manager	Jean-Alix.Peralte@stvinc.com 200 West Monroe Street, Suite 1650 Chicago, IL 60606
STV Incorporated	John Clark, Project Engineer	John.Clark@stvinc.com 200 West Monroe Street, Suite 1650 Chicago, IL 60606
STV Incorporated	Sanjay Joshi, Civil Engineering Specialist	Sanjay.Joshi@stvinc.com 200 West Monroe Street, Suite 1650 Chicago, IL 60606
STV Incorporated	Stephen Zulkowski, Civil Engineering Specialist	Stephen.Zulkowski@stvinc.com 200 West Monroe Street, Suite 1650 Chicago, IL 60606
Huff and Huff	Jim Novak, Senior Environmental Scientist	jnovak@huffnhuff.com 915 Harger Road, Suite 330 Oak Brook, IL 60523

Table 4-2 Community Advisory Group

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

	Planner	
City of McHenry	Jon Schmitt/Public Works Director	Participating
City of McHenry	Christopher Black /City Administrator	Pending
City of McHenry	Doug Martin / Deputy City Administrator	Participating
City of McHenry	Peter Merkel /Director of Parks and Recreation	Pending
City of McHenry	Ryan Schwalenberg /Director of Construction & Neighborhood Services	Pending
Village of Prairie Grove	Stanley Duda /Village President	Pending
Village of Prairie Grove	Kimberly Minor /Public Works Director	Pending
Village of Prairie Grove	Jeannine Smith /Village Administrator	Participating
Chicago Metropolitan Agency For Planning	Don Kopec	Pending
Union Pacific Railroad	Richard Ellison/ Public Projects Coordinator	Pending
Illinois Department of Natural Resources	Steve Hamer/ Transportation Review Program Manager	Pending
Regional Transportation Authority (RTA)	Stephen Schlickman / Director	Pending
PACE	Thomas J Ross / Executive Director	Pending
Illinois Historical Preservation Agency	Robert Coomer/Director	Pending
McHenry County Division of Transportation	Joseph Korpalski/ County Engineer	Pending
McHenry County Division of Transportation	Walter Dittrich/ Design Manager	Participating
McHenry County Division of Transportation	Jason Osborne / Principal Transportation Planner	Participating
McHenry County Division of Transportation	Brittany Graham / Transportation Planner	Participating
McHenry County Council of Mayors	Chalen Daigle / Transportation Planning Liaison	Participating
Metra	Lynnette Ciavarella	Pending

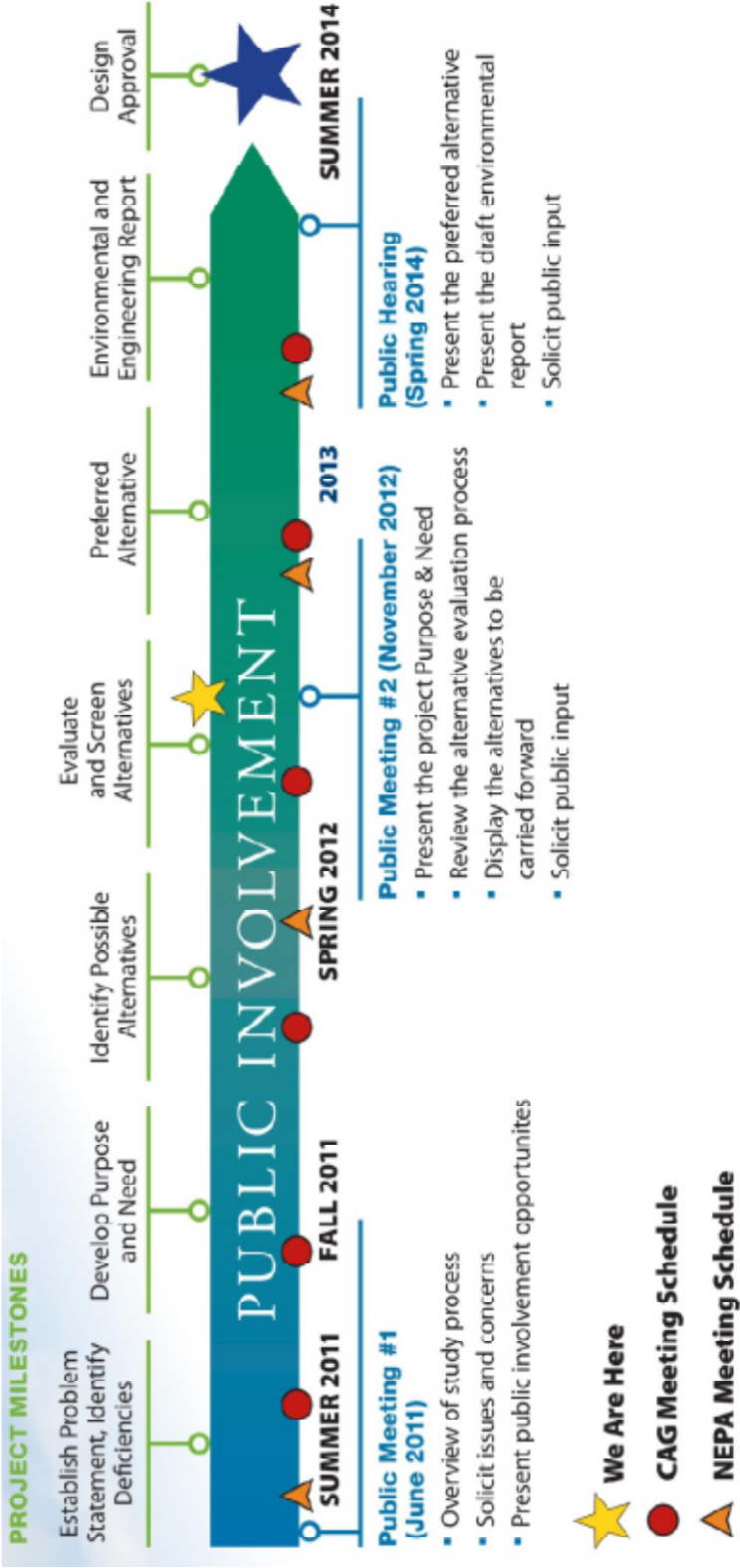
McHenry County Bicycle Advocates	Eberhard Veit	Participating
Chicagoland Bicycle Federation	Rob Sadowsky/ Director	Pending
League of Illinois Bicyclists	Ed Barsotti/ Director	Pending
Illinois Trails Conservancy	Bev Moore / President	Participating
Environmental Defenders of McHenry County	Lori McConville	Participating
School District #47	Dr. Donn Mendoza/ Superintendent	Pending
School District #155	Dr. Jill Hawk/ Superintendent	Pending
School District #156	Dr. Teresa Lane/ Superintendent	Pending
School District #15	Dr. R. Alan Hoffman/ Superintendent	Pending
School District #46	Dr. Lynette Zimmer/ Superintendent	Pending
School District #156/#15	Dennis Ryan / Director of Transportation	Pending
McHenry County Transportation Commission	Dallas Larson/ Chairman	Pending
McHenry County Board	Tina Hill/ County Board Member	Pending
McHenry County Economic Dev. Corp.	Pam Cumpata/ President	Pending
U.S. House of Representatives	Mark Kirk	Pending
U.S. Senate	Richard Durbin	Pending
U.S. Senate	Roland Burris	Pending
Illinois Senate	Jeffrey Schoenberg	Pending
Illinois House of Representatives	Elizabeth Coulson	Pending
TC Industries Inc.	Dick Deain	Pending
McHenry Township Highway Commissioner	Leon H. Van Every	Pending
Nunda Township Highway Commissioner	Don Kopsell	Participating
U.S. Fish and Wildlife Service	Shawn Cirton	Participating
U.S. Army Corp of Engineers	Kathy Chernich	Participating
U.S. Army Corp of Engineers	Soren Hall	Participating
U.S. Environmental Protection Agency	Norm West	Participating

Table 7-1 SIP History

Version	Date	Document Name	Revision Description
1	January 2011	Stakeholder Involvement Plan – IL Route 31.docx	Version 1
2	June 2011	Stakeholder Involvement Plan – IL Route 31 – Version 1.1.docx	Version 1.1
3	August 2011	Stakeholder Involvement Plan – IL Route 31 – Version 1.2.docx	Version 1.2
4	November 2012	Stakeholder Involvement Plan – IL Route 31 – Version 1.3.docx	Version 1.3

Appendix B

Table 5-1 Phase I Study Schedule



Appendix C

Glossary, Acronyms, and Abbreviations

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

Acronyms

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



Illinois Route 31 Phase I Study

Purpose:

The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, businesses, and the public in general. This information will help define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. This audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (*vehicular, non-vehicular and transit modes*), safety, local and regional economics, aesthetics and overall quality of life.

PROJECT INFORMATION	
Key Route: Illinois Route 31 (IL 31)	Marked Route: IL 31, Front Street
Limits: Illinois Route 176 to Illinois Route 120	Length: 7 miles
County: McHenry	
Municipalities: Crystal Lake , Prairie Grove, McHenry, and unincorporated Nunda Township	
General Description of Existing Facility: IL 31 is a north-south Strategic Regional Arterial (SRA) and Class II Truck Route that transitions from a rural highway at the study's south limit to an urban highway at the north limit. The south section consists of one through lane in each direction, shoulders and ditches. The north section consists of one through lane in each direction separated by a flush median and curb and gutter on the outside edges of pavement.	
Need for Improvement: Safety, traffic capacity, operational deficiencies, and potentially others to be determined.	
General Description of Proposed Improvements: The anticipated improvements are contingent upon public input and may include the widening and reconstruction of IL 31 to address facility needs.	

Contact Person: **Steve Schilke, P.E.**
Consultant Studies Unit Head, IDOT
201 W. Center Court, Schaumburg, IL 60196-1096
(847) 705-4125
steven.schilke@illinois.gov

Individual Completing Context Audit Form: City of Crystal Lake - Engineering and Building Dept.

Date: September 1, 2011

Section 1: Community Characteristics/Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate, gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community's perception of importance for each characteristic currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established city center?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this place a commercial center?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this place a residential center?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this place a mixed residential/commercial center?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is this place an industrial center?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this place a rural/agricultural area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there important cultural features or identifiers that convey information about the community within the project area? If yes, list:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there social/community features or identifiers within the project area? If yes, list: Welcome to Crystal Lake Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important architectural features within the project area? If yes, list:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there important natural features within the project area? If yes, list: Depressional Areas & Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place of historical significance to the community? If yes, list:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overall assessment of community characteristics and setting:

☐ Urban ☒ Suburban ☐ Rural

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ADA Compliance Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bicycle Lanes/Paths/Facilities Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
On-street Parking Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transit Connections Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transit Shelters Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Street Lighting Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Lighting Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Crossings Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signals (Traffic, Directional & Pedestrian) Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crosswalks Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Other Comments:

Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a "Yes" response below) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a "No" response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks/Open Space /Civic Areas Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Benches Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Trash Containers Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Street Trees Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Landscaping Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wayfinding Signage Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Safety Issues Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Safety Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please list any seasonal events affected by proposed improvements at this location:

Other Comments:

Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development. At the present time this area is a bottleneck for new development. Preston Pines is a large residential development with 2 access points to IL 31. Also the parcel access from the south Preston Pines entrance has been looked at by a developers but access to IL 31 has been a problem. Preston Pines is expected to have 275 single family homes, 184 townhomes and 15 acres of commercial development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are visitors attracted to this area? If yes, indicate why? IL 31 is a major travel corridor for visitors utilizing the Fox River Area and associated amenities. This area stretches from as far south as Oswego to its northern terminus at Route 12.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the local economy supported by historic, natural, cultural and entertainment resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the roadway serve as a commuter corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a gateway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do stakeholders include business or other advocacy groups (in addition to public agencies and residential associations)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is limiting sprawl a regional concern applicable to this place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment? Redevelopment of existing buildings near the intersection of IL 176/IL 31	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

• **Section 5: Community Planning**

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality, county or regional planning authority have a comprehensive plan? If yes, indicate the date of plan. 2030-working to amend for 2040 (on Date: <u>City Website</u>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area.	<input type="checkbox"/>	<input type="checkbox"/>
Does this project have regional significance? If so, explain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Identify planning and project development partners for this project.	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:



Community Context Audit Form

Illinois Route 31 Phase I Study

Purpose:

The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, businesses, and the public in general. This information will help define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. This audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (*vehicular, non-vehicular and transit modes*), safety, local and regional economics, aesthetics and overall quality of life.

PROJECT INFORMATION	
Key Route: Illinois Route 31 (IL 31)	Marked Route: IL 31, Front Street
Limits: Illinois Route 176 to Illinois Route 120	Length: 7 miles
County: McHenry	
Municipalities: Crystal Lake, Prairie Grove, McHenry, and unincorporated Nunda Township	
General Description of Existing Facility: IL 31 is a north-south Strategic Regional Arterial (SRA) and Class II Truck Route that transitions from a rural highway at the study's south limit to an urban highway at the north limit. The south section consists of one through lane in each direction, shoulders and ditches. The north section consists of one through lane in each direction separated by a flush median and curb and gutter on the outside edges of pavement.	
Need for Improvement: Safety, traffic capacity, operational deficiencies, and potentially others to be determined.	
General Description of Proposed Improvements: The anticipated improvements are contingent upon public input and may include the widening and reconstruction of IL 31 to address facility needs.	

Contact Person: Steve Schilke, P.E.
Consultant Studies Unit Head, IDOT
201 W. Center Court, Schaumburg, IL 60196-1096
(847) 705-4125
steven.schilke@illinois.gov

*Between 2 established
urban cores through
planned urban
center*

Individual Completing Context Audit Form:

Date: _____

Section 1: Community Characteristics/Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate, gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community's perception of importance for each characteristic currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established city center? OLD MCHEIVRY	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a commercial center? PROPOSED P.G.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a residential center?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this place a mixed residential/commercial center?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this place an industrial center?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a rural/agricultural area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there important cultural features or identifiers that convey information about the community within the project area? If yes, list: Shaw Center Library Pioneer Center	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there social/community features or identifiers within the project area? If yes, list: The Fountains of Crystal Lake Shoreman Family Health Care NIML FOX VALLEY CHRISTIAN SCHOOL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there important architectural features within the project area? If yes, list:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there important natural features within the project area? If yes, list:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is this place of historical significance to the community? If yes, list: TERRA COTTA CEMETARY	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overall assessment of community characteristics and setting:

☒ Urban ☒ Suburban ☒ Rural

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments: HAVE BEEN REQUESTED FOR FACE ROUTE 806 ACCESS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ADA Compliance Comments:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle Lanes/Paths/Facilities Comments: NEEDED	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street Parking Comments: IN MCHENRY	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transit Connections Comments: FACE ROUTE 806 / METRA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Shelters Comments: NEEDED WITH BUS TURN-INS/OUTS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Lighting Comments:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Lighting Comments:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Crossings Comments:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signals (Traffic, Directional & Pedestrian) Comments:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crosswalks Comments:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a "Yes" response below) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a "No" response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks/Open Space /Civic Areas Comments: <i>KNUZ PARK</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Benches Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trash Containers Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Trees Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscaping Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wayfinding Signage Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Safety Issues Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Safety Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please list any seasonal events affected by proposed improvements at this location:

Other Comments:

Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development. <i>PRAIRIE GROVE PLAZAS</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are visitors attracted to this area? If yes, indicate why? <i>PRAIRIE TRAIL TO THE WEST</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the local economy supported by historic, natural, cultural and entertainment resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a commuter corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a gateway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do stakeholders include business or other advocacy groups (in addition to public agencies and residential associations)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is limiting sprawl a regional concern applicable to this place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

Section 5: Community Planning

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality, <u>county</u> or regional planning authority have a comprehensive plan? If yes, indicate the date of plan. Date: <u>2005</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how. <u>Widen to 4 lanes</u> <u>SRA</u> <u>TRANSIT SERVICES</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies. <u>SRA IDOT was on Site</u> <u>Charles J. Muller Road</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does this project have regional significance? If so, explain. <u>NO FREEWAY PUTS DEMAND</u> <u>ON THIS ROAD</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s). <u>Charles J. Muller Road</u> <u>intersection work</u>	<input type="checkbox"/>	<input type="checkbox"/>
Identify planning and project development partners for this project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Other Comments:



W/in Village of Prairie Grove

Community Context Audit Form

Illinois Route 31 Phase I Study

Purpose:

The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, businesses, and the public in general. This information will help define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. This audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (*vehicular, non-vehicular and transit modes*), safety, local and regional economics, aesthetics and overall quality of life.

PROJECT INFORMATION	
Key Route: Illinois Route 31 (IL 31)	Marked Route: IL 31, Front Street
Limits: Illinois Route 176 to Illinois Route 120	Length: 7 miles
County: McHenry	
Municipalities: Crystal Lake, Prairie Grove, McHenry, and unincorporated Nunda Township	
General Description of Existing Facility: IL 31 is a north-south Strategic Regional Arterial (SRA) and Class II Truck Route that transitions from a rural highway at the study's south limit to an urban highway at the north limit. The south section consists of one through lane in each direction, shoulders and ditches. The north section consists of one through lane in each direction separated by a flush median and curb and gutter on the outside edges of pavement.	
Need for Improvement: Safety, traffic capacity, operational deficiencies, and potentially others to be determined.	
General Description of Proposed Improvements: The anticipated improvements are contingent upon public input and may include the widening and reconstruction of IL 31 to address facility needs.	

Contact Person: Steve Schilke, P.E.
Consultant Studies Unit Head, IDOT
201 W. Center Court, Schaumburg, IL 60196-1096
(847) 705-4125
steven.schilke@illinois.gov

Individual Completing Context Audit Form:

Jeanine Smith
Village Administrator
Village of Prairie Grove
3126 Berreuil Rd.
Prairie Grove, IL 60012

Date:

6/9/11

Section 1: Community Characteristics/Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate, gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community's perception of importance for each characteristic currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established city center?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a commercial center?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a residential center?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a mixed residential/commercial center?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place an industrial center?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this place a rural/agricultural area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important cultural features or identifiers that convey information about the community within the project area? If yes, list: <i>Open Space, Oak Groves, Agriculture</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there social/community features or identifiers within the project area? If yes, list:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important architectural features within the project area? If yes, list: <i>Barns, Quonset huts</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important natural features within the project area? If yes, list: <i>Open Space, Oak Groves, Lakes, Streams, Wetlands</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place of historical significance to the community? If yes, list:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overall assessment of community characteristics and setting:

☐ Urban

☒ Suburban

☒ Rural

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments: <i>further evaluation</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ADA Compliance Comments: <i>unsure</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle Lanes/Paths/Facilities Comments: <i>plan in place; further evaluation needed</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street Parking Comments: <i>not safe</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transit Connections <i>Race Bus</i> Comments:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Shelters Comments: <i>approved by municipality</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Lighting Comments:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pedestrian Lighting Comments: <i>Community Concerns w/light pollution</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pedestrian Crossings Comments: <i>Bridge over 31 (pedestrian)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signals (Traffic, Directional & Pedestrian) Comments: <i>Ames & 31, Edgewood & 31</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crosswalks Comments: <i>@ collectors Bridge over 31 (pedestrian)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a "Yes" response below) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a "No" response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks/Open Space /Civic Areas Comments:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Benches Comments: further evaluation needed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Trash Containers Comments: further evaluation needed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Street Trees Comments: Native species exist along roadway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscaping Comments: some	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wayfinding Signage Comments: further evaluation needed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Safety Issues !!! Comments: Poor level of services Poor line of sight, no signals	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Safety !!! Comments: Poor level of service Traffic Jams, Illegal Overtaking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please list any seasonal events affected by proposed improvements at this location:

none - any improvement made will be to the benefit of all impacted

Other Comments:

Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development. <i>Paine Grove TOD Town Center Mixed-Use Transit Center</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are visitors attracted to this area? If yes, indicate why?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the local economy supported by historic, natural, cultural and entertainment resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a commuter corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a gateway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do stakeholders include business or other advocacy groups (in addition to public agencies and residential associations)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is limiting sprawl a regional concern applicable to this place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

Section 5: Community Planning

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality, county or regional planning authority have a comprehensive plan? If yes, indicate the date of plan. Date: <u>March 2006</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how. <u>This cross section for the proposed 5 lane improvement is approved within the Comprehensive Plan</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies. <u>Safety Study - Highway 31</u> <u>Neighborhood Environmental Assessment (Wildflowers, TOD)</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area. <u>yes</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does this project have regional significance? If so, explain. <u>Major commuter corridor and gateway</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s). <u>Wildflowers: Mixed-Use (TOD and Conservation)</u> <u>Tall Grass: Mixed-Use (Water/Sewer Route)</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Identify planning and project development partners for this project. <u>Village of Prairieville</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Other Comments:



Community Context Audit Form

Illinois Route 31 Phase I Study

Purpose:

The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, businesses, and the public in general. This information will help define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. This audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (*vehicular, non-vehicular and transit modes*), safety, local and regional economics, aesthetics and overall quality of life.

PROJECT INFORMATION	
Key Route: Illinois Route 31 (IL 31)	Marked Route: IL 31, Front Street
Limits: Illinois Route 176 to Illinois Route 120	Length: 7 miles
County: McHenry	
Municipalities: Crystal Lake , Prairie Grove, McHenry, and unincorporated Nunda Township	
General Description of Existing Facility: IL 31 is a north-south Strategic Regional Arterial (SRA) and Class II Truck Route that transitions from a rural highway at the study's south limit to an urban highway at the north limit. The south section consists of one through lane in each direction, shoulders and ditches. The north section consists of one through lane in each direction separated by a flush median and curb and gutter on the outside edges of pavement.	
Need for Improvement: Safety, traffic capacity, operational deficiencies, and potentially others to be determined.	
General Description of Proposed Improvements: The anticipated improvements are contingent upon public input and may include the widening and reconstruction of IL 31 to address facility needs.	

Contact Person: Steve Schilke, P.E.
Consultant Studies Unit Head, IDOT
201 W. Center Court, Schaumburg, IL 60196-1096
(847) 705-4125
steven.schilke@illinois.gov

Individual Completing Context Audit Form:

Date: _____

Section 1: Community Characteristics/Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate, gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community's perception of importance for each characteristic currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established city center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a commercial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a residential center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a mixed residential/commercial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place an industrial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a rural/agricultural area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important cultural features or identifiers that convey information about the community within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there social/community features or identifiers within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important architectural features within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important natural features within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place of historical significance to the community? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overall assessment of community characteristics and setting:

☐ Urban ☐ Suburban ☐ Rural

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ADA Compliance Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle Lanes/Paths/Facilities Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street Parking Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Connections Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Shelters Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Lighting Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Lighting Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Crossings Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signals (Traffic, Directional & Pedestrian) Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crosswalks Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a "Yes" response below) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a "No" response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks/Open Space /Civic Areas Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Benches Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trash Containers Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Trees Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscaping Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wayfinding Signage Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Safety Issues Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Safety Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please list any seasonal events affected by proposed improvements at this location:

Other Comments:

Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are visitors attracted to this area? If yes, indicate why?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the local economy supported by historic, natural, cultural and entertainment resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a commuter corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a gateway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do stakeholders include business or other advocacy groups (in addition to public agencies and residential associations)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is limiting sprawl a regional concern applicable to this place?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

Section 5: Community Planning

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality, county or regional planning authority have a comprehensive plan? If yes, indicate the date of plan. Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how.	<input type="checkbox"/>	<input type="checkbox"/>
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies.	<input type="checkbox"/>	<input type="checkbox"/>
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area.	<input type="checkbox"/>	<input type="checkbox"/>
Does this project have regional significance? If so, explain.	<input type="checkbox"/>	<input type="checkbox"/>
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s).	<input type="checkbox"/>	<input type="checkbox"/>
Identify planning and project development partners for this project.	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:



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

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

The following public officials were in attendance:

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

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

Additional agencies/organizations represented included:

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

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

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

-Congestion/safety concerns

-Noise mitigation

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

-Mountable medians for commercial access

-Request for additional dedicated turn lanes throughout project

-Request to widen to four through lanes of traffic

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

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



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Please Sign In

email	Name (Please Print Clearly)	Address	affiliation
[REDACTED]	Herb Burnap Alliance Bible Church	38 [REDACTED] McHenry, IL 60055	
[REDACTED] [REDACTED] [REDACTED]	Doug Martin City of McHenry	[REDACTED] McHenry 60050	
[REDACTED] [REDACTED] [REDACTED]	Bruce Kaplan Premier Commercial Realty	[REDACTED] LITTL 1L60156	
[REDACTED] [REDACTED] [REDACTED]	JEFF DANCA	40 [REDACTED] RD. C.L.	
[REDACTED] [REDACTED] [REDACTED]	Victoria Ramirez	[REDACTED]	
[REDACTED] [REDACTED] [REDACTED]	Trannine Smith Catherine Jones	Village of Prairie Grove [REDACTED] McHenry, IL	McHenry County College & Shah Center
[REDACTED] [REDACTED] [REDACTED]	Carl Wells	[REDACTED] McHenry	
[REDACTED] [REDACTED] [REDACTED]	LENEE PRATI	[REDACTED] LAME PRAIRIE GROVE	PRAIRIE GROVE TRUSTED
[REDACTED] [REDACTED] [REDACTED]	Tom Zank	[REDACTED] [REDACTED]	
[REDACTED] [REDACTED] [REDACTED]	Bruce Kaplan	[REDACTED] McHenry, IL	LAND OWNER
[REDACTED] [REDACTED] [REDACTED]	Joe B. Hiten	[REDACTED] C.L.	LAND OWNER



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Please Sign In

email	Name (Please Print Clearly)	Address	affiliation
	Rudy Honist	[REDACTED] M McHenry, 60050	McHenry Twp. Fire Prot. District
	Terry Feddus	[REDACTED] M McHenry, IL	
	Joseph Pake	[REDACTED] M McHenry, IL	
	Dr. VICKY SMITH	McHenry County College	[REDACTED] CL, IL 60012
	Don McKee	McHenry Co. College	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	ROSEMARY Swierk	[REDACTED] IL Cty STATE LAKE, IL	owner SWENRE properties.
	JOHN & HYDIA WATERLOO	[REDACTED] IL WDSKY, IL	owner
	ERIC ELLIS	[REDACTED] IL Woodstock, IL 60098	McHenry Co. Sher. P.F.
	ELIZABETH MAXWELL	[REDACTED]	COCL
	STEVEN CARROTHERS	[REDACTED]	City of C.L
[REDACTED] AOL.com	Juan Tropinski MARLE Tropinski	[REDACTED]	CL
	RON HILLIER	[REDACTED]	CL



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Please Sign In

email	Name (Please Print Clearly)	Address	affiliation
[REDACTED]	KATHLEEN MARTINEZ	TERRA COTTA READY CO [REDACTED]	CL 60012
[REDACTED]	Lou & Cheryl SVADLENKA	[REDACTED] CL	IL Bicycle
[REDACTED]	JOHN MASSOURAS E	[REDACTED] McHenry IL 60050	RA-31 A/S
[REDACTED]	LYNN ROTUNDO	[REDACTED] LAGRANGE PARK, IL 60526	Silver Creek / Sleepy Hollow Creek EDMC
[REDACTED]	Eberhard Vint	[REDACTED] CL IL 60014	McHenry City Bicycle Advocates (President)
[REDACTED]	JIM & TAMARA HOWELL	[REDACTED] CRYSTAL LAKE, IL 60012	COLLINS HILL SUBDIVISION
[REDACTED]	Lorraine Lid	[REDACTED] RA Woodstock IL	property owner
[REDACTED]	JOHN & OLIVIA	[REDACTED] CRYSTAL LAKE IL	property owner
[REDACTED]	George Mann	[REDACTED] Johannesburg	MCBC
[REDACTED]	Dennis Marunde	[REDACTED] C.L. IL 60012	MCCD property owner
[REDACTED]	Ed Salisbury	[REDACTED]	owner
[REDACTED]	Veronica Armstrong	[REDACTED] C.L. IL 60012	Property owner



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Please Sign In

email	Name (Please Print Clearly)	Address	affiliation
[REDACTED]	Willy Dittich	McHenry County Division of Transportation [REDACTED]	
[REDACTED]	Bev Moore	Illinois Trails Conservancy	President
[REDACTED]	JIM NOVAK	[REDACTED] PRAIRIE GROVE, IL 60112	RESIDENT
[REDACTED]	Nick Provenzano	[REDACTED] McHenry IL 60050	County Board
[REDACTED]	Lori McConville	[REDACTED] CH. 60014	Resident
[REDACTED]	Barb Wheeler	[REDACTED] CH 60012	Resident
	Sue Phelps	[REDACTED] P.G. IL 60012	Resident



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Please Sign In

Name (Please Print Clearly) & email

Address / affiliation

Eric Witowski

[REDACTED]

Mc Henry Co Board 5th District

Paula Jensen

Jan Hickman Neel

JENN.
comCrystal Lake, IL
60012-1303

George Arlanifis @gmail.com 312176



Name (Please Print Clearly) + email

affiliation

McHenry IL 60050

'BROKER DAVE'

MCC
Shah Center

COMMERCIAL
BROKERAGE



Name (Please Print Clearly)

Address

GREG EVANS

~~SECRET~~ [REDACTED]



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name RUDY HORIST, Deputy Chief, McHenry Twp. F.P.D.

Mailing Address [REDACTED]

City/State/Zip McHenry, IL 60050

Phone [REDACTED] Email [REDACTED]

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

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

RT. 31 IS A PRIMARY RESPONSE ROUTE FOR THE
MCHEERY TOWNSHIP FIRE PROTECTION DISTRICT. IT IS ALSO
A PRIMARY ROUTE FOR AMBULANCES TO REACH
CENTEGA-MCHEERY HOSPITAL AT BELL VALLEY + RT. 31

THIS MUST BE TAKEN INTO ACCOUNT DURING THE PLANNING
AND CONSTRUCTION PHASES OF THE PROJECT.



Illinois Department of Transportation

PUBLIC MEETING #1

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Mailing Address

City/State/Zip

Phone

Email

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

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

my experience 2 way left/~~right~~
Turning Lanes ^{is} ~~are~~ the most
underused under used device
in ILLINOIS. AT Anderson
BMW There is solid yellow lines
BUT everyone uses it ~~as~~ AS
a 2 way left turn lane. Widen
The parameters and Allow more
2 way left Turn Lanes.

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Department of Transportation

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name MARK P. TROPINSKIMailing Address [REDACTED]City/State/Zip CRYSTAL LAKE IL 60012Phone [REDACTED]Email [REDACTED]

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

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

INTERSECTION OF 31 & OAKCREST - ALTERNATE
TO LEFT TURN LANE.

MAKE OAKCREST DEAD END @ 31 - CONNECT WEST
END OF OAKCREST TO AN-S ROAD WHICH THEN
CAN TIE INTO SHADY OAKS, WHICH IS A EAST
WEST ROAD SOUTH OF OAKCREST.

CONCERNS W/ LEFT TURN LANE ON 31 IS
SPEED LIMIT & TRAVELING DOWN HILL
ESPECIALLY DURING WINTER MONTHS.

HEED SOUND DEADENING -
NOISE, ESPECIALLY ENGINE BRAKING
ALL HOURS OF THE DAY

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

For Scott Czaplinski 847-407-5306

Please Print Clearly

Name

JEFF DANCA

Mailing Address

[REDACTED]

City/State/Zip

C. I.

Phone

[REDACTED]

Email

[REDACTED]

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

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

VIA REAL - 330 N. RT 31 +

PERSONAL TOUCH SALONS 318 N. RT 31

PIN #S 14-34-177-013 +

14-34-177-014

THESE 2 PARCELS NEED TO HAVE "DRIVABLE" OR "MOUNTABLE" CENTER CURBS FOR LEFT + RIGHT ACCESS INTO AND OUT OF THE PROPERTY. YOUR PHASE I PLAN SHOWS THIS AND IT NEEDS TO REMAIN IN PLACE.

THERE ARE TWO (2) NEW BUSINESSES HERE AND TO RESTRICT TRAFFIC FLOW WOULD BE DEVASTATING TO BOTH OF THESE BUSINESSES. THANK YOU FOR YOUR HELP.

JEFF DANCA



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

George J. Mann

Mailing Address

Johnsburg - IL 60051

City/State/Zip

Phone

Email

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

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

We desperately need more dedicated
Lanes, Paths and other safety
features for our growing
Biking, jogging, pedestrian Traffic.
This will help to promote safety,
physical and mental alertness as well
as help mitigate Traffic, Traffic
noise and over use of fossil fuels.
we need good and wise use of
our TAPs.

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Department of Transportation

PUBLIC MEETING #1

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

J. Marunde

Mailing Address

[REDACTED]

City/State/Zip

C.L.

IL

60012

Phone

Email

[REDACTED]

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

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

Please try to bury more electric & phone lines.

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com

**Illinois Route 31**

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Beu Moore

Mailing Address

City/State/Zip

Capron, IL 61012

Phone

Email

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

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

My main concern is crossing ^{31st} Bull Valley Rd. from Moraine Hills Trail on the East to get to the Prairie Trail on the west.

I ~~do not~~ agree that side paths should be used rather than bicycle lanes. I do not want children riding bicycles on roadways with distracted drivers. I prefer a safe route for them.



Illinois Department of Transportation

PUBLIC MEETING #1

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name

ROSEMARY Swierk

Mailing Address

[REDACTED]

City/State/Zip

Prairie Grove, IL 60012

Phone

[REDACTED]

Email

[REDACTED]

1. Please grade the following issues with respect to their importance in developing this project:
A = Most important, B = Important, C = Somewhat important, D = Not important

____ Traffic Signal

____ Residential Property Impacts

____ Community Safety

____ Pedestrian/Bicycle Accessibility

____ Business District Impacts

____ Roadway Drainage

____ Street Lighting

____ Traffic Safety

____ Business Development

____ Sidewalks/Crosswalks

____ Traffic Congestion

____ Access

☒ Other (describe): MOUNTAIN MEDIAN to ALLOW

Full Access from 400 S. Route 31

McHenry

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

☒ None

____ Traffic Congestion

____ Traffic Crashes

____ Truck Traffic

____ Roadway Condition

____ Inconsistent Travel Time

____ Adjacent Property Access

____ Other (describe):

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

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

Double Turn Lanes AT RT 31 of Bull Valley
EXCESSIVE

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com

6-9-11

1



Illinois Department of Transportation

PUBLIC MEETING #1

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name Erin W. Nowinski

Mailing Address [REDACTED]

City/State/Zip Crystal Lake IL 60012

Phone [REDACTED] Email [REDACTED]

1. Please grade the following issues with respect to their importance in developing this project:
A = Most important, B = Important, C = Somewhat important, D = Not important

<input type="checkbox"/> Traffic Signal	<input type="checkbox"/> Residential Property Impacts	<input type="checkbox"/> Community Safety
<input type="checkbox"/> Pedestrian/Bicycle Accessibility	<input type="checkbox"/> Business District Impacts	<input type="checkbox"/> Roadway Drainage
<input type="checkbox"/> Street Lighting	<input type="checkbox"/> Traffic Safety	<input type="checkbox"/> Business Development
<input type="checkbox"/> Sidewalks/Crosswalks	<input checked="" type="checkbox"/> Traffic Congestion	<input type="checkbox"/> Access
Other (describe): <u>Ames Road & Edgewood Road</u>		

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

<input type="checkbox"/> None	<input checked="" type="checkbox"/> Traffic Congestion	<input type="checkbox"/> Traffic Crashes
<input type="checkbox"/> Truck Traffic	<input type="checkbox"/> Roadway Condition	<input type="checkbox"/> Inconsistent Travel Time
<input type="checkbox"/> Adjacent Property Access	Other (describe): <u>@ Edgewood going north for people turning west & Ames Road turning east</u>	

3. Please provide your thoughts on Safety needs and Transportation issues within the study area.
Add any additional information that you feel should be considered by the Project Study Group is welcome.

Edgewood is A MUST! Nothing worse than Edgewood Road @ spm

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Department of Transportation

PUBLIC MEETING #1

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name

Bruce Kaplan

Mailing Address

[Redacted]

City/State/Zip

Cary IL 60013

Phone

[Redacted]

Email

[Redacted]

1. Please grade the following issues with respect to their importance in developing this project:
A = Most important, B = Important, C = Somewhat important, D = Not important

____ Traffic Signal

____ Residential Property Impacts

____ Community Safety

____ Pedestrian/Bicycle Accessibility

____ Business District Impacts

____ Roadway Drainage

____ Street Lighting

____ Traffic Safety

____ Business Development

____ Sidewalks/Crosswalks

____ Traffic Congestion

____ Access

A Other (describe):

This road needs to be a 4-lane road with turning lanes. This is our major N-S arterial in the most congested part of the County. People will be laughing for years at the lack of foresight if the present plan is enacted.

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

____ None

1 Traffic Congestion

____ Traffic Crashes

____ Truck Traffic

____ Roadway Condition

2 Inconsistent Travel Time

____ Adjacent Property Access

____ Other (describe):

At 176/31 intersection and At 31/Bull Valley are the worst congestion areas and cost the most wasted time.

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

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

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Department of Transportation

PUBLIC MEETING #1

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name LOU SVADLENKA

Mailing Address

City/State/Zip

CRYSTAL LAKE

60012

Phone

Email

1. Please grade the following issues with respect to their importance in developing this project:
A = Most important, B = Important, C = Somewhat important, D = Not important

B Traffic Signal

A Pedestrian/Bicycle Accessibility

C Street Lighting

A Sidewalks/Crosswalks

Other (describe):

A Residential Property Impacts

B Business District Impacts

A Traffic Safety

B Traffic Congestion

A Community Safety

B Roadway Drainage

D Business Development

Access

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

None

Truck Traffic

Adjacent Property Access

X Traffic Congestion

Roadway Condition

Other (describe):

Traffic Crashes

Inconsistent Travel Time

EDGEWOOD!!

3. Please provide your thoughts on Safety needs and Transportation issues within the study area.
Add any additional information that you feel should be considered by the Project Study Group is welcome.

BIKE + PEDESTRIAN PATH

ABILITY To CROSS 31 as a bicyclist or walker
a some other spot other than 176 or Bush Valley
lights

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name

JON T. OLMSTED

Mailing Address

[REDACTED]

City/State/Zip

CRYSTAL LAKE IL

Phone

[REDACTED]

Email

[REDACTED]

1. Please grade the following issues with respect to their importance in developing this project:
A = Most important, B = Important, C = Somewhat important, D = Not important

____ Traffic Signal

A Residential Property Impacts

B Community Safety

____ Pedestrian/Bicycle Accessibility

____ Business District Impacts

____ Roadway Drainage

____ Street Lighting

C Traffic Safety

____ Business Development

____ Sidewalks/Crosswalks

D Traffic Congestion

____ Access

____ Other (describe):

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

____ None

1 Traffic Congestion

2 Traffic Crashes

____ Truck Traffic

____ Roadway Condition

____ Inconsistent Travel Time

____ Adjacent Property Access

____ Other (describe):

3. Please provide your thoughts on Safety needs and Transportation issues within the study area.
Add any additional information that you feel should be considered by the Project Study Group is welcome.

o ALTERNATE ROUTES

N/S

o TURN LANE(S)



Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Department of Transportation

PUBLIC MEETING #1

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name George J MANN

Mailing Address [REDACTED]

City/State/Zip McHenry (Johnsburg) IL

Phone [REDACTED] Email [REDACTED]

1. Please grade the following issues with respect to their importance in developing this project:
A = Most important, B = Important, C = Somewhat important, D = Not important

<u>B</u> Traffic Signal	<u>A</u> Residential Property Impacts	<u>A</u> Community Safety
<u>A</u> Pedestrian/Bicycle Accessibility	<u>C</u> Business District Impacts	<u>B</u> Roadway Drainage
<u>A</u> Street Lighting	<u>A</u> Traffic Safety	<u>C</u> Business Development
<u>C</u> Sidewalks/Crosswalks	<u>A</u> Traffic Congestion	<u>A</u> Access

Other (describe):

Bicycle LANES- Dedicated Lanes-
access to existing lanes and Paths
protect Trees & environment

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

<u>None</u>	<u>1</u> Traffic Congestion	<u>None</u> Traffic Crashes
<u>1</u> Truck Traffic	<u>None</u> Roadway Condition	<u>None</u> Inconsistent Travel Time
<u>None</u> Adjacent Property Access	Other (describe): <u>no safe access</u> <u>or crossings to Bike Lanes & PATHS</u>	

3. Please provide your thoughts on Safety needs and Transportation issues within the study area.
Add any additional information that you feel should be considered by the Project Study Group is welcome.

Countdown and Timers FOR
Bikers & Pedestrians.
at every Trail crossing.

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name _____

Mailing Address _____

City/State/Zip _____

Phone _____

Email _____

1. Please grade the following issues with respect to their importance in developing this project:
A = Most important, **B** = Important, **C** = Somewhat important, **D** = Not important

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

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

_____ None	<input checked="" type="checkbox"/> Traffic Congestion	<input checked="" type="checkbox"/> Traffic Crashes
_____ Truck Traffic	<input checked="" type="checkbox"/> Roadway Condition	_____ Inconsistent Travel Time
_____ Adjacent Property Access	Other (describe): <u>turning lanes</u>	

3. Please provide your thoughts on Safety needs and Transportation issues within the study area.
 Add any additional information that you feel should be considered by the Project Study Group is welcome.

Please place this questionnaire in the comment box this evening, or mail it to the Illinois Department of Transportation by June 23, 2011 at the address listed on the back, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Department of Transportation



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Context Audit Form

Please Print Clearly

Name

Bev Moore

Mailing Address

City/State/Zip

Capron, IL 61012

Phone

Email

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

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

A Traffic SignalC Residential Property ImpactsA Community SafetyA Pedestrian/Bicycle AccessibilityC Business District ImpactsA Roadway DrainageB Street LightingA Traffic SafetyB Business DevelopmentB Sidewalks/CrosswalksA Traffic CongestionA Access

Other (describe):

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

None

Traffic Congestion

Traffic Crashes

Truck Traffic

Roadway Condition

Inconsistent Travel Time

Adjacent Property Access

Other (describe):

Comfort level turning off of 31 is stressful
when looking at side streets.

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

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

Bull Valley Road Intersection is particularly dangerous.
Too much traffic and too many business entries.



*connecting the state's
communities and countryside
and promoting the use of trails for
recreation and transportation*

June 10, 2011

Mr. Steve Schlike, P.E.
Consultant Studies Unit Head
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL. 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
JUN 13 2011
DISTRICT #1

RE: June 9 Public Meeting for Route 31 Study

Steve:

Thank you for sending the notice of the public meeting to Illinois Trails Conservancy. ITC is always concerned about safe avenues of transportation for Illinoisians. Our specific concern is access to and from multi-use trails.

On this specific project, Route 31 is a barrier between Moraine Hills Trail and the Prairie Trail that reaches from the Illinois/Wisconsin Border south to St. Charles. Crossing Bull Valley Road at Route 31 is a nightmare. I noticed on the maps in your display area that this had been marked already so I did not add to it but do want to stress it as an area of concern.

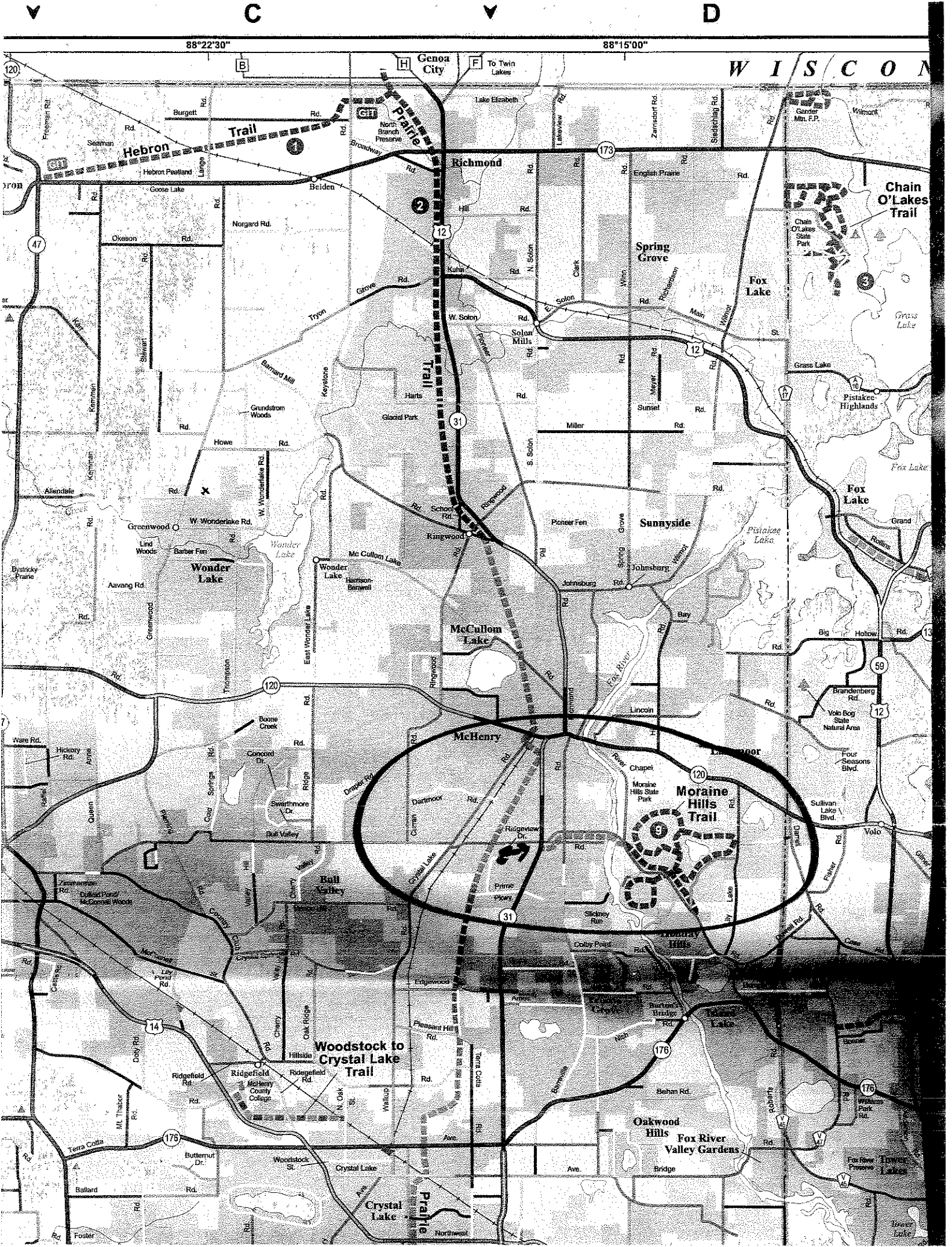
I overheard a conversation about side paths and want to let you know that I prefer a side path to a bicycle lane. I know that there is a difference of opinion on this issue but my main concern is having children ride their bicycles on any part of a roadway. Children do not always stay in a lane and there are too many distracted drivers. A person, young or old in a roadway lane is vulnerable to say the least. I think it should be the responsibility of the bicyclist to stay alert and watch for cars turning and crossing the side path.

All in all I do appreciate the effort that IDOT makes to give residents and concerned citizens the opportunity to give input via the Context Sensitive Solutions Program. I am enclosing my comment forms and request to be included on the CAG group.

Sincerely,

Bev Moore, President

Encls.



(COMMENTS) IL Route 31 - Public Meeting #1 June 9 2011 MCBA Comments.txt
From: Eberhard.Veit@eisenmann.com [mailto:Eberhard.Veit@eisenmann.com]
Sent: Wednesday, June 22, 2011 10:45 PM
To: info@ilroute31.com
Cc: Nelson Todd - MCBA; Rosulek Andrew - MCBA; Wexler Sam - MCBC; Mann Jane & George - MCBC; Moore Bev - IL Trails Conservancy; Lewis Joe - MCBA
Subject: IL Route 31 - Public Meeting #1, June 9, 2011, MCBA Comments

Attention:

=====
Steve Schilke, Consultant Studies Unit Head Illinois Department of
Transportation
201 West Center Court, Schaumburg, Illinois 60196
E-Mail: info@ILRoute31.com
=====

Steve,

enclosed find my comments, representing myself and the McHenry County Bicycle Advocates.

With regards to IL RT 31 without going into too much detail:

1. The most important aspect for IL 31 with regards to bicyclists is that safe crossings must be provided as it is paralleled by 2 routes that are heavily used by bicyclist.
 - 1.1 The section is paralleled by the Prairie Trail and Barreville Road which are both used for recreational cycling as well as for commuting and transportation.
 - 1.2 It is very critical to provide safe crossing of the IL 31 corridor especially at:
 - 1.2.1 Terra Cotta Ave.
 - 1.2.2 Very Critically Ames Road to Edgewood Road.
 - 1.2.3 Very Critically Charles J Miller and Bull Valley Road which connects the Moraine Hills Trails System with the Prairie Trail
 - 1.2.4 Grove and Lilian Street.
2. Within town bicycle & pedestrian accommodation must be provided with probably the best solution being an on road bike lane on both sides.
 - 2.1 It is my strong opinion that in town a side path, especially if only on one side is often the more dangerous solution as opposed to properly designed on road facilities.
Please make sure to consider the side-path suitability calculator: <http://www.bikelib.org/roads/blos/sidepathform.htm>
3. A trail along 31 would definitely be desirable but I must say that nevertheless there would be more pressing trail needs than along 31 and it would be desirable if the money would be spent on those more pressing connection for more benefit to alternative transportation if that would be at all possible.
For the more hardy transportation users and commuters a shoulder per your complete streets policy is perfectly sufficient and purely recreational riders will avoid 31 in the first place.
 - 3.1 I would gladly let you know which trail connections they are.
Most importantly a safe connection between Crystal Lake and Woodstock is urgently needed. For more ask me.

(COMMENTS) IL Route 31 - Public Meeting #1 June 9 2011 MCBA Comments.txt

4. Please feel free to contact us for input on any bike ped related projects in McHenry County.

5. Please make sure to invite us to the CAG meetings.

Regards, Eberhard Veit

3502 S. Kilkenny Dr.
Crystal Lake, IL 60014
Phone: USA +1-847-516-4071
Daytime: USA +1-815-477-5691
Mobile USA +1-815-790-0125
Fax: USA +1-815-356-2978
E-Mail: eberhard.veit@eisenmann.com

President of McHenry County Bicycle Advocates Check out our website and video at:

- www.McBicycleAdvocates.org
- You Tube: <http://www.youtube.com/watch?v=L72Mfz84wFQ>

Please consider the environment before printing this e-mail.



Illinois
Department of
Natural Resources

Steve Schilke
Illinois Department of Transportation
Division of Highways
201 West Center Court
Schamburg, Illinois 60196

BUREAU OF PROGRAMMING
RECEIVED
JUL 10 2011
DISTRICT #1

June 25, 2011

Dear Mr. Schilke:

The Illinois Department of Natural Resources is submitting the following comments regarding the proposed road improvement project at Illinois Route 31 from Illinois Route 176 to Illinois Route 120 in McHenry County.

The segment of IL Route 31 runs parallel to and east of the Illinois Prairie Trail. The road corridor also intersects an east-west bike path that runs along the James J. Miller Road eastward from IL 31, across the Fox River to River Road where it connects to the Illinois Department of Natural Resources River Road Trail (a portion of the Grand Illinois Trail) at Moraine Hills State Park.

It is anticipated that in the future, an extension westward could possibly link the James J. Miller Road bike trail to the Prairie Trail, thereby linking the Prairie Trail to the Grand Illinois Trail at Moraine Hills State Park and eventually into Lake County (see attached map). Therefore the IDNR recommends bike accommodations along Illinois 31 and improve the intersection of Illinois 31 and Bull Valley Road/James J. Miller Road as bike friendly as possible.

If you have any questions regarding the Departments comments please contact me at (847)-608-3100, ext 2037.



Dave Longo

Dave Longo
Illinois Department of Natural Resources
Greenways and Trails
2050 W. Stearns
Bartlett, Illinois 60103
dave.longo@illinois.gov



IL Route 31 Improvements Regional Trail Context



Public Meeting #1 Comment Responses

No.	Public Comment	Comment Response
1	<p>Route 31 is a primary response route for the McHenry Township Fire Protection District. It is also a primary route for ambulances to reach Centegra-McHenry Hospital at Bull Valley and IL 31. This must be taken into account during the planning and construction phases of the project.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety. Additionally, possible improvements could include traffic signal modernization to include emergency vehicle pre-emption systems.</p>
2	<p>1) My experience with two-way left turning lanes is the most under used device in Illinois. At Anderson BMW there is solid yellow lines but everyone uses it as a 2 way left turn lane. Widen the parameters and allow more 2 way left turn lanes.</p> <p>2) Traffic Congestion #1 – At Edgewood going north for people turning west and Ames Road going east. Edgewood is a must! Nothing worse than Edgewood at 5 p.m.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety. Additionally, the project team will consider options for the center of the roadway including two-way left turn lanes and raised medians. These, and any other suggested options, will be subject to a detailed evaluation based on established design criteria and constraints.</p>
3	<p>Intersection of 31 and Oakcrest – Alternate to left turn lane. Make Oakcrest Road dead end @ 31 – connect west end of Oakcrest to a N-S road which then can tie into Shady Oaks, which is an east west road south of Oakcrest. Concerns with left turn lane on 31 is speed limit and travelling downhill especially during winter months. Need sound deadening noise, especially engine braking all hours of the day.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p>

		<p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety. Any proposed turn lanes or other improvements at the intersection of IL Route 31 and Oak Crest Road would be designed based on IDOT design criteria for the type of roadway, including design speed and roadway slopes. Any other improvements to Oak Crest Road are outside the scope for this project and would have to be addressed by the local agency responsible for maintenance of this road.</p> <p>Lastly, a detailed noise analysis, along the Illinois Route 31 project limits, will be performed as part of his Phase I study and appropriate measures implemented based on the analysis results.</p>
4	<p>VIA Real – 330 N. IL Route 31 & Personal Touch Salon 318 N. Route 31, PIN 14-34-177-013, PIN 14-34-177-014 These 2 parcels need to have “drivable” or “mountable” center curbs for left and right access into and out of this property. Your Phase I plan shows this and it needs to remain in place. There are (2) new businesses here and to restrict traffic flow would be devastating to both of these businesses. Thank you for your help.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety. Additionally, the project team will consider options for the center of the roadway including two-way left turn lanes, mountable medians, and raised medians. These, and any other suggested options, will be subject to a detailed evaluation based on established design criteria and constraints.</p> <p>The driveway entrance for 318 and 330 N. Route 31 (north of Illinois Route 176) is located in the project omission area for this project. The project limits for this project are just north this driveway entrance. As a separate project, the Department has completed a Phase I Study and Phase II construction contract plans for improvements to the intersection of IL Route 31 and IL Route 176. These improvements include modifications to IL Route 31, north of IL Route 176, including the addition of dual turn lanes for southbound traffic and a barrier median to separate northbound and southbound traffic.</p>

		<p>The design for the turn lanes at the intersection was based on a detailed capacity analysis for the intersection and considers the high volume of left turning vehicles for existing and future traffic volumes. Based on the proximity of the driveway entrance to both the IL Route 176 and Reiland Road intersections, a barrier median is required. The design for the Reiland Drive intersection will occur during this Phase I study and is likely to include full access to Reiland Drive.</p>
5	<p>1) We desperately need more dedicated lanes, paths and other safety features for our growing biking, jogging pedestrian traffic. This will help to promote safety, physical and mental alertness, as well as help mitigate traffic, traffic noise and overuse of fossil fuels. We need good and wise use of our taxes.</p> <p>2) Bicycle lanes – dedicated lanes – access to existing lanes and paths protect trees and environment. No safe access or crossings to bike lanes and paths. Countdowns and timers for bikers and pedestrians at every trail crossing.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project; congestion, safety, and lack of pedestrian / bicyclist accommodations have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety, expanding the roadway capacity to address traffic issues, and providing pedestrian and bicycle accommodations have all been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety for motorists. Additionally, improving safety does not only apply to motorized vehicles, but also applies to both pedestrian and bicyclists that use IL Route 31.</p> <p>The project team will consider design provisions to separate bicycle and pedestrian traffic from vehicular traffic. These provisions will hopefully increase safety for these modes of transportation and encourage their use. Suitable crossing facilities at appropriate locations within the study area will be considered to ensure safe passage of pedestrians and bicyclists when crossing IL Route 31. Such facilities may include crosswalks and traffic signal installation / modernization with pedestrian countdown signals and pushbuttons.</p>
6	<p>1) Please try to bury more phone and electric lines.</p> <p>2) Add turn lanes</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p>

		<p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety. Additionally, based on the impacts due to any potential roadway widening, coordination would occur between IDOT and any utility companies regarding the relocation and burial of any conflicting utilities.</p>
7	<p>1) Thank you for sending the notice of the public meeting to Illinois Trails Conservancy. ITC is always concerned about safe avenues of transportation for Illinoisans. Our specific concern is access to and from multi-use trails. On this specific project, Route 31 is a barrier between Moraine Hills Trail and the Prairie Trail that reaches from the Illinois/Wisconsin border south to St. Charles. Crossing Bull Valley Road at Route 31 is a nightmare. I noticed on the maps in your display area that this had been marked already so I did not add to it but I do want to stress it as an area of concern. I overheard a conversation about side paths and I want you to know that I prefer a side path to a bicycle lane. I know there is a difference in opinion on this issue but my main concern is having children ride their bicycles on any part of a roadway. Children do not always stay in a lane and there are too many distracted drivers. A person, young or old in a roadway lane is vulnerable to say the least. I think it should be the responsibility of the bicyclist to stay alert and watch for cars turning and crossing the side path. All in all, I do appreciate the effort that IDOT makes to give residents and concerned citizens the opportunity to give input via the Context Sensitive Solutions program. I am enclosing my comment forms and request to be included on the CAG group.</p> <p>2) Comfort level turning off of 31 is stressful when looking at side streets.</p> <p>3) Bull Valley Road intersection is particularly dangerous. Too much traffic and too many business entries.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project; congestion, safety, and lack of pedestrian / bicyclist accommodations have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety, expanding the roadway capacity to address traffic issues, and providing pedestrian and bicycle accommodations have all been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety for motorists. Additionally, improving safety does not only apply to motorized vehicles, but also applies to both pedestrian and bicyclists that use IL Route 31.</p> <p>On June 1, 2010, IDOT formally adopted a series of design policy changes to their Bureau of Design and Environment (BDE) manual, Chapters 5 and 17, in response to the 2007 "Complete Streets" state law. The Complete Streets law requires that IDOT include safe bicycling and walking facilities in all projects in urbanized areas and/or meet the policy warrants. The project team will consider design provisions to separate bicycle and pedestrian traffic from vehicular traffic, based on criteria as defined in the BDE manual and Complete Streets law. These provisions will hopefully increase safety for these modes of transportation and encourage their use. Additionally, suitable crossing facilities at appropriate locations within the study area will be considered to ensure safe passage of pedestrians and bicyclists when crossing IL Route 31. Such facilities may include crosswalks and traffic signal installation / modernization with pedestrian countdown signals and pushbuttons.</p>

8	<p>Enclosed find my comments, representing myself and the McHenry County Bicycle Advocates. With regards to IL RT 31 without going into too much detail:</p> <ol style="list-style-type: none"> The most important aspect for IL 31 with regards to bicyclists is that safe crossings must be provided as it is paralleled by 2 routes that are heavily used by bicyclist. <ol style="list-style-type: none"> The section is paralleled by the Prairie Trail and Barreville Road which are both used for recreational cycling as well as for commuting and transportation. It is very critical to provide safe crossing of the IL 31 corridor especially at: <ol style="list-style-type: none"> 1.2.1. Terra Cotta Ave. 1.2.2. Very Critically Ames Road to Edgewood Road. 1.2.3. Very Critically Charles J Miller and Bull Valley Road which connects the Moraine Hills Trails System with the Prairie Trail 1.2.4. Grove and Lillian Street. Within town bicycle & pedestrian accommodation must be provided with probably the best solution being an on road bike lane on both sides. <ol style="list-style-type: none"> It is my strong opinion that in town a side path, especially if only on one side is often the more dangerous solution as opposed to properly designed on road facilities. Please make sure to consider the side-path suitability calculator: http://www.bikelib.org/roads/blos/sidepathform.htm A trail along 31 would definitely be desirable but I must say that nevertheless there would be more pressing trail needs than along 31 and it would be desirable if the money would be spent on those more pressing connection for more benefit to alternative transportation if that would be at all possible. For the more hardy transportation users and commuters a shoulder per your complete streets policy is perfectly sufficient and purely recreational riders will avoid 31 in the first place. <ol style="list-style-type: none"> I would gladly let you know which trail connections they are. Most importantly a safe connection between Crystal Lake and Woodstock is urgently needed. For more ask me. Please feel free to contact us for input on any bike ped related projects in McHenry County. Please make sure to invite us to the CAG meetings. 	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project; congestion, safety, and lack of pedestrian / bicyclist accommodations have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety, expanding the roadway capacity to address traffic issues, and providing pedestrian and bicycle accommodations have all been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety for motorists. Additionally, improving safety does not only apply to motorized vehicles, but also applies to both pedestrian and bicyclists that use IL Route 31.</p> <p>On June 1, 2010, IDOT formally adopted a series of design policy changes to their Bureau of Design and Environment (BDE) manual, Chapters 5 and 17, in response to the 2007 "Complete Streets" state law. The Complete Streets law requires that IDOT include safe bicycling and walking facilities in all projects in urbanized areas and/or meet the policy warrants. The project team will consider design provisions to separate bicycle and pedestrian traffic from vehicular traffic, based on criteria as defined in the BDE manual and Complete Streets law. These provisions will hopefully increase safety for these modes of transportation and encourage their use. Additionally, suitable crossing facilities at appropriate locations within the study area will be considered to ensure safe passage of pedestrians and bicyclists when crossing IL Route 31. Such facilities may include crosswalks and traffic signal installation / modernization with pedestrian countdown signals and pushbuttons.</p>
9	<p>The Illinois Department of Natural Resources is submitting the following comments regarding the proposed road improvement project at Illinois Route 31 from Illinois Route 176 to Illinois Route 120 in McHenry County. The segment of IL Route 31 runs parallel to and east of the Illinois Prairie Trail. The road corridor also intersects an east-west bike path that runs along James J. Miller Road eastward from IL 31, across the Fox River to</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project; congestion, safety, and lack of pedestrian / bicyclist accommodations have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety, expanding the roadway capacity to address traffic issues, and providing pedestrian and bicycle accommodations have all been</p>

	<p>River Road where it connects to the Illinois Department of Natural Resources River Road Trail (a portion of the Grand Illinois Trail) at Moraine Hills State Park. It is anticipated in the future, an extension westward could possibly link the James J. Miller Road bike trail to the Prairie Trail, thereby linking the Prairie Trail to the Grand Illinois Trail at Moraine Hills State Park and eventually into Lake County (see attached map). Therefore, the IDNR recommends bike accommodations along IL Route 31 and improve the intersection of Illinois 31 and Bull Valley Road/James J. Miller Road as bike friendly as possible.</p>	<p>incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety for motorists. Additionally, improving safety does not only apply to motorized vehicles, but also applies to both pedestrian and bicyclists that use IL Route 31.</p> <p>On June 1, 2010, IDOT formally adopted a series of design policy changes to their Bureau of Design and Environment (BDE) manual, Chapters 5 and 17, in response to the 2007 "Complete Streets" state law. The Complete Streets law requires that IDOT include safe bicycling and walking facilities in all projects in urbanized areas and/or meet the policy warrants. The project team will consider design provisions to separate bicycle and pedestrian traffic from vehicular traffic, based on criteria as defined in the BDE manual and Complete Streets law. These provisions will hopefully increase safety for these modes of transportation and encourage their use. Additionally, suitable crossing facilities at appropriate locations within the study area will be considered to ensure safe passage of pedestrians and bicyclists when crossing IL Route 31. Such facilities may include crosswalks and traffic signal installation / modernization with pedestrian countdown signals and pushbuttons.</p>
10	<p>1) North of Bull Valley on east side of IL Route 31 (400 S. Route 31), mountable median to allow full access from 400 S. Route 31. 2) Double turn lanes at IL Route 31 at Bull Valley excessive!</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety. Additionally, the project team will consider options for the center of the roadway including two-way left turn lanes, mountable medians,</p>

		<p>and raised medians. These, and any other suggested options, will be subject to analysis based on the detailed evaluation criteria identified for the project.</p> <p>The driveway entrance for 400 S. Route 31 (north of Bull Valley Road) is located in the project omission area for this project. As a separate project, the McHenry County Division of Transportation (MCDOT) has completed a Phase I Study and Phase II construction contract plans for improvements to the intersection of IL Route 31 and Bull Valley Road. These improvements include modifications to IL Route 31, north of Bull Valley Road, including the addition of dual turn lanes for southbound traffic and a barrier median to separate northbound and southbound traffic. The design for the turn lanes at the intersection was based on a detailed capacity analysis for the intersection and considers the high volume of left turning vehicles for existing and future traffic volumes. Please contact the MCDOT for additional information regarding the improvements to IL Route 31 and Bull Valley Road.</p>
11	<p>1) This road needs to be a 4-lane road with turning lanes. This is a major N-S arterial in the most congested part of the county. People will be laughing for years at the lack of foresight if the present plan is enacted.</p> <p>2) Traffic Congestion – At IL 176/31 intersections and Rt 31/Bull Valley are the worst congestion areas and cost the most wasted time.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety.</p>
12	<p>1) Traffic Congestion – Edgewood!!!</p> <p>2) Bike and Pedestrian Path. Ability to cross 31 as a bicyclist or walker at some other spot other than 176 & Bull Valley lights.</p>	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project; congestion, safety, and lack of pedestrian / bicyclist accommodations have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety, expanding the roadway capacity to address traffic issues, and providing pedestrian and bicycle accommodations have all been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate</p>

		<p>intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety for motorists. Additionally, improving safety does not only apply to motorized vehicles, but also applies to both pedestrian and bicyclists that use IL Route 31.</p> <p>On June 1, 2010, IDOT formally adopted a series of design policy changes to their Bureau of Design and Environment (BDE) manual, Chapters 5 and 17, in response to the 2007 "Complete Streets" state law. The Complete Streets law requires that IDOT include safe bicycling and walking facilities in all projects in urbanized areas and/or meet the policy warrants. The project team will consider design provisions to separate bicycle and pedestrian traffic from vehicular traffic, based on criteria as defined in the BDE manual and Complete Streets law. These provisions will hopefully increase safety for these modes of transportation and encourage their use. Additionally, suitable crossing facilities at appropriate locations within the study area will be considered to ensure safe passage of pedestrians and bicyclists when crossing IL Route 31. Such facilities may include crosswalks and traffic signal installation / modernization with pedestrian countdown signals and pushbuttons.</p>
13	Alternate N-S Routes and Turn Lanes	<p>Based on comments received at the first public meeting and input gathered during the Community Advisory Group (CAG) meetings held for the project, congestion and safety have been identified as major problems along the Illinois Route 31 project corridor. Improving roadway safety and expanding the roadway capacity to address traffic issues have been incorporated into the draft project Purpose and Need document. This document will be submitted to IDOT and FHWA for review comments and approval.</p> <p>During the next CAG meeting for the project, the project team will begin the alternatives development process. Possible alternatives developed by the CAG are likely to include the addition of through lanes and separate intersection turn lanes along the project limits. These types of improvements are commonly used by engineers to alleviate roadway congestion and improve safety. Additionally, alternate north-south or bypass routes will be considered as part of the alternatives evaluation process during CAG meetings. These, and any other suggested options, will be subject to analysis based on the detailed evaluation criteria identified for the project.</p> <p>Along with improvements to IL Route 31, IDOT, the Chicago Metropolitan Agency for Planning (CMAP), and McHenry County have recognized the need for more north-south highways in the area. Current planning efforts include the addition of a new McHenry bypass which could offer an alternate route for north-south travel and help reduce congestion within the City of McHenry.</p>



Illinois Route 31 from IL 176 to IL 120 - Phase I Study Public Meeting #2 Summary

The second public meeting for the Illinois Route 31 Phase I Study was held on Thursday, November 15th, 2012 at the McHenry County College Shah Center at 4100 W. Shamrock Lane, McHenry, IL 60050, from 4 – 7 PM. The meeting was an open house format with a continuous PowerPoint presentation, exhibit boards for review, and large scale aerials of the alternatives to be carried forward, to which meeting attendees provided comments, suggestions, issues and concerns. The meeting was attended by **69 people**, who signed the attendance roster. **18 comment forms** were received at the meeting.

The following public officials were in attendance:

- City of Crystal Lake
 - Elizabeth Maxwell, Planner
 - Erik Morimoto, Director of Engineering & Building
- City of McHenry
 - Jon Schmitt, Director of Public Works
- Village of Prairie Grove
 - Robert Moravec, Planning and Zoning Commission
 - Ed Radwanski, Architectural Review Commission Chairman
- McHenry County Division of Transportation
 - Scott Hennings, Planner
- Crystal Lake Fire Rescue
 - Paul DeRaedt, Deputy Fire Rescue Chief

Additional agencies/organizations represented included:

- McHenry County Bicycle Advocates
 - Eberhard Veit, President
- McHenry County Bicycle Club
 - Peg Bolm

- McHenry County Conservation District
 - Val Siler, Land Preservation Manager
- McHenry County Land Conservancy
 - Randy Schietzelt
- McHenry Chamber of Commerce
 - Kay Rial Bates, President

The **18 comment forms** submitted, and informal verbal comments received at the meeting, covered a variety of topics, with the most predominant themes including:

- Impact to properties / building removals / land acquisition procedures**
- Barrier medians restrict commercial access / request for median openings**
- Favor improvements, especially inclusion of pedestrian accommodations**
- Avoid tree impacts (especially old oak trees) where possible**
- Driveway access / design for specific properties**

The public comment period for this Initial Public Meeting will remain open through December 6th, 2012.



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Public Meeting Attendance Roster

Please Sign In and Print Clearly

Name	Representing	Address	Email
14. ED RADWANSKI	PRAIRIE GROVE ARCH REVIEW COMMISSION		
15. Warren + Norma Moulis			
16. Pat Roberts			
17. Louisa Small			
18. Vernon Lund			
19. Tom Thewes			
20. LeeAnn Depner			
21. Paul Decker	CRYSTAL LAKE Fire Rescue		
22. C. David Treviranus	Self		
23. George & Marilyn Koy	Self		
24. Sue Whiffeld			
25. Stan VORGAS	SELF		
26. VAL SILER	McHenry County Conservation Dist		

17



Illinois Route 31

ROUTE 176 TO ROUTE 120

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Public Meeting Attendance Roster

Please Sign In and Print Clearly

Name	Representing	Address	Email
27. Barb Zamastil			
28. DONALD ZAMASTIL			
29. ELIZABETH MAXWELL	CITY OF CRYSTAL LAKE		
30. Joseph Depner	MCIDENRY		
31. George Arvanitis			
32. Tim Shoemaker	Citizen		
33. Sandy Olszewski	Terra Cotta Realty		
34. Tony Cisunar	Ch Property		
35. Cheryl Meyer	CRYSTAL BOWL		
36. Benzschawel Ronald	Tri-State Capital		
37. Jim Hicks			
38. Jim Dolan	myself		
39. Scott Hennings	MCDOT		



Illinois Route 31

ROUTE 176 TO ROUTE 120

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Public Meeting Attendance Roster

Please Sign In and Print Clearly

Name	Representing	Address	Email
40. Randy Schietelt	Land Conservancy McHenry Co.		
41. William Busse	FIRST NATL BANK OF MCHENRY		
42. Robert Moravec	Village of Prairie Grove Planning & Zoning Commission		
43. Gary Ling	Gay Ling		
44. Scott H. Hermann	Chas Heedrichson		
45. Don Toyman	WM Toyman		
46. Rosemary Smelik	STRUCTURE PROPERTIES RT PROPERTIES		
47. Dan Benitman	Benitman		
48. Annette Cunningham	1st Natl Bank McHenry		
49. Michael Frasier	—		
50. Cliff Nidosan	SELF		
51. Phil Bartman	SELF		
52. David Gelwicks	SELF		



Illinois Route 31

ROUTE 176 TO ROUTE 120

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Public Meeting Attendance Roster

Please Sign In and Print Clearly

Name	Representing	Address	Email
53. KAREN QUOSS	Self		
54. Frances Plach			
55. JEFF GRZYWA	FIRST MIDWEST BANK		
56. JOE BRAUN	MILLSTREAM		
57. Erik Morimoto	Crystal Lake		
58. Jon Schmitt	City of McHenry		
59. Mark + Fran Tropinski	Self		
60. David Albers	Self		
61. Peg Bolm	Self McHenry + Gaunt Bicycle Club		
62. Steve + Nancy Fike	Self		
63. Jon T. Oumsted	" "		
64. Phil			



Illinois Route 31

ROUTE 176 TO ROUTE 120

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Public Meeting Attendance Roster

Please Sign In and Print Clearly

Name	Representing	Address	Email
65. [Signature]	LIBERTY SELF STORAGE		
66. Jim Mowery	Self		
67. [Signature]	WTS		
68. [Signature]	WTS		
69. [Signature]	Self		
70. Joseph Rubino	SELF		
71. A. Runvik	Self		
72. [Signature]	Self		
73. [Signature]	McHenry County		
74. [Signature]	Butcher's Auto		
75. [Signature]	FNB McHenry		
76. [Signature]	Self		



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Public Meeting Attendance Roster

Please Sign In and Print Clearly

Name	Representing	Address	Email
77. Bret Kehl	BLC Holdings		
78. Eberhard Veit	McHenry City Bicycle Advocate		
79. Loso Tricket	KATHRYN'S BEIDAL		
80. Ron Small			
81. Rona Linda Bykowski	CENTURY PROPERTIES		
82. JOHN VALUS	SELF		
83.			
84.			
85.			
86.			
87.			
88.			



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

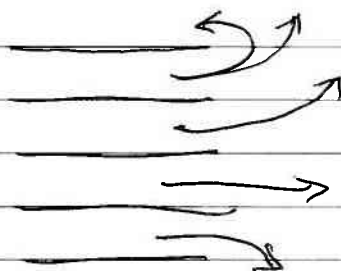
Please Print Clearly

Name RUDY JANDAMailing Address [REDACTED]City/State/Zip SPRING GROVE IL 60081Phone [REDACTED] Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

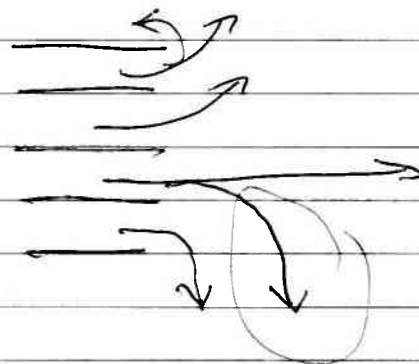
I FAVOR OPTION 2. I FAVOR A CHANGE
TO NORTHBOUND LANES OF 31 @ IL 120

FROM

~~31~~
31


N →

TO



120

BECAUSE OF GREATEST
OBSERVED VOLUME
TURNING RIGHT FROM
N.B. 31 TO E.B. 120

THANK YOU.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com



Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

11/15/12

Comment Form

Please Print Clearly

Name

ROSTOMAKY SWIERK

Mailing Address

[REDACTED]

City/State/Zip

CRYSTAL LAKE, IL 60012

Phone

[REDACTED]

Email

[REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

① @ Ames and Route 31 - add driveway across from Ames and check truck turning patterns - 100T to - relocate driveways to align w/ Ames Dr

② Bank Drive - please consider north bound U turn @ Bank Drive

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

Illinois Department of Transportation
Attn: Bureau of Programming, Scott Czaplicki
201 W. Center Court
Schaumburg, IL 60196-1096



Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name Joel & Kathleen Zank - Butch's Auto Service

Mailing Address [REDACTED]

City/State/Zip Mc Henry, IL 60050

Phone [REDACTED]

Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

Minimum & maximum plan will both impact our business. It would completely shut us down & take our only livelihood. We just bought these properties in Oct 2010. We would probably lose our home due to this proposed construction, so essentially we would be unemployed & homeless. The only option for us as business & landowners at this location is no build. I hope our lives are taken into consideration when you are deciding what you feel is best for us & the community. Please don't destroy our livelihood as well as that of the other private business & homeowners this will affect.

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Illinois Department of Transportation



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Diane Ticha

Mailing Address

[REDACTED]

City/State/Zip

Twin Lakes, WI 53181

Phone

[REDACTED]

Email

[REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

As an employee at First National Bank of McHenry located at 612 S. Route 31 I am very concerned with the plans for widening Route 31. The bank has 70% of its customer base that travel from the North as well as almost all employees. With the project 'adding permanent medians' it severely impacts our access to the bank. As it stands now, our customers/employees will have to travel South of our bank, all the way down to Gary Lang Auto to make the 'u-turn' to come all the way back to our bank. In the process of doing this they will have to pass at least 2 other banks with easy access on the west side of the road. I can't even imagine the amount of customers we will lose because of the sheer inconvenience of this. I urge you to consider some sort of turn lane closer to the bank for easier access.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name C. David Treviranus

Mailing Address [REDACTED]

City/State/Zip McHenry IL 60050

Phone 815 Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

Ref: Edward Salisbury Prop. (Mid-Town Storage)

You need to be aware of the traffic amount
and type of vehicles coming in and going out.
There are 24' Box trucks, 25' Limousines,
U-Hauls, trailers, and cars access the
entrance. Very busy.

~~TURN Lanes~~

Turn lanes, both right and left are needed,
along with the median break.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Pat J. Roberts

PJR Connections LLC

Mailing Address

City/State/Zip

McHenry, Ill 60051

Phone

Email

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

We need improved infrastructure! Option 2
I will be impacted and all I
want is a fair value for all
the hard work I have put into my
building to entice tenants for the
last 3 years.

And I need to know a.s.p. so I don't
deceive people who are interested in renting or
buying.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Schaumburg, IL 60196-1096



Illinois Department of Transportation



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name Robert MORAVECMailing Address [REDACTED]City/State/Zip Prairie Grove, IL 60012Phone [REDACTED] Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

✓ Looks to be well thought out. First impression is FAVORABLE

✓ Concerned about the "U-TURN" LANES.

✓ Prefer the 55 mph Alternatives

✓ We enter Rt 31 From Ames Road - Turning South is nasty. Perhaps lower speed limit in this area. would welcome re-alignment with Edgewood Rd so a light could be installed. (PRAIRIE GROVE ISSUE)

LET'S GET THIS DONE! The accident rates are Frightening.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name James Mowery, MD

Mailing Address [REDACTED]

City/State/Zip McHenry, IL 60050

Phone [REDACTED]

Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

#1) No pedestrian cross walks except at stop lights. Not at all conducive for "foot traffic" - either on Front Street - or Rte 31 (Elm)

#2) Do not see necessity for 2 left hand turn lanes on to Bull Valley either East or West. Certainly can see need for 2 left hand turn lanes on Bull Valley either going East or West.

#3) The options should be driven by the dictum "the least disruptive & injurious to the businesses on the highways - particularly those at the intersection"

#4) As an interim measure why not reset the stoplight timing at the intersection - espec. Bull Valley - the heaviest traffic on Bull Valley occurs at

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first times in the morning & the evening - lengthen the "greens" on Bull Valley during those times -

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Schaumburg, IL 60196-1096



Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name Nancy J. Fike

Mailing Address [REDACTED]

City/State/Zip McHenry, IL 60050

Phone [REDACTED] Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

Businesses & property owners along the impacted route seem to have 1 or 2 major concerns about IDOT plans. 1st will medians prevent left turn access to their business and ~~for the compensation~~ put them at a disadvantage with other comparable businesses & 2nd for those properties being "taken", ~~the~~ what factors determine fair market value. ~~the~~ More info needs to be made public re exactly how that process works. Finally, as a preservationist, I am concerned that projects like this over impact historic structures that because of when they were built are closer to existing roadways. Take too many of these down & the built identity of our towns become lost. What provisions do you take to factor in historic preservation?

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Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name Jim Hicks

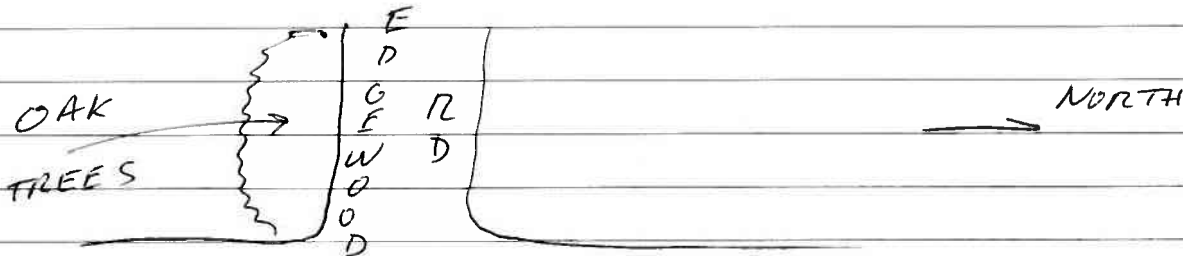
Mailing Address [REDACTED]

City/State/Zip CRYSTAL LAKE, IL

Phone [REDACTED] Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

1. GREAT CONCERN FOR THE PRESERVATION OF
ALL OAK TREES LOCATED ALONG THE
SOUTHWEST CORNER OF THE INTERSECTION
OF EDGEWOOD RD AND U.S. ROUTE 31



ROUTE 31

2. CONCERNED ABOUT THE NEED TO RAISE THE
ROAD BED FOR THE OPTION #2 PROPOSAL
AND THE EVENTUAL IMPACT ON THE OAK TREES

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Schaumburg, IL 60196-1096



Illinois Department of Transportation

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name STAN VORGASMailing Address [REDACTED]City/State/Zip UNION IL 60180Phone [REDACTED] Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

I OWN PROPERTIES @ 3912 AND 3910 WEST GROVE
ALSO ON N.E. CORNER ANNE ST AND ROUTE 31
THE ENGINEER EXPLAINED THEY WOULD TAKE APPROX
30' OFF WEST SIDES OF LOTS, THERE WOULDN'T BE
ENOUGH WIDTH OF 3912 GROVE OR ANNE ST TO DEVELOP
IT COMMERCIALY, AFTER THIS IS COMPLETED MY
WEST SIDE YARDS WOULD BE VERY NARROW, I KNOW I
WOULD GET FAIR MARKET VALUE, BUT VERY CONCERNED
PLEASE KEEP ME POSTED

THIS IS MY RETIREMENT, I KNOW SOMETHING HAS
TO BE DONE, I THINK A SIMPLE 4 LANE ROAD WOULD
SOLVE IT AND KEEP EVERYBODY HAPPY EMAILING
ME IS BEST, I WILL CALL IF YOU LEAVE A NUMBER

THANK YOU

STAN VORGAS

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name James Bolm

Mailing Address [REDACTED]

City/State/Zip Mc Henry, IL 60050

Phone [REDACTED]

Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

I am pleased to see the work that has been done in the analysis of the Rte 31 improvements. The main comment that I have is to please, please, please make sure to include the accommodations for pedestrian and bicycle traffic. What a wonderful way to allow people who don't drive to have safe access to businesses.

Keep up the good work!

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Illinois Department of Transportation

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Peg Bolm

Mailing Address

[REDACTED]

City/State/Zip

McHenry IL 60050

Phone

Email

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

I am impressed with the thought & analysis put into the project proposals. ~~Lack~~ Lack of visibility. High volume traffic & dangerous options for alternative transportation have contributed to a dangerous roadway for all users. I hope the funding can be found to make the necessary changes to improve the safety of all users of Rt 31 - not just the cars.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

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Comment Form

Please Print Clearly

Name JEFF GRZYWA

Mailing Address [REDACTED] OAK LAWN, IL 60453

City/State/Zip OAK LAWN, IL 60453

Phone [REDACTED] Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

JUST SOUTH OF THE RT 31/176 INTERSECTION, WOULD IT
BE POSSIBLE TO INSTALL A LEFT HAND TURN LANE
INTO THE DRIVEWAY FEEDING FIRST MIDWEST BANK AND
THE BUSINESS TO THE NORTH OF THE BANK? NORTHBOUND
TRAFFIC CANNOT CURRENTLY ACCESS THE BANK WITHOUT
DRIVING THROUGH THE CAR DEALERSHIP PARKING LOT/BUSINESS
PARKING LOT TO THE NORTH OF THE BANK. THANKS.

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Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Warren + Norine Moulis

Mailing Address

[REDACTED]

City/State/Zip

Johnsburg, IL - 60051

Phone

[REDACTED]

Email

[REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

Please notify us at above address or via email of the next CAG meeting so we may attend.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Illinois Department of Transportation



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

KAREN Q. KOSS

Mailing Address

[REDACTED]

City/State/Zip

CRYSTAL LAKE IL 60014

Phone

[REDACTED]

Email

[REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

My residence is located on the portion of Terra Cotta that will no longer have access to the intersection of 176/31. My concern is that after our road is closed, most of the traffic will then be gaining access to 31 S by taking Smith Rd to Crystal Lake Rd to 31. The Smith/CL intersection currently has a controlled stop for Smith traffic only. It will become increasingly difficult to enter Crystal Lake Rd - especially if turning left. I anticipate the need for an ~~all-way~~ all-way stop sign to permit access + minimize accidents due to increased volumes of traffic.

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Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Ronald Benzschawel

Mailing Address

[REDACTED]

City/State/Zip

West Dundee IL, 60118

Phone

[REDACTED]

Email

[REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

opening in median 415 + 50
to enter my property from the
North.

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Illinois Department of Transportation

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

David Albers

Mailing Address

City/State/Zip

McHenry, IL 60050

Phone

Email

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

I appreciate the foresighted planning that is evident in the concepts proposed.

The distinct advantages of option 2 are its higher speed, safety, and room to accommodate ambulance transport. But the depressed center median will be a challenge to maintain as an attractive enhancement.

Option 1 would slow down the speed. But the reality is that the added signals will stop the traffic anyway. Its raised median offers an excellent opportunity for landscape enhancement which would become a futuristic amenity for the region.

Do everything possible to build the bike path along with the widened highway!

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

Illinois Department of Transportation
Attn: Bureau of Programming, Scott Czaplicki
201 W. Center Court
Schaumburg, IL 60196-1096



Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name ELIZABETH MAXWELL

Mailing Address [REDACTED]

City/State/Zip WONDER LAKE IL 60097

Phone [REDACTED]

Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

I think this is a needed project. I think you should work towards the center depressed median cross-section. This will reduce the need for storm sewer, providing a more environmentally friendly solution and saving money. I am not sure of the reason for the 10-foot shoulder in this design. It seems as though the curbed design should have the shoulder. What if you have a breakdown or flat with the curbed design you have nowhere to pull off. Also this is an SRA and should be expected to move a lot of traffic at a high rate of speed.

I disagree with your decision not to provide sidewalks or a multi-use path. I think the multi-use path is more important. You should be meeting Complete Streets. You are using the same fuzzy logic the County used on Randall Road where you show possible ROW for the path, but have no funding to build. The cost for the paths should be the FIRST thing budgeted, then the roadway widening, curbing and finally storm sewer. Also if you claim you cannot put in the paths because they would not be ADA compliant that is also incurred. You should be designing to ROWAG the proposed Right-of-Way Access Guidelines. These state that attempts to make paths ADA should be undertaken, but allow for sidewalks to take the grade of the adjacent roadway.

Opinion: Depressed median cross-section with sidewalk and multi-use path

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

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Schaumburg, IL 60196-1096



Illinois Department of Transportation

PUBLIC MEETING #2

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name Jon Meyer

Mailing Address [REDACTED]

City/State/Zip McHenry, IL 60050

Phone [REDACTED]

Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward. Add any additional information that you feel should be considered by the Project Study Group:

I have lived in McHenry for more than 60 years and truly believe Rt 31 from CL to Rt. 120 should be a 4-lane road. At the same time, I don't see the need for a greater expansion connecting Rt 31 and Rt 120 in McHenry (certainly no need for 2 left turn lanes onto Rt. 120) and do not support the need for the planned median at Bull Valley Rd. & Rt. 31.

In my opinion, a much greater need is a by-pass around McHenry. As a young man, working downtown Chicago, I was excited to learn of the plans to construct Rt 53 ~~was~~ coming through on the east side of McHenry. Why has that never progressed, which by the way, would have solved many of the McHenry traffic issues today.

Government & business must work together in solving our traffic problems and it appears to me that this Rt. 31 plan ignores the interests of several local businesses, which will create job losses and more empty buildings, not to mention loss of tax revenues.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

Illinois Department of Transportation
Attn: Bureau of Programming, Scott Czaplicki
201 W. Center Court
Schaumburg, IL 60196-1096



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name Ronald & Corinna Small

Mailing Address [REDACTED]

City/State/Zip Crystal Lake, IL 60012

Phone [REDACTED] Email [REDACTED]

Please provide your thoughts on the Phase I Study, Project Purpose and Need, & Alternatives to be Carried Forward.
Add any additional information that you feel should be considered by the Project Study Group:

We are very concerned about the amount of trees that could be removed under the current proposal. The existing grove of 100+ year old oak trees provide a visual barrier & noise buffer from the existing highway, as well as a safe habitat for our deer population & other wildlife.

If the trees must be removed, we, as homeowners, will need to have trees replanted as well as a noise reduction barrier built. The roadway will be extremely close to our home & especially to our bedrooms.

We are also concerned about our existing septic field & how close the new roadway will be to the field. All of these items will need additional evaluation & consideration from IDOT's end.

If you need more space, please use the reverse side or additional forms. Please place this form in the comment box this evening, or mail it to the Illinois Department of Transportation by December 6, 2012 at the address listed below, or you may scan and email it to the project email address at: info@ILRoute31.com

Illinois Department of Transportation
Attn: Bureau of Programming, Scott Czaplicki
201 W. Center Court
Schaumburg, IL 60196-1096

John A. Clark

From: James Mowery, M.D. [REDACTED]
Sent: Friday, November 16, 2012 12:32 PM
To: info@ilroute31.com
Subject: WWW Form Submission

Below is the result of your feedback form. It was submitted by James Mowery, M.D.
([REDACTED]) on Friday, November 16, 2012 at 11:32:13

address: [REDACTED]

citystate: McHenry, IL 60050

comments: Would it be possible to get copies of the actual pictures as were shown at the public input session at the Shah center on 11/15/12? If not, is there a way to log on somewhere to see these illustrations. Unfortunately, the handout does not do a good job of showing what the actual intersections might look like - nor do they illustrate the impact the project would have on the properties abutting the highway. Thank you for your time and consideration.

J. Mowery

subscribebox: on on

John A. Clark

From: Randall Schietzelt [buroak@owc.net]
Sent: Friday, November 30, 2012 5:45 PM
To: info@ilroute31.com
Subject: WWW Form Submission

Below is the result of your feedback form. It was submitted by Randall Schietzelt (buroak@owc.net) on Friday, November 30, 2012 at 16:44:48

address: [REDACTED]

citystate: [REDACTED]

comments: Thank you for hosting the public meetings and soliciting comments from all stakeholders. Big complex projects work so much better when the wide range of concerns and suggestions get thrown into the mix early on in the planning process.

The Land Conservancy of McHenry County owns a very narrow frontage on Route 31, just south of the main branch of Sleepy Hollow Creek. This frontage currently contains a branch of Sleepy Hollow Creek (labeled Squaw Creek on your maps), and that stream flows east through our property into Thunderbird Lake. Thunderbird Lake is a McHenry County Natural Area Inventory (McNAI) site. McNAI sites were identified as the best remaining natural habitat in McHenry County. The Land Conservancy owns 46 acres on the edge of this natural area. Our concerns with the project relate to potential runoff impacts on this remnant natural area.

The current stream is subject to storm surges that has eroded three to five foot cut banks from the existing drainage configuration. Will the increased imperviousness, from adding traffic lanes, and the curb and gutter with storm sewers, going to greatly increase the amount of flow into Sleepy Hollow Creek? One of the IDOT employees thought the stream would be re-meandered by the proposed retaining wall to help reduce the amount of storm surge and the resulting erosion. We would hope all of the calculations on storm water flow and retention are taking into account the capacities of these small streams. The slope of the hills leading down to the streams will funnel very large quantities of runoff down to our property.

In addition, road salts, metals, and other pollutants become incorporated into runoff from highways. One of our big challenges with our Thunderbird Lake site is keeping invasive species at bay when the nutrient and chemical inputs keep giving them an advantage over native species. Reed canary grass (*Phalaris arundinacea*), and common buckthorn (*Rhamnus cathartica*) are the most notable problem species we have with this site. We would hope the final plan will incorporate measures to capture and sequester road salts and other pollutants, so they do not degrade the downstream habitats.

The final concern deals with the many old growth oak trees that line the edges of Route 31. We will probably lose one medium-sized bur oak with this project. McHenry County residents highly value their older oak trees. We would hope the project is designed to minimize the impacts to high quality old growth trees that will take centuries to replace.

There are several opportunities available with this project where potentially both IDOT's and TLC's goals and needs can be met. Please consider the following:

1. The Chicago Metropolitan Agency for Planning (CMAP) recently finished a watershed plan for the Sleepy Hollow Creek Watershed. The Thunderbird Lake property of the Land Conservancy

is included in their short list of approved projects that have the potential to greatly increase water quality in the watershed. We would ask that any mitigation monies be seriously considered for restoring this specific site. The impacts will be right here with the surrounding topography directing runoff down to this stream. So it would be hard to imagine a more relevant site for any mitigation funds. Keeping the mitigation funds in the same watershed allows the regulatory rules to work as they are intended.

2. The Land Conservancy property has existing hydric soils, many springs, and a couple of old tile lines running through it. Marsh restoration here could work to sequester many of the chemicals in road runoff. Mitigation increasing wetland vegetation, over the current woody vegetation, would facilitate more sequestering of pollutants by the plants. Marsh habitat could also help mitigate the pulses of rainwater as they enter the watershed. Restoration on this site would produce the highest return on your mitigation funds in this watershed.

3. The CMAP process involved the collection of many water quality parameters. This would provide a nice baseline for IDOT to gauge the success of your road project mitigation plans. The protection of water quality into a remnant natural area would also be good evidence of IDOT's planning abilities for future projects. That mitigation/restoration could potentially improve the current habitat quality, which again, would be a feather in IDOT's hat.

4. The depressed median option would probably help our site significantly since it should help hold and slow down more storm water runoff. We would prefer that proposal over the raised median idea.

5. We would encourage you to come up with creative engineering methods to allow the oldest oak trees to remain in this roadway. A two to three hundred year old tree will need a couple of centuries to be replaced. The amount of goodwill you could cultivate would be tremendous with some flexibility on your part with old oak trees. The traditional explanation of, à the chart says they have to goâ , is a prognosis for conflict.

Thank you for the chance to comment on this proposal. I would hope mutually beneficial projects can be found, and that we can look forward to working together for a sustainable future that provides for our transportation and ecological needs.

Sincerely,

Randall Schietzelt

Chair of the Stewardship Committee of the Land Conservancy of McHenry County

subscribebox: on

John A. Clark

From: [REDACTED]
Sent: Sunday, December 02, 2012 10:37 AM
To: info@ILRoute31.com; "Czaplicki, Scott D"@EISENMANN.DE; Scott.Czaplicki@illinois.gov
Cc: Nelson Todd - MCBA; Mrachek Mike - EpicCycle - MCBA; Eberle Ron - MCBA; Rosulek Andrew - MCBA; Wexler Sam - MCBC; Mann Jane & George - MCBC
Subject: IL Route 31 - Public Meeting #2, Nov. 15, 2012, MCBA
Attachments: 121201-IL31PublicMeeting2Nov15-2012.pdf;
120419CompleteStreetsPetitionMcHenryCounty-Final.pdf;
121125CompleteStreetPetitionScans0000-0412-16Pgs.pdf

To whom it may concern, Scott,

Attached please find my input to the IL31 public meeting #2.

I would appreciate if you could quickly confirm that you have received the E-Mail so that I can be sure that it did not get lost in Cyberspace but will become part of the record.

(See attached file: 121201-IL31PublicMeeting2Nov15-2012.pdf)

(See attached file: 120419CompleteStreetsPetitionMcHenryCounty-Final.pdf)

(See attached file: 121125CompleteStreetPetitionScans0000-0412-16Pgs.pdf)

Let me know if you have any questions or comments.

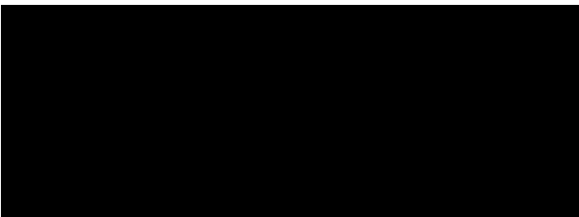
Regards, Eberhard Veit

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Sign our Complete Streets Petition !!! - Download, print, sign, ask others to sign and mail to the address provided.

Download: <http://mcbicycleadvocates.org/completestreets.pdf>

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President of McHenry County Bicycle Advocates Check out our website and video at:

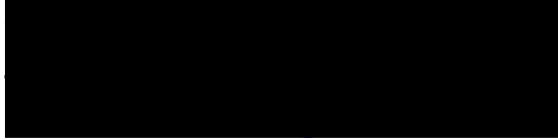
- <http://www.McBicycleAdvocates.org>

- You Tube: <http://www.youtube.com/watch?v=L72Mfz84wFQ>

* * * * *

McHenry County Bicycle Advocates

c/o Eberhard Veit, President



Web: www.McBicycleAdvocates.org

Crystal Lake, Dec. 02, 2012



IL-Department of Transportation
attn. Bureau of Programming, Scott Czaplicki
201 W. Center Court

Schaumburg, IL 60196

Ph: 847-705-4074

E-Mail: info@ILRoute31.com

Concern: **Illinois Route 31 from RT 176 to RT 120 Public Meeting #2**
Nov. 15, 2012 at the Shah Center in McHenry, IL

Scott,

Please allow me to make the following comments with regards to the public meeting number 2.

1. **All of my previous comments made are still true and I hope will be considered.**
 - 1.1. Safe crossing possibilities of Route 31 for existing roads is crucial to bicyclists as they use roads and trails East and West of Route 31 as well.
2. **Make sure that bicycle accommodation is provided.**
 - 2.1. I understand that while IDOT has a Complete Streets policy which makes sure the plan is for complete streets. **However the facilities are not actually built without local matching** which we had to learn the hard way on the intersection of RT 47 and RT 176 which is a huge missed opportunity.
 - 2.2. To my opinion **IDOT should waive the local participation requirement altogether**. If IDOT builds a road it is its responsibility to build it for all users.
 - 2.3. It is not right to improve a road for motorists and make it worse for pedestrians and bicyclist along the corridor. A road that is not complete should not be built !!!**
 - 2.4. Should IDOT not waive the requirements for cost sharing it has to make sure the municipalities participate and if they don't the solution should be the **no build option until a solution is found with the municipalities and or the County**.
 - 2.5. I will attach a copy of our **Complete Streets Petition for McHenry County** with a scan of the first 412 signatures. Note that we will continue to collect signatures but did not yet contact previous petition signers or press the issue of signature collection too much but it clearly states support.
In the case of Rakow Road we had over 1,000 signatures in support of bicycle & pedestrian

accommodation but now have a road that is totally substandard and dangerous for bicycles as it was not built due to lack of local matching. **Another huge missed opportunity. This shall not happen on Route 31 !!!!**

3. **Some detail comments to the road:**

3.1. **RT31 & RT 120 Intersection** in McHenry only shows pedestrian crossings in 3 directions. Currently all 4 directions are available and it is unrealistic to make pedestrians and non road cyclist go all the way around. Please provide complete pedestrian crossing. Without it this would be a safety hazard.



3.2. A & safe good way to get from **Ames to Edgewood** and to the Prairie Path is critical and what you show on the plan appears to the adequate.



3.3. **Intersection of RT 31 and RT 176.** I am aware that it is not part of the project but already in the works. However what is shown on the plan is very inadequate and provides no safe way to access the Trail shown along RT 31. I sure hope that the actual plan will provide safe access. To my opinion the intersection it is missing Pedestrian crossings in all directions.



4. **Overall picture:**

- 4.1. **A speed limit of 45 MPH across the corridor is adequate and safe.** There is no reason to build for higher speeds and seal more land surface as shown in some alternatives.
- 4.2. Less land use, less sealed surface and less environmental impact is preferred.
- 4.3. As the changes are made now soon they shall be sufficient for a very long time which means that the max. build option is probably the way to go. If RT 31 is now built with 4 lanes, should future traffic mitigation be needed it shall be accomplished by public and alternative transportation and not by more and bigger roads.
- 4.4. The options for the RT120 intersection are most important for the City of McHenry as they have the main impact and I would make sure to follow their wishes.
- 4.5. As soon as that intersection is improved, the next intersection, when 31 goes north, will be the major culprit which it is already.
- 4.6. I still strongly maintain that a side path is great for the more rural sections but not with in McHenry and that the Road should have sidewalks on both side and on road bicycle facilities within McHenry. Either on road bike lanes or sharrows but certainly not 14 ft outside lanes which is always an inadequate solution unless a bike lane is marked on it.
 - 4.6.1. We would love to be involved with the detail planning for the ped-bike portion or have you involve e.g. ATA with their planners.
- 4.7. The main goal now is to make the road safe and reduce crashes as well as provide safe transportation for all modes.

Regards ***Eberhard Veit***

Public Meeting #2 Comment Responses

1	<p>I favor Option 2. I favor a change to northbound lanes of 31 at IL 120 (drawing of northbound lane configuration of dual left turns, one through/right turn shared lane, and one right turn lane)</p>	<p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p>
2	<ol style="list-style-type: none"> 1. Ames and Route 31 – add driveway across from Ames and check truck turning patterns. IDOT to relocate driveways to align with Ames Drive. 2. Bank Drive – please consider northbound U-turn at Bank Drive 	<p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in</p>

		better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.
3	Minimum and maximum plan will both impact our business. It would completely shut us down and take our livelihood. We just bought these properties in Oct 2010. We would probably lose our home due to the proposed construction, so essentially we would be unemployed and homeless. The only option for us as business and landowners at this location is No Build. I hope our lives are taken into consideration when you are deciding what you feel is best for us and the community. Please don't destroy our livelihood as well as that of the other private business and homeowners this will affect (Butch's Auto Service, 1002 N. Front Street, 1004 N. Front Street, McHenry)	The Preferred Alternative will not require the acquisition of this home or this business.
4	As an employee at First National Bank of McHenry located at 612 S. Route 31 I am very concerned with the plans for widening Route 31. The bank has 70% of its customer base that travel from the north as well as almost all employees. With the project adding permanent medians, it severely impacts our access to the bank. As it stands now, our customers/employees will have to travel south of our bank, all the way down to Gary Lang Auto to make the U-turn to come all the way back to our bank. In the process of doing this they will have to pass at least 2 other banks with easy access on the west side of the road. I can't even imagine the amount of customers we will lose because of the sheer inconvenience of this. I urge you to consider some sort of turn lane closer to the bank for easier access.	<p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p>
5	Ref: Edward Salisburg Property (Mid-Town Storage) You need to be aware of the traffic amount and types of vehicles coming in and going out. There	At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement

	are 24' box trucks, 25' limousines, U-Hauls, trailers, and cars accessing the entrance. Very busy. Turn lanes, both right and left are needed, along with the median break.	<p>access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p>
6	We need improved infrastructure! Option 2. I will be impacted and all I want is a fair value for all the hard work I have put into my building to entice tenants for the last 3 years. And I need to know ASAP so I do not deceive people who are interested in renting or buying.	None of these properties will be fully acquired with the Preferred Alternative.
7	Looks to be well thought out. First impression is favorable. Concerned about the U-turn lanes. Prefer the 55-mph alternatives. We enter Route 31 from Ames Road – turning south is nasty. Perhaps lower speed limits in this area. Would welcome re-alignment with Edgewood Road so a light could be installed (Prairie Grove issue). Let's get this done! The accident rates are frightening.	At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.

		<p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p>
8	<ol style="list-style-type: none"> 1. No pedestrian crosswalks except at stop lights. Not at all conducive for foot traffic – either on Front Street or Route 31 (Elm). 2. Do not see necessity for two left hand turn lanes onto Bull Valley Road either east or west. Certainly can see need for two left hand turn lanes on Bull Valley either going east or west. 3. The options should be driven by the dictum “the least disruptive and injurious to the businesses on the highways – particularly those at the intersections.” 4. As an interim measure why not reset the stoplight turning at the intersection – especially Bull Valley. The heaviest traffic on Bull Valley occurs at finite times in the morning and the evening – Lengthen the greens on Bull Valley during those times. 	<p>At Public Meeting #2, stakeholders voiced concerns that the project lacks adequate provisions for pedestrian and bicycle users. During the planning and design process, IDOT considers alternatives that provide safe and efficient travel for all users. Guidelines were followed from IDOT’s Complete Streets Policy in order to ensure that the roadway is designed and operated to enable safe, convenient, and comfortable access and travel for all users. Illinois Route 31 has been designed to meet the Complete Streets Law, accommodating a 10-foot shared-use, off-street path that will be provided throughout the corridor to allow adequate provisions for non-vehicular traffic pending cost participation by local municipalities. Crosswalks will be provided at signalized intersections where provisions for pedestrians are provided.</p> <p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The “Safe Access is Good for Business” brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p>
9	<p>Businesses and property owners along the impacted route seem to have 1 or 2 major concerns about IDOT plans. First will median prevent left turn</p>	<p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement</p>

	<p>access to other businesses and put them at a disadvantage with other comparable businesses, and second, for those properties being “taken,” what factors determine fair market value? More info needs to be made public on exactly how that process works. Finally, as a preservationist, I am concerned that projects like this over impact historic structures that because of when they were built are closer to existing roadways. Take too many of these down and the build identity of our towns become lost. What prevention do you take to factor in historic preservation?</p>	<p>access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The “Safe Access is Good for Business” brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p> <p>Three structures are planned to be acquired with the proposed project: two businesses and one residence. None of the three properties are on or would be eligible for inclusion in the National Register of Historic Places. A historic property review of the project area was completed by IDOT, and the project team additionally identified (and avoided) properties on the McHenry County Comprehensive Landmarks list.</p>
10	<ol style="list-style-type: none"> 1. Great concern for the preservation of all oak trees located along the southwest corner of the intersection of Edgewood Road and Route 31. 2. Concerned about the need to raise the roadbed for the Option 2 proposal and the eventual impact on the oak trees. 	<p>Concerns regarding potential impacts to adjacent environmental resources were raised. IDOT is working closely with stakeholders, local municipalities, the US Fish and Wildlife Service, the US Army Corps of Engineers and the Illinois Department of Natural Resources to minimize impacts to adjacent environmental resources. This project strictly adheres to federally mandated National Environmental Policy Act (NEPA/401 Merger) processes.</p> <p>The processes require a comprehensive study and evaluation which identifies and documents the environmental impacts of the design and actions required in order to ensure preservation of the environment and local communities. As a part of this effort, the project report will identify and inventory trees existing within the study area including their location, size, type, and quality. Oak and other notable trees will be highlighted. The coordination of the harvesting and re-use of any removed trees will be completed during Phase II. Wetlands, biological, cultural and historic sites, and any identified special</p>

		waste sites will also be inventoried in order to minimize and mitigate the impacts, if any, that the project may have on the environment and local community. The Project Study Group will begin this process shortly; this includes the addition of wells and septic field locations to be added to the plans as requested by the County.
11	I own properties at 3912 and 3910 West Grove also on NE corner Anne Street and Route 31. The engineer explained they would take approx. enough width of 3912 Grove on Anne Street to develop it commercially, after this is completed my west side yards would be very narrow, I know I would get fair market value but very concerned please keep me posted. This is in my retirement, I know something has to be done, I think a simple 4 lane road would solve it and keep everybody happy. Emailing me is best. I will call if you leave a number.	<p>None of these properties will be fully acquired with the Preferred Alternative.</p> <p>Property owners along the route expressed concerns during Public Meeting #2 about the proposed design options and the possible impacts the designs had to their private properties and IDOT's land acquisition policies. As part of land acquisition process, IDOT's policy is to pay fair market value for properties acquired. The acquisition process is typically initiated when the project has been programmed for construction and detailed design is substantially underway (Phase II).</p> <p>The IDOT procedure to acquire property begins with a determination of ownership and preparation of a property description. An independent appraisal is then ordered with a review and report given to IDOT. Negotiation ensues with an offer to acquire the property at the appraised value. If a settlement cannot be reached within a reasonable timeframe, or if clear title cannot be obtained, the matter is referred to a court under the law of eminent domain. In the event a building is acquired, IDOT has a relocation program in place to provide assistance to any business or residential occupant being displaced. Relocation assistance includes advisory/referral services, replacement housing payments, and the reimbursement of incurred moving expenses. After design approval is received for the preferred alternative, representatives of IDOT's Bureau of Land Acquisition will be contacting you to discuss the property to be acquired and your concerns related to access and loss of value.</p>
12	I am pleased to see the work that has been done in the analysis of the Route 31 improvements. The main comment that I have is to please, please, please make sure to include the accommodations for pedestrian and bicycle traffic. What a wonderful way to allow people who don't drive to have safe access to businesses. Keep up the good work!	At Public Meeting #2, stakeholders voiced concerns that the project lacks adequate provisions for pedestrian and bicycle users. During the planning and design process, IDOT considers alternatives that provide safe and efficient travel for all users. Guidelines were followed from IDOT's Complete Streets Policy in order to ensure that the roadway is designed and operated to enable safe, convenient, and comfortable access and travel for all users. Illinois Route 31 has been designed to meet the Complete Streets Law, accommodating a 10-foot shared-use, off-street path that will be provided throughout the corridor to allow adequate provisions for non-vehicular traffic pending cost participation by local municipalities. Crosswalks will be provided at signalized intersections where provisions for pedestrians are provided.

13	<p>I am impressed with the thought and analysis put into the project proposals. Lack of visibility, high volume traffic, and dangerous options for alternative transportation have contributed to a dangerous roadway for all users. I hope the funding can be found to make the necessary changes to improve the safety of ALL users of Route 31 – not just the cars.</p>	<p>At Public Meeting #2, stakeholders voiced concerns that the project lacks adequate provisions for pedestrian and bicycle users. During the planning and design process, IDOT considers alternatives that provide safe and efficient travel for all users. Guidelines were followed from IDOT's Complete Streets Policy in order to ensure that the roadway is designed and operated to enable safe, convenient, and comfortable access and travel for all users. Illinois Route 31 has been designed to meet the Complete Streets Law, accommodating a 10-foot shared-use, off-street path that will be provided throughout the corridor to allow adequate provisions for non-vehicular traffic pending cost participation by local municipalities. Crosswalks will be provided at signalized intersections where provisions for pedestrians are provided.</p>
14	<p>Just south of the Rt 31/176 intersection, would it be possible to install a left hand turn lane into the driveway feeding First Midwest Bank and the business to the north of the bank? Northbound traffic cannot currently access the bank without driving through the car dealership parking lot/business parking lot to the north of the bank.</p>	<p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p>
15	<p>My residence is located on the portion of Terra Cotta that will no longer have access to the intersection of 176/31. My concern is that after our road is closed, most of the traffic will then be gaining access to 31 S by taking Smith Road to Crystal Lake Road to 31. The Smith/CL intersection currently has a controlled stop for Smith traffic only. It will become increasingly difficult to enter Crystal Lake Road – especially if turning left. I anticipate the need for an all-way stop sign to permit access and minimize accidents due to increased volumes of traffic.</p>	<p>(Scott C. to provide comment as agency with jurisdiction – this is outside our project section)</p>

16	Opening in median 415+50 to enter my property from the north.	<p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p>
17	I appreciate the foresighted planning that is evident in the concepts presented. The distinct advantages of Option 2 are its higher speed, safety, and room to accommodate ambulance transport. But the depressed center median will be a challenge to maintain as an attractive enhancement. Option 1 would slow down the speed. But the reality is that the added signals will stop the traffic anyway. Its raised median offers an excellent opportunity for landscape enhancement which would become a futuristic amenity for the region. Do everything possible to build the bike path along with the widened highway!	<p>At Public Meeting #2, stakeholders voiced concerns that the project lacks adequate provisions for pedestrian and bicycle users. During the planning and design process, IDOT considers alternatives that provide safe and efficient travel for all users. Guidelines were followed from IDOT's Complete Streets Policy in order to ensure that the roadway is designed and operated to enable safe, convenient, and comfortable access and travel for all users. Illinois Route 31 has been designed to meet the Complete Streets Law, accommodating a 10-foot shared-use, off-street path that will be provided throughout the corridor to allow adequate provisions for non-vehicular traffic pending cost participation by local municipalities. Crosswalks will be provided at signalized intersections where provisions for pedestrians are provided.</p>
18	I think this is a needed project. I think you should work towards the center depressed median cross-section. This will reduce the need for storm sewer, providing a more environmentally friendly solution and saving money. I am not sure of the reason for the 10-foot shoulder in this design. It seems as though the curbed design should have the shoulder. What if you have a breakdown or flat with the curbed design, you have nowhere to pull off. Also this is an SRA and should be expected to move a lot of traffic at a high rate of speed.	<p>At Public Meeting #2, stakeholders voiced concerns that the project lacks adequate provisions for pedestrian and bicycle users. During the planning and design process, IDOT considers alternatives that provide safe and efficient travel for all users. Guidelines were followed from IDOT's Complete Streets Policy in order to ensure that the roadway is designed and operated to enable safe, convenient, and comfortable access and travel for all users. Illinois Route 31 has been designed to meet the Complete Streets Law, accommodating a 10-foot shared-use, off-street path that will be provided</p>

	<p>I disagree with your opinion to not provide sidewalks or a multi-use path. I think the multi-use path is more important. You should be meeting Complete Streets. You are using the same fuzzy logic the County used on Randall Road where you show possible ROW for the path, but have no funding to build. The cost for the paths should be the first thing budgeted, then the roadway widening, curbing, and finally storm sewer. Also if you claim you cannot put in the paths because they would not be ADA compliant that is also incorrect. You should be designing to ROWAG the proposed right-of-way access guidelines. These state that attempts to make the paths ADA should be undertaken, but allow for sidewalks to take the grade of the adjacent roadway.</p> <p>Opinion: Depressed median cross-section with sidewalk and multi-use path.</p>	<p>throughout the corridor to allow adequate provisions for non-vehicular traffic pending cost participation by local municipalities. Crosswalks will be provided at signalized intersections where provisions for pedestrians are provided.</p>
19	<p>First National Bank: 70% of customers who use 612 South IL Route 31 arrive from and depart to the north. Vehicular access is essential at this location, as no sidewalk exists for foot or bicycle traffic. Should the proposed non-mountable median barrier ultimately be constructed at this location, our customers and employees will be subject to an unnecessary hardship. Given the wide range of age and driving abilities of our customers, restricting vehicular access for a majority of our customers at this location will create more than a mere facility, courageous costumers will have no other choice but to execute a U-turn maneuver at some yet to be defined location further south on IL Route 31. After attending numerous meetings on this matter and in consideration of other design solutions successfully in place along other state highways in northern Illinois, I remain unconvinced the proposed non-mountable median barrier down the middle of IL Route 31 is necessary given the character of existing businesses, existing lot sizes, and land uses.</p> <p>Our main office at 3814 West Elm Street (IL Route 120) is also substantially impacted. Viewing the exhibits displayed at the public hearing, we note the so-called "Full Build" option at the intersection of IL Route 31 and IL Route 120 in McHenry cripples ingress and egress to our main bank location and renders our drive-in banking facility useless. More significantly, the proposed improvements would eliminate vehicle queueing for our four drive-in lanes and require relocation of the underground tunnel containing the eight carrier transport tubes and supporting infrastructure serving the drive-in kiosks. Additionally, a portion of the drive-in canopy would need to be removed should the Full Build option be constructed as designed.</p>	<p>At Public Meeting #2, concerns were expressed about the widening of the roadway, the installation of barrier medians (limiting some turning movement access to properties), and the proposed U-turns along the route. U-turns are generally provided at quarter mile spacing in accordance with the Bureau of Design and Environment (BDE) requirements for Strategic Regional Arterials (SRA). Illinois Route 31 is one of three north-south SRA routes in McHenry County. The current roadway configuration - driveways, through lanes, and center two-way left turn lanes - creates potential conflicts between through traffic and traffic turning left to access driveways. Such maneuvers can lead to more frequent and more serious crashes as traffic volumes in the opposing lanes increase. The "Safe Access is Good for Business" brochure provided by the FHWA states that making a U-turn at a median opening to get the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Since improving roadway safety was identified as a key project need, alternatives that will improve safety are given greater consideration than those that do not.</p> <p>The barrier medians help manage access to properties along Illinois Route 31 so that turning and crossing movements occur at fewer locations; resulting in better traffic flow and fewer crashes. The overall proposed roadway configuration increases safety along the corridor as access to businesses and residents are better managed.</p> <p>At Public Meeting #2, stakeholders voiced concerns that the project lacks adequate provisions for pedestrian and bicycle users. During the planning and design process, IDOT considers alternatives that provide safe and efficient travel for all users. Guidelines were followed from IDOT's Complete</p>

	<p>We note our two ingress and egress aprons to Front Street will be consolidated and relocated to a single ingress-egress drive apron. From the exhibits, I am unable to offer a likely route for motorists who want to make a left turn out of the bank's parking lot onto southbound Front Street. In the proposed exhibits, egress from our parking lot onto Front Street will be limited to right turn only due to the installation of a non-mountable center median along Front Street, north of IL Route 120. This will likely create a significant increase in traffic through the Millstream subdivision, our neighbors to the north, as existing customers seek another route to cross or turn onto IL Route 120.</p> <p>The contemplated roadway improvements to the intersection of IL Route 31 South and IL Route 120 do not appear to be pedestrian-friendly for walkers and/or bikers. From my office window, I regularly see more and more pedestrian traffic in our downtown area. The proposed design favors vehicles over pedestrian and bicycle traffic with limited opportunities for pedestrians to cross the multi-lane state highway at high-risk intersections. Using every last available inch of right-of-way for vehicular traffic runs counter to the City of McHenry efforts to encourage capital investment in our downtown area. This design leaves pedestrians and bicyclists at risk for their own transport and safety.</p> <p>Acceptance of the Full Build option at the intersection of IL Route 31 and IL Route 120 will change the face and character of McHenry's Central Business District (CBD) forever. I respectfully question the purpose behind planning large scale highway improvements within the CBD given the context of a contemplated ADT of 45,000 cars a day (estimated by 2030). If IDOT's intention is to safely move more vehicles through the City of McHenry as possible, then why not choose a route which will eliminate the number of obtuse turns along IL Route 31? Given the high cost associated with the acquisition of right-of-way and economic losses due to the dislocation/relocation of businesses within the CBD, why not consider a complete north-south bypass outside of the CBD? The City of Crystal Lake already has an IL Route 31 bypass. The Village of Algonquin is considering their own IL Route 31 bypass to reduce traffic volume at IL Route 31 and IL Route 62 around their CBD, why not the City of McHenry?</p>	<p>Streets Policy in order to ensure that the roadway is designed and operated to enable safe, convenient, and comfortable access and travel for all users. Illinois Route 31 has been designed to meet the Complete Streets Law, accommodating a 10-foot shared-use, off-street path that will be provided throughout the corridor to allow adequate provisions for non-vehicular traffic pending cost participation by local municipalities. Crosswalks will be provided at signalized intersections where provisions for pedestrians are provided.</p> <p>IDOT received several comments about alternatives that propose to widen Illinois Route 31. The Chicago Metropolitan Agency for Planning (CMAP) anticipates the need to widen Illinois Route 31 due to future traffic volumes increasing regionally. Traffic projections undertaken by CMAP, show that regardless of the additional roadway capacity provided by other roadway projects within the region, The McHenry Western and McHenry Eastern Bypasses, traffic volumes along Route 31 would still increase. Illinois Route 31 roadway needs to be widened in order to accommodate future traffic flows within the region.</p> <p>At this time The McHenry Western Bypass is no longer under immediate consideration. The McHenry Eastern Bypass and Miller Road/Chapel Hill Road from IL Rt 31 to IL Rt 120 is currently under construction for the first leg of the project, Phase 1. Phase 1 consists of widening Miller Road from City of McHenry Waste Water Treatment Plant east to River Road.</p>
20	<p>McHenry County DOT: The McHenry Department of Transportation is very supportive of the State's efforts to design IL Route 31. Improvements to this portion of IL Route 31 were called for by the County's 2010 Plan adopted by the County Board in 2005. Improvements to this portion of</p>	<p>Funding for non-roadway components of the roadway are expected to be finalized in Phase II of the project.</p>

	<p>Illinois Route 31 are strongly supported by all groups involved in the development of the draft 2040 Plan for McHenry County.</p> <p>In addition to having strong support for roadway improvements to Illinois Route 31, the 2040 planning process has also identified strong support for bicycle, pedestrian, and transit improvements along this route as well. The State may not be aware that the 806 Bus Route operates along IL Route 31 and serves two of the County's greatest transit generators, the Centegra Hospital and the Pioneer Center. Access to these facilities from the 806 bus route is severely limited as sidewalks, paths, bus stops, or bus shelters are lacking along IL Route 31. As such, more transit trips are being provided to these locations on far more expensive and limited capacity demand-response transit services provided by the Pioneer Center, by McHenry Township, by Nunda Township, by the City of McHenry in partnership with the County, and others.</p> <p>The purpose and need statement for the project suggests that making improvements to all modes of transportation are part of the project and not separate. At the same time, the project boards presented to the public clearly indicate that all non-highway capacity and operating expenses such as sidewalks, bike paths, and highway crossing improvements would be contingent upon local funding. This is obviously a result of the State's complete streets legislation; and, IDOT's understanding of its responsibilities. In the case of improvements to IL Route 31, these improvements are part of the purpose and need, a need supported by existing bus service to two of the County's largest transit generators. The County asks IDOT to consider all bicycle and pedestrian improvements under consideration under Phase I as core parts of the highway design. Furthermore, the County encourages IDOT to avoid prematurely excluding these components from serious considerations by communicating a funding burden to local agencies incapable of financing such components. It would also be helpful for IDOT to provide detailed cost information as part of the Phase I planning so planning and decisions can be made by all stakeholders.</p>	
21	<p>Environmental Defenders of McHenry County: Our comments will focus on three main issues – protection of groundwater, preservation of remnant oaks and century trees, and design to increase mobility beyond a single goal of commuting.</p> <p>1. Protection of Groundwater The improvements for this project are almost entirely in Nunda Township, except for the section that addresses the City of McHenry near Route 120.</p>	<p>At Public Meeting #2, stakeholders voiced concerns that the project lacks adequate provisions for pedestrian and bicycle users. During the planning and design process, IDOT considers alternatives that provide safe and efficient travel for all users. Guidelines were followed from IDOT's Complete Streets Policy in order to ensure that the roadway is designed and operated to enable safe, convenient, and comfortable access and travel for all users. Illinois Route 31 has been designed to meet the Complete Streets Law, accommodating a 10-foot shared-use, off-street path that will be provided</p>

<p>Nunda Township contains highly permeable soil classifications associated with groundwater recharge areas. Our groundwater must be protected from pollution draining through permeable soils. The large area of sandy and gravely glacial deposits in the Township expose our water table to relatively rapid pollution if inappropriate development occurs. In like manner, shallow water tables sustain many of the Township's high quality wetlands and creek systems and should be protected from pollution. The sand and gravel that exists naturally in the township make for a poor water filtration system. As storm water and wastewater percolate through the sand and gravel, the impurities are not fully filtered, <i>making the groundwater in this area susceptible to pollution</i>. Ground water protection is of vital concern to the public health and economic well-being of our community and is a strong priority for the Environmental Defenders of McHenry County. A bigger road means an increase in traffic, which will result in higher levels of pollution. Therefore, the natural area should dictate the design of the road to incorporate the natural land features into the design to protect the soils, water, and systems through Best Management Practices. The Defender's advocate for:</p> <ul style="list-style-type: none"> • Thorough identification of sensitive soils and water systems • A commitment to incorporating state-of-the art environmental practices into the road plan • Less impervious pavements and road surfaces • Medians of deep rooted native vegetation that absorb and filter rainwater • Use of native landscapes with an ecologic function that reflect a local sense of place • Treating water at the source using soils and cleansing vegetation • Protect highly permeable soils to minimize leaching into groundwater • Project leaders work with the County Water Resources Manager to coordinate siting of detention facilities • Utilize buffers along creeks • Preserve and protect organic soils • Minimize runoff reaching seeps and springs within the watershed areas • View stormwater as a resource and implement Best Management Practices to naturally filter water and return it into a healthy system <p>2. Preservation of Remnant Oaks and Century Trees</p> <p>A second priority to the Defenders is the preservation and protection of old healthy trees most particularly the native oaks. There are significant Remnant Oak Woodlands of which lie next to the borders of Route 31 most particularly on the southern end. Without careful planning to protect the root systems of these trees, we could put in danger these standing emblems</p>	<p>throughout the corridor to allow adequate provisions for non-vehicular traffic pending cost participation by local municipalities. Crosswalks will be provided at signalized intersections where provisions for pedestrians are provided.</p> <p>Concerns were voiced regarding the potential degradation of stormwater quality resulting from untreated stormwater runoff. The PSG has plans to hold meetings with local watershed groups, the Environmental Defenders of McHenry County, and the Land Conservancy of McHenry County to discuss stormwater management for the project. Illinois Route 31 will follow Best Management Practices (BMPs) concepts that require IDOT to design, implement, and evaluate stormwater management efforts for this project. These concepts will likely include the design and incorporation of "green" practices to filter stormwater runoff before it is discharged into environmentally sensitive areas. These concepts will be developed in Phase I and designed in detail and permitted in Phase II (preparation of construction documents design phase).</p> <p>Concerns regarding potential impacts to adjacent environmental resources were raised. IDOT is working closely with stakeholders, local municipalities, the US Fish and Wildlife Service, the US Army Corps of Engineers and the Illinois Department of Natural Resources to minimize impacts to adjacent environmental resources. This project strictly adheres to federally mandated National Environmental Policy Act (NEPA/401 Merger) processes.</p> <p>The processes require a comprehensive study and evaluation which identifies and documents the environmental impacts of the design and actions required in order to ensure preservation of the environment and local communities. As a part of this effort, the project report will identify and inventory trees existing within the study area including their location, size, type, and quality. Oak and other notable trees will be highlighted. The coordination of the harvesting and re-use of any removed trees will be completed during Phase II. Wetlands, biological, cultural and historic sites, and any identified special waste sites will also be inventoried in order to minimize and mitigate the impacts, if any, that the project may have on the environment and local community. The Project Study Group will begin this process shortly; this includes the addition of wells and septic field locations to be added to the plans as requested by the County.</p>
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	<p>of local history. The people of McHenry County respect and hold a high value on the oaks and century trees and want them protected so they can continue to thrive.</p> <ul style="list-style-type: none"> • Any oak trees that would lie within the boundaries of this project must be identified and considered a valued natural resource. • Planning and design needs to include avoidance of older trees and measures to protect their continued health • Incorporate protective barriers for old native oaks and other aged trees to prevent concentrated pollution from saturating soils that will reach the root systems. This would include trees at the roadway and those beyond • Any trees that are determined necessary for removal and of a proper diameter, sold for millwork rather than destroyed, but only as a last resort. <p>3. We Support the Design to Increase Mobility</p> <p>As environmental priorities get stronger within McHenry County, it is important to the public that road improvements include more than traditional hard engineering approaches designed only with the movement of vehicles as a priority. Design now needs to consider the movement of stormwater and groundwater, people who walk and bike, and people who are transported by others beyond commuting and people who use alternative modes of transportation.</p> <ul style="list-style-type: none"> • Shift values from simply a road to move vehicles to planning a road that reflects the positive values of the local communities. • Take seriously the priority the public has placed on planning for “people and places” not for “cars and traffic.” • Give careful consideration to how people will get on and off the road • Provide connectivity for the benefit of getting people to communities, local businesses, access to healthcare facilities and open spaces. • Elevate the value for more mobility by placing a high priority on biking, walking and public transportation. • Find ways to slow the traffic, especially as it reaches McHenry <p>Thank you for the extensive invitation and involvement of the public. The McHenry County Environmental Defenders appreciate the opportunity to participate. Our organization exists because of a long-term commitment by residents to respect, protect, preserve and educate McHenry County citizens about the unique qualities of our local and worldly natural resources. It is our hope that we can influence a change in philosophy when it comes to large projects such as these Route 31 improvements that will have a significant environmental and community impact. It is important to our members that we strive for sustainability with new projects, which means minimizing the impacts to environmental resources and</p>	
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	<p>consumption of material resources and energy. So we ask that the State of Illinois strive to reach the goals outlined in the I-LAST document (the – Livable and Sustainable Transportation Guide). It is important with every new project that we find a balance between what is important to the transportation needs of our community and the natural environment, as well as being economically sound. Therefore we encourage attention to the new and innovative approaches that are available and use them to achieve sustainability goals especially with transportation projects.</p>	
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SUMMARY

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

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



Community Advisory Group (CAG) Meeting #1

The purpose of the CAG meeting was to introduce CAG members and the project team, present and obtain concurrence on CAG ground rules, review the project development and public involvement processes, and summarize results from Public Meeting #1, as well as develop a list of key transportation issues / concerns and a Project Problem Statement.

Invited participants included stakeholders who attended the Public Informational Meeting and/or interested local groups or agencies. A total of 26 volunteers were identified and invited to this CAG meeting, and to participate in all CAG meetings throughout the duration of the project. Invitation letters were mailed to home or business addresses.

This meeting was attended by **19** invited CAG members or other interested project stakeholders; and **9** members of the project study group were present to facilitate the meeting and answer any questions (See attached sign-in sheet).

The meeting began with a 30 minute PowerPoint presentation providing project information and an overview of the project development and public involvement process to be followed on this project; a summary of the results from Public Meeting #1; an introduction to the Project Workshop session; and an overview of project next steps and future meetings.

Introductions and Presentation (Jean-Alix Peralte – STV Inc.)

- **Welcome**
 - Mr. Peralte introduced the project team including IDOT, STV Inc., and Christopher B. Burke Engineering, Ltd. (CBBEL) and briefly explained their role on the project.
 - CAG and project team members introduced themselves – name, whom they represent, and why they volunteered to join the CAG.
 - All members were given a copy of the meeting agenda and a binder with the presentation and exhibit materials to be maintained throughout the study.
 - The ground rules to be followed by the CAG were introduced and approval sought. *No objections to the project CAG Ground Rules were expressed, therefore these ground rules have been considered as approved by the CAG.*
- **Project Development and Public Involvement Process (PowerPoint)**
 - IDOT Project Development and Phase I Study Process

- Phase I Study Schedule. *Mr. Peralte noted that the schedule has been revised since the first Public Meeting to include an additional Public Meeting, tentatively scheduled for the summer of 2012.*
 - What is Context Sensitive Solutions
 - Stakeholder Involvement Plan (SIP). Latest copy is included in CAG binder and available for download on the project website: www.ILRoute31.com
 - National Environmental Policy Act (NEPA)
 - Public Involvement Opportunities
 - Project Study Group (PSG)
 - Community Advisory Group (CSG)
- **Summary of Public Meeting and Questionnaire Responses (PowerPoint)**
 - Participants asked to refer to Public Meeting #1 Summary document and Summary of Public Meeting #1 comments document in CAG binder.
 - Primary Issues / concerns from Context Audit Form: Pedestrian/Bicycle Accessibility, Traffic Safety, Traffic Congestion, Residential Property Impacts, Business Impacts / Access.
 - A participating CAG member stated that she doesn't believe the issues shown on the slide represent all primary issues along the project corridor that were expressed by participants at Public Meeting #1. *Mr. Peralte noted that the issues shown on the slide are those that came up most on the Context Audit Forms that were submitted by stakeholders after the public meeting; not necessarily all project issues. The list of issues shown on the slide is to spark conversation during the workshop portion of today's meeting. During the workshop, other issues will be noted and considered.*
- **Introduction to the Workshop: Project Problem Statement (PowerPoint)**
 - What is a Project Problem Statement?
 - What will be accomplished during this workshop? Identify key transportation issues / concerns and use these issues / concerns to develop a Project Problem Statement. Project Alternatives will not be discussed during this workshop.
 - Group Exercise Introduction and Group Assignments. To break out into 3 small groups of 6-7 to work on 2 different group exercises (Part A: Brainstorming Key Transportation Issues / Concerns & Part B: Developing Draft Project Problem Statement). Group assignments based on color on name tag and name plates. If you don't have color, please see STV representative. Each group to select Spokesperson to report results of small group discussions to large group.
 - Large group to develop single Project Problem Statement
- **Next Steps and Future Meetings (PowerPoint)**
 - Next Steps: Ongoing Engineering Project Development Activities and Development of Project Purpose and Need Statement per NEPA requirements.
 - Future Meetings: CAG Meeting #2 set for September 22, 2011, CAG Meeting #3 in October, and Public Meeting #2 in November.

There were no questions at the end of the presentation.

Workshop: Project Problem Statement (lead by Mike Matkovic – CBBEL)

After the presentation, CAG members were broken up into groups of 6 to 7 to brainstorm key transportation issues / concerns along Illinois Route 31 from Illinois Route 176 to Illinois Route 120, and to develop a project problem statement based on the 4 to 5 most important issues for the group. Below is summary of the group assignments and results of the workshop exercises:

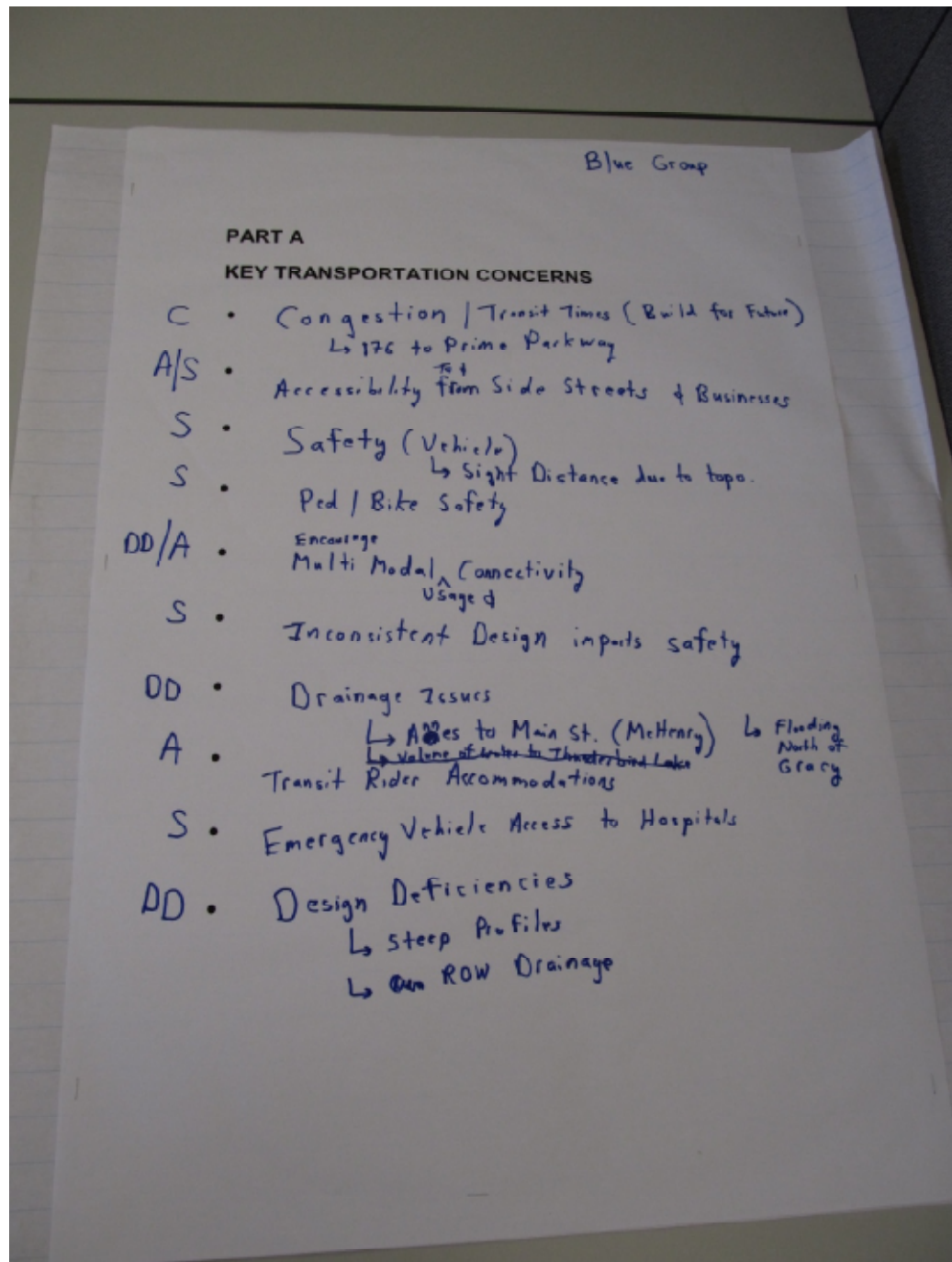
BLUE GROUP

CAG Participants: Jeannine Smith, Jon Schmitt, Eberhard Veit, Lori McConville, Catherine Jones, Jim Hicks, William Busse;

Facilitator: Mike Matkovic (CBBEL); Scribe: Sanjay Joshi (STV); Observer/Support: Scott Czaplicki (IDOT)

Flip Chart Page #1 – Workshop Exercise Objective (Same page for all 3 groups)

<p style="text-align: center;">BLUE GROUP</p> <p style="text-align: center;">PROJECT PROBLEM STATEMENT</p> <ul style="list-style-type: none">• Concise statement of the transportation problem to be solved by the proposed project based on stakeholder knowledge and user experience• Key stakeholder input into the purpose and need statement as required by NEPA prior to consideration of improvement alternatives						
<p>THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>IN ADDITION, _____</p> <p>_____</p>						
<p style="text-align: center;">CITED ISSUES/CONCERNS IN THE PUBLIC INFORMATION MEETING QUESTIONNAIRE</p> <table><tbody><tr><td>• Traffic Congestion</td><td>• Residential Property Impacts</td></tr><tr><td>• Traffic Safety</td><td>• Business Impacts / Access</td></tr><tr><td>• Pedestrian/Bicycle Accessibility</td><td></td></tr></tbody></table>	• Traffic Congestion	• Residential Property Impacts	• Traffic Safety	• Business Impacts / Access	• Pedestrian/Bicycle Accessibility	
• Traffic Congestion	• Residential Property Impacts					
• Traffic Safety	• Business Impacts / Access					
• Pedestrian/Bicycle Accessibility						



Blue Group

PART B

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:

Congestion (existing and future), safety for all users, accessibility, and design deficiencies.

IN ADDITION, improvements should minimize environmental impacts (i.e. water quality)

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:

IN ADDITION, _____

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:

IN ADDITION, _____

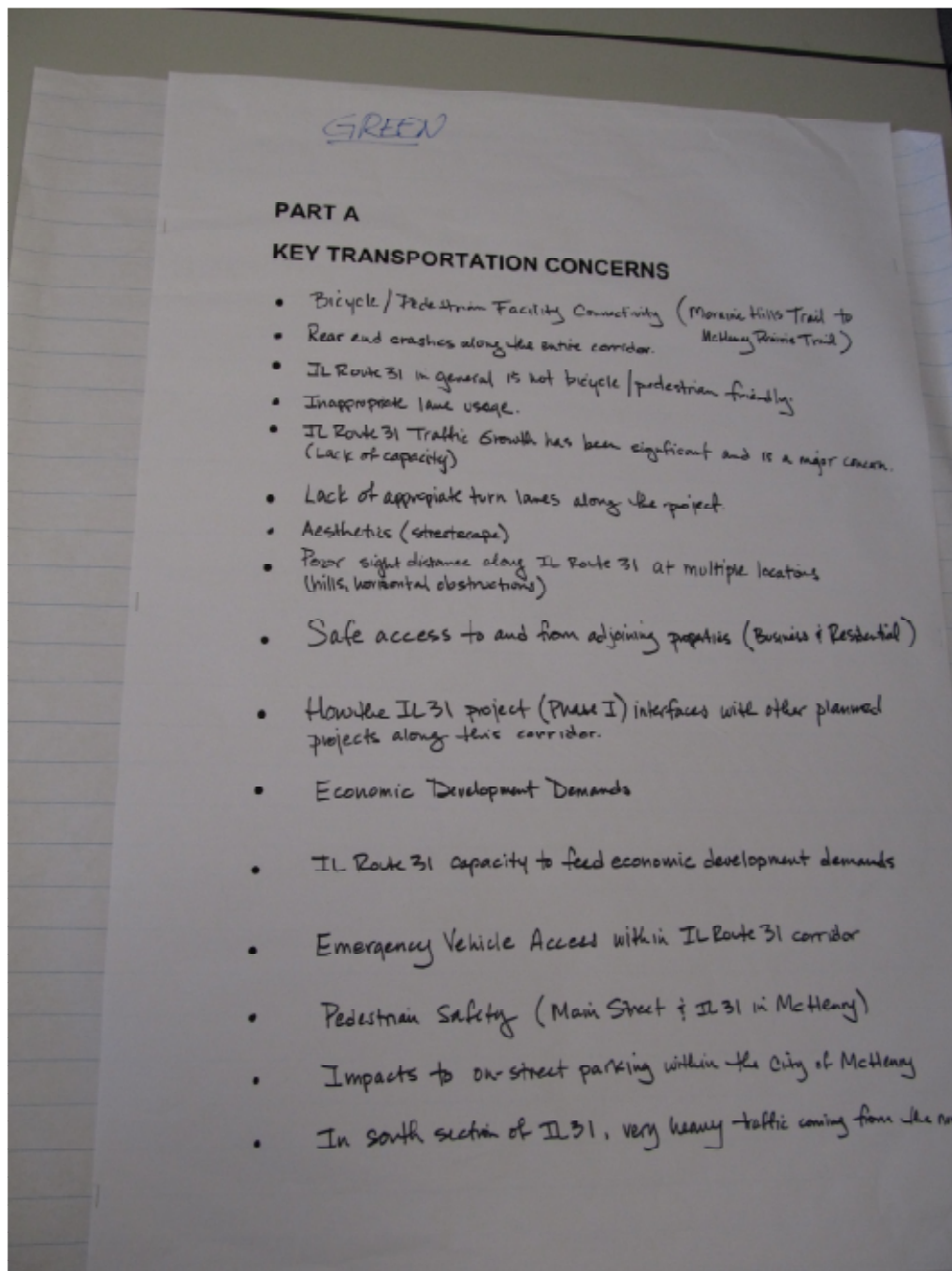
GREEN GROUP

CAG Participants: Doug Martin, Abigail Wilgreen, Herb Burnap, Bev Moore, James Howell, Tamara Howell;

Facilitator: Marty Worman (CBBEL); Scribe: John Clark (STV); Observer/Support: Steven Schilke (IDOT)

Flip Chart Page #1 – Workshop Exercise Objective (See Page 1 for Blue Group)

Flip Chart Page #2 – Key Transportation Concerns



GREEN GROUP

PROJECT PROBLEM STATEMENT

- Concise statement of the transportation problem to be solved by the proposed project based on stakeholder knowledge and user experience
- Key stakeholder input into the purpose and need statement as required by NEPA prior to consideration of improvement alternatives

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:

traffic congestion and safety, with accessibility
of business and residential needs and future economic
growth current and

IN ADDITION, recreational use by pedestrians and
bicyclists

CITED ISSUES/CONCERNS IN THE PUBLIC INFORMATION MEETING QUESTIONNAIRE

#1 • Traffic Congestion	• Residential Property Impacts	} #3
(40) #1.01 Traffic Safety	• Business Impacts / Access	
#4 • Pedestrian/Bicycle Accessibility		

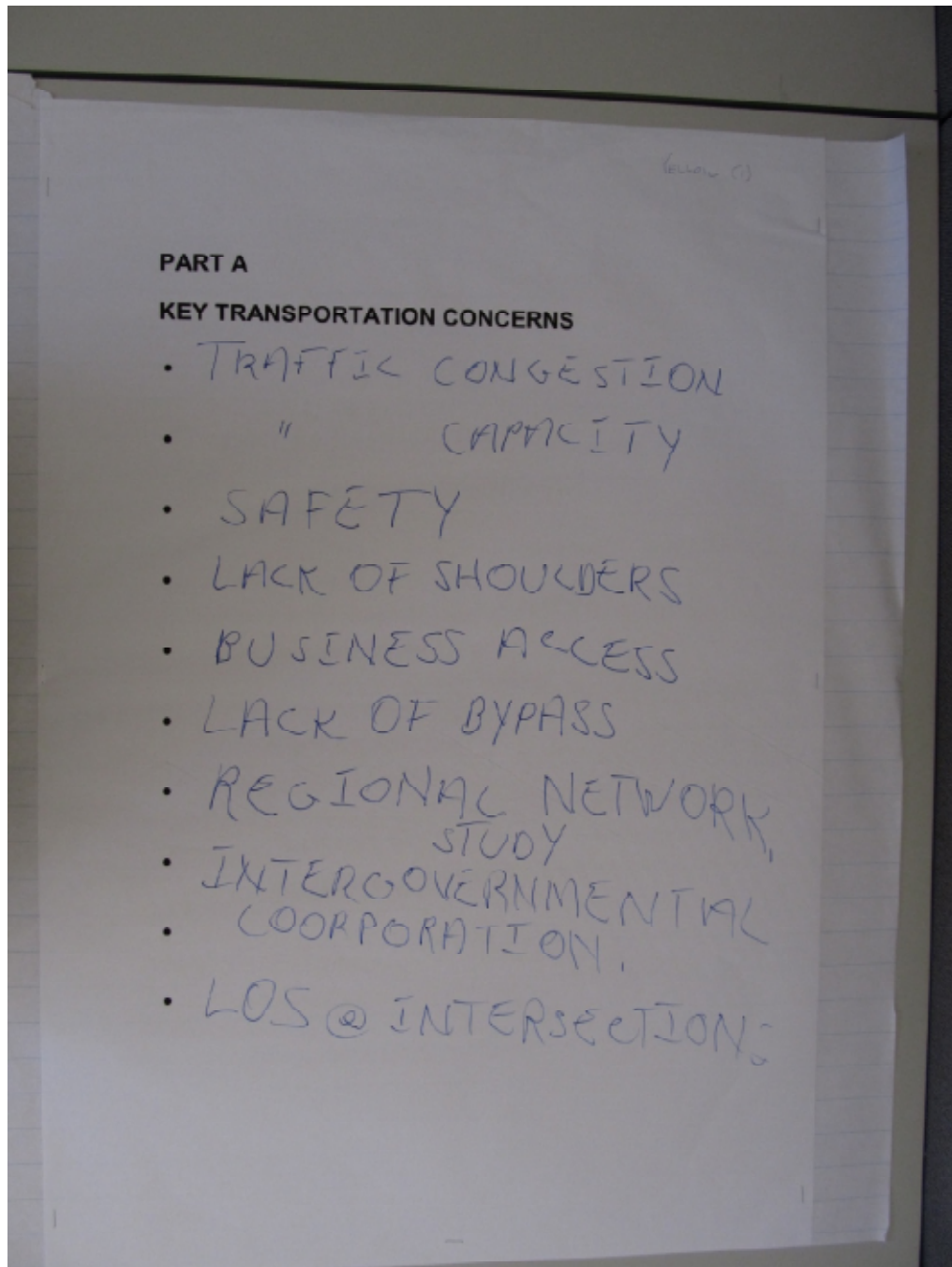
YELLOW GROUP

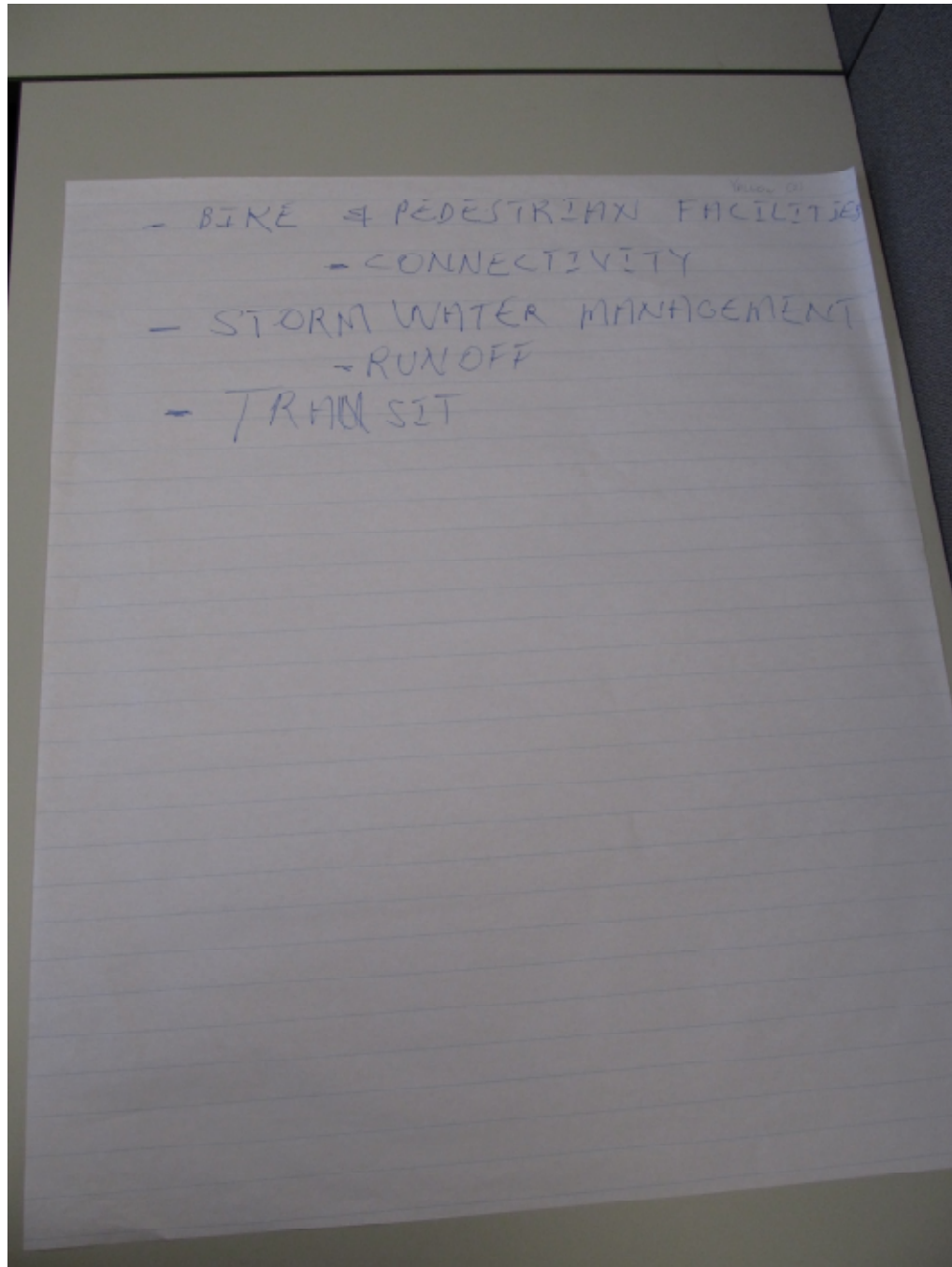
CAG Participants: Brittany Graham, Steve Carruthers, Vicky Smith, Rosemary Swierk, Brucie Chapman, Chalen Daigle;

Facilitator: Matt Huffman (CBBEL); Scribe: Jean-Alix Peralte (STV); Observer/Support: Stephen Zulkowski (STV)

Flip Chart Page #1 – Workshop Exercise Objective (See Page 1 for Blue Group)

Flip Chart Page #2 – Key Transportation Concerns (Page 1 of 2)





YELLOW GROUP

PROJECT PROBLEM STATEMENT

- Concise statement of the transportation problem to be solved by the proposed project based on stakeholder knowledge and user experience
- Key stakeholder input into the purpose and need statement as required by NEPA prior to consideration of improvement alternatives

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:

- CAPACITY DEFICIENCIES
- SAFETY - BUSINESS ACCESS / DEFICIENCIES
- COMPREHENSIVE REGIONAL PLANNING

IN ADDITION, PEDESTRIAN FACILITY CONNECTIVITY,
LACK OF STORMWATER MANAGEMENT,
ENVIRONMENTALLY SENSITIVE
- LACK OF MULTIMODAL ACCOMMODATIONS

CITED ISSUES/CONCERNS IN THE PUBLIC INFORMATION MEETING QUESTIONNAIRE

• Traffic Congestion	• Residential Property Impacts
• Traffic Safety	• Business Impacts / Access
• Pedestrian/Bicycle Accessibility	

Small groups reconvened as large group to develop Overall Project Problem Statement

LARGE GROUP

Flip Chart Page #1 - Overall Project Problem Statement

OVERALL P.S.

PART B

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT ~~W~~ARE:

Congestion (existing & future), Safety for multi-modal users, accessibility for all users, design deficiencies;

IN ADDITION, minimize overall environmental impacts (e.g. storm water & water quality).

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:

IN ADDITION, _____

THE TRANSPORTATION PROBLEM(S) ALONG ILLINOIS ROUTE 31, FROM ILLINOIS ROUTE 176 TO ILLINOIS ROUTE 120, TO BE SOLVED BY THIS PROJECT IS/ARE:

IN ADDITION, _____

The large group obtained consensus on 4 key transportation issues / concerns for the project corridor:

- Congestion (existing and future)
- Safety
- Accessibility
- Existing design deficiencies

Based on these key issues / concerns, the following Project Problem Statement was developed:

“The transportation problems along Illinois Route 31, from Illinois Route 176 to Illinois Route 120, to be solved by this project are: congestion (existing and future), safety for multi-modal users, accessibility for all users, and existing design deficiencies; in addition, minimize overall environmental impacts (e.g. storm water runoff and water quality).”

CAG Meeting #1 completed at approximately 3:00 p.m.

The next steps for the study will include the continuation of ongoing engineering project development activities (e.g. Traffic Analysis / Projections, Crash Analysis, and Environmental Surveys) and the development of the project purpose and need statement per NEPA requirements. The next CAG meeting is scheduled for September 22, 2011 from 1:00 p.m. to 3:00 p.m. at the McHenry County College Shah Center. At this meeting the following activities are tentatively planned: present problem statement, discuss constraint mapping and alternatives toolbox, develop purpose and need workshop, and begin preliminary alternatives discussion.

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #1

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

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



	NAME	Community	Email Address	Present (Please Initial)
1	Douglas Martin	McHenry		DM
2	George Mann	McHenry		
3	Rosemary Swierk	Prairie Grove		RAS
4	Eric Witowski	Crystal Lake		
5	Terry Feddersen	Crystal Lake		
6	Vicky Smith	At Large		✓
7	Jim Hicks	Crystal Lake		JH
8	Catherine Jones	McHenry		CJ
9	Herb Burnap	McHenry		HB
10	John Massouras	McHenry		
11	James Howell	Crystal Lake		JH
12	Eberhard Veit	Crystal Lake		EV
13	Ken Koehler	At Large		
14	Jon Schmitt	McHenry		JS
15	Abby Wilgreen	Crystal Lake		AW
16	Steven Carruthers	Crystal Lake		SC
17	Jeannine Smith	Prairie Grove		✓
18	Jason Osborn	At Large		
19	Lori McConville	At Large		✓
20	Bev Moore	At Large		BM
21	Shawn Cirton	At Large		
22	Kathy Chernich	At Large		
23	Soren Hall	At Large		
24	Norm West	At Large		
25	Anna May Miller	At Large		
26				

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #1

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

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



	NAME	Community	Email Address	Present (Please Initial)
27	Steven Schilke	IDOT		✓
28	Scott Czaplicki	IDOT		SC
29	Jean-Alix Peralte	STV inc.		✓
30	John Clark	STV inc.		JAC
31	Sanjay Joshi	STV inc.		SJ
32	Stephen Zulkowski	STV inc.		✓
33	Mike Matkovic	CBBEL		my
34	Marty Worman	CBBEL		MW
35	Matt Huffman	CBBEL		MH
36	Brucie Chapman	Arundel		✓
37	Brittany Caraton	McDOT		BC
38	TAMARA HEWELL	CLARK		TH
39	Chelen Dangle	McCOM		ry.il.us
40	William Busse	McHENRY		y.com
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SUMMARY

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

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Thursday, September 22, 2011
1:00 p.m. to 3:00 p.m.



Community Advisory Group (CAG) Meeting #2

The purpose of the CAG meeting was to present a summary of CAG Meeting 1 and the project Problem Statement; introduce the project Purpose and Need; introduce the alternative development process and evaluation criteria; discuss project constraints; introduce the engineering toolbox; and conduct a workshop to identify and map key project constraints.

Invited participants included stakeholders who signed up for the CAG or who have attended CAG Meeting #1. A total of 32 volunteers were invited to this CAG meeting.

This meeting was attended by **17** invited CAG members or other interested project stakeholders; and **6** members of the project study group were present to facilitate the meeting and answer any questions (See attached sign-in sheet).

The meeting began with a PowerPoint presentation, conducted by John Clark from STV Inc. that included topics as noted below:

- **Welcome, Introductions, and Summary of CAG Meeting 1**

- Mr. Clark introduced the project team including IDOT, STV Inc., and Huff & Huff, inc. and briefly explained their role on the project.
- CAG and project team members introduced themselves – name, whom they represent (group and/or government agency), and which community they lived in.
- All members were given a copy of the meeting agenda and a handout packet including a copy of the presentation, CAG meeting 1 summary, and roadway safety improvement toolbox.
- The summary of CAG Meeting 1 was presented. Mr. Clark noted that CAG ground rules were presented and accepted by the CAG during this meeting. In addition, the CAG identified the following Key Transportation Issues and Concerns at the 1st meeting: Congestion (Existing and Future), Safety, Accessibility, and Existing Design Deficiencies.
- The Project Problem Statement developed at the 1st meeting was also reviewed:
“The transportation problems to be solved by this project are: congestion (existing and future), safety for multi-modal users, accessibility for all users, and existing design deficiencies; in addition, minimize overall environmental impacts (e.g. storm water runoff and water quality).”

- **Purpose and Need**

- What is Purpose and Need? – Required as part of EA and consists of 3 parts (Purpose, Need, and Goals and Objectives)
- Purpose and Need is developed by combining Project Problem Statement (developed by CAG during meeting 1) and Technical Analysis (conducted by engineering team). It is the foundation for the identification and evaluation of project alternatives. It combines input from the community and governmental agencies and leads to development of a preferred alternative.
- Why is the Purpose and Need important? – Required by law, sets stage for consideration of alternatives, clarifies expected project outcome, justifies project expenditure, and does not recommend specific solutions.
- The Draft Project Purpose Statement developed by the project study team was presented: “The purpose of the proposed action is to address transportation safety, capacity, access management, pedestrian and bicycle needs, and geometric deficiencies along Illinois Route 31 from the intersection of Illinois Route 176 to the intersection of Illinois Route 120, in eastern McHenry County.”
- The project problem statement was used to identify the following needs for the IL Route 31 Project: Improve Roadway Safety (IDOT top priority), Expand Roadway Capacity and Address Traffic Issues, Correct Existing Roadway Design Deficiencies, and Provide Pedestrian and Bicycle Facilities.
- Discussion of each Project Need was expanded to include technical analysis results or existing condition examples
- Identified Needs: Roadway Safety – 917 Total Crashes in study area occurred between 2006-2009 with 443 Crashes occurring along roadway segments (between intersections). 54% were rear end crashes, 6 Fatalities and 54 incapacitating injuries were reported; and of the total crashes, 310 (33.8%) were injury crashes resulting in 348 injuries.
- Mr. Clark noted that intersection crashes are shown on large roll plot, taped to wall. Participants can view the roll plot for intersection crash details, and copy of exhibit would be available for download on project website. He pointed out that the highest accident intersections in the study area include the intersection of Bull Valley Road with 74 crashes and the non-signalized intersection at IL 31 / IL 120 and Millstream at the north end of the project with 77 crashes. The most common type of intersection crash was also Rear-End type collisions.
- Identified Needs: Roadway Safety – A summary of Fatal Crashes in the study area between 2006- 2009 was presented. Of the 6 Fatalities, 3 were the result of head-on collisions (the most common type of Fatal collision). IL Route 31 currently lacks a median or any barriers to prevent traffic from migrating into opposing traffic. In addition, Mr. Clark noted that all fatal crashes are located within the segment of IL Route 31 between Shady Oaks Lane to Veterans Drive. This roadway segment has the greatest number of existing geometric deficiencies within the project corridor.
- Identified Needs: Roadway Safety – Evaluation of Safety along the corridor also applies to pedestrians and bicyclists that use IL 31. Design provisions to separate ped / bike traffic from vehicular traffic and suitable crossing facilities at appropriate locations within the study area should be considered. In addition, Mr. Clark noted that the south section of IL 31, between IL Rte. 176 and Gracy Road is in the top 5% of crash locations in the state.
- Identified Needs: Traffic & Capacity – The existing roadway does not provide adequate capacity (poor LOS for existing and projected traffic volumes). For 2040 “No-Build Option”, majority of study area is LOS “E” and IL 176 to Half Mile Trail is LOS “F”. Lack of capacity

includes inadequate through lane capacity, lack of turn lanes, and inadequate existing turn lane storage. In addition, Intersections experience poor LOS and delay due to inadequate phasing / timing and inadequate through and turn lane capacity.

- Identified Need: Existing Design Deficiencies – These include but are not limited to sight distance (horizontal & vertical), roadway flooding, operational deficiencies, lack of turn lanes, inadequate turn lane storage, roadside design elements, and driveway entrances.
- Identified Need: Pedestrian and Bicycle Accommodations - These identified needs include provisions for safe bicycle facilities, contiguous sidewalk throughout the project corridor, pedestrian and bicycle crossing accommodations (signals) at existing and future signalized intersections and connectivity to existing pedestrian and bicycle facilities within the study area.
- After identified needs were presented, Mr. Clark noted that the next step is to identify project goals for each one of the identified needs. He then presented these goals on several presentation slides (see presentation included in handout materials).
- The presentation included the definition of a Strategic Regional Arterial (SRA). IL Route 31 has been identified by IDOT as an SRA. In addition; IDOT's "Complete Streets" policy was discussed (as pertaining to the inclusion of pedestrian & bicyclist accommodations).

- **Introduction to Alternatives Development Process , Evaluation Criteria, and Engineering Toolbox**

- The Alternatives Development Process was introduced. Alternatives development combines stakeholder input to date, project purpose and need, project elements, analysis of existing conditions, and technical analysis of design requirements and constraints.
- A flow chart depicting the process by which alternatives will be screened was presented. Fatal flaw analysis will be used to eliminate a large number of alternates. The remaining alternatives will be screened based on their satisfaction of the Project Purpose and Need. Lastly, the few remaining alternatives will be evaluated based on detailed evaluation criteria (e.g. ROW, Cost, and Environmental Impacts). The result of the evaluation process will be the identification of a Preferred Alternative.
- The following evaluation criteria will be used in identifying the preferred alternative for the IL Route 31: Meets Identified Needs; Environmental, Social, and Cultural Impacts; Property Impacts / Right-of-way; and Construction Costs.
- Environmental, Social, and Cultural Resource constraints were presented in more detail, including definition and importance of the resource. The following resources were discussed: Wetlands, Floodplains, Threatened and Endangered Species, Recreational Areas, Agricultural Lands, Groundwater, Special Waste Sites, Public Facilities, Historical and Archeological Properties, Air Quality, Traffic Noise, Multi-use Trails, Trees and Vegetation, and Surface Water Resources.
- The Engineering Toolbox was introduced. A brief description was provided regarding the design "tools" available to improve safety and mobility along a highway system. A detailed description of the tools, including advantages and disadvantages was provided as part of the CAG Meeting 2 handout materials.
- Pedestrian / Bicyclist Safety Improvement tools include Pedestrian Crosswalks, Sidewalks and Walkways, Pedestrian Countdown Signals, Pedestrian Pushbuttons, and Multi-use Bike Paths.
- Roadway Safety Improvement tools include Raised Medians, Two-Way Left Turn Lanes, Driveway Improvements , Access Management, Improved Sight Distance, Horizontal Curve Realignment, and Roadway Lighting.

- Intersection Safety Improvement tools include Left Turn Lanes, Traffic Signals, and Traffic Signal Modernization
- **Introduction to Workshop: Identify and Map Key Project Constraints**
 - What will be accomplished during this workshop? Identify and map key project constraints. These constraints will be used in Alternatives Development Workshop during next CAG meeting. Project Alternatives will not be discussed during this workshop.
 - Group Exercise Introduction. CAG participants were asked to go to environmental resources aerial exhibit in back of room and review identified environmental constraint areas; CAG members were asked to write down any known constraints that may have been missed by PSG on provided Post-It notes and affix directly on aerial exhibit.
 - Noted constraints compiled after conclusion of the meeting are shown in this summary document, in table below. A copy of the environmental resources aerial exhibit is available for download on project website.
- **Next Steps and Future Meetings**
 - Next Steps: Ongoing Engineering Project Development Activities and Development of complete Project Purpose and Need document per NEPA requirements. Purpose and Need document to be submitted to IDOT BDE and FHWA for review and approval. NEPA concurrence meeting planned for February 2012.
 - Future Meetings: CAG Meeting #3 tentatively scheduled for Early November 2011 and Public Meeting #2 in Late January or Early February. Exact date of CAG Meeting 3 will be emailed to CAG members and posted on website.

Comments were made and questions asked during the presentation portion of the meeting and after the presentation. Below is a summary of recorded comments and questions:

- IDOT representative commented that the Purpose and Need is currently only in outline or draft form. We are currently collecting stakeholder input so please provide any comments at today's meeting so any approved changes can be incorporated into the document. After the Draft Purpose and Need document is completed, it will go to FHWA and NEPA for formal review and they will also provide their comments.
- Question: Since accessibility, pertaining to residential and business access, was identified as a key transportation issue and concern during CAG meeting 1, shouldn't it be added to the project purpose and need? (Slides 11 and 12)

Response: Along with providing safe and suitable pedestrian / bicyclist facilities, the ability to access properties safely is a primary project goal (See Slide 21). The project study team will consider incorporating access management into the purpose and need for the project.

- Question: What do geometric deficiencies mean, as stated in the purpose statement? (Slide 11)

Response: Some existing design deficiencies are presented on Slide 19 of the presentation. Geometric deficiencies are problems with the existing roadway geometry or design (i.e. vertical and horizontal curves). There are several areas within the project area where hills and curves limit the vision of motorists along the roadway. These design or geometric

deficiencies will be addressed as part of the proposed improvements. The purpose statement will be modified to say “existing design deficiencies” instead of “geometric deficiencies.”

- Question: Only roadway segment crashes are summarized on the crash statistics slide, how about intersection crashes? (Slide 13)

Response: A summary of intersection crashes is shown on the roll plot exhibit taped to the wall. Refer to this exhibit for a summary of these types of crashes. It will be available for download on the project website. It was pointed out that the intersections with the highest number of crashes include the intersection of IL Route 31 with the following roads: Half Mile Trail, Edgewood Road, Bull Valley Road, and IL Route 20. In addition the intersection of IL Route 31 / IL Route 120 with Millstream Road was an intersection with a high amount of crashes. Also note, similarly to roadway segments, the majority of intersection crashes were rear-end type collisions.

- Question: Why were there so many rear-end collisions along IL Route 31?

Response: Rear-end crashes are the result of high traffic congestion and the lack of separate turn lanes, or inadequate existing turn lanes. One of the important goals of this project is to help reduce these and other types of crashes by improving the roadway design.

- Question: Was alcohol involved in any of the Fatal crashes?

Response: Mr. Clark stated that he believes alcohol was involved in some of the Fatal crashes.

Post Meeting: Based on review of the crash reports, alcohol was involved in 1 of the Fatal crashes.

- Question: A CAG member expressed concern with safety as a result of snow removal along the roadway and believes snow removal areas should be provided. She suggested that snow removal storage areas should be incorporated as an identified project need.

Response: This issue can be considered during alternatives development as part of the evaluation criteria. It was also noted that as part of IDOT’s complete streets policy, pedestrian accommodations are required adjacent to newly constructed roadways. Any proposed sidewalk or bike path will most likely include a buffer area that can be used for snow removal storage. In addition, many areas will also include roadside ditches that can also collect any plowed snow. If raised medians and/or roadway shoulders are constructed as part of this project, these areas can also be used for storage of snow during the winter.

- Question: Since public transportation friendly facilities and roadways that support multi-modal transportation was an important concern at CAG Meeting 1, it was requested that the Purpose and Need be modified to encourage the implementation of such facilities.

Response: The project study team will consider incorporating encourage multi-modal transportation into the purpose and need for the project.

- Question: A CAG member noted the lack of a multi-use bike path connection between the Prairie Trail west of IL Route 31 and the Moraine Hills State Park Trail east of IL Route 31.

Response: Providing Pedestrian and Bicyclist accommodations along the project limits has been identified as a project need. This includes creating a safe environment for pedestrians and bicyclist and providing safe and suitable crossing facilities at signalized intersections. The proposed accommodations will include provisions for any future connections along intersecting roadways, but the scope for this project does not include the inclusion of a continuous path between the Prairie Trail and Moraine Hills Trail. It was noted by another CAG member that a path connecting these two trails is currently being investigated by McHenry County as a part of their planning activities. During the project development phase of this project, the project team will coordinate with the County to make sure any planned accommodations along IL Route 31 do not conflict with those of the County.

- Question: Is a bypass an option for the IL Route 31 project?

Response: An IL Route 31 bypass can be considered during the alternatives development process, but will be subject to the alternatives evaluation process, including purpose and need screening and detailed evaluation criteria screening (including ROW, Cost, Environmental Impacts, etc.). (See Slides 27 and 28 of presentation.)

- Question: Is there traffic data available to show how many people are using IL Route 31 to get too the project corridor vs. to get through the corridor?

Response: IDOT maintains existing traffic (ADT) numbers for IL Route 31 and most roadways connecting to IL Route 31. These numbers are available for review on the following website: <http://www.gettingaroundillinois.com/>. The Chicago Metropolitan Agency for Planning (CMAP) has developed 2040 traffic projections for IL Route 31 and major connecting side streets for both with or without the planned McHenry West Bypass. The 2040 projected numbers shown on the project exhibits are based on numbers provided by CMAP that include the McHenry West Bypass.

- Question: A CAG member expressed concern with the safety of pedestrian and bicycle crossings as a part of the proposed improvement. He stated that the project team should consider tunnels or bridge crossings.

Response: Providing Pedestrian and Bicyclist accommodations along the project limits has been identified as a project need. This includes creating a safe environment for pedestrians and bicyclists and providing safe and suitable crossing facilities at signalized intersections. The inclusion of bridge or tunnel crossings can be considered as part of the alternatives development process but costs for construction and maintenance, ROW requirements, and local cost participation need to be evaluated.

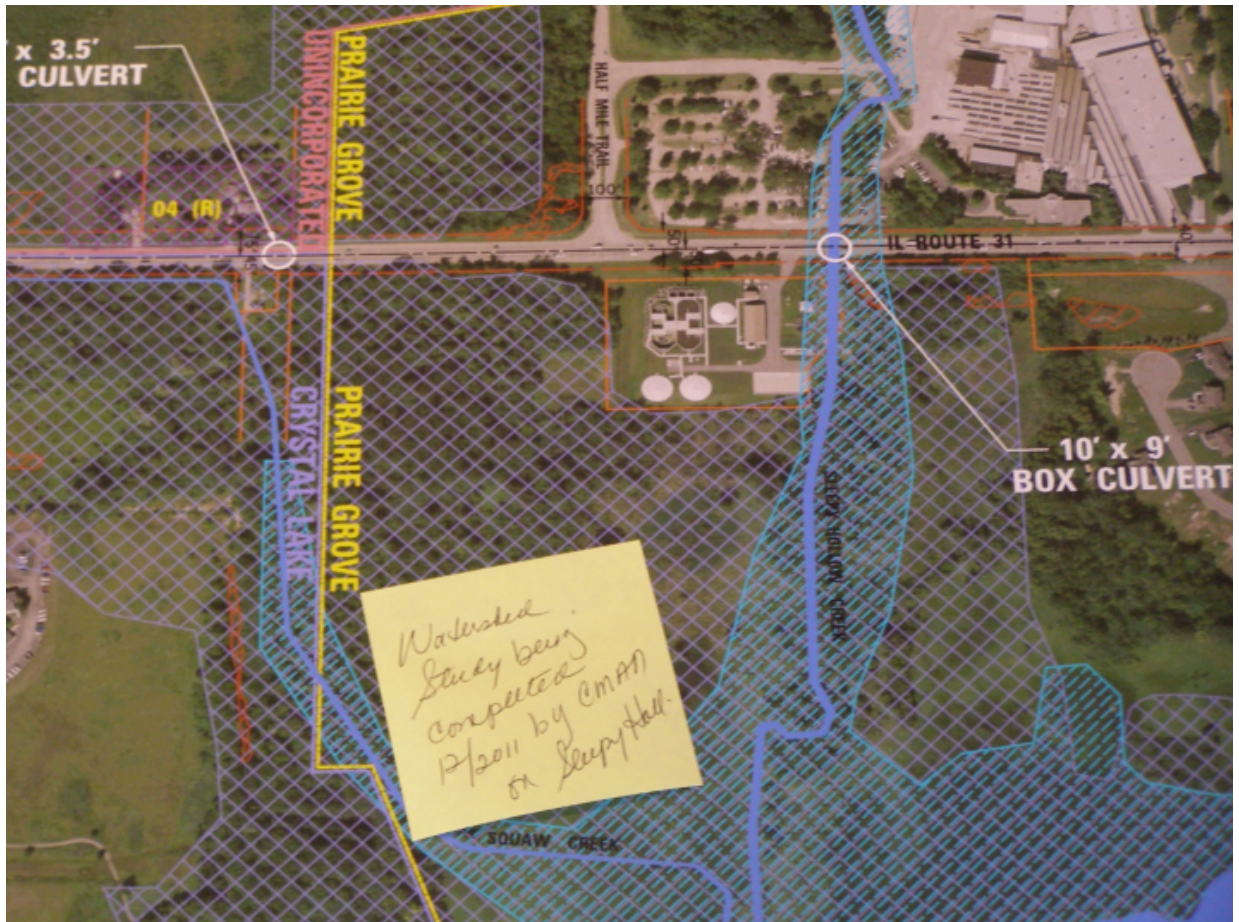
- Question: After the presentation portion of the meeting was complete, a CAG member had a comment regarding the project purpose and need. She expressed her concern that the project purpose statement did not mention the need to maintain full access to existing businesses along the IL Route 31 right-of-way, which she feels should be part of the project purpose and need.

Response: Property access will be considered during the alternatives development process. The project study team will consider incorporating access management into the purpose and need for the project.

Workshop: Identify and Map Key Project Constraints

After the presentation, CAG participants were asked to go to environmental resources aerial exhibit in back of room and review identified environmental constraint areas; CAG members were asked to write down any known constraints that may have been missed by PSG on provided Post-It notes and affix directly on aerial exhibit.

Attached to this summary document are pictures showing the written comments posted on the aerial exhibit roll plot. *(See next page for start of pictures.)* A blank copy of the entire exhibit is available for download on the project website.



Picture 1

Comment: Watershed Study being completed 12/2011 by CMAN on Sleepy Hollow Creek



Picture 2

Comment 1: Major Water Recharge Area, Sod Farm

Comment 2: Bike / Pedestrian Bridge (per Village of Prairie Grove Town Center Concept Plan)



Picture3

Comment: Future Signal Anticipated at Veterans Parkway and IL Route 31, when warrants are met



Picture 4

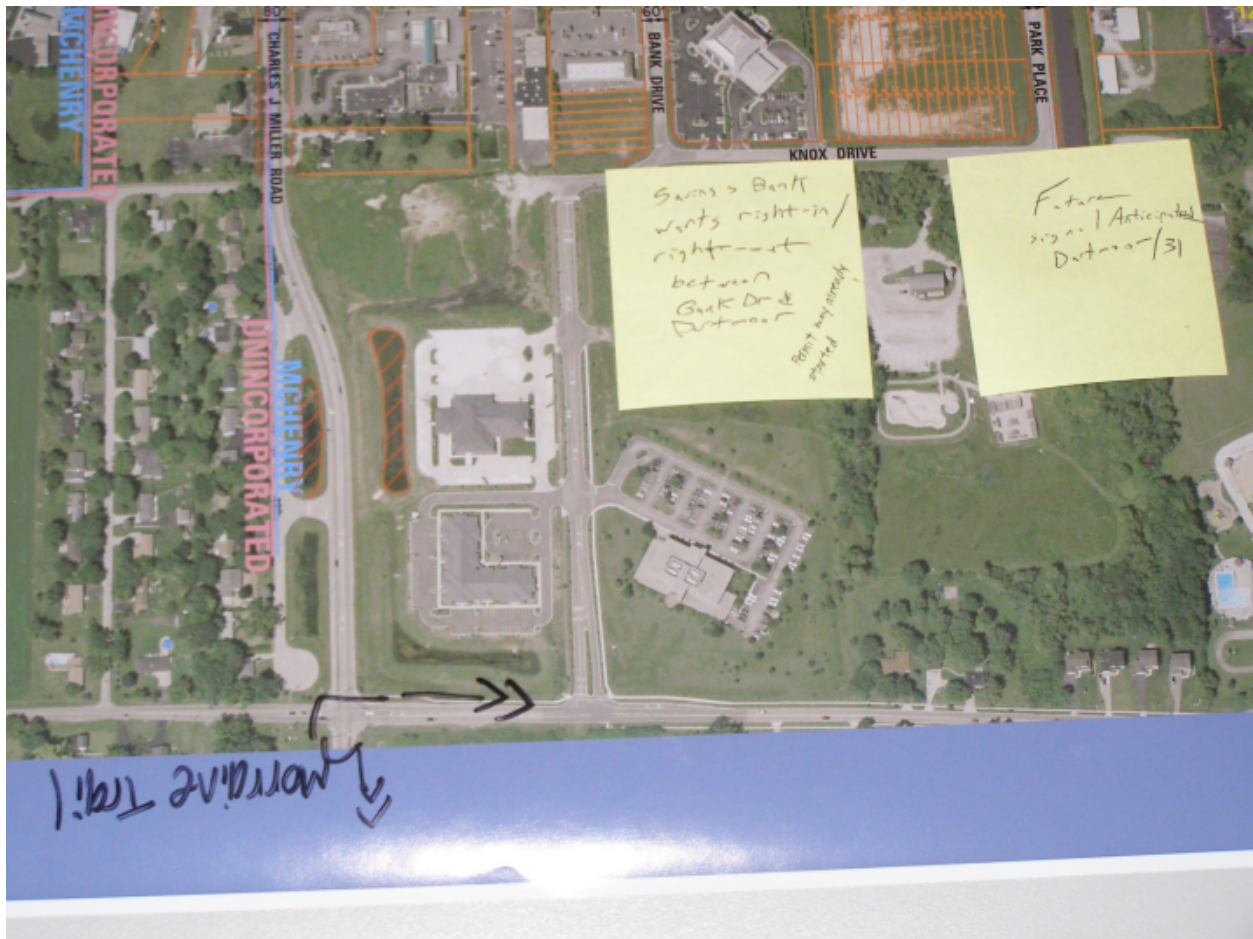
Comment: ROW for Shamrock to Mercy Connection



Picture 5

Comment 1: Savings Bank wants right-in / right-out between Bank Drive and Dartmoor, permit may already started

Comment 2: Future signal anticipated at Dartmoor and IL Route 31



Picture 6

Comment: Existing Moraine Hills Trail Connection



Picture 7

Comment 1: Plans to connect Dartmoor to Ridgeview

Comment 2: Existing Prairie Trail location



Picture 8

Comment: Major Drainage Issues

CAG Meeting #2 completed at approximately 3:00 p.m.

The next steps for the study will include the continuation of ongoing engineering project development activities (e.g. Traffic Analysis / Projections, Crash Analysis, and Environmental Surveys) and the development of the project purpose and need document per NEPA requirements. The next CAG meeting is tentatively scheduled for early November. When an exact date is established, CAG members will be contacted via email and the project website will also be updated. At this meeting the following activities are tentatively planned: present complete draft purpose and need document and begin preliminary alternatives development.

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #2

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Thursday, September 22, 2011
1:00 p.m. to 3:00 p.m.



	NAME	Community	Email Address	Present (Please Initial)
1	Douglas Martin	McHenry		DM
2	George Mann	McHenry		
3	Rosemary Swierk	Prairie Grove		RAS
4	Eric Witowski	Crystal Lake		
5	Terry Feddersen	Crystal Lake		
6	Vicky Smith	At Large		✓
7	Jim Hicks	Crystal Lake		JH
8	Catherine Jones	McHenry		CJ
9	Herb Burnap	McHenry		HB
10	John Massouras	McHenry		
11	James Howell	Crystal Lake		JH
12	Tamara Howell	Crystal Lake		TH
13	Eberhard Veit	Crystal Lake		EV
14	Ken Koehler	At Large		
15	Jon Schmitt	McHenry		
16	Abby Wilgreen	Crystal Lake		
17	Steven Carruthers	Crystal Lake		SC
18	Jeannine Smith	Prairie Grove		JS
19	Jason Osborn	At Large		
20	Lori McConville	At Large		✓
21	Bev Moore	At Large		BM
22	Shawn Cirton	At Large		
23	Kathy Chernich	At Large		
24	Soren Hall	At Large		
25	Norm West	At Large		
26	Anna May Miller	At Large		
27	Brucie Chapman	At Large		BC
28	Brittany Graham	At Large		BG
29	Chalen Daigle	At Large		CD
30	William Busse	McHenry		

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #1

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

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



	NAME	Community	Email Address	Present (Please Initial)
31	Steven Schilke	IDOT		✓
32	Scott Czaplicki	IDOT		SDC
33	Jean-Alix Peralte	STV inc.		✓
34	John Clark	STV inc.		JAC
35	Sanjay Joshi	STV inc.		SKJ
36	Stephen Zulkowski	STV inc.		
37	John Baczek	IDOT		
38	KATHLEEN MARTINEZ	TERRA COTTA		
39	SIM NOVAK	REALTY CO.		
40		HUFF & HUFF		gm
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SUMMARY

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

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



Community Advisory Group (CAG) Meeting #3

The purpose of the CAG meeting was to present a summary of CAG Meeting #1 and #2 where the project Problem Statement and project Purpose and Need were developed; introduce key findings in previous Route 31 study; introduce design alternatives for sections along the entire project; discuss regional development; and conduct a workshop to receive ideas for design improvements on both micro and macro levels (1"=50' scale plans and regional maps were provided).

Invited participants included stakeholders who signed up for the CAG or who have attended CAG Meeting #1 and #2. A total of 39 volunteers were invited to this CAG meeting.

This meeting was attended by **18** invited CAG members or other interested project stakeholders; and **9** members of the project study group were present to facilitate the meeting and answer any questions (See attached sign-in sheet).

The meeting began with a PowerPoint presentation, conducted by John Clark from STV Incorporated that included topics as noted below:

- **Welcome, Introductions, and Agenda**
 - Mr. Clark introduced the project team including IDOT, STV Incorporated, and Christopher B. Burke Engineering, Ltd. (CBBEL) and briefly explained their role on the project.
 - CAG and project team members introduced themselves – name, whom they represent (group and/or government agency), and/or which community they lived in.
 - All members were given a copy of the meeting agenda and a handout packet including a copy of the presentation and CAG Meeting #2 summary.
 - Mr. Clark gave an overview of the Agenda for CAG Meeting #3 which included an overview of the previous 2 CAG meetings, project problem statement, project Purpose and Need, Engineering Toolbox, and the planned Alternatives Workshop for CAG Meeting #3.
- **Summary of CAG Meeting #1 and #2**
 - The summary of CAG Meeting #2 was presented. Mr. Clark noted that CAG members developed the project problem statement in the first CAG meeting which helped to develop the project Purpose and Need statement for CAG Meeting #2. In addition, the CAG identified the Need statements at the 2nd meeting.
 - Design constraints, the Engineer's Toolbox, and the Project Constraints Identification Workshop were reviewed from the previous meeting. Mr. Clark noted that the major project constraints identified included Environmental, Cultural, and Social resources.

- **Problem Statement and Purpose and Need**

- The Project Problem statement was restated in its entirety: “The transportation problems along Illinois Route 31, from Illinois Route 176 to Illinois Route 120, to be solved by this project are: congestion (existing and future), safety for multi-modal users, accessibility for all users, and existing design deficiencies; in addition, minimize overall environmental impacts (e.g. storm water runoff and water quality).”
- An updated Project Purpose and Need statement was presented to the CAG members at CAG Meeting #3. This statement was revised to incorporate some CAG member input provided at CAG Meeting #2
 - The updated Project Purpose was presented as the following: *“The purpose of the proposed action is to address transportation safety, capacity, multi-modal transportation needs, and geometric deficiencies along Illinois Route 31 from the intersection of Illinois Route 176 to the intersection of Illinois Route 120, in eastern McHenry County.”*
 - The updated Project Need Statements were presented as the following: Improve Roadway Safety, Expand Roadway Capacity, Correct Existing Roadway Design Deficiencies, and Improve opportunities for multimodal connectivity. Mr. Clark discussed how the need to accommodate bicycles and pedestrians was revised to the need to improve opportunities for multimodal connectivity, as a result of the previous CAG meeting’s discussions.
 - A discussion from the CAG members began about an additional change to the Need statement that was requested at the previous CAG meeting. During CAG Meeting #2, it was requested by CAG members to add Access Management, or specifically “maintain full access to all properties along IL Route 31”, to the Project and Need statements.
 - The PSG discussed why the Purpose and Need statement was not revised to include Access Management. Access Management is a roadway safety improvement tool that implies the reduction and/or consolidation of access points along a highway to improve safety. It was understood that the term, “Access Management” did not apply to the concerns received from the CAG. One CAG member clarified this request to note that they wanted IDOT to “maintain full access to all properties along IL Route 31” and they wanted this statement to be included in the project Purpose and Need statement. Mr. Clark explained that the inclusion of this statement in the project Purpose and Need would be in direct conflict with the other stated Purpose and Need objectives, mainly safety. He noted that the workshop planned for this CAG meeting would be an excellent opportunity to take a look at specific areas of concern that CAG members may have to identify potential solutions that may satisfy both the project Purpose and Need and the request to maintain access from members of the CAG.
 - Steve Schilke (IDOT) noted that the request to “maintain full access to all properties along IL Route 31”, is not appropriate to include in a Purpose and Need statement or document per FHWA. Since this project receives federal funding, our statement must conform to FHWA guidelines. Illinois Route 31 is an SRA route. IDOT BDE design guidelines for improvements along SRA routes recommend

that the engineer implement access management techniques to improve mobility and safety along the SRA. These techniques include considering limiting local street access, consolidating driveway access points and converting existing driveways to “Right-In and Right-Out” only driveways. These access management techniques are to be included in the design, regardless of the median type (barrier or flush) selected. The PSG will follow guidelines to provide full access for all properties, although this access may not be exactly the same as it is for existing conditions. Each access will be studied and designed on a case to case basis, per IDOT BDE and FHWA guidelines.

- Questions were also raised by CAG members regarding the inclusion of the need to reduce environmental impacts and promote economic growth to the project Purpose and Need statements. The PSG discussed why these needs also cannot be added. Discussion included the following:
 - FHWA does not consider these needs to be appropriate for inclusion in the project Purpose and Need. Since this project receives federal funding, our statement must conform to FHWA regulations.
 - Economic growth was explained to the CAG members as a result of a direct need. For example, a traffic analysis for future traffic demands because of projected economic growth could be a form of demonstrating this need. This example is demonstrated in the current Purpose and Need statement in the form of improved capacity (or Mobility).
 - Environmental impact was not included because regardless of what is included in the project Purpose and Need statement, the environmental impacts are analyzed and minimized. Because this is required by law in the NEPA process, there is no need to incorporate this request into the Purpose and Need Statement.
- The group came to an understanding that the changes resulting in the updated Purpose and Need statement were appropriate; however, in order to capture access management in the form that better satisfied the CAG’s concerns was to change one of the Need statements from “Expand Roadway Capacity” to “Expand Roadway Mobility (Capacity and Accessibility).” The CAG also came to the understanding that their needs could be more specifically captured in the Alternatives Development workshop later in the meeting and throughout the Alternatives Development process.
- **Summary of The Engineering Toolbox, and The Previous Illinois Route 31 Study**
 - The Engineering Toolbox was reviewed. A brief description was provided regarding the design “tools” available to improve safety and mobility along a highway system.
 - Pedestrian / Bicyclist safety improvement tools include pedestrian crosswalks, sidewalks, pedestrian countdown signals, pedestrian pushbuttons, and multi-use paths.
 - Roadway safety improvement tools include raised medians, two-way left turn lanes, driveway improvements, access management, improved sight distance, horizontal curve realignment, and roadway lighting.

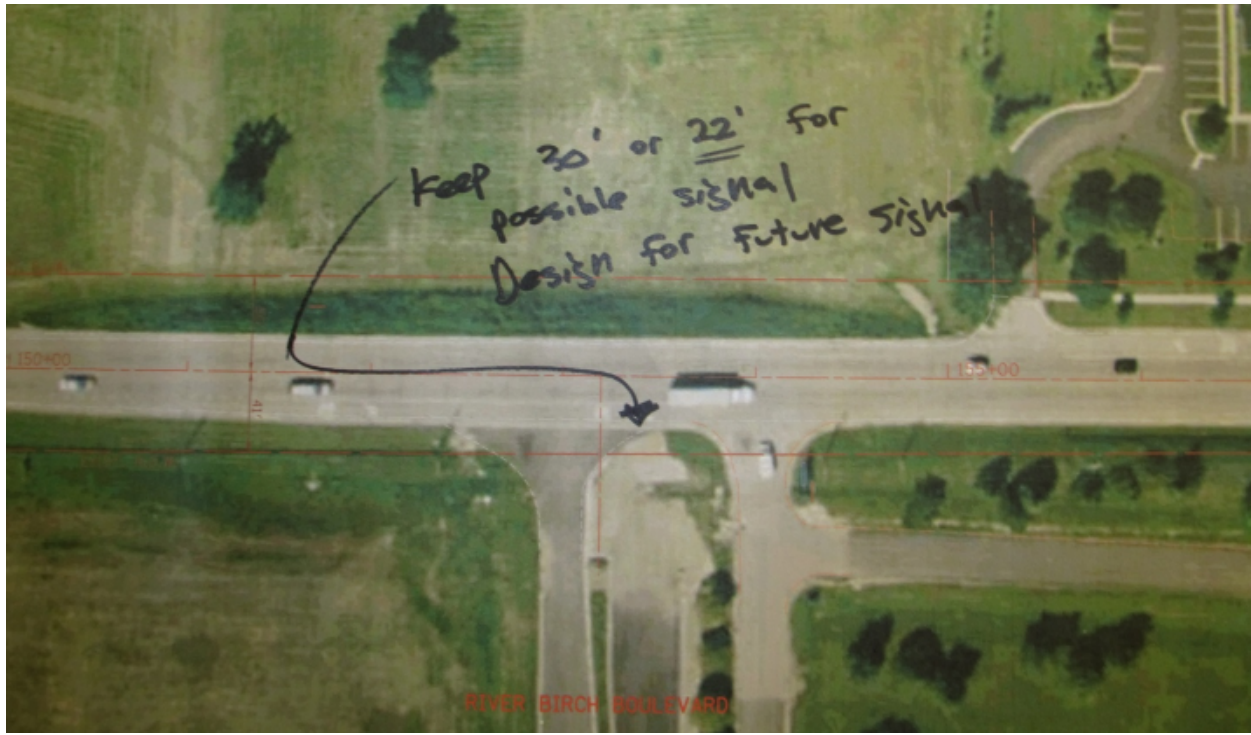
- Capacity improvement tools include add lanes, add turn lanes at intersections, and modify turn lane storage lengths and tapers
 - The previous Illinois Route 31 Study was introduced to the CAG. This study encompassed most of the current study limits from Illinois Route 176 to Bull Valley Road.
 - Major highlights of this study were described to the group which included the preferred alternative was a 4-lane cross section with a 30' raised median. It was noted that several intersections required dual left turn lanes to accommodate 2030 traffic. It was further described that this need would likely increase with 2040 traffic and that dual left turn lanes are best supported with 30' medians.
 - Mr. Clark explained to the CAG that the previous study is an alternative that should be considered while moving forward and that the Illinois Route 31 corridor is an SRA designation.
- **Introduction to Workshop: Alternatives Development and Review of Evaluation Criteria**
 - What will be accomplished during this workshop? Mr. Clark explained that preliminary design alternatives would be developed in this process and that they would be considered through further evaluation and refinement. It was also explained that all alternatives would be considered and recorded. Both on-alignment and off-alignment options could be discussed.
 - Mr. Clark informed the CAG members that the workshop session would be approximately 60 minutes and that we would report back in the same room after the workshop to summarize the alternatives developed. The breakout groups were defined by a regional focus so that alternatives could focus on smaller areas; however, feedback on any section of the project was welcomed in all groups. The three sections or breakout groups were generally described as follows:
 - South Section: Illinois Route 176 to Gracy Road
 - Center/Middle Section: Edgewood Road to Bull Valley Road
 - North Section: Bull Valley Road to Illinois Route 120
 - Group Exercise Introduction. CAG participants were asked to find a room that best concerned the personal interests of the CAG member. For example, if a CAG member was interested in developments and alternatives to be considered in the City of McHenry, they would have more discussions of alternatives in that area in the North Section Group. The Exercises were led by associates from CBBEL and were assisted by PSG members (STV and IDOT).
 - Each group was provided with 1"=50' scale plan sheets with aerial backgrounds that covered the entire project length from Illinois Route 176 to Illinois Route 120. Additionally, each group was provided with a set of 1"=50' scale transparencies that displayed a variety of possible improvements and cross sections. For off-alignment alternatives, each section was provided with a regional roadmap that included the areas of McHenry and Nunda Township as well as an additional aerial map that included a regional view encompassing Illinois Route 31 from Gracy Road to Illinois Route 120.
 - Each group's alternative development session gathered comments, concerns, and suggestions for alternatives based on an open format discussion with facilitation by the PSG as necessary. The full list of developed comments and alternatives during these sessions can be found at the end of this meeting summary
 - Once the workshop sessions were completed, all groups gathered in the original meeting room and presented the alternatives they developed.

- Mr. Clark discussed and reviewed the alternatives development evaluation process and how these alternatives would be evaluated by the evaluation criteria discussed from the previous CAG meeting.
- **Next Steps and Future Meetings**
 - Next Steps: Ongoing Engineering Project Development Activities (Traffic Analysis, Crash Analysis, and Environmental Surveys) and Development of complete Project Purpose and Need document per NEPA requirements. Purpose and Need document to be submitted to IDOT BDE and FHWA for review and approval. NEPA concurrence meeting planned for February 2012.
 - Future Meetings: CAG Meeting #4 tentatively scheduled for Mid January 2012 and Public Meeting #2 in Early February 2012. Exact date of CAG Meeting 4 will be emailed to CAG members and posted on website.

Workshop Comments and Alternative Development concepts:

Attached to this summary document are pictures showing the written comments posted on the aerial exhibit roll plot. *(See next page for start of pictures.)* A blank copy of each exhibit is available for download on the project website (including regional maps and transparencies).

South Section



Picture 1

Comment 1: When considering median design alternatives, it was suggested that the PSG consider both 30' and 22' medians to accommodate future signal designs. There was greater emphasis on the preference for a 22' median.

South Section



Picture 2

Comment 1: Near the intersection of Half Mile Trail, Improvement #1 was suggested in the southern Leg of the intersection. Improvement #1 involved a 30' raised median with two through lanes in each direction.

Comment 2: A future traffic signal is proposed at the Half Mile Trail intersection.

Comment 3: Arrows were drawn on the roadway to symbolize traffic lanes for the signalized intersection; dual left turn lanes were suggested in the south leg while a single right turn lane was requested in the northern leg.

Comment 4: It was suggested that the Right of Way line on the west side of Illinois Route 31 be held. If additional ROW is required that it is taken from the east side.

Comment 5: The water treatment plant on the east side of Illinois Route 31 was commented as "avoid structure."

Comment 6: The use of "BMPs" or Best Management Practices, to mitigate water quality or other environmental impacts, in the wetland areas was recommended.

South Section



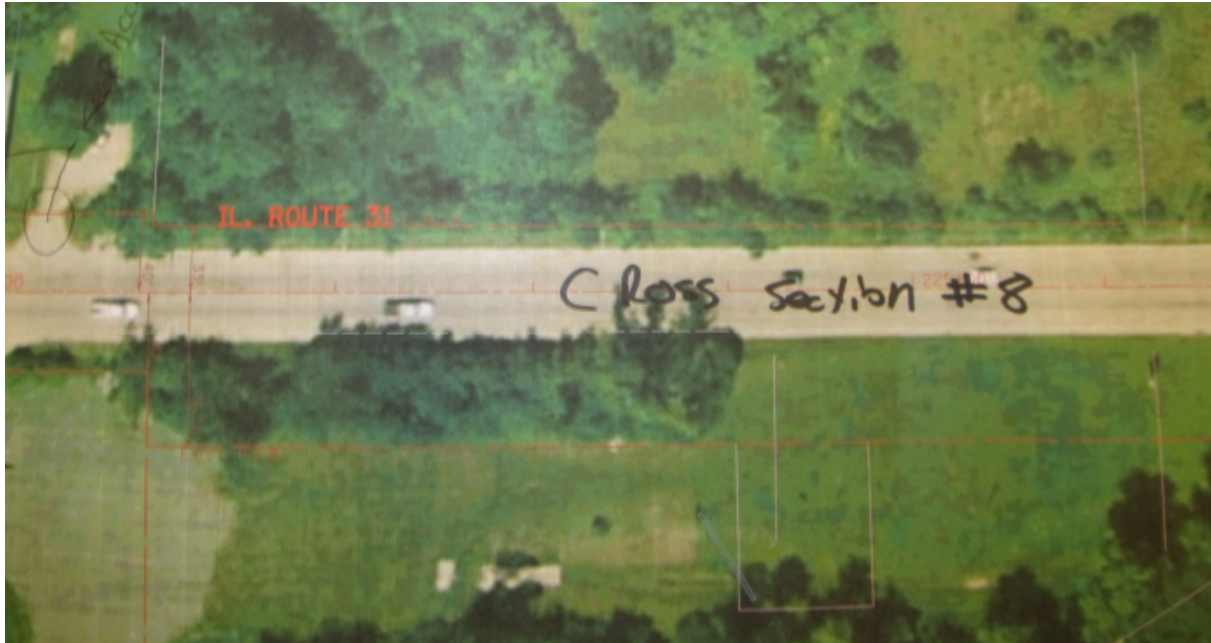
Picture 3

Comment 1: Just north of Half Mile Trail, there was a suggestion to avoid structures for TC Industries.

Comment 2: As mentioned in previous comments, the western Right of Way line should be held and that the eastern ROW line is adjusted for additional space. In addition to this, a similar supplemental comment was made to “widen” in the eastern direction.

Comment 3: There was a suggestion to “Keep Accesses” to TC industries. There are 3 driveways circled.

South Section



Picture 4

Comment 1: Cross section #8 was suggested for the roadway immediately north of Half Mile Trail past the 3 accesses to TC industries. Cross section #8 is a 22' raised median with two traffic lanes in each direction.

South Section



Picture 5

Comment 1: Cross section #8 was suggested for the roadway immediately north of Half Mile Trail past the 3 accesses driveways to TC industries. Cross section #8 is a 22' raised median with two traffic lanes in each direction.

Comment 2: Possible traffic signal location at the pumping station south of Ames Road. It was mentioned that this intersection should be improved for full access with a right turn lane for southbound movements and a left turn lane for northbound movements.

Comment 3: There was a note placed on a structure "pumping" and a note placed on the local road as "planning"

South Section



Picture 6

Comment 1: Between Ames and Edgewood Road, there are many accesses driveways to businesses that could be consolidated through frontage roads or other methods.

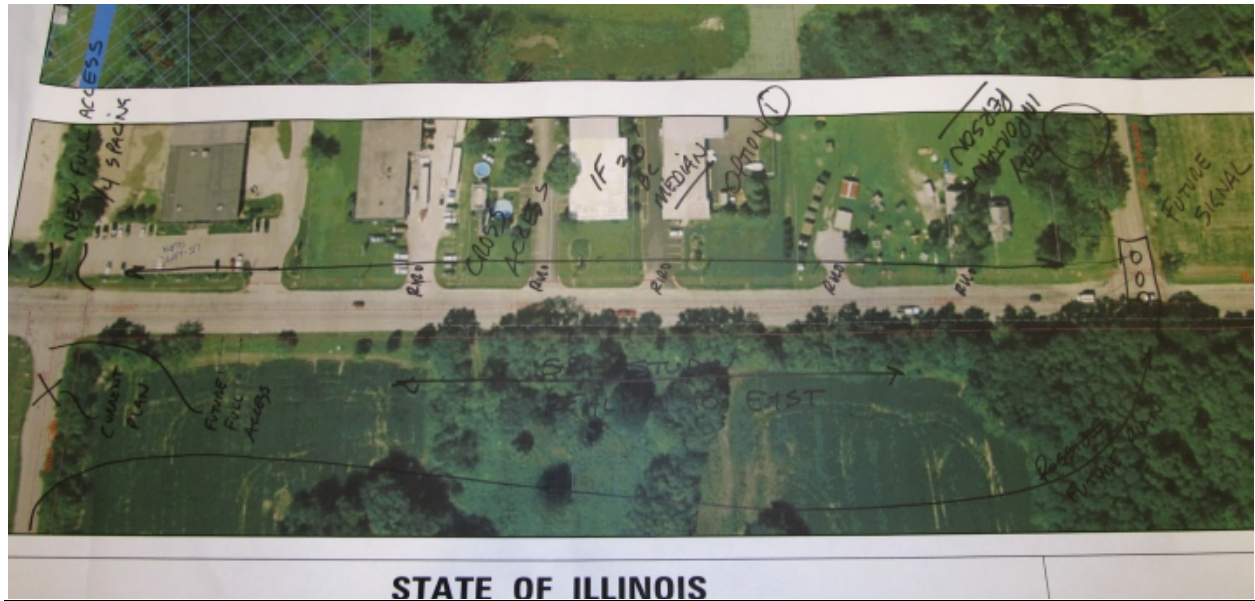
Comment 2: Cross Section #3 should be considered through this area, this cross section involves the use of a two way left turn lane (TWLTL).



Picture 1

Comment 1: Sight Distance is a problem in the highlighted area. This area is south of a private drive, south of Ames Road and north of Half Mile Trail.

Middle Section



Picture 2

Comment 1: ¼ mile spacing between existing Ames Road and Edgewood Road. Both should have full access with a frontage road connecting the businesses in between and removing direct access to Route 31(west side of Route 31).

Comment 2: If a frontage road is not feasible, than have each access as a Right-in Right-out (RIRO).

Comment 3: Ames Road will be realigned with Edgewood Road in a different planned project. This project would also eliminate the current access Ames Road has with Route 31.

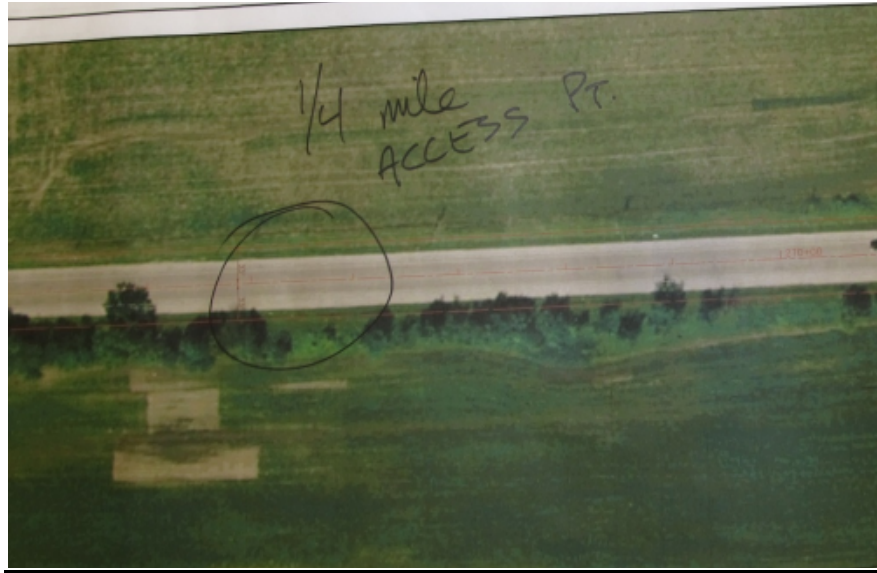
Comment 4: The alignment should be shifted to the east to minimize impacts to the businesses, their parking lots, and their accesses.

Comment 5: Edgewood Road is to be signalized (as part of a separate project).

Comment 6: Right of Way (ROW) acquisition on the south side of Edgewood Road should be minimized if frontage roads are constructed parallel to Route 31 to maintain accesses to businesses. A “very important person” would be impacted.

Comment 7: A new full access driveway (or frontage road access) was suggested for immediately south of the business immediately west of the intersection of Route 31 and Ames Road. This location is approximately ¼ mile south of Ames Road. The access should have a left turn lane along Route 31.

Middle Section



Picture 3

Comment 1: Illinois Route 31 is an SRA Route. It was highlighted by the discussion leader that full access points could be placed at quarter mile spacing. Full access points are locations where all vehicular movements can be made (Right, Through, and Left movements). This comment appears in various locations but is generally applicable to the entire project

Middle Section

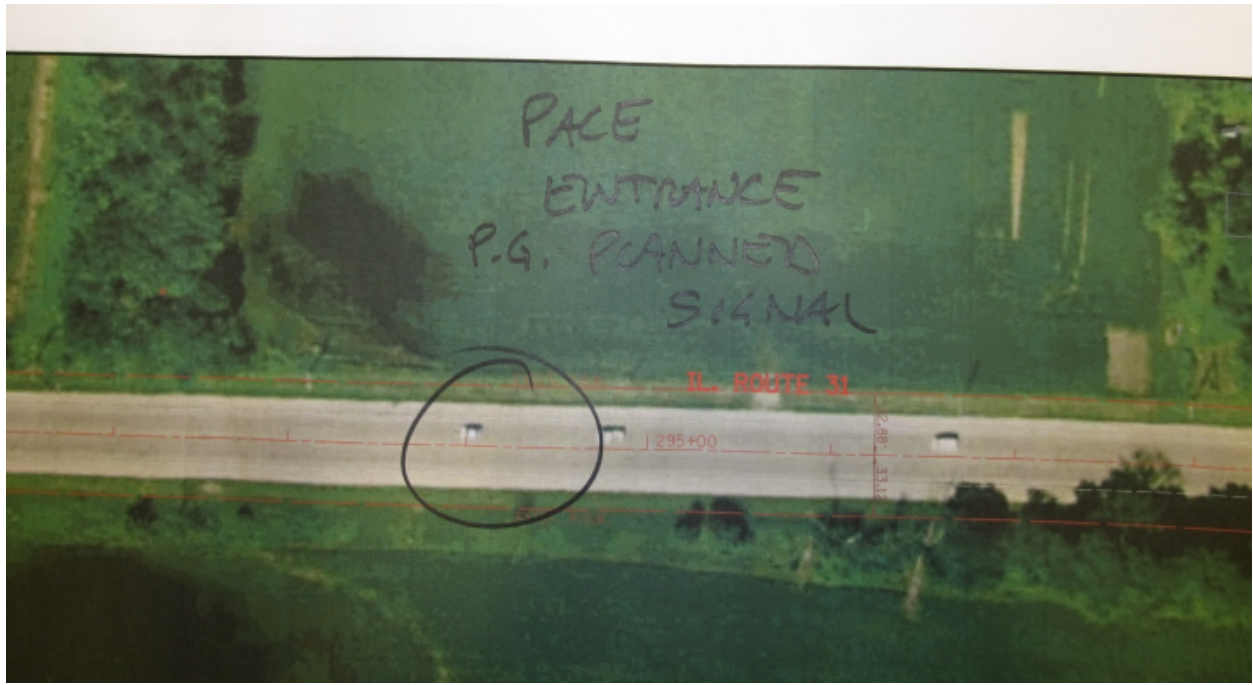


Picture 4

Comment 1: The Prairie Grove Town Center is proposed in this area, west of Route 31. The development includes extending Gracy Road to the west. A bike path overpass is proposed by the Village of Prairie Grove, south of Gracy Road. *(Based on post meeting review of the Village of Prairie Grove Town Center & Transit-Oriented Development Plan, the bike path is actually proposed north of the Gracy Road intersection; not as marked on the exhibit during the meeting.)*

Comment 2: Gracy Road would be signalized by the Village of Prairie Grove as part of their Town Center project.

Middle Section



Picture 5

Comment 1: A new access road and Pace bus entrance is planned by the Village of Prairie Grove for the Town Center development. The new entrance is planned to include signalized traffic control. This location is approximately ¼ mile north of Gracy Road.

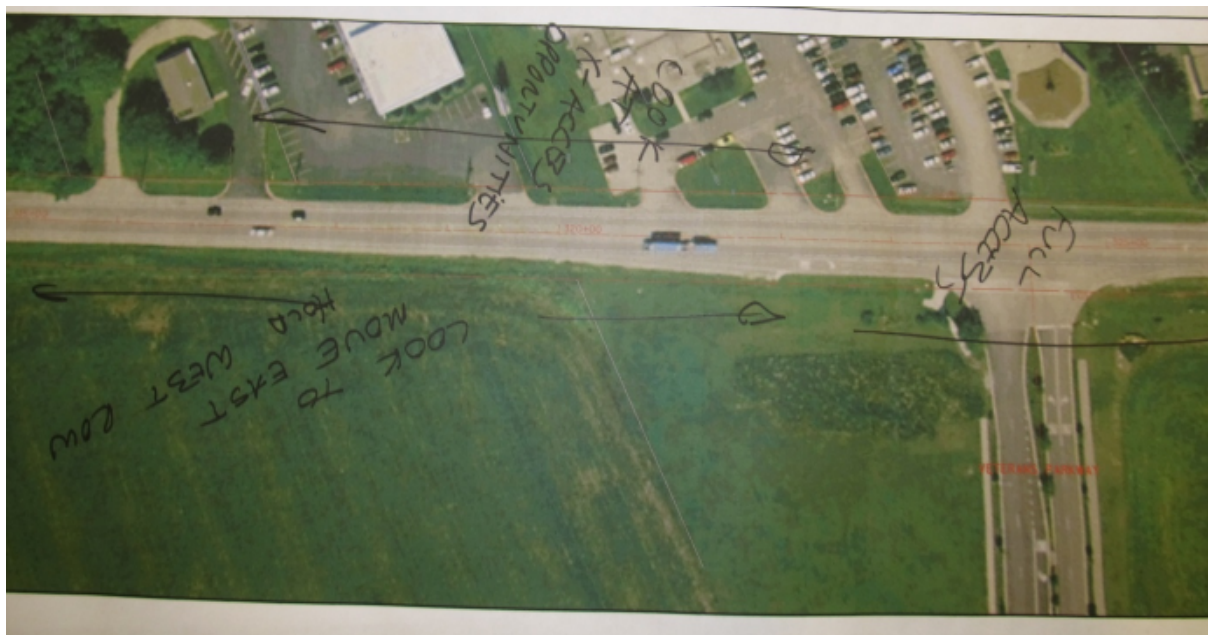
Middle Section



Picture 6

Comment 1: The McHenry West Bypass project could include a new interchange connection to Route 31 in this area. This area is between Gracy Road and Veterans Parkway. The PSG would investigate this bypass project to determine its status and history. Depending on the status of this project, Route 31 will have alternatives developed to meet the current transportation needs and regional planning developed by the state.

Middle Section



Picture 7

Comment 1: Impacts to businesses along the western Right of Way (ROW) should be minimized in the areas noted. This area is immediately south of Veterans Parkway but could be typical for nearby areas. It was suggested that the PSG should shift the proposed roadway to the east and hold the western ROW line when developing their alternatives.

Comment 2: Investigation of consolidated access opportunities should be investigated. Where it is feasible, adjacent lots could be connected to allow for a reduction of accesses to the same or connected properties.

Comment 3: Full access was requested to be maintained at Veterans parkway

Middle Section



Picture 8

Comment 1: The intersection of Route 31 and Albany Street /Prime Parkway was identified as an existing traffic signal location and was noted that a “Pace Center” is planned to the west, along Prime Parkway.

Comment 2: As mentioned in a previous comment, the ROW acquisition should focus on the east and avoid impacts to the west of Illinois Route 31

Middle Section



Picture 9

Comment 1: Dayton Street was identified with the comment: “Industrial, possible <1/4 mile access exception. This intersection is 1000’ north of Albany Street and Prime Parkway.

Comment 2: Pace busses make left turns at this intersection. Make sure that alternatives safely accommodate Pace bus movements.

Comment 3: As mentioned in a previous comment, the ROW acquisition should focus on the east and avoid impacts to the west of Illinois Route 31

Middle Section



Picture 10

Comment 1: Shamrock Lane was identified as an existing signal location.

Middle Section



Picture 11

Comment 1: Medical Center Drive and Mercy Drive are closely spaced intersections. It was recommended that alternatives be investigated to consolidate these two roadways into one access.

Comment 2: As mentioned in previous comments, Medical Center Drive was identified as an intersection within the $\frac{1}{4}$ mile accesses per mile SRA guideline. Comment #1 of this picture may need to be implemented to satisfy this design standard.

North Section



Picture 1

Comment 1: Cross section improvement #3 for a bidirectional left turn lane is “scary”. It was suggested to not use this section.

Comment 2: Eliminate cross section Improvement #2; this cross section involves having 3 traffic lanes in each direction plus a 30’ raised median. It was agreed as a group that this section was too large for the north section.

Comment 3: It was suggested that improvement #8 (2 lanes each direction with 22’ raised median) was a better cross section for the downtown area, especially away from intersections.

North Section



Picture 2

Comment 1: Suggestion to include 5' bike lanes on both sides of the roadway in the northern sections where ROW is limited

Comment 2: "trail dangerous down town" was marked on the exhibit to support comment 1

The following conflicting comment was expressed by the CAG members but was not noted directly on the exhibit:

Comment 3: Prefer off road path since it is safer for use by recreational users, including small children.

North Section



Picture 3

Comment 1: Suggestion to use 11' lanes in the downtown area to minimize impacts

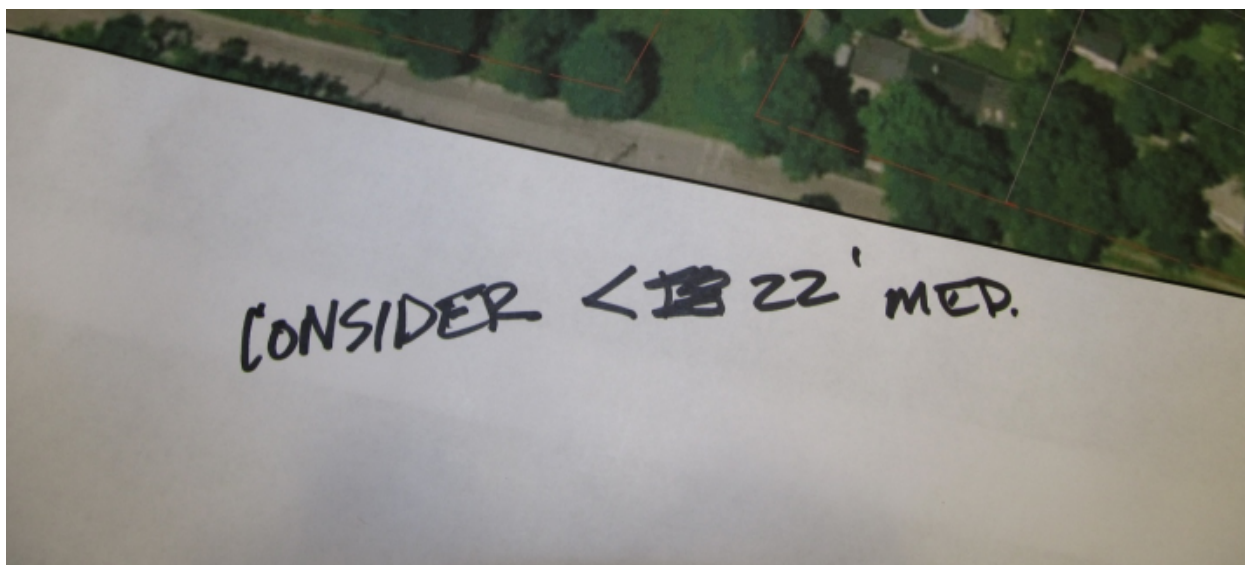
Comment 2: Suggestion to eliminate parking north of Main Street.

The following comments was expressed by the CAG members but were not noted directly on the exhibit:

Comment 3: There is already quite a bit of parking along many of the side streets. Consider elimination of all parking along IL Route 31. If necessary, additional parking can be provided via new parking lots.

Comment 4: Consider converting closely spaced side streets (i.e. Waukegan Road) to Cul-de-sacs. If cul-de-sac is not possible, make some of the side streets right-in and right-out only.

North Section



Picture 4

Comment 1: In the segments north of Bull Valley Road, consider minimizing the median size and using less than 22' medians.

North Section



Picture 5

Comment 1: A regional concept was presented which would involve converting part of existing Illinois Route 31 into a one-way street or a couplet. IL Route 31 could be converted to one-way southbound and Green Street into a one-way roadway for northbound traffic. The drawn concept involved the one-way streets extending from Illinois Route 120 to Bull Valley/Charles Miller Road, with the major connection between IL Route 31 and Green Street via these roadways, but other shorter couplet sections and connection options are possible.

CAG Meeting #3 completed at approximately 3:30 p.m.

The next steps for the study will include the continuation of ongoing engineering project development activities (e.g. Traffic Analysis / Projections, Crash Analysis, and Environmental Surveys), the development of the project Purpose and Need document per NEPA requirements, and the development of a range of initial design alternatives based on discussions from the workshop session. The next CAG meeting is tentatively scheduled for mid-January. When an exact date is established, CAG members will be contacted via email and the project website will also be updated. At this meeting the following activities are tentatively planned: present complete draft Purpose and Need document and discuss range of initial design alternatives for presentation at the next Public Meeting.

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #3
 Illinois Route 31 Phase I Study - IL Route 176 to
 IL Route 120, McHenry County

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



	NAME	Community	Email Address	Present (Please Initial)
1	Douglas Martin	McHenry		DM
2	George Mann	McHenry		
3	Rosemary Swierk	Prairie Grove		RS
4	Eric Witowski	Crystal Lake		
5	Terry Feddersen	Crystal Lake		
6	Vicky Smith	At Large		VS
7	Jim Hicks	Crystal Lake		
8	Catherine Jones	McHenry		CJ
9	Herb Burnap	McHenry		HB
10	John Massouras	McHenry		
11	James Howell	Crystal Lake		JH
12	Tamara Howell	Crystal Lake		
13	Eberhard Veit	Crystal Lake		Ed Veit
14	Ken Koehler	At Large		
15	Jon Schmitt	McHenry		JS
16	Abby Wilgreen	Crystal Lake		
17	Steven Carruthers	Crystal Lake		SCC
18	Jeannine Smith	Prairie Grove		JS
19	Jason Osborn	At Large		
20	Lori McConville	At Large		Lm
21	Bev Moore	At Large		BM
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Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #3

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34	John Clark	STV inc.		
35	Sanjay Joshi	STV inc.		SKJ
36	Stephen Zulkowski	STV inc.		SDZ
37	Mike Matkovic	CBBEL		
38	Marty Worman	CBBEL		
39	Matt Huffman	CBBEL		
40	Ben Moore	At Large		BM
41	KATHLEEN MARTINEZ	TERRA COTTA		K
42		REALTY CO.	com	
43	Jim March	HUFF+HUFF		Jim
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Illinois Department of Transportation

CAG Meetings

Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name ROSEMARY SWIELIK

Mailing Address [REDACTED]

City/State/Zip CRYSTAL LAKE, IL 60012

Phone [REDACTED]

Email [REDACTED]

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

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

RESPECTFULLY REQUEST PURSUE

3/4 ACCESS FOR PROPERTIES LOCATED

AT 400 - 500 S. ROUTE 31

Thanks!



Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

Brucie Chapman

Mailing Address

[REDACTED]

City/State/Zip

Harvard IL 60033

Phone

[REDACTED]

Email

brucie046@gmail.com (cell-815-861-6981)

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

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

Know more of planned changes along 31

Have more alternatives

Terra Cotta Realty Co.

3703 S. Route 31
Crystal Lake, Illinois
60012-1412

Telephone 815/459/2400
Facsimile 815/333/8338

November 3, 2011

Mr. Scott Czaplicki, P.E.
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

RE: Illinois Route 31

Dear Scott:

As a member of the Illinois Route 31 Community Advisory Group, and in response to the discussions held at the first two CAG Meetings, Terra Cotta Realty Co. would like to provide you with additional information. We request that you take these into consideration as you continue your efforts to develop your plan for the expansion and improvement of Illinois Route 31 between Illinois Route 176 and 120.

As you know, Terra Cotta Realty Co. is the owner of record of approximately 475 acres of real estate on the east and west sides of Route 31 in Prairie Grove, Illinois. Our 500,000 sq. ft. of manufacturing facility, TC Industries, Inc., is located on the west side of Route 31 at the northwest corner of the intersection of Half Mile Trail and Route 31. We have reviewed the Project Purpose, Needs, and Goals Sections of the CAG Meeting Minutes, and provide you with the following thoughts and concerns:

Pedestrian and Bicycle Accommodations

Terra Cotta Realty Co. has a significant concern about the addition of a Contiguous Sidewalk or other type pathway that would run adjacent to Route 31. We question the need for such a pathway when there is currently an existing north/south Prairie Path Trail that serves this corridor. This would require significant additional expense and right of way to create such a pathway. We support the idea of providing safe pedestrian crossings at signalized intersections, such as Edgewood Road and Bull Valley Road. These crossings would support the identified need to provide the connectivity to existing pedestrian and bicycle networks – specifically the Prairie Path Trail and Moraine Hills.

Mr. Scott Czaplicki
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Roadway Safety

We fully support all efforts to provide adequate roadway safety. As it relates to our interests at Half Mile Trail and Route 31, this is the main point of ingress and egress for our 475+ employees each day, as well as our suppliers, vendors, visitors, and the 50-60 daily semi-trailer trucks that transport our raw materials and finished goods. As a matter of public safety, this intersection is significant in that there are approximately 30 school buses that navigate through this intersection on a daily basis. This roadway has a significant amount of additional traffic due to the fact that this is one of only 3 roadways that connect Route 31 with Crystal Lake/McHenry Road. This intersection design should mandate signalization to support your goal of roadway safety.

The other component of Roadway Safety identified in your project goals is the ability for Property/Business Owners to access their property safely. Terra Cotta Realty Co. currently has two additional access points to Route 31 from our property on the west side of Route 31. One is located just north of our Engineering Office and Train Car Pavilion. The other is further north just southwest of the intersection of Ames Road and Route 31. The first mentioned access serves our manufacturing facility needs and the second is the access point for Lakebead Pipeline Pumping Station and the balance of our property west of Route 31 north of our Plant. Both of these access driveways have been in place for over 60 years and it is important to our ongoing business activity for these to remain as full access points with no restrictions.

Lane Capacity

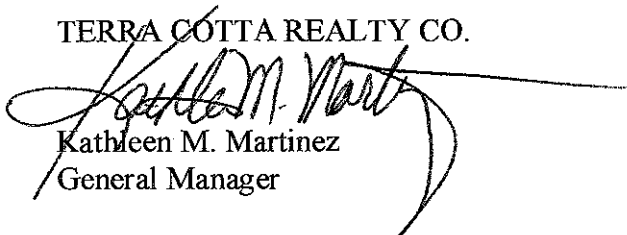
We support the need for additional lane capacity, turning lanes, and turning lane storage throughout this corridor.

Future Development Plans for Terra Cotta Realty Co. property

In an effort for you to understand the future development potential for our property, I attach a copy of the current Property Zoning Map for our 475+ acres. I also attach a copy of a Zoning Acreage Exhibit which details the approved number of residential units associated with the approved Zoning. Please also note the Business Zoned property at the intersection of Half Mile Trail and Route 31. The property zoned T Transitional is approved multi-family zoning at 5.5 Units per Acre. You will note the importance of a full access point for the property west of the existing Oak Grove residential development as it will support 169 residences at full development.

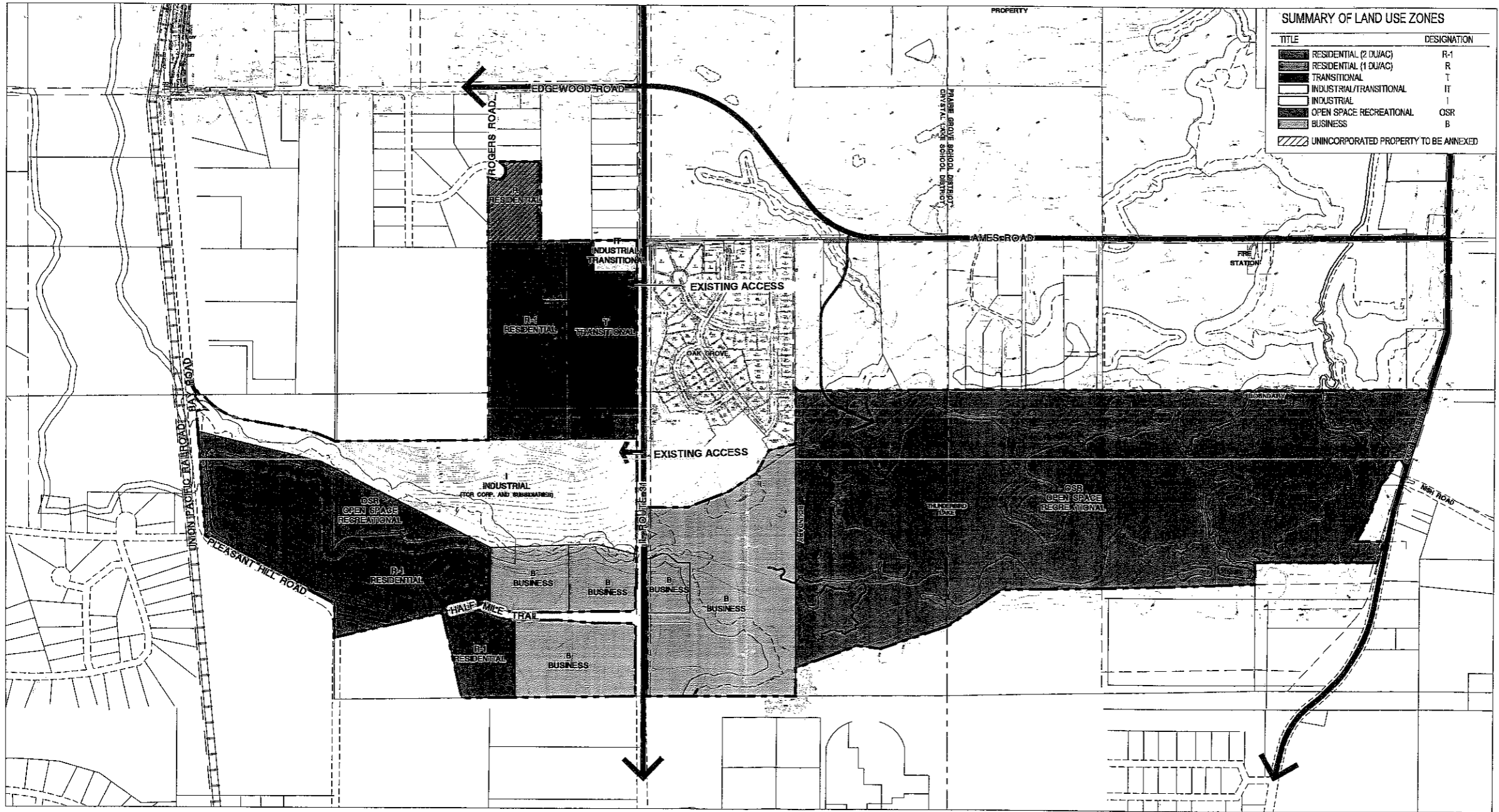
Sincerely,

TERRA COTTA REALTY CO.



Kathleen M. Martinez
General Manager

Attachments
Terra Cotta Realty Co.



SEC Planning Consultants

Planning • Landscape Architecture • Community Branding

TEXAS • ILLINOIS
(512) 246-2003 • (512) 246-7703
www.secplanning.com • info@secplanning.com

PROPERTY ZONING MAP

TERRA COTTA
PRAIRIE GROVE, IL.



North

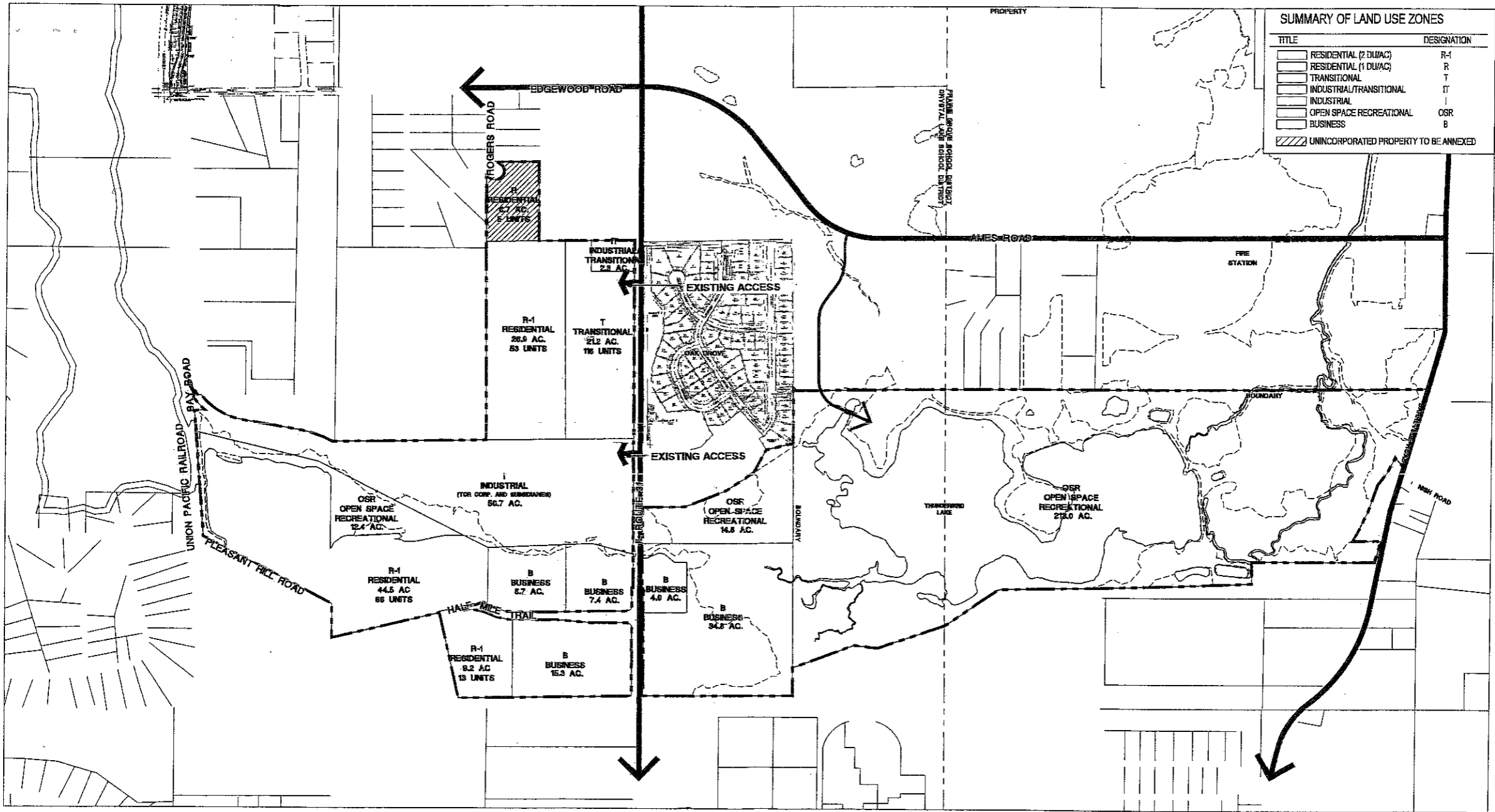


Scale: 1" = 800'

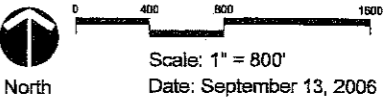
Date: August 3, 2006

SHEET FILE: T:\Terra Cotta\CadFiles\Remaining Land\zoning plan.dwg

Base mapping compiled from best available information. All map data should be considered as preliminary. In need of verification, and subject to change. This land plan is conceptual in nature and does not represent any regulatory approval. Plan is subject to change.



ZONING ACREAGES **TERRA COTTA** PRAIRIE GROVE, IL



SUMMARY

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

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Tuesday, May 22, 2012
1:00 p.m. to 3:00 p.m.



Community Advisory Group (CAG) Meeting #4

The purpose of the CAG meeting was to present a summary of CAG Meetings #1, #2, and #3 where the project Problem Statement and project Purpose and Need were developed; review the developed range of alternatives; present the alternatives evaluation process and findings; introduce alternatives to be carried forward for sections along the entire project; and conduct a workshop to receive feedback on the alternatives to be carried forward, as well as identify locations of potential median breaks, U-turn locations, planned access locations and consolidated driveway entrances (1"=50' scale plans of the various alternatives were provided).

Invited participants included stakeholders who signed up for the CAG or those who have attended CAG Meeting #1, #2, and/or #3. A total of 32 volunteers were invited to this CAG meeting.

This meeting was attended by **12** invited CAG members or other interested project stakeholders; and **8** members of the project study group were present to facilitate the meeting and answer any questions (See attached sign-in sheet).

The meeting began with a PowerPoint presentation, conducted by John Clark from STV Incorporated that included topics as noted below:

- **Welcome, Introductions, and Agenda**

- Mr. Clark introduced the project team including IDOT, STV Incorporated, and Huff and Huff engineering and briefly explained their role on the project.
- CAG and project team members introduced themselves – name, whom they represent (group and/or government agency), and/or which community they lived in.
- All members were given a copy of the meeting agenda and a handout packet including a copy of the presentation, CAG Meeting #3 summary and informational packets concerning safe access.
- Mr. Clark gave an overview of the Agenda for CAG Meeting #4 which included an overview of the previous 3 CAG meetings, project Problem Statement, project Purpose and Need, and the Range of Alternatives developed during (and after) the last Workshop from CAG Meeting #3.

- **Summary of CAG Meeting #3**

- The summary of CAG Meeting #3 was presented. Mr. Clark noted that CAG members developed the project Problem Statement in the first CAG meeting which was used to develop the project Purpose and Need statement for CAG Meeting #2. In addition, regional development and key findings from the previous study were discussed. The meeting also included a workshop developing a Range of Alternatives.

- **Project Process – Alternatives to be Carried Forward**

- The project development process was presented in a flow chart format to demonstrate how the project developed through the Problem Statement, the Purpose and Need, and the Range of Alternatives. The chart was highlighted to show that we are at the point of identifying alternatives for further evaluation (a.k.a. Alternatives to be Carried Forward).

- **Review of Project Purpose and Need**

- The updated and approved Project Purpose and Need statements were presented to the CAG members at CAG Meeting #4. The PSG noted that these statements were revised to meet the approval of the FHWA / NEPA review committee.
 - The updated Project Purpose was presented as the following: *“The purpose of the proposed project is to improve safety, address roadway capacity and mobility, correct existing geometric deficiencies and encourage multi-modal transportation along IL Route 31 from the intersection of IL Route 176 to the intersection of IL Route 120, in eastern McHenry County.”*
 - The updated Project Need Statements were presented as the following: *“Improve Roadway Safety, Expand Roadway Capacity and Address Traffic Issues, Correct Existing Roadway Design Deficiencies, and Improve opportunities for multimodal connectivity.”*
 - CAG members asked questions regarding what had changed in these statements and why accessibility was removed from the Purpose and Need
 - There were a few changes to the Project Purpose statement since the last CAG meeting. The wording of *“proposed action”* was changed to *“proposed project”* and the wording of *“addressing safety”* was changed to *“improve safety.”* In addition, the word *“capacity”* was expanded to *“address roadway capacity and mobility”* and the statement *“multi-modal transportation, and geometric deficiencies”* was modified to *“correct existing geometric deficiencies and encourage multi-modal transportation.”*
 - There was also a minor change to the Project Need statements, mainly the statement *“Expand Roadway Mobility (Capacity and Accessibility)”* was modified to *“Expand Roadway Capacity and Address Traffic Issues.”* Through the FHWA / NEPA review process it was determined that the term *“mobility”* would be added to the Project Purpose statement, as opposed to the Project Need statements.
 - It was noted by Mr. Clark that as discussed during CAG Meeting #3, reduce environmental impacts / address water quality issues was not included in the Purpose and Need statements since the FHWA does not consider these needs to be appropriate for inclusion. Regardless of inclusion in the Purpose and Need, environmental impacts and water quality impacts will be analyzed and minimized by this project. Because this is required by law in

the NEPA process, there is no need to incorporate the statements into the Purpose and Need.

- Similarly, the term “*accessibility*” was not specifically included in the Purpose and Need statements. The NEPA review process determined that accessibility would be covered by the statement “*address roadway capacity and mobility*” in the Project Purpose. By addressing roadway capacity and mobility, accessibility to IL Route 31 would also be improved. A CAG member questioned why the statement “*maintain full access to all properties*” was not included in the Purpose and Need. The request to include a statement to “*maintain full access to all properties*” was discussed in detail during the previous CAG meeting and was well documented in CAG Meeting #3 Summary. It was reiterated that the PSG will follow design guidelines to provide access for all properties, although this access may not be exactly in the same format as it is for existing conditions. Each access will be studied and designed on a case by case basis, per IDOT BDE and FHWA guidelines.

- **Range of Alternatives – South Section & North Section**

- Mr. Clark explained the range of alternatives as developed through input from previous CAG meetings from the PSG and CAG members. The south Section of the project as defined as Route 31 from IL Route 176 to Bull Valley Road had the following alternatives:
 - **6-lane with 30’ & 50’ Depressed Median and 10’ Outside Shoulders**
 - **6-lane with 18’-22’ Raised Barrier Median**
 - **4-lane with 18’-22’ Raised Barrier Median**
 - **4-lane with 18’-22’ Raised Barrier Median and 10’ Outside Shoulders**
 - **5-lane with Bi-directional TWLTL**
 - **4-lane with 30’ Raised Barrier Median**
 - **4-lane with 30’ Depressed Median and 10’ Outside Shoulders**
 - **No-Build Alternative**
- Mr. Clark noted that during the alternatives evaluation process, the “6-lane” alternatives were dismissed due to much larger footprints and additional environmental impacts. This larger footprint would result in additional building displacements, as well as wetland impacts. Alternatives involving 4 lanes meet the Purpose and Need without these additional impacts and signalized intersections will operate with an acceptable LOS with two through lanes in each direction. The “18’-22’ median” alternatives simply did not allow for the accommodation of needed future dual left turn lanes along many intersections in the project. The ability for an alternative to accommodate dual left turn lanes is important to support future developments and improve the longevity of the improvement. The remaining alternatives were further analyzed (as discussed later in the presentation), and will be taken through a detailed evaluation.
- Similarly, Mr. Clark presented the range of alternatives developed as they relate to the north section of the project. The listed range of alternatives were as follows:
 - **4-lane with 6’-8’ Landscaped/Planter Median**
 - **4-lane with 18’-22’ Raised Barrier Median**
 - **4-lane with 30’ Raised Barrier Median**
 - **5-lane with Bi-directional TWLTL**

- **No-Build Alternative**

- During the alternatives evaluation process, the “6’-8’ Median” option was dismissed since this option would not allow for a left turn lane to fit within its width, where required at intersections and median break locations. The 30’ median alternative was dismissed as a typical section because dual lefts are not required throughout most of the north section; however, this alternative was considered while developing options for intersection geometry for IL Route 120. The Two Way Left Turn Lane (TWLTL) alternative was dismissed because there was not an identified need for continuous access to driveways until you move north into the limits of the downtown McHenry area. This downtown area (north of Lillian Street / Grove Avenue) is controlled by the geometry requirements of the intersection at IL Route 120. The remaining alternatives include the “18’-22’ Median” alternative and the “No-Build” alternative. The remaining alternatives were further analyzed and developed to be carried forward (as discussed later in the presentation), and will be taken through a detailed evaluation.

- **Alternative Development Process / Purpose and Need Screening**

- A flow chart was shown to demonstrate how a project moves from a full range of alternatives into a preferred alternative. Within this flow chart, a region was highlighted to show the work that has been completed on the full range of alternatives. Mr. Clark explained that the remaining alternatives not eliminated from the initial evaluation would be looked at in detail, and includes a screening of the alternatives’ ability to meet the Purpose and Need of the project.
- The Purpose and Need screening involves meeting the requirement to:
 - Improve Safety
 - Expand Roadway Capacity and Mobility
 - Correct Existing Design Deficiencies
 - Improve Multimodal connectivity

In order to define whether or not an alternative met these points, detailed analyses were performed for each alternative and were explained in detail on the proceeding slides.

- **Safety Analysis**

- Used methodologies of the Highway Safety Manual (HSM) 2010 on a representative section of the project. The analysis takes known elements of the roadway including the number of vehicles per day; roadway segment length, geometric configuration including the number of lanes; median type; number of driveways; roadside fixed object density; speed limit; and presence of other roadway features (i.e. lighting, on-street parking, and auto speed enforcement). All this data is then used to predict how many accidents should occur on the defined highway section. The formulas and methods utilized by the HSM were generated using national crash information and statistical data.
- Mr. Clark explained that the analysis is relative. The analysis will determine if one alternative is safer than the existing “No-Build” and which alternative is safer than other alternatives.
- In summary, the analysis determined that the TWLTL Alternative would increase crash frequency by 92% over the no build alternative or by 193% over raised/depressed median alternatives. Similarly, the addition of on-street parking to any alternative would increase crash frequency by 35% regardless of the median type chosen.

- **Expand Roadway Capacity and Mobility Analysis**

- Used methodologies of the Highway Capacity Software (HCS) and Synchro to analyze Level of Service (LOS). Comparisons were made between existing 2009 traffic volumes and projected 2040 traffic volumes.
- The comparison of alternatives focused on intersection analysis since all alternatives involved 4 lanes of through traffic (2 in each direction) through the project limits while the “No-Build” alternative maintains 2 lanes of through traffic. This analysis also investigated the feasibility of a roundabout at both the IL Route 120 and Lillian Street/Grove Avenue intersections.
- In summary, the analysis determined that roundabouts could not be designed to meet traffic demands and cannot easily allow for multimodal use. Traffic demands at the two intersections involve a high percentage of left turning movements. High left turn movements are important to the function of a roundabout because a vehicle spends the most time within a roundabout while maneuvering through a left turn movement. The intersection modeling shows that the vehicle occupancy for the IL Route 120 roundabout is so severe (due to the high volume of left turns), that vehicle backups extend into the nearby railroad crossing west of the intersection, as well as to the adjacent signalized intersections at Crystal Lake Road and IL 31 (Richmond Road). Multimodal accommodations are limited because a roundabout utilizes free flow vehicular movements. Without designated pedestrian traffic signals or grade separated crossings, pedestrians and bicyclists would have difficulty maneuvering the intersection. Additionally, the analysis provided relative comparisons between alternatives to be considered further, including the “No-Build” alternative. The projected Level of Service (LOS) values and vehicle delays can be weighed against the potential impacts of constructing the alternative.
- **Roadway Deficiencies and Multimodal Connectivity**
 - Regardless of the alternatives chosen, Mr. Clark explained how these two identified needs would be addressed but may be limited by natural features (topography) or existing conditions (buildings). Mr. Clark presented potential exceptions to addressing roadway deficiencies and multimodal connectivity. These exceptions include potential limited sight distance created by existing buildings, as well as the inability to provide a continuous shared-use path, also due to the existing buildings in the McHenry downtown area. The development of alternatives to be carried forward will investigate the correction or mitigation of the stated exceptions.
- **Alternatives to be Carried Forward**
 - The results of the Purpose and Need screening has narrowed the range of alternates, eliminating options related to roundabouts and TWLTL medians. This reduction now presents the south section with two options (a 30’ raised curb and a 30’ depressed median). The north section alternatives were reduced to only the 18’ median option; however, many design alternatives exist for the intersection at IL Route 120. These alternatives included three options (Restripe, 30’ Median, 18’ Median). The intersection alternatives for the IL Route 120 intersection are categorized as “North Section” alternatives. For all alternative analysis, the “No-Build” alternative is also an alternative for alternatives to be carried forward, based on NEPA guidelines.
- **Workshop on Alternatives to be carried further**

- What will be accomplished during this workshop? Mr. Clark explained that the alternatives to be carried forward were drawn up and printed for the CAG members to review and provide comments and feedback.
 - Topics covered during discussion included the identification of locations for potential median breaks, U-turn locations, and possible driveway consolidations.
 - A summary of the workshop's feedback is provided at the end of this summary
- **Next Steps and Future Meetings**
 - Next Steps: Ongoing Engineering Project Development Activities (further refinement of alternatives, preparation for Public Meeting #2 and NEPA/404 meeting).
 - Future Public Meeting #2 tentatively scheduled for late July 2012 (subsequently revised to Fall 2012). This meeting will formally present the Purpose and Need, Range of Alternatives, Evaluation Criteria, and the Alternatives to be Carried Forward, as well as obtain input on the presented materials.

Workshop Comments and Alternative Development concepts:

The workshop generated many discussions relating the selected alternatives drawn up on the provided exhibits. A summary of the CAG member's discussions and comments are listed below:

- **General**

- The PSG should make use of natural features. Existing profiles, ditches, and rivers was noted. The desire to enhance natural features was also recommended if it could improve the project or help mitigate anticipated environmental impacts.
- When detailed construction documents are being drafted, it was desired to have special provisions or specifications covering the removal of larger (heritage) trees. The CAG requested that these trees be re-used/recycled in manufacturing. Avoiding contractor burning and mulching of these trees was desired.
- In preparation for the Public Meeting, the CAG agreed that exhibits showing option #1 and option #2 side by side were easier to read over separate exhibits showing more of the same exhibit. It was mentioned that this implementation may not be possible for the north section exhibits.

- **South Section (IL Route 176 to Bull Valley Road)**

- The existing speed limit is mostly 50 to 55 mph in this section. A speed limit of 45 miles per hour was preferred over faster speed limits (50 and 55). Option #1 (30' Raised Median) would have a maximum speed limit of 45 mph. Speed enforcement by the local police departments would be an important aspect if the speed limit is lowered.
- The water quality benefit of Option #2 (30' Depressed Median) was desirable but the additional pavement required for shoulders was a concern.
- Option #2 would have outside paved shoulders which could serve as an alternative means for cyclists as well as provide a footprint for future expansion of IL Route 31 to three through lanes in each direction, if warranted by traffic projections past 2040.
- A minimal impact to the environment, especially adjacent wetlands, was desired. This included physical areas of impact as well as the modified drainage patterns for outfall locations and times of concentrations. Regardless of which Option was selected through the environmental sensitive areas, the PSG should consider options (i.e. retaining walls) to minimize overall impacts.
- A desire to modify the limits of the depressed median alternative (Option #2) was expressed. The idea of beginning Option #2 beyond the environmentally sensitive areas was expressed. The PSG noted that an option's typical section cannot alternate too frequently and that a chosen typical section should remain typical for at least a mile or two.
- If Option #1 was chosen throughout the project limits for areas currently posted higher than 45 mph, the CAG agreed that it would be necessary to provide physical space for enforcement officers to enforce the lowered speed limit.

- Due to similarities between Option #1 and Option #2, the CAG mentioned that the option which has the least construction and maintenance costs would be preferred.
- A sight distance problem at the Drake Drive was noted by a CAG member. The PSG responded that they are aware of the existing problem and would investigate its correction, regardless of which Option would be selected.
- Access to TC Industries was discussed. It was noted that the Half Mile Trail intersection provides primary access to TC Industries and that access would be improved by the installation of a new traffic signal at the intersection and channelized turn lanes for each intersection approach. NB dual left turn lanes would satisfy heavy peak hour traffic volumes for TC Industries employees and visitors. In addition, the installation of a median opening north of the TC Industries property (approximately ¼ mile north of Half Mile Trail) would be considered to provide access to existing driveways.
- It was noted by a CAG member that the installation of median openings and u-turn locations in the environmentally sensitive areas should be avoided as much as possible, since they require the construction of wider pavement areas to accommodate the u-turn vehicles.
- The presence of physical constraints or “pinch points” in the area north of Half Mile Trail was discussed. The roadway alignment was shifted east to avoid impacts to TC Industries located along the west side of the road, but the shift is limited by the presence of the waste water treatment plant located along the east side of the road. These constraints are an issue for both Options #1 and #2, but more significant for Option #2 due to the wider roadway footprint. A similar “pinch point” location was noted in the area near Gracy Road. The cemetery on the east side of IL Route 31, south of Gracy Road, and the residential property on the west side of IL Route 31, north of Gracy Road create constraints on a shift in the roadway alignment.

- **North Section (Bull Valley Road to IL Route 120)**

- Many concerns were brought up throughout the CAG meeting about the feasibility of roundabouts at the intersection of IL Route 31 and IL Route 120. By the end of the meeting, the CAG agreed that the need to further investigate a roundabout option was no longer warranted.
- The CAG expressed how Option #2 (Max Build) and Option #3 (Intermediate Build) had very similar impacts and it became unanimous that Option #3 was not a preferred option.
- CAG members expressed that Options #1 and #2 each have great and not so great aspects. Option #1 would provide no impacts to adjacent properties but it would provide limited improvement to traffic operations at the IL Route 31 and IL Route 120 intersection. Option #2 has several potential impacts to adjacent buildings and would change the character of the area, but would improve the intersection operations now, as opposed to having to make improvements in future. The CAG members agreed that the greatest weight to selection of a preferred alternative would rest with the City of McHenry and input from adjacent property owners at the next Public Meeting.

- Any option for the intersection of Route 31 and Route 120 should consider the impacts of blocking the intersection at Main Street. The community hosts a parade once a year that runs on Main Street through the intersection at Route 31. It was advised that we take this parade into consideration.
- City of McHenry CAG member noted that improvements to the intersection of IL Route 31 / IL Route 120 with 3rd Street / Millstream Drive are planned by the city to add pavement markings and signage to convert the cross streets to right-in-right-out.

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #4

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Tuesday, May 22, 2012
1:00 p.m. to 3:00 p.m.



	NAME	Representing	Email Address	Present (Please Initial)
1	Douglas Martin	City of McHenry	dmartin@ci.mchenry.il.us	
2	Kathleen Martinez	Terra Cotta Realty Co.	[REDACTED]	
3	Rosemary Swierk	Prairie Grove Resident / Business Owner	[REDACTED]	RS VRS
4	Dr. Vicky Smith	McHenry County College	[REDACTED]	
5	Jim Hicks <i>JH</i>	Crystal Lake Resident	[REDACTED]	
6	Catherine Jones	McHenry Resident / McHenry County College	[REDACTED]	CJ
7	Herb Burnap	McHenry Resident / Alliance Bible Church	[REDACTED]	HB
8	James Howell	Crystal Lake Resident	[REDACTED]	JH
9	Tamara Howell	Crystal Lake Resident	[REDACTED]	
10	Eberhard Veit	McHenry County Bicycle Advocates / Crystal Lake Resident	[REDACTED]	Kir
11	Jon Schmitt	City of McHenry	[REDACTED]	JS
12	Abby Wilgreen	City of Crystal Lake	awilgreen@crystallake.org	
13	Steven Carruthers	City of Crystal Lake	scarruthers@crystallake.org	SC
14	Jeannine Smith	Village of Prairie Grove	jsmith@prairiegrove.org	
19	Lori McConville	Environmental Defenders of McHenry County	[REDACTED]	Lori
16	Bev Moore	Illinois Trails Conservancy	[REDACTED]	BM
12	Brucie Chapman	At Large	[REDACTED]	
16	Brittany Graham	McHenry County DOT	bdgraham@co.mchenry.il.us	
19	Chalen Daigle	McHenry County Council of Mayors	cldaigle@co.mchenry.il.us	CD
20	Elizabeth Maxwell	City of Crystal Lake	emaxwell@crystallake.org	EM
21	Steven Schilke	IDOT	Steven.Schilke@illinois.gov	SS
22	Kimberly Murphy	IDOT	Kimberly.Murphy@illinois.gov	KM
23	Scott Czaplicki	IDOT	Scott.Czaplicki@illinois.gov	SC
24	Jean-Alix Peralte	STV inc.	Jean-Alix.Peralte@stvinc.com	JAP
25	John Clark	STV inc.	John.Clark@stvinc.com	TC

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #4

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Tuesday, May 22, 2012
1:00 p.m. to 3:00 p.m.



	NAME	Community	Email Address	Present (Please Initial)
26	Sanjay Joshi	STV inc.	Sanjay.Joshi@stvinc.com	SK
27	Stephen Zulkowski	STV inc.	Stephen.Zulkowski@stvinc.com	SOZ
28	Jim Novak	Huff & Huff, Inc.	jnovak@huffnhuff.com	Jan
29	William Busse	McHenry Resident / Business Owner		
30	Anna May Miller	McHenry County Board	AMMiller@co.mchenry.il.us	
31	Shawn Cirton	U.S. Fish and Wildlife Survey	Shawn_Cirton@fws.gov	
32	Kathy Chernich	U.S. Army Corp of Engineers	Kathy.G.Chernich@usace.army.mil	
33	Soren Hall	U.S. Army Corp of Engineers	Soren.G.Hall@usace.army.mil	
34	Norm West	U.S. EPA	West.Norman@epamail.epa.gov	
35	George Mann	McHenry Resident		
36	Eric Witowski	Crystal Lake Resident		
37	Terry Feddersen	Crystal Lake Resident		
38	John Massouras	McHenry Resident / Business Owner		
39	Ken Koehler	McHenry County Board	KDKoehler@co.mchenry.il.us	
40	Jason Osborn	McHenry County DOT	jjosborn@co.mchenry.il.us	
41	Walter Dittrich	McHenry County DOT	wrddittrich@co.mchenry.il.us	
42	Don Kopsell	Nunda Township Highway Department	hiway@nundatownship.com	
43	Glen Richmond	At Large		
44				
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Illinois Route 31

ROUTE 176 TO ROUTE 120

www.ILRoute31.com

Comment Form

Please Print Clearly

Name

KATHLEEN M. MARTINEZ, TERRA COTTA REALTY CO.

Mailing Address

[REDACTED]

City/State/Zip

CRYSTAL LAKE, IL 60012

Phone

[REDACTED]

Email

[REDACTED]

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

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

SEE LETTER DATED
DECEMBER 15, 2014 ATTACHED.

BUREAU OF PROGRAMMING
RECEIVED

DEC 19 2014

DISTRICT #1

December 15, 2014

Mr. Scott Czaplicki, P.E.
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

RE: Illinois Route 31

Dear Scott:

Terra Cotta Realty Co. has previously provided you with statements of TC Industries, Inc. and Terra Cotta Realty Co.'s ("TCR") position concerning IDOT's proposed Design for the expansion of Route 31 (see letter dated May 22, 2013 attached). Of particular concern is the area on the west side of Route 31 between Half Mile Trail and Ames Road. As you know, our plant site has been here since 1881 and we have long planned for the expansion of Route 31. Our plans have long acknowledged the current 120' Right of Way and we have set aside an additional 40' of Right of Way that we understood was required by IDOT to expand Route 31, subject to a mutually agreed upon financial proposal.

We have recently briefly reviewed drawings that indicate an additional taking of property on the west side of Route 31. This proposed Design is unacceptable to TCR for the following reasons:

- TCR has always planned to provide any additional Right of Way from property owned by TCR on the East side of Route 31. Any additional taking of property along the frontage of our World Headquarters Office Building should be from the East side of Route 31.
- The proposed design indicates a removal of the landscaped hedge of Hetzi Junipers along the frontage of our Office Building. This Juniper Hedge serves as protection to our Office Building and employees, therefore, we strongly object to any Engineering Design that would involve the removal of this Juniper Hedge.
- We currently have employees located in our Office Building which is within 30' of IDOT's current Right of Way.

It is my understanding from our discussion at the CAG Meeting held on November 20, 2014 that you understand our concerns and will undertake to change the Engineering Design that is objectionable to us and avoid an adverse proceeding.

Mr. Scott Czaplicki, P.E.
Illinois Department of Transportation
December 15, 2014
Page 2

With respect to the Driveway that is existing just north of our Engineering Office Building and Train Car Courtyard, your proposed Design calls for a relocation of this Driveway to the North. We support this proposed relocation of the Driveway which will service two parcels of real estate. As we have previously indicated to you, this **FULL** Access Drive is a critical access point for our Manufacturing Facility as it provides the required access point for public and fire safety equipment to the northern portion of our 500,000 square foot manufacturing facility for fire emergencies (see letter dated May 22, 2013 attached).

With respect to our property on the west side of Route 31 between Stations 221 and 239, we are opposed to your effort in this area to take significant portions of our property for an expanded Right of Way for Route 31.

While TCR is supportive of the expansion to 4-lanes of Route 31, IDOT needs to understand that TCR operates a 500,000 square foot manufacturing site and 20,000 square foot of World Headquarters Office Space for 500 employees working at our facility. TCR is one of the largest manufacturing sites in McHenry County. We are a Corporate Citizen of the Village of Prairie Grove and believe we have been forward thinking and cooperative in the planning for this important transportation Corridor.

With regard to the proposed Design for signalization of the intersection of Half Mile Trail and Route 31, we are and have always been supportive of this improvement, including providing the necessary additional Right of Way needed to build this intersection.

Scott, thank you for your time and consideration relative to TCR's concerns relating to the Study and Design of the Route 31 Corridor.

Sincerely,

TERRA COTTA REALTY CO.


Kathleen M. Martinez
General Manager

Attachments

cc: Jeannine Smith
Village of Prairie Grove

Terra Cotta Realty Co.

SUMMARY

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

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Thursday, November 20, 2014
1:00 p.m. to 3:00 p.m.



Community Advisory Group (CAG) Meeting #5

The purpose of the CAG meeting was to provide an update on the various meetings / coordination and studies that took place since CAG Meeting #4 in May 2012; present the developed Preferred Alternative for the project; and review the next steps to complete the Phase I Study. 1"=50' scale aerial exhibits and environmental resource maps were presented in a workshop session after the presentation.

Invited participants included stakeholders who signed up for the CAG, have attended previous CAG Meetings, or the Environmental Interest Group Meeting.

This meeting was attended by **12** invited CAG members or other interested project stakeholders; and **10** members of the project study group were present to facilitate the meeting and answer any questions (See attached sign-in sheet).

The meeting began with a PowerPoint presentation, conducted by John Clark from STV Incorporated and Jim Novak from Huff and Huff Incorporated that included topics as noted below:

- **Welcome, Introductions, and Agenda**
 - Mr. Clark introduced the project team including IDOT, STV Incorporated, and Huff and Huff engineering and briefly explained their role on the project.
 - CAG and project team members introduced themselves – name, whom they represent (group and/or government agency), and/or which community they lived in.
 - All members were given a copy of the meeting agenda and a handout packet including a copy of the presentation and CAG Meeting #4 summary.
 - Mr. Clark gave an overview of the Agenda for CAG Meeting #5.
- **Phase I Study Schedule and Alternative Development Process**
 - The updated project schedule was presented showing the two public involvement meetings, four CAG meetings, four NEPA meetings, and Environmental Interest Group that have taken place for the project. A public hearing is expected to be held in Spring 2015 with design approval by Summer 2015.
 - The project development process was presented in a flow chart format to demonstrate how the project developed through the Problem Statement, the Purpose and Need, the Range of Alternatives, and Alternatives to be Carried Forward. The chart was highlighted to show that since CAG Meeting #4 a detailed evaluation was completed to come up with a Preferred Alternative for the project.

- **Project Update and Summary of Meetings / Studies completed since CAG Meeting #4**
 - Mr. Clark reviewed in detail the various public meetings, coordination with local agencies, and environmental review / interest groups from CAG Meeting #4 until now. These included CAG Meeting #4, Public Meeting #2, Village of Prairie Grove support letter, three meetings with City of McHenry, two NEPA/404 Merger meetings, and Environmental Interest Group meeting. Comments / concerns expressed at these various meetings were summarized as well as actions that were taken to resolve some of the major concerns was presented.
 - The various draft technical and environmental studies completed for the project was reviewed. These include Intersection Design Studies, Drainage / Hydraulic Studies, Traffic Noise Analysis, Tree Evaluation, and several Environmental Surveys (Eastern Prairie Fringed Orchid, Blanding's Turtle, Northern Long Eared Bat, and Avian survey).
- **Preferred Alternative**
 - Through a detailed evaluation process the Project Study Group has determined a Preferred Alternative for the project that includes a different roadway typical section along various portions of the study limits. From South to North, the IL 31 Preferred Alternative would include: A 30' Raised Median design from IL 176 to River Birch; a 28' Raised Median (with 11' lanes) from River Birch to Medical Center Drive (south of Bull Valley); a 18' Raised Median from Bank Drive (north of Bull Valley) to High Street; a five-lane road with flush median from High Street to John Street; and the IL Route 120 intersection improvement will have the design of Build Alternative A (the minimum impact alternative).
 - Mr. Clark presented graphics showing the proposed typical section for each section of the project and summarized key features and benefits of the selected alternative.
 - While developing the Preferred Alternative the design team has implemented various measures to either avoid or minimize impacts, especially to sensitive resources. A summary of these measures was presented.
 - Additionally, Drainage and Best Management Practices that are planned for the project were reviewed.
 - Mr. Novak, from Huff & Huff (the Environmental sub-consultant), presented a table summarizing several environmental impacts for the Preferred Alternative. The potential residential / business acquisitions, wetland impacts, oak tree impacts, and traffic noise impacts were discussed in detail.
- **Workshop on Alternatives to be carried further**
 - What will be accomplished during this workshop? Mr. Clark explained that an aerial exhibit showing the Preferred Alternative was prepared and printed for the CAG members to review and provide comments and feedback. In addition, the CAG members would have an opportunity to review another aerial exhibit showing the various environmental resources for the project as well as the location of planned BMPs.
 - Projected noise levels for undeveloped lands were reviewed with the municipalities.
 - A summary of the workshop's feedback is provided at the end of this summary
- **Summary and Next Steps**
 - After the Workshop session, CAG members reconvened. Mr. Clark summarized that the Preferred Alternative was developed through extensive coordination with Local Agencies and Environmental Groups. Public concerns have been addressed and environmental and property impacts have been minimized, as feasible. Mr. Clark reiterated that concurrence

has been provided by NEPA / 404 agencies and the selected alternative meets the Project Purpose and Need.

- Next Steps for the project was presented. These include: Local Agency Meetings, completion of the draft Environmental Assessment, a Public Hearing in Spring 2015, and completion of the Phase I Study by Summer 2015. Contract plan preparation (Phase II Engineering) will begin after completion of Phase I, but it was noted that Land Acquisition and Construction (Phase III) are not in the Department's FY 2015-2020 MYP.

Comments expressed during the presentation:

Below is a summary of comments by CAG participants and responses by the design team that were made during the presentation portion of the meeting:

- Jeannine Smith from Prairie Grove noted that Prairie Grove's recommended preferred alternative is a 30' Raised "Green" median, not a raised concrete median.
 - Mr. Clark displayed the typical section for the raised median, showing that is proposed to be a grass median, not paved. Details regarding the median will be determined during the Phase II for the project, a grass median would be maintained by IDOT but a landscaped median would have to be maintained by the Village, if desired.
- Jeannine Smith from Prairie Grove asked why no bicycle facilities were included in the IL 120 intersection area of the project, since the project is supposed to follow the Complete Streets Policy?
 - The project study team responded that there is limited right-of-way in the intersection area and if a 10' shared-use path is included in the design buildings would need to be removed. It was noted that the study must create a balance between Context Sensitive Solutions policy and Complete Streets Policy. It was also noted that a 7' wide sidewalk would be provided on both sides of the roadway, in a majority of the area near the intersection. This sidewalk would likely be wide enough for one-way cyclist use, if needed.
- Eberhart Veit asked if the shared-use path would require a local match to construct.
 - The project study team stated that the IL Route 31 project would provide a shelf for the shared-use path and sidewalk and a local match needs to be provided in order to construct the path. It was noted that existing sidewalks that are impacted would be replaced at 100% IDOT cost. New facilities would be constructed at 80% IDOT cost, 20% local match. IDOT is currently in coordination with the local agencies regarding the proposed facilities for the project; after the public hearing, the local agencies may provide concurrence on the facilities. If the local agencies elect not to participate in the local match, they would be responsible for 100% of the construction costs if these facilities were desired in the future.
- Randy Schietzelt asked if the proposed detention basins would be designed as "dry" or "wet" basins and if wetland vegetation was planned for them.
 - Mr. Clark noted that currently the two proposed basins are planned to be grass bottom. He noted that one of the locations shown on the exhibits may be modified due to recent wetland survey results showing a high quality wetland in the area. During the Phase II for the project, the design team would consider both dry and wet basin options, as well as the

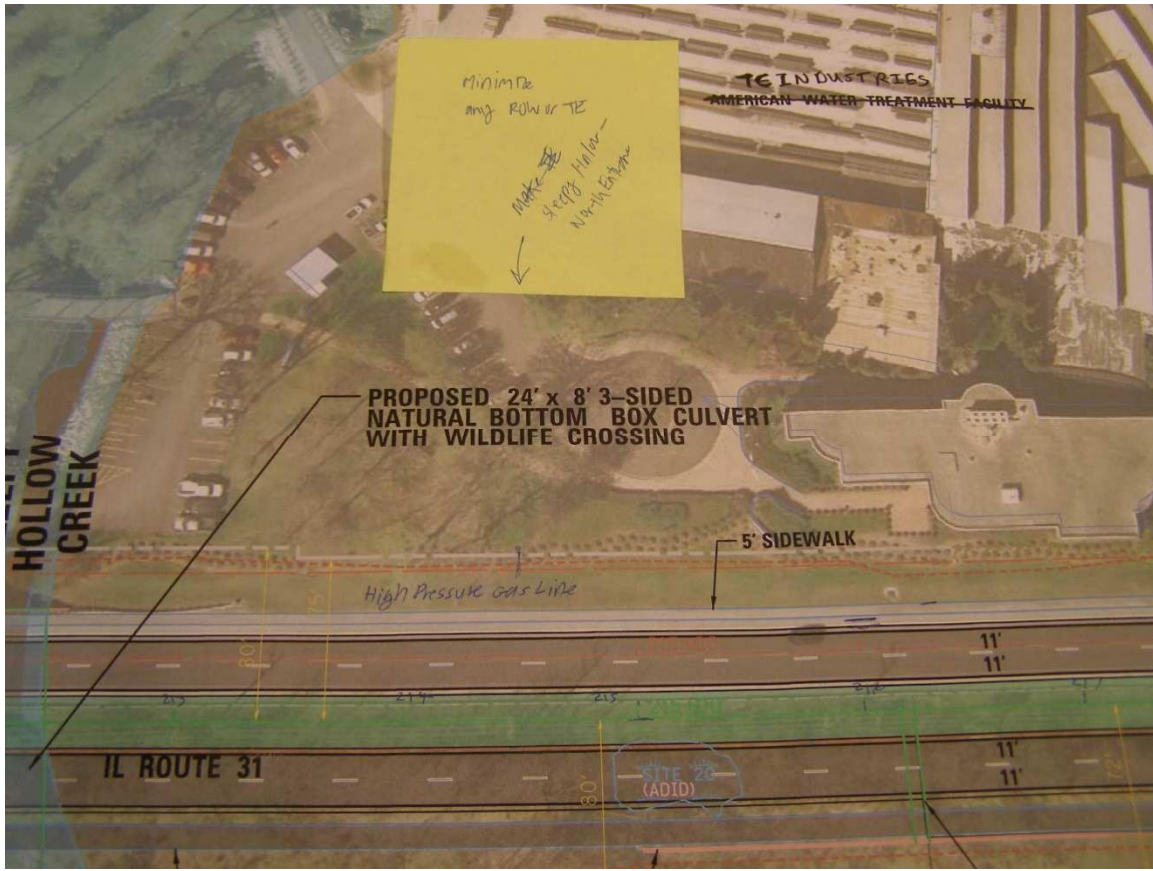
inclusion of wetland vegetation. Randy stated that the wetland plants may be good to use to filter runoff.

- Nancy Schietzelt asked if displaced oak trees would be replaced with oaks.
 - Mr. Novak responded yes they will be. Additionally, potential reuse/recycling of the displaced oak trees may occur per Prairie Grove's request. A special design consideration will be included in the project report. Landscaping plans will be prepared during Phase II contract plan preparation.
- William Busse asked what the timeframe for project construction would be.
 - The project study team responded that since construction and land acquisition are not funded at this time, there is no planned implementation date. If a future capital bill is passed by the State this project could be included in that bill.
- Kathy Martinez asked when the Phase II for the project would begin.
 - Phase II contract plan preparation would likely begin after Phase I is complete and design approval is granted. The Department will need to advertise and select a consultant to prepare the contract plans.
- Jeannine Smith asked if the project would be constructed in segments.
 - The project would potentially be split into 2 to 3 construction sections.
- Nancy Schietzelt asked if stakeholders want to submit written comments, how and when comments should be submitted.
 - Written should be submitted as soon as possible via the project website, email, or post mail.
- Mr. Jim Hicks asked how CAG members would get resolution on questions brought up during the CAG.
 - Resolution of comments will be reflected either in the CAG summary, via email response, or at the public hearing
- Mr. Jim Hicks expressed concern with impacts to oak trees on the southwest corner of Edgewood and IL 31.
 - Post meeting, Mr. Novak accompanied Mr. Hicks to look at the trees in question and it was determined that the impacted trees were not oaks, but are ash trees.

Workshop Comments on Preferred Alternative Aerial Exhibit:

Attached to this summary document are pictures showing the written comments posted on the aerial exhibit roll plot. *(See next page for start of pictures.)*

South Section



Picture 1

Comment 1: Property name mislabeled. Property on west side of IL 31 should be called out as "TC Industries"

Response: This will be revised for the public hearing exhibits.

Comment 2: Note to minimize ROW or TE on west side of IL 31 from Sleepy Hollow Creek to the north entrance of TC Industries.

Response: We will work with TCI on minimizing impacts to the existing landscaping.

Comment 3: High pressure gas line on west side of IL 31.

Response: Noted. Utilities are shown in the Location Drainage Study.

South Section

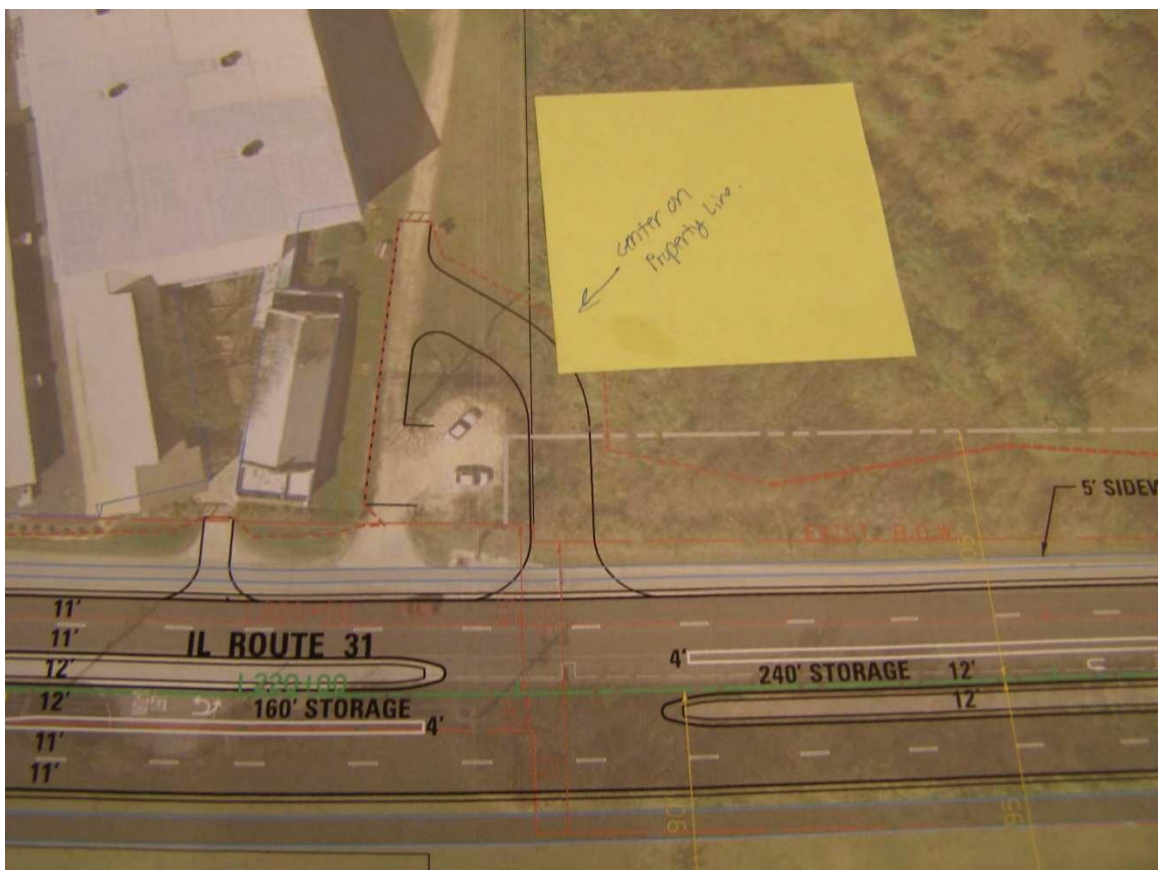


Picture 2

Comment 1: Is Floodplain boundary shown on exhibit based on FEMA or Hydraulic Report Data.

Response: The floodplain boundary shown is based on the 100-yr flood elevation from the Sleepy Hollow Hydraulic report.

South Section

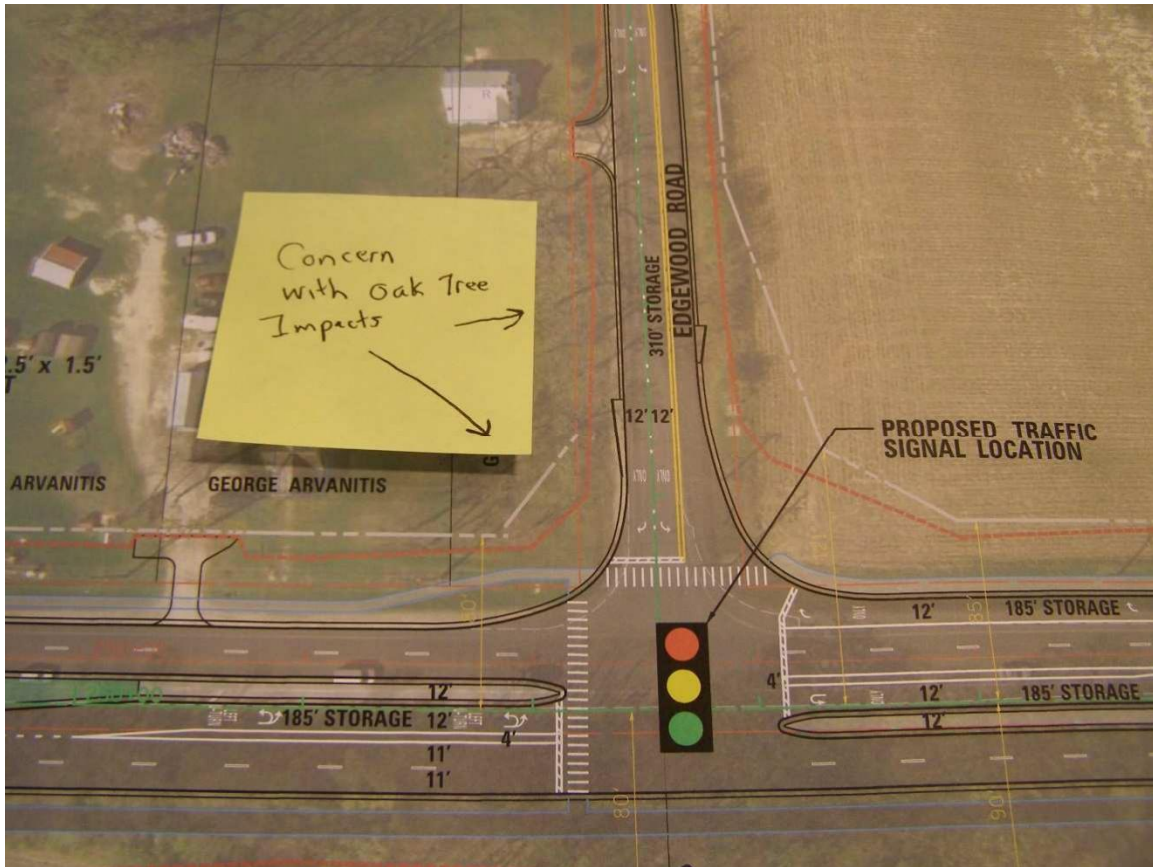


Picture 3

Comment 1: Center new driveway north of TC Industries on property line with vacant parcel on west side of IL 31.

Response: The median opening and shared entrance will be centered on the property line so both parcels benefit.

South Section

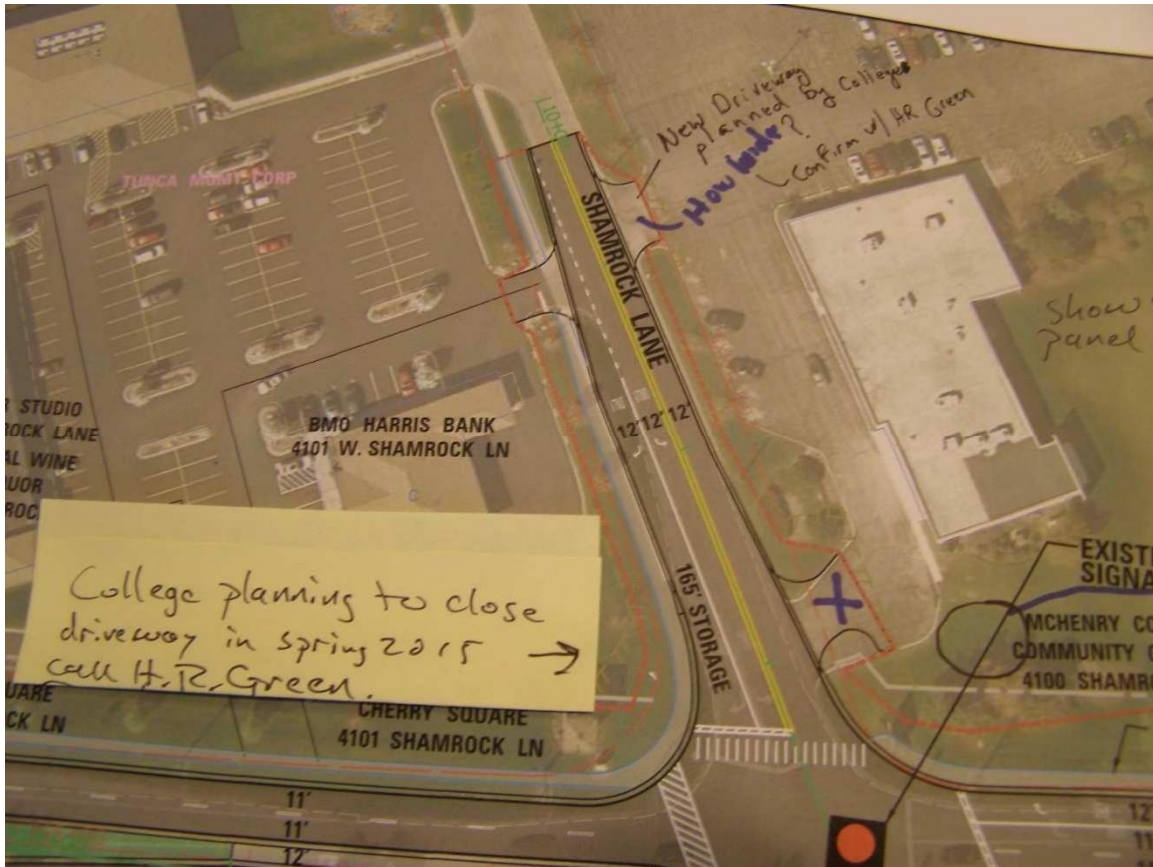


Picture 4

Comment 1: Concern with Oak Tree impacts on SW corner of IL 31 and Edgewood Road, as well as Oak trees on south side of Edgewood Road.

Response: This area was field checked with the property owner after the CAG meeting and it was determined that the impacted trees in concern, on the SW corner of the intersection, are not oak trees but they are ash trees. The oak trees along the south side of Edgewood Road outside of the existing right-of-way will be avoided. The two oak trees within the existing right-of-way may be impacted due to required profile adjustments and ditch grading along Edgewood Road. Efforts to avoid impacts to these trees are currently being investigated. Further coordination with the adjacent property owner will be conducted. If the oak trees are impacted, new trees will be planted according to the IDOT tree policy and the removed trees will be recycled / reused in coordination with the Village of Prairie Grove.

South Section



Picture 5

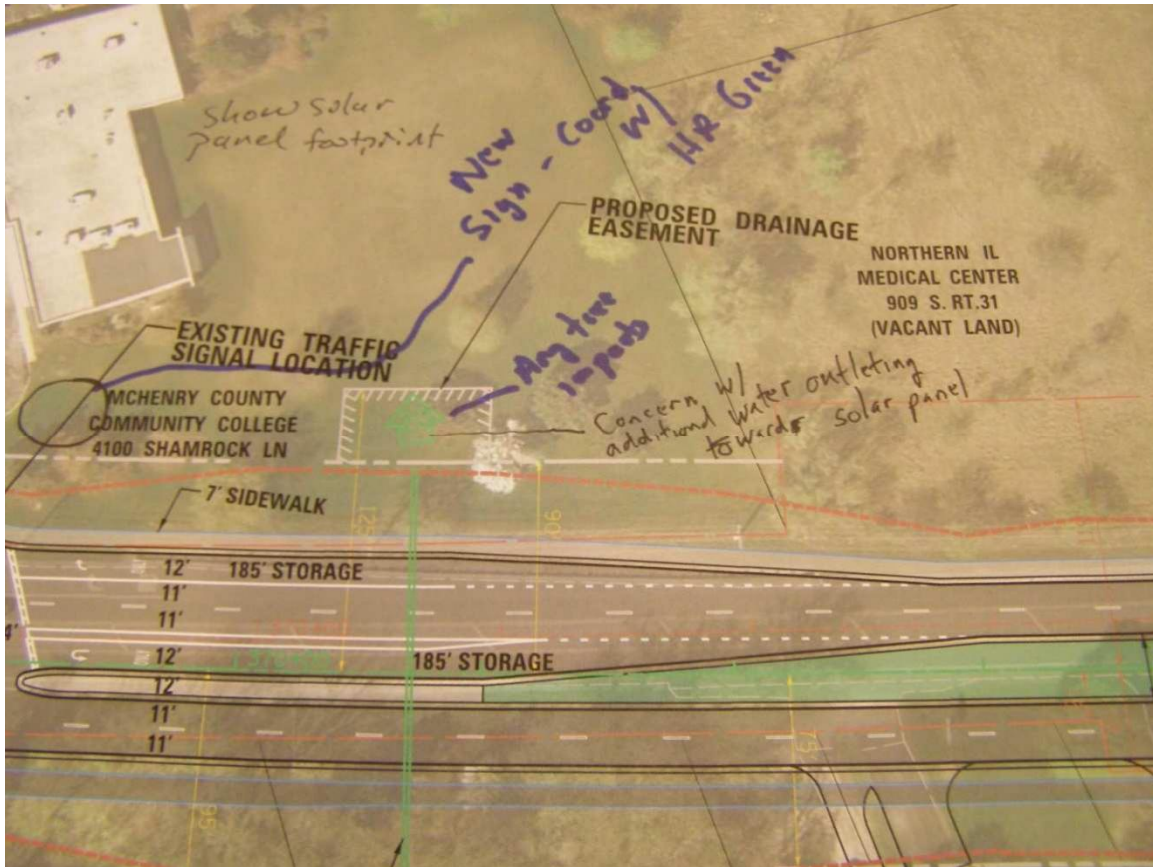
Comment 1: McHenry County College planning to close 1st (eastern) driveway entrance to Shah Center in Spring 2015. Design team should contact HR Green for proposed design plans.

Response: The plans will be revised to reflect this.

Comment 2: McHenry County College planning to reconstruct 2nd (western) driveway entrance to Shah Center in Spring 2015. Design team should contact HR Green for proposed design plans.

Response: The plans will be revised to reflect this, once information is received from HR Green.

South Section



Picture 6

Comment 1: McHenry County College planning to construct new sign for Shah Center in Spring 2015. Design team should contact HR Green for proposed design plans and provide them with limits of improvement / proposed ROW requirements for IL 31 project.

Response: Coordination will be completed with HR Green regarding the new sign location.

Comment 2: McHenry County College has recently constructed new solar panels for the Shah Center building. Show approximate footprint and label on plan.

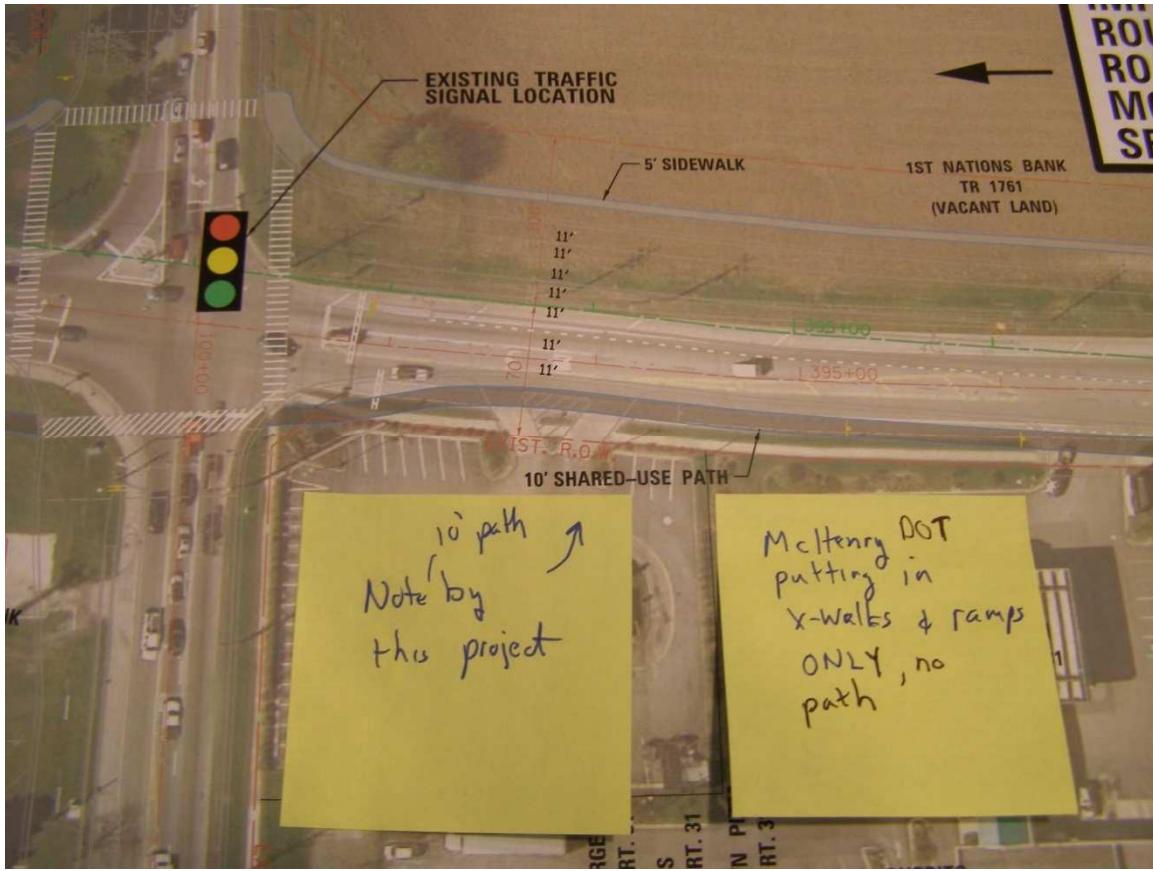
Response: IL 31 proposed improvements will not impact the solar panels. Approximate footprint will be shown and a note will be added to aerial exhibit for public hearing indicating “New Solar Panels (by others).”

Comment 3: Concerned with tree impacts due to culvert outfall re-grading at outlet 20, as well as additional water outletting towards solar panels.

Response: The proposed improvements will impact two trees within the Shah Center proposed right-of-way; there are no trees within the temporary easement area. Both of the impacted trees are silver

maples in poor health; one is multi-stemmed with 17.5" and 17.0" trunks and the other has a 14.0" trunk. Any impacted trees will be replaced per IDOT tree policy. The proposed improvements will not increase the amount of water outletting to the property and current conditions will be maintained, in accordance with IDOT stormwater management policy.

South & North Section

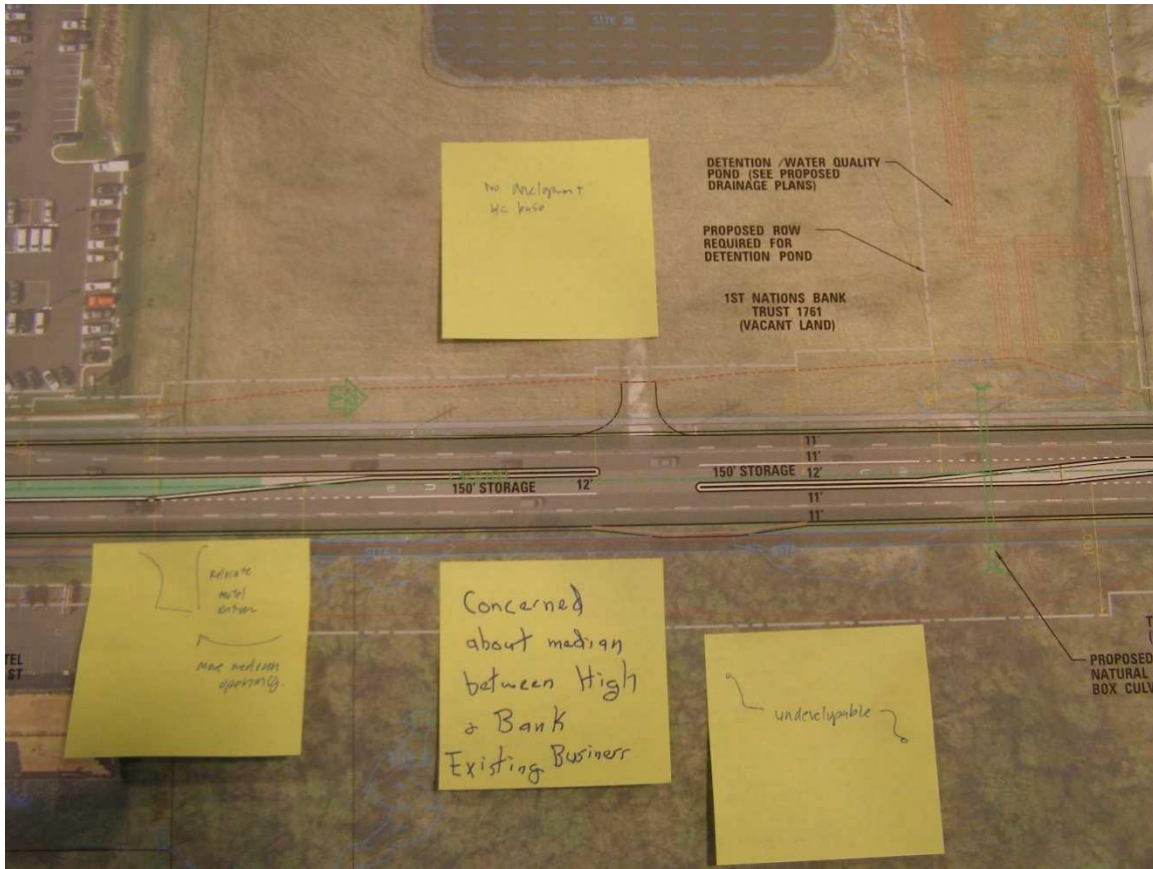


Picture 7

Comment 1: Add note on exhibit that 10' wide path is part of this project. McHenry County DOT is not putting in path or sidewalk as part of their Bull Valley Road improvement project, only x-walks and ramps at the intersection.

Response: The exhibits and plans will be revised.

North Section



Picture 8

Comment 1: CAG member noted that no development is currently planned for empty parcel on west side of IL 31, north of Buss Ford.

Response: Noted.

Comment 2: Concerned about proposed barrier median between High Street and Bank Drive restricting access to existing businesses.

Response: A key element of the project is to improve safety. The amount of undeveloped land adjacent to IL Route 31 and limited number of side streets and driveways between Park Place and High Street provides an opportunity to utilize countermeasures that have shown great effectiveness in improving safety. A barrier median improves safety by implementing access management measures that reduce the potential for head-on and other types of vehicle crashes. For this reason, a barrier median is also proposed from south of Park Place to IL Route 176. Bi-directional access to the residences and businesses along this section of IL Route 31 will be maintained via the use of median openings with combined left / u-turn lanes at Park Place and High Street. Vehicles wishing to enter or exit a property can do so by performing a u-turn at the closest median opening.

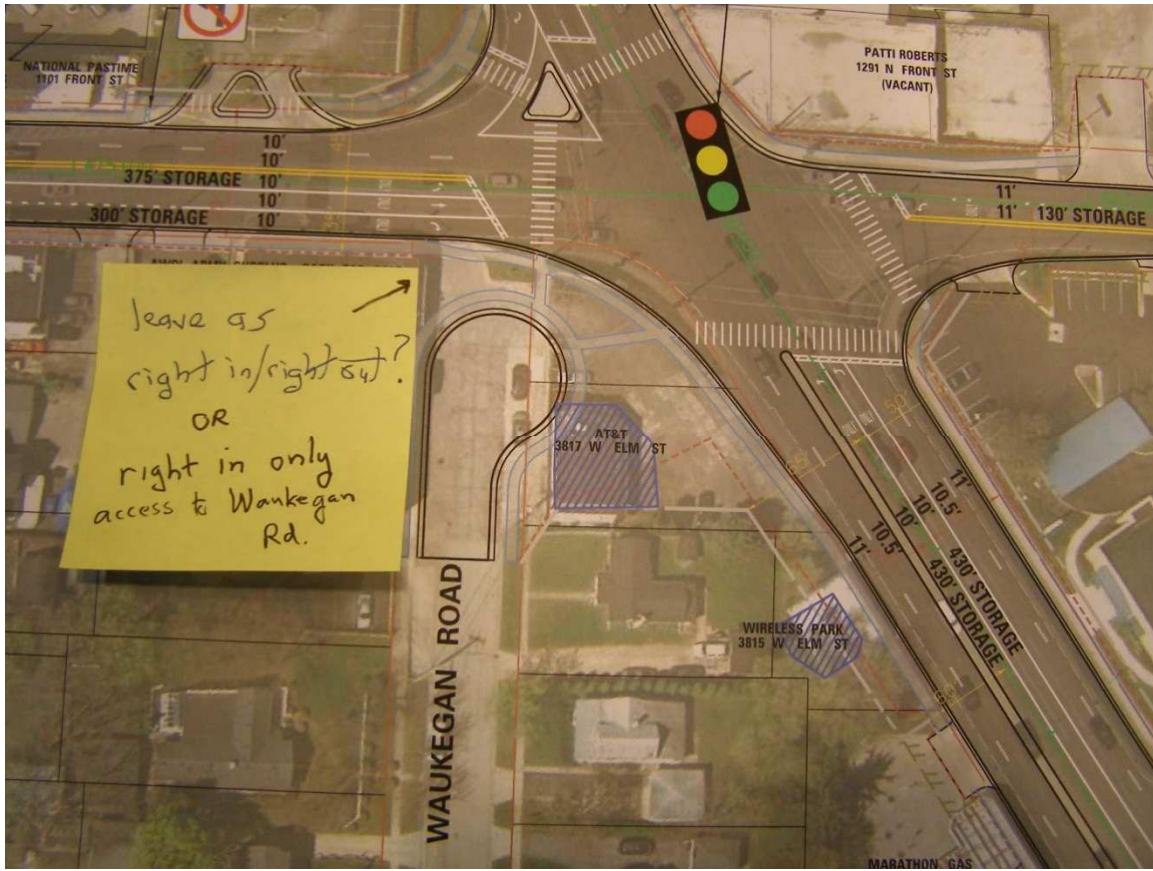
Comment 3: Suggestion to relocate entrance to motel and move median opening to new entrance location. New entrance should be along property line between motel and vacant parcel to the north.

Response: This will be discussed further with the City of McHenry. The spacing of median opening at this location would be approximately 900 feet, which is less than the ¼ mile spacing recommended for Strategic Regional Arterials (SRA) routes.

Comment 4: CAG member noted that empty parcel on east side of IL 31 is undevelopable.

Response: Noted.

North Section

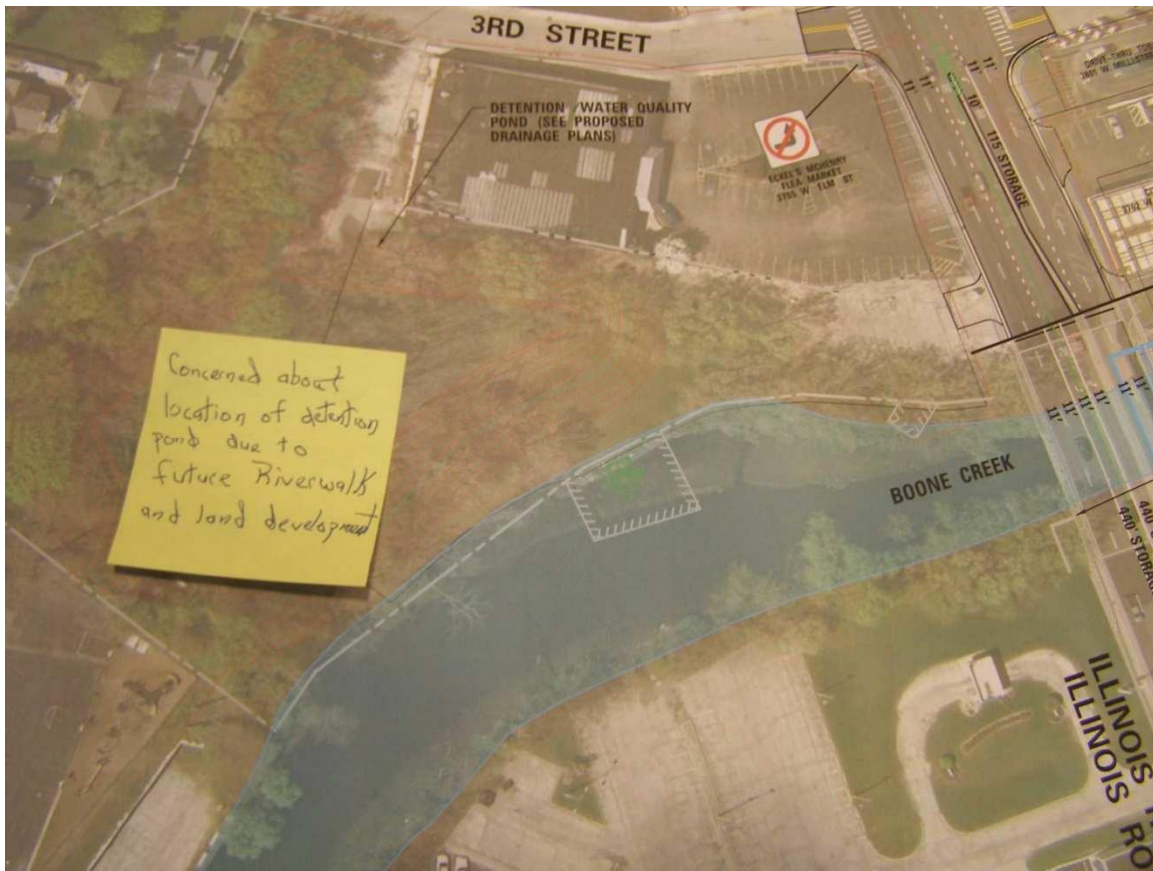


Picture 9

Comment 1: Leave access to Waukegan Road as right-in / right-out or right-in only.

Response: Both IL 31 and IL 120 are high volume SRA routes with heavy northbound right turn volumes. Providing access to a local roadway within the NB right turn lane and in close proximity to the intersection radius return possess safety and operational concerns. Vehicles stopping or slowing down to make a turn onto Waukegan Road during a green light at the intersection could lead to increases in rear end collisions for vehicles attempting to turn onto IL 120, as well as impact operations for the intersection. In addition, providing a right-in or right-in / right-out would not physically restrict a vehicle from attempting a left-out from the intersection, which would adversely affect operations and safety.

North Section



Picture 10

Comment 1: Concerned about location of detention pond due to future Riverwalk and land development.

Response: A detention basin is required at a location adjacent to Boone Creek in order to discharge water into the creek. Other locations adjacent to the creek would require removal of buildings. This location was selected based on past conversations with City of McHenry staff and the location was selected to avoid impacts to existing buildings as well as preserve the vacant flea market building and frontage along IL 120, for future development. The basin will be designed to allow for construction of a future “Riverwalk” or sidewalk along Boone Creek. This will be discussed further with the City of McHenry.

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #5

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Thursday, November 20, 2014



	NAME	Representing	Email Address	Present (Please Initial)
1	Douglas Martin	City of McHenry	dmartin@ci.mchenry.il.us	
2	Kathleen Martinez	Terra Cotta Realty Co.		<i>km</i>
3	Rosemary Swierk	Prairie Grove Resident / Business Owner		
4	Dr. Vicky Smith	McHenry County College		<i>APS</i>
5	Jim Hicks	Crystal Lake Resident		<i>JH</i>
6	Catherine Jones	McHenry Resident / McHenry County College		<i>CJ</i>
7	Herb Burnap	McHenry Resident / Alliance Bible Church		
8	James Howell	Crystal Lake Resident		<i>JH</i>
9	Tamara Howell	Crystal Lake Resident		
10	Eberhard Veit	McHenry County Bicycle Advocates / Crystal Lake Resident		<i>EV</i>
11	Jon Schmitt	City of McHenry	jschmitt@ci.mchenry.il.us	<i>JS</i>
12	Abby Wilgreen	City of Crystal Lake	awilgreen@crystallake.org	
13	Steven Carruthers	City of Crystal Lake	scarruthers@crystallake.org	
14	Jeannine Smith	Village of Prairie Grove	jsmith@prairiegrove.org	<i>JMS</i>
15	Lori McConville	Environmental Defenders of McHenry County		
16	Bev Moore	Illinois Trails Conservancy		
17	Brucie Chapman	At Large		
18	Brittany Graham	McHenry County DOT	bdgraham@co.mchenry.il.us	
19	Chalen Daigle	McHenry County Council of Mayors	cldaigle@co.mchenry.il.us	
20	Elizabeth Maxwell	City of Crystal Lake	emaxwell@crystallake.org	<i>EMM</i>
21	Steven Schilke	IDOT	Steven.Schilke@illinois.gov	
22	Kimberly Murphy	IDOT	Kimberly.Murphy@illinois.gov	<i>KM</i>
23	Scott Czaplicki	IDOT	Scott.Czaplicki@illinois.gov	<i>SC</i>
24	Jean-Alix Peralte	STV inc.	Jean-Alix.Peralte@stvinc.com	
25	John Clark	STV inc.	John.Clark@stvinc.com	<i>JC</i>

Attendance Roster – CAG Members

Community Advisory Group (CAG) Meeting #5

Illinois Route 31 Phase I Study - IL Route 176 to
IL Route 120, McHenry County

McHenry County College Shah Center
4100 W. Shamrock Lane
McHenry, Illinois 60050
Thursday, November 20, 2014



	NAME	Community	Email Address	Present (Please Initial)
26	Sanjay Joshi	STV inc.	Sanjay.Joshi@stvinc.com	SO
28	Jim Novak	Huff & Huff, Inc.	jnovak@huffnhuff.com	JN
29	William Busse	McHenry Resident / Business Owner	[REDACTED]	WB
30	Anna May Miller	McHenry County Board	AMMiller@co.mchenry.il.us	
31	Shawn Cirton	U.S. Fish and Wildlife Survey	Shawn_Cirton@fws.gov	
32	Kathy Chernich	U.S. Army Corp of Engineers	Kathy.G.Chernich@usace.army.mil	
33	Soren Hall	U.S. Army Corp of Engineers	Soren.G.Hall@usace.army.mil	
34	Norm West	U.S. EPA	West.Norman@epamail.epa.gov	
35	George Mann	McHenry Resident		
36	Eric Witowski	Crystal Lake Resident	[REDACTED]	
37	Terry Feddersen	Crystal Lake Resident	[REDACTED]	
38	John Massouras	McHenry Resident / Business Owner	[REDACTED]	
39	Ken Koehler	McHenry County Board	KDKoehler@co.mchenry.il.us	
40	Jason Osborn	McHenry County DOT	jjosborn@co.mchenry.il.us	
41	Walter Dittrich	McHenry County DOT	wrdittrich@co.mchenry.il.us	WD
42	Don Kopsell	Nunda Township Highway Department	hiway@nundatownship.com	
43	Glen Richmond	At Large	[REDACTED]	
44	Lori Brown	IDOT		LB
45	Linda Huff			LH
46	Jamie Bents			JB
47	Peris Masouridis	IDOT / PROJ	peris.masouridis@illinois.gov	P.M.
48	Nancy Schietreff	Enviro. Defender	[REDACTED]	NS
49	Randy Schietreff	Land Conservancy MC.	[REDACTED]	RS
50	Mike Beck	Centl		

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