

# **APPENDIX K**

## **Public Hearing Materials**

(Errata)

IL 31  
IL 176 to IL 120  
McHenry County



**PUBLIC HEARING SUMMARY**

McHenry County College Shah Center  
4100 W. Shamrock Lane  
McHenry, Illinois 60050  
February 8, 2017

A public hearing for the proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County was held on Wednesday, February 8, 2017 at the Shah Center in the City of McHenry from 4:00 p.m. to 7:00 p.m. The hearing was an open house format with exhibits, an audio-visual presentation, and a public forum at 6:00 p.m. The hearing was attended by 169 people. 92 comment were submitted at the during the 30-day comment period. Four people made statements during the public forum. There was no organized opposition, but there was a group of several residents from the subdivision southeast of the IL 31 and Ames Road subdivision who gathered in a large group to express their concerns regarding the project.

The following elected officials were in attendance:

- Office of State Representative Steve Reick: Carrie Andre (representative)
- McHenry County Board: Chairman, Joe Gottemoller
- Nunda Township: Highway Commissioner Mike Lesperance

The following municipalities and agencies were represented:

- City of McHenry
- City of Crystal Lake
- Village of Prairie Grove
- McHenry County DOT
- Nunda Township Highway Department
- Metra
- Pace
- McHenry County Conservation District
- FHWA

Other organizations/businesses represented include:

- McHenry Chamber of Commerce
- McHenry County Economic Development Corporation
- The Land Conservancy of McHenry County
- Environmental Defenders of McHenry County
- McHenry Public Library
- Oak Grove Homeowners Association
- Deering Oaks Association
- Buss Ford
- Gary Lang Auto
- Terra Cotta Realty / TC Industries
- Centegra
- Adam's Steel
- Althoff Industries
- Structure Properties LLC / Direct Steel
- McHenry Savings Bank
- Approximately 40 business owners / representative from project area

The following media was represented:

- None

The general themes of comments included:

- Access concerns
- Support project
- Property impacts
- Tree impacts / Traffic noise impacts
- Need for additional traffic signals (primarily Ames Road)



Certificate of the Publisher

Northwest Herald

Description: IDOT ROUTE 31

RECEIVED

FEB 21 2017

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STV INCORPORATED  
200 W. MONROE STREET - SUITE 1  
CHICAGO IL 60606-5015

Shaw Media certifies that it is the publisher of the Northwest Herald. The Northwest Herald is a secular newspaper, has been continuously published daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Crystal Lake, County of McHenry, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 ILCS 5/5.

A notice, a true copy of which is attached, was published 2 time(s) in the Northwest Herald, namely one time per week for two successive week(s). Publication of the notice was made in the newspaper, dated and published on 01/18/2017 02/01/2017

This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

In witness, Shaw Media has signed this certificate by John Rung, its publisher, at Crystal Lake, Illinois, on 1st day of February, A.D. 2017

Shaw Media By:



John Rung, Publisher

Account Number 10052006

Amount \$776.64



# Illinois Department of Transportation PUBLIC HEARING

The Illinois Department of Transportation (Department) cordially invites you to attend an open house public hearing concerning the preliminary engineering and environmental study (Phase I) for the improvement of IL 31 from IL 176 to IL 120 in McHenry County. The scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a median, intersection and drainage improvements, and pedestrian and bicycle improvements. The details of the public hearing are as follows:

**Date:** Wednesday, February 8, 2017  
**Time:** 4:00 p.m. to 7:00 p.m.  
**Location:** McHenry County College Shah Center  
4100 W. Shamrock Lane  
McHenry, IL 60050

## Purpose of the hearing:

- To present the Environmental Assessment (EA)
- To present the preferred alternative
- To obtain public input

Interested persons may attend anytime between 4:00 p.m. and 7:00 p.m. Exhibits will be on display and an audio-visual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A public forum will begin at 6:00 p.m., where the public will be invited to make a statement to a court reporter. Right-of-way acquisition and relocation assistance information will be available.

The EA has been completed and will be presented at the public hearing. The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures. It will be available on January 18, 2017 for public review and comment on the project website at [www.idot.illinois.gov/projects/i131](http://www.idot.illinois.gov/projects/i131), the Prairie Grove Village Hall, McHenry Public Library, and the Department's District One office in Schaumburg. A complete list of these locations can be found on the project website. Comments will be accepted through March 10, 2017.

The improvement is anticipated to impact 1.53 acres of wetlands, and encroach into the floodplain at two locations for the replacement of the structures carrying IL 31 over Sleepy Hollow Creek and the Tributary to the Fox River. The Department will process a permit for construction in the regulated floodway at these two locations.

*This hearing will be accessible to people with disabilities. Anyone needing special assistance should contact Scott Czaplicki, Project Manager at (847) 705-4107. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0884/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.*

All correspondence regarding this project should be sent to:


Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196-1096  
Attn: Bureau of Programming  
Scott Czaplicki

or submitted through the project website: [www.idot.illinois.gov/projects/i131](http://www.idot.illinois.gov/projects/i131)

# Sign-In Sheet

Public Hearing  
February 8, 2017



Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1 Joe & Kathleen Zarh	Butch's <sup>Auto</sup> Service		
2 Jim McNally	Baxter & Woodman		
3 Lisa Haderlein	The Land Conservancy		
4 Brian Kiliński			
5 STAN VARGIAS	LAND OWNERS ON 31 McHenry		
6 Chris Rodolfo	Self		
7 Doug Marynde	Anderson Park & Sp.		
8 BRIAN REICHERT	Self		
9 Tina Napolitano	Self		
10 Pamela Yociu	AICA		

# Sign-In Sheet

Public Hearing  
February 8, 2017



Name		Representing	Telephone Number	E-Mail and/or Mailing Address
1	Matt Miller	IHWTS		
2	Steve Cusa	FATHER-IN-LAW		
3	Bill Kennelly	JA FRATE		
4	Mike Harper			
5	Todd Trocki	KATHY'S BEAR		
6	Jun Powell	Self		
7	Linda + Ron Bykowski	SELF		
8	Joe Gottemoeller	County Board		
9	Rosemary Smerk	STRUCTURE PROPERTY		
10	Alice Runick	Self		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Bill WESTERMAN	SELF		
2	Karen Nylen Swidorgal	Self	8	
3	GREGORY DIONNE	"		
4	Sue Phelps	SELF		
5	Christine Kustra	Environmental Defenders of MC		
6	ED RADWANSKI	PRAIRIE GROVE		
7	ERICA RILINSKI	McHenry		
8	Matt Schramor	OMEGA		
9	DAN ARVIDSON	ARVIDSON PARS		
10	Jon Meyer	McHenry		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Kevin Meyer	Oak Grove Subdivision		
2	William Busse	CAG Member		
3	Cynthia Skandera	Self		
4	Nancy Schietzel	Environmental Defenders		
5	Gene Potempa	The Green House of Crystal Lake		
6	Bill Swenson	IL REALTY		
7	G. ROSENBERG	SELF		
8	Bill Jones	Self		
9	Ed Salisbury	2016 SR 31		
10	Ted Hamilton	Self		



# Sign-In Sheet

Public Hearing  
February 8, 2017



Name		Representing	Telephone Number	E-Mail and/or Mailing Address
1	Ed Burr	Burr Ford	[REDACTED]	
2	Bill Mullins	Oak Grove HOA		
3	Tim Shoemaker	RTM		com
4	Sumit Parikh			
5	Iran Nela	(student)		
6	JEFF DANCA			65
7	Kathy Marinangeli	McHenry Savings Bank		65 com
8	James Speaker			
9	Todd Wheeler	myself		
10	MYENA & Bill Smith	Selves		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Keith Powell	Resident		
2	John Dargen	Defender		
3	Denise Strom	McDONALD'S		
4	Ivek Jathrow	SELF 803 W. FRONT ST		
5	Nancy A. Jaber	self		
6	Douglas Marten	City of McHenry		
7	Alan D. Simon	Resident		
8	Curt Pelera	RESIDENT		
9	Wayne Jett	Resident		
10	JEFF SIEMAN	FH PASCHEN		



# Sign-In Sheet

Public Hearing  
February 8, 2017



Name		Representing	Telephone Number	E-Mail and/or Mailing Address
1	BOB ZITEL	FH PASCHEN	7	
2	Jon Schmitt	City of McHenry	8	
3	Lari McConville	Envi Kypendak's McHenry	8	
4	Erica Carlson	Digital Pix	8	
5	Mike Wohlf	SELF	8	
6	Jeff Pittman	The Chapel	2	
7	Rick Mack	METRA	3	
8	ROGER MIRS	SELF	8	
9	BERT IRLINGER JR	Second Amendment SPORTS	8	
10	STEVE CARLUTHERS	CRYSTAL LAKE	8	

# Sign-In Sheet

Public Hearing  
February 8, 2017



Name		Representing	Telephone Number	E-Mail and/or Mailing Address
1	GONS PROPERTIES	Self		
2	SAM SHAM	SELF		
3	Brian Smith	self		
4	RON SMALL	SELF		
5	DARREN MARSH	ED'S RENTAL		
6	DR. Bertram Irslinger	Irslinger		
7	Eric Konieczski	MUNDA ROAD		
8	Mike Lesperance	Munda Road		
9	Tim Wiegman	self		
10	Susan Borucki	MCDOT		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	William Ahl			
2	Mark Olson	Self		
3	Jim Scholtz	McHenry Public Library		
4	PERRY MOY	PLUM GARDEN REST		
5	Michael Chambers	Adams Steel		
6	Rick Bruski	ALTHOFF INC		
7	TROY STRANGE	CITY OF MCHENRY PUBLIC WORKS		
8	JOHN KOSS	ONE GROVE SUBDIVISION		
9	Carrie André	State Rep. Steve Reick		
10	Patricia Znapik			

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Wayne Kurchina	IL REATLY		
2	Gary Overbay	SELF		
3	Scott Henning	MCDOT		
4	Rich Hickey	CHAS. HERDRICH & SON, INC		
5	Sharon & Paul Christensen			
6	Ryan McGuire	Digital Pix		
7	DAVID W. GELWICKS	SELF		
8	Perry D. Maglieri	Faith Baptist Church 509 Pratt		
9	Julie & Pat Walden	Self		
10	Max Cram	Steffens Law		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	John Sherrill	IDOT		
2	VAL SILER	MCCD		
3	Jim Mowery			
4	RUBEN RAQUEL	FBC, McHenry		
5	JAN T. ARMSTRONG	ME		
6	Janie & David Vaskin	US		
7	Jim Hicks	RESIDENT EDGEWOOD RD REGION		
8	Norm Nepermann	FARMER		
9	Sam Rummel	MCCD		
10	Julie Hoberg	resident.		

60012



# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	FREDERICK DOSE	DEERING OAKS ASSOCIATION	8	
2	Jim Haisler	Heartland REACTOR organization	8	
3	CHAD PIEPER	HR GREEN	8	
4	MARK & FRAM TROPINSKI		8	
5	KATHLEEN MARTINEZ	TERRA COTTA REALTY CO.	8	
6	FRANCES FLAHERTY		8	
7	MARTIN & NANCY VAZZANO	prop owners themselves	8	
8	STEVE SCHWARTZ	HR GREEN	8	
9	Dirk Hewell		8	
10	AMY PETERS	MCCO	8	

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Gary Lary	SM	[REDACTED]	
2	Dan Shepard	PPCD OAKS		
3	Randy Schietzel	Land Conservancy of McHenry Co		com
4	Kristine Hall	Dr. Robert Hall		com
5	Jim Bishop			
6	Tim Daum	self		
7	Tom Zawick	Lehigh - + Wm Properties		
8	ROBIN HEIMBRICH			
9	Margaret Barranco	self		com
10	JACU MINERO	11		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	ERNESTO BAGGIO	913-917,909	8	
2	MEREDITH SARKEES	self	8	
3	ERNEST J. VARGA	MCDOT	8	
4	Karen S J Varga	self		
5	John Swick	STRUCTURE PROPERTIES		
6	Jack Melchior	SELF	8	
7	Angu Frey	self	8	
8	Jamie Snider	Elstrom Hall		
9	Vic Santi	City of Mt.		
10	C. Shuck	self		Sensen Station @ yanco, Cal



# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Ed Adesko	SELF		
2	Pam Gumpert	MCEDC		
3	JAMES STAWORSKI	SELF		
4	Kelly Weaver	ALCA		
5	Mike Rogulic	McHenry Heating		
6	Emily Kalal	Self Oak Grove sub.		
7	Craig Wilcox	Self		
8	Randy Jeschke	Self		
9	Herb Burnap	Alliance Bible Church		
10	Kay Bates	McHenry Chamber		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Carry Kaplan	home owner		
2	MARY KOSS	HOA OAK GROVE		
3	Rhonda Nering	Oak Grove		
4	Michael Walker	Gen. B.		
5	Carol H. H. H.	Homeowner		
6	Anthony Jones	Homeowner		
7	Christine Campo	Fantasy Factory		
8	Terry J.	Self		
9	Mary L. Horner	Pace		
10	Ben Redding	MC DOT		

# Sign-In Sheet

Public Hearing  
February 8, 2017



	Name	Representing	Telephone Number	E-Mail and/or Mailing Address
1	Matt Rogulic	McHenry Excavating	[REDACTED]	[REDACTED]
2	Kanther Stawianski			
3	Scott Gles	Community Home Inspection		
4	Rich Carter			
5	Nanatte Jones			
6	Bill & Bonnie Merriman			
7	Philip Baggio	B & B Auto		
8	Leonard Hermy			
9	RALPH HAYWARD	SOUTHGATE BUS CENTER		
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PUBLIC HEARING  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 31, ROUTE 176 TO ROUTE 120  
Public Comments

McHenry County College - Shah Center  
4100 West Shamrock Lane  
McHenry, Illinois 60654

Wednesday, February 8, 2017

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STATEMENT OF

BARB DWORAK

Organization: McHenry County College - Shah Center

Home Address:

714 Nashua Court

Crystal Lake, Illinois 60012

(815) 814-2071

BarbDworak@Gmail.com

I thought the video was a good explanation of the impacts and the different agencies that are included, and all of the statistics that they provided. I know it's a pain to go through changes like that, but I totally support it and feel that it's necessary.

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STATEMENT OF

GARY OVERBAY

1625 Flagstone Drive

Crystal Lake, Illinois 60014

I'm curious as to the need for the wide median option over the entire length of the improvement. Based on development patterns anticipated over the next 20 years, it would be surprising if dual left turn lanes are required anywhere, with the exception of Route 176 and Bull Valley Road.

Please provide traffic information for crossroads to confirm that dual left turn lanes would be necessary.

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## STATEMENT OF

PATRICIA KNAPIK

3711 Freund Avenue

McHenry, Illinois 60050

What I would like is a copy of that section where my property is at. In fact, it's that first sheet that's over there.

Please send me a copy of Sheet 14 of 15. It's the North Section, North of Bull Valley Road to Route 120. Sheet 14 of 15.

My complaint is that the property on Main Street and Route 31, they're taking away five parking spaces, which is not good, because it's a business that faces Main Street and there's no other parking. Just four in the front of the building, and that's all. Where right next door is a business, they're going to be taking those spaces up also. So we're going to be short on parking. That's my complaint.

1 STATEMENT OF  
2 MICHAEL WOLFF  
3 Organization: Myself  
4 321 Neville Drive  
5 Grayslake, Illinois 60030  
6 (847) 223-2479  
7 M\_Wolff@LCGC.com  
8

9 The address that I'm concerned about is  
10 2207 South Illinois Route 31. And it's a farm on the  
11 west side of 31. And I have to make sure that I'm  
12 going to have a wide driveway to get semi trucks in  
13 there for the farmer to get the grain out.

14 And then I also have a farm entrance to the  
15 south of the house and the driveway, and I have to  
16 maintain that farm entrance. And it's got to be  
17 wider than what it is now, because the trucks have to  
18 go into the other lane in order to make the turn.

19 If the entrances are wider, they can get in  
20 there from the lane. They'll be able to turn in off  
21 of the southbound lane. Because it doesn't look like  
22 there's going to be a cut in there so they can go  
23 left. So I'd like to have right and left at those  
24 entranceways, especially the driveway.



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STATEMENT OF

ERICA CARLSON AND RYAN MCGUIRE

Organization: Digital Pix

1811 South Illinois Route 31

McHenry, Illinois 60050

(815) 363-2800

Erica@DPCPix.com

ERICA: So it looks like the, I guess, easement in the construction line comes all the way up to our dock. We have a dock that holds 53-foot trucks right now, and it's right here. And so we have an issue because there's no way they're going to be able to get in and out during the construction process. That's going to be a huge problem.

RYAN: Also our front door is really close to that also.

ERICA: Also our front door is right in the middle of the building, so that's going to be a little bit difficult.

We have a septic field in the back, so it's not like we can really move a lot of our parking back, so we're going to lose half of our parking.

What are our other concerns?

1           RYAN: I mean, just the biggest concern is the  
2           trucks coming and going. Deliveries and pickups.  
3           And our employees' places to park. Access to the  
4           parking lot.

5           ERICA: Because, like, here there's a red X.

6           RYAN: They're going to remove that and move it  
7           here. Which is a positive. But we're losing half  
8           our parking lot.

9           ERICA: But there's no way the trucks can get in  
10          there.

11          RYAN: No.

12          ERICA: Okay. That's all we have to say.

13          RYAN: That's our biggest issue.

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1 STATEMENT OF  
2 DR. BERTRAM IRSLINGER, SR.  
3 409 Front Street  
4 McHenry, Illinois 60050  
5 DRBPI@Mc.net  
6

7 This is in reference to PIN  
8 Number 09-35-301-027.

9 It's an existing parking lot for the  
10 AA Club. It houses 30 to 40 cars a day. I need to  
11 have access to the north from the driveway. I'm  
12 asking them to shorten the median so that the Alano  
13 Club can exit to the north, or make a left-hand turn,  
14 out of that parking lot.

15 I also need the curb cut to be a minimum of  
16 24 feet.

17 Now the other property, 09-35-301-012, the  
18 traffic pattern is around the building. There's  
19 going to be temporary work done on the northeast  
20 corner.

21 During that temporary work, I have to be  
22 guaranteed that my patients can exit around my  
23 building and exit onto Route 31. And that's it.  
24

1                                   STATEMENT OF  
2                                   BERT IRSLINGER, JR.  
3                                   Second Amendment Sports  
4                                   3705 West Elm Street  
5                                   McHenry, Illinois 60050

6  
7                   My name is Bert Irslinger, Jr. I'm at  
8                   Second Amendment Sports at 3705 West Elm Street  
9                   in McHenry. That would be property PIN Number  
10                  09-26-380-001. As well as PIN Number 09-26-380-015.

11                  I have a few concerns with the project,  
12                  specifically on PIN Number 001. That is the property  
13                  south of Route 120, but east of Third Street. And we  
14                  have already gone through the discussion of left  
15                  turns from Third Street to 120. And they had lowered  
16                  that median to allow the left turns.

17                  The proposed plan again removes the left  
18                  turns from Third Street to 120, but still allows the  
19                  left turns from 120 to Third Street. The issue for  
20                  me is loss of business as an inability to get my  
21                  customers back to southbound 31.

22                  So I'll have a real traffic flow problem  
23                  for any of my customers based out of, whether it be  
24                  southern McHenry, Crystal Lake, Fox River Grove,

1 Cary, Barrington, anywhere south of us. I won't be  
2 able to get those customers back to southbound 31  
3 without either routing them through Green Street, or  
4 routing them through the neighborhood.

5 And with the no left turns allowed at Main  
6 Street, as well as a few others, I would have to  
7 route them all the way through the neighborhood down  
8 Center Street, all the way to Lillian Street. So it  
9 would be a very, very difficult routing for my  
10 customers. I believe it would be a serious loss of  
11 business.

12 As far as the property at -- ending in 015,  
13 we've had discussions with IDOT regarding the take on  
14 that property. And we would request, number one,  
15 we're in for permitting on an accessory building that  
16 we need for storage on our building, which would be  
17 partially in that take, as well as that take is our  
18 rear parking lot for our employees. So we're losing  
19 parking spots in the front of the building, plus it's  
20 proposed to lose all of our parking spots behind the  
21 building.

22 So we would request that that take get  
23 shrunk to leave the rear parking lot and still allow  
24 for the accessory building. But we would be open to

1 a conversation regarding the rest of the property, if  
2 it's needed for the drainage.

3 Oh, and then just lastly, I would also be  
4 interested to see what the time frame is on the  
5 construction, the storm construction directly on 120.  
6 That's a concern to me, obviously, for traffic flow  
7 and access and egress to my building. So I would  
8 want to know what that time frame is going to look  
9 like so I know sort of what the loss of business and  
10 what a delay that would bring to our customers, just  
11 from getting in and out of our building while that's  
12 under construction.

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STATEMENT OF  
MEREDITH SARKEES  
4802 Wyoming Way  
Crystal Lake, Illinois 60012  
(815) 444-0692

MEREDITH: I'm concerned -- we were looking at  
the map, and it looks like they're eliminating the  
right-hand turn lane onto Drake Drive.

MS. CYNTHIA SKANDERA: Which is Station 136. He  
said to say --

MEREDITH: I thought 163.

MS. CYNTHIA SKANDERA: You're right.  
Station 163.

MEREDITH: At Station 163, there is currently a  
right-hand turn lane from 31 into Drake Drive as  
you're heading north. And from the plan, and what  
we've been told, they're eliminating that. And we  
think that that's a serious safety concern.

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STATEMENT OF

JAMIE LEE

1001 Cherry Valley Road  
Bull Valley, Illinois 60050  
(224) 242-2795  
Jamie.M.Lee@ICloud.com

I am the partner, own the business, at 616,  
618, and 620 South Illinois Route -- or State  
Route 31, McHenry, 60050.

Direct concerns are access to my building.  
We cannot currently make a left turn out of the  
building. Nor coming southbound, you cannot make a  
left-hand turn into my building.

Currently, there are U-turns on both Mercy  
Medical and at 31 and Bull Valley Road causing safety  
concerns, as one.

You cannot make a U-turn over 21 feet,  
which is causing multiple vehicles that are not able  
to make turns to have any access to my building.

More concerning is the U-turn at Mercy  
Medical Center is dangerous. The U-turn is supposed  
to have the right of way, and that's never the case.  
You do need to go into the Mercy Medical Building to



1       then wait for oncoming traffic to then make this  
2       U-turn.

3               Large vehicles can't do this. Our  
4       buildings are currently 35,000 square feet total and  
5       have the ability to house 24 different tenants.  
6       There's 24 different units. The problem right now  
7       has caused the bank next to us to sell their  
8       business. There's also a McDonald's that moved about  
9       a block north in order to avoid this median that was  
10      placed. And then we've lost large tenants. So we  
11      had a 20-year tenant, the VA Building, move out due  
12      to the issue.

13              So really what we're looking for is some  
14      sort of access points in order to make a left-hand  
15      turn coming southbound and/or take a left-hand turn  
16      out of our building to head southbound.

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1 STATEMENT OF  
2 DAVID SOSKIN  
3 P.O. Box 1297  
4 McHenry, Illinois 60051  
5 (224) 622-3238  
6

7 My concern is for safety. You know, the  
8 U-turns that are both at Bull Valley and 31 and  
9 the U-turns that are made at Mercy Drive and 31.  
10 Both are limiting by the vehicle size. It says  
11 nothing over 21 feet. I have a truck and a 45-foot  
12 trailer, so I'm not able to make a turn there. Which  
13 means, how far does somebody have to drive -- and I'm  
14 just 45 feet. What if it's a 60-foot semi? How far  
15 do they have to drive out of their way to make a  
16 delivery to, you know, I mean, 24 businesses? They  
17 need deliveries. And a lot of times, semis deliver  
18 stuff. Or box trucks. Or UPS trucks. Or a FedEx  
19 truck. So how large are those? Over 21 feet.  
20 Because my truck is 20 feet, you know, without a  
21 trailer.

22 So it's dangerous because not everybody is  
23 going to not make a -- if you're 25 feet or 26 feet  
24 or 28 feet, they're probably going to make a turn

1        anyway, and it's dangerous. It blocks the street.

2                If I make a U-turn in my own minivan, when  
3        I make a U-turn on 31 by Mercy Drive, I have to block  
4        Mercy Drive, okay? And then wait for oncoming  
5        traffic to go, before I can go, while I'm literally,  
6        like, blocking a street. That's dangerous.

7                My other concerns are, you know, of a  
8        financial nature to both the county, the village,  
9        their tax dollars, because a flourishing complex was  
10       sold for cheap. And many businesses left and went  
11       out of business, including a 20-year tenant, because  
12       you can't make a left turn going southbound into the  
13       complex.

14               So the concern lies with -- I mean, I have  
15       physically passed up the building. Multiple people  
16       have. My own friends, you know, get lost and don't  
17       want to come because they come from the other way.  
18       It's confusing. They don't see it, you know?

19               I think that kind of sums it up.

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1 STATEMENT OF  
2 WILLIAM JONES  
3 3401 Braberry Lane  
4 Crystal Lake, Illinois 60012  
5 (815) 575-2855  
6 Travelor@Mindspring.com  
7

8 My backyard is the corner of Route 31 and  
9 Ames Roads. I have many concerns with this plan.

10 Number one is that no one in our community  
11 that I have talked to ever received notice of the  
12 prior meeting. So all this planning was done without  
13 input from the homeowners that back up against  
14 Route 31.

15 The roadway is going to create a terrible  
16 intersection at Ames and 31. It's very difficult now  
17 to make a turn going south onto 31 from Ames Road.  
18 When you add four lanes, it's going to be almost  
19 impossible.

20 The so-called solution by the planners is,  
21 well, make a right and go up to Lakewood and make a  
22 U-turn. With four lanes of traffic, that's absurd.

23 School buses aren't going to be making  
24 right turns and then making a U-turn across a couple

1 lanes of traffic. The school buses will not be able  
2 to get out.

3 The widening project involves a bike lane,  
4 a multi-use lane, 10 feet wide on one side, a  
5 sidewalk on the other side of the road. Nobody walks  
6 on Route 31. There's no place to walk to.

7 Bicyclists ride in the street. They're  
8 prohibited by law from riding on sidewalks. They  
9 have right-of-way in the street. And all the  
10 bicyclists that come through our neighborhood always  
11 ride on the street. They won't ride on the sidewalk.

12 So you don't need two of them. It just  
13 adds to the width. It takes more of my property  
14 away.

15 There's a berm in my backyard along 31  
16 which is supposedly going to be cut down, taken out,  
17 all the trees taken out, and any noise abatement that  
18 that served is going to go away. It's noisy enough  
19 now. My house shakes when trucks go down Route 31.  
20 Add two more lanes of traffic, it will be untenable.  
21 The noise will be ridiculous. And there's no  
22 planning for a noise abatement. There's no planning  
23 for a noise wall to prevent this kind of thing.  
24 There's only a couple houses that are affected by

1       this, and nobody's doing anything for us.

2                   I think it's great that Terra Cotta's a  
3       lovely industry. I'm sure they pay their share of  
4       property taxes to the county and the State. But, you  
5       know what? They're a Canadian company. And I'm an  
6       American citizen. And I own property. And I don't  
7       like that they're flexing their muscle and deciding  
8       what side of the road the property's going to be  
9       taken away from so that they don't have their  
10      property taken away.

11                  That's pretty much it. That's what I have  
12      to say.

13                  The planning -- we were not involved in the  
14      planning. And this is a travesty. There is no  
15      barrier, whatsoever, between my backyard and the  
16      road, and my neighbor's backyard and the road.  
17      There's nothing to prevent a kid from walking out of  
18      his backyard onto a four-lane highway with a  
19      45-mile-an-hour speed limit. There's no guardrails.  
20      There's no fencing. There's no nothing. And there's  
21      certainly no wall to keep anybody from doing that.

22                  Thank you.

23

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1                                   STATEMENT OF  
2                                   MARGARET BARRANCO  
3                                   3401 Braberry Lane  
4                                   Crystal Lake, Illinois 60012

5

6                   I also am a property owner at 3401 Braberry  
7                   Lane, Crystal Lake, Illinois. Our home backs up to  
8                   Highway 31 on the corner of Ames and 31.

9                   I also have the same concerns as William  
10                  Jones, as he has previously stated.

11                 In addition, I have a challenge to the  
12                 noise study that was done, as the noise study  
13                 reflects properties that are not within our  
14                 subdivision. They also were not monitored during  
15                 rush hour. And they were not monitored when a road  
16                 is four lanes versus two lanes. So to estimate the  
17                 noise that would be occurring is impossible, in my  
18                 estimation, and I would like to know how, with this  
19                 planning, there is going to be noise abatement.

20                 With our property in the cul-de-sac, there  
21                 is a high potential for loss of property value when  
22                 there is noise. Plus we will be losing, as my  
23                 husband, William Jones, has stated, safety issues  
24                 because of the lack of barrier from the road directly

1       into our yard.

2               So my requests are the same as my husband,  
3       William Jones.

4               But also I am very concerned regarding the  
5       noise and the effect on property value. I do not  
6       believe that a berm and/or a fence is enough. There  
7       has to be some additional ways to cut down on the  
8       noise and I would like to know how they can work  
9       through that in order for property values, for those  
10      of us that live in the cul-de-sac, to be maintained.

11              We are already paying \$12,000 annually in  
12      property tax. And this is a moral issue to me, at  
13      this point, that our property values could be  
14      affected in the case of the State of Illinois doing  
15      this road expansion, especially knowing that we were  
16      not provided any opportunity to provide input when  
17      this planning has been going on for well over  
18      24 months.

19              Thank you.

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STATEMENT OF

JIM HICKS

4701 Edgewood Road

Prairie Grove, Illinois 60012

UJHicks2015@Gmail.com

My wife and I have lived there for  
48 years. And Edgewood Road is a beautiful road  
lined with oak trees and so forth.

I just want to go on record and say two  
things.

Number one, I'm very impressed with the  
people who are here with IDOT. And that was Sanjay,  
John, Jim, and Scott.

And this has been ongoing for many years,  
because I've attended all of the CAG meetings. And I  
was told that the oak trees on the south side of  
Edgewood Road, that are right near the corner of  
Route 31 and Edgewood, would not be touched.

And when I arrived here today, I noticed  
that there were going to be three trees removed.

I talked to Scott first, and he said that  
was a mistake.

I talked to John and Jim, and they both

1       agreed that the trees would be impacted, but it would  
2       just be fill. That there would be no need to remove  
3       trees on the south side of Edgewood Road, next to the  
4       corner of Route 31. So we're talking the southwest  
5       corner of 31 and Edgewood Road. The southwest  
6       corner.

7               All four agreed that those trees will  
8       remain as they are, the oak trees, and they will not  
9       be touched.

10              So I would like for it to be recorded, for  
11       all the construction people, or whatever, that they  
12       are not to be touched.

13              And I'm very, very happy I came today. I  
14       will have to admit that IDOT has listened. I've been  
15       here many times, and they put forth exactly what I  
16       wanted.

17              So, thank you.

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## STATEMENT OF

EUGENE POTEPA

# The Greenhouse of Crystal Lake

4317 South State Route 31

Crystal Lake, Illinois 60012

(847) 331-8659

Potempa8@Gmail.com

I presently operate a greenhouse retail facility. And it's five acres. It has, like, 60,000 square feet of greenhouses.

We have hundreds of cars that come into our place every day. This project would adversely affect my business. Because right now, I have access from the north and the south. The proposal restricts access going northbound to my property. And that's unacceptable. It will have a negative effect, and it will put me out of business.

I would like to propose a turning lane into my property, because there's also two other properties that could benefit from a turning lane and get access. So it would benefit three different properties, if we could put a turning lane onto my property.

1                   That's one of the problems I have.

2                   Another problem is they are proposing to  
3       acquire my septic field, which would also put me out  
4       of business, because the septic field I have right  
5       now is the only piece of land on my property that  
6       would be acceptable for a septic field.

7                   Additionally, they're proposing a culvert  
8       in front of my entire property, which takes away more  
9       than 50 percent of my parking, which would also be a  
10      real detriment. And I feel that will also put me out  
11      of business.

12                  I would like to propose either that we get  
13      a left turn lane or the median be a drivable median  
14      that you can drive over and turn into our property.  
15      And I would like that to be considered because the  
16      proposal, as is, will definitely put me out of  
17      business.

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## STATEMENT OF

KELLY WEAVER AND PAM YOCIUS

Alexander Leigh Center for Autism

620 North Illinois Route 31

Crystal Lake, Illinois 60012

( 815 ) 477-2522

KELLY: We were just talking with Kimberly Murphy of IDOT regarding the traffic pattern outside our school. We have a school located at 620. We currently have approximately 30 school buses and 80 staff. And the proposed plan will not allow us to make a left turn.

PAM: Into the property or out.

KELLY: Or out of the property. Our expansion plans will begin this summer and will take us up to approximately 40 to 45 buses and over 200 staff.

And we enter and exit the property two times a day for buses, the beginning of school and end of school, and we need to find a solution for how we can get in and out of our parking lot of our place of business.

Anything you want to add?

PAM: No.

1 STATEMENT OF  
2 ANTHONY AND NANATTE JONES  
3 4515 Carthage Court  
4 Crystal Lake, Illinois 60012  
5 (847) 571-8331  
6 T4RealEstate@Gmail.com  
7 NanatteJones@Yahoo.com  
8

9 ANTHONY: The comment is basically that we  
10 don't -- there's been a lot of accidents right where  
11 you come out of our subdivision, because we're on the  
12 hill coming up 31. And right as you get to the top  
13 of the hill, Drake is right here. It's on Drake and  
14 31. And it's very difficult getting out of there.  
15 And with four lanes, it's going to be worse.

16 And somebody got killed coming out of our  
17 subdivision, and one person got paralyzed. He ended  
18 up losing his home and everything. Because when you  
19 come out of there, even school buses in the morning,  
20 we wait, like, sometimes 15 minutes just to make a  
21 turn out because of 31. The traffic's going this way  
22 because they're turning off -- it wasn't as bad  
23 before they did the 176. Once they redid 176, the  
24 people are turning coming this way. And then once

1       that light changes, people are this way. And then  
2       cars are going north and south. We can never  
3       get out.

4               What I end up having to do is just pull out  
5       and go to my right, go down, and then try to make a  
6       U-turn to come back up. And it takes me, like,  
7       almost six blocks that I have to drive for safety  
8       when I have my kid in the car because, you know, it's  
9       dangerous. It's a very dangerous corner.

10              So we were interested in seeing if we can  
11       get a light put there. A light that's actuated where  
12       it doesn't have to -- you know, it can be always  
13       green going this way until a car pulls up, and then  
14       it changes. But we've got to have something there.  
15       Because this is not going to work. I mean, it's not  
16       going to work. I mean, we will never get out of  
17       there. And all of the neighbors, we're all concerned  
18       about that. With four lanes as opposed to two, we  
19       can't get out. With two lanes, we're struggling to  
20       get out. With four lanes, we'll never get out.

21              Thank you.

22              NANATTE: We would like a stoplight or a  
23       four-way stop at 31 and Drake.

24

1 I, Laura L. Kooy, do hereby certify that I  
2 reported in shorthand the proceedings as appears from  
3 my stenographic notes so taken and transcribed under  
4 my direction.

5 IN WITNESS WHEREOF, I have hereunto set my  
6 hand and affixed my seal of office this 11th day of  
7 February, 2017.

8

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11

LAURA L. KOOY, CSR, RDR, CRR  
Notary Public  
CSR License No. 084-002467

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PUBLIC HEARING  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 31, ROUTE 176 TO ROUTE 120  
Public Forum

McHenry County College - Shah Center  
4100 West Shamrock Lane  
McHenry, Illinois 60654

Wednesday, February 8, 2017



1       PRESENT:

2               MR. JOHN A. CLARK, STV, Incorporated

3                               \*    \*    \*    \*    \*

4               MR. CLARK:   Okay.   We'll get started here.

5                       Welcome, everybody.   My name's John Clark.

6       I'm from STV, Incorporated.

7               I'm the Phase I consultant for the  
8       improvement of Illinois 31 from Illinois 176 to  
9       Illinois 120, McHenry County, and I'm going to be  
10      serving as the moderator for tonight's public forum.

11              The purpose of the forum is to provide you  
12      with the opportunity to publicly state your comments  
13      regarding the proposed improvements.

14              I have three sign-ins right now.   I think  
15      several of you are working on giving me -- you'll  
16      probably give me the sign-in form here shortly.

17              But anyone who wants to speak should give  
18      me one of these forms, just so we know who is getting  
19      up and talking.

20              If you didn't receive a form or you want  
21      one, raise your hand.   I can have one provided to  
22      you.   We've got some pens up here as well.

23              Anyone, again, who wants to make a  
24      statement should complete the form and I'll just go

1 ahead and read these through one by one as we move  
2 forward.

3 When your name is called, please approach  
4 the front and state your name. You may also provide  
5 the name of any organization or business you're  
6 representing.

7 We ask that you please limit your statement  
8 to two minutes, so that everybody has the opportunity  
9 to speak.

10 Once everyone has had the opportunity to  
11 speak, we will provide additional time for additional  
12 statements as well. So if you want to go beyond the  
13 two minutes, we can call you back up.

14 All statements will be transcribed by the  
15 court reporter here, and your statements will become  
16 part of the public meeting record.

17 If you'd rather not make a public  
18 statement, you may provide an individual statement to  
19 the court reporter after the public forum.

20 In addition, you can submit written  
21 comments tonight, or they can be mailed to the  
22 Department or submitted via the project website.

23 The mailing address and website are listed  
24 on the comment form of the brochure.

1                   Comments received by March 10, 2017, will  
2       become part of the public hearing record.

3                   So with that, I'd just ask that you come up  
4       to the mic, and we can start the forum here.

5                   Just give me a second. I'm going to get my  
6       timer going.

7                   First up, we have Sam Shah. Sam? Is Sam  
8       here?

9                   (No response.)

10                  MR. CLARK: Okay. I'll put that aside.

11                  Next, we have Mary Koss. Mary?

12                  MS. MARY KOSS: Good evening. My name is Mary  
13       Koss.

14                  I am the Oak Grove President of the HOA of  
15       our subdivision. And our Association wishes to  
16       loudly voice our concerns with the proposed  
17       construction and sternly rebuke the Illinois  
18       Department of Transportation for not educating or  
19       informing the member neighbors of our Association  
20       about the intended expansion of Route 31, and for not  
21       inviting or including our Homeowners Association in  
22       the activities of the Community Advisory Group.

23                  Within our subdivision, located on the  
24       southeastern corner of Route 31 and Ames Road, there

1 are 82 homes, and 8 empty lots awaiting development.  
2 As such, our subdivision comprises more than  
3 10 percent of the entire population of Prairie Grove,  
4 the single village most impacted by the proposed  
5 construction.

6 As the President of the Oak Grove  
7 Subdivision HOA, I am not saying that the road  
8 expansion absolutely must not occur. We knew it  
9 would happen, just not when or to what extent.

10 Instead, we are asking IDOT to find ways to  
11 lessen the negative impact on our neighborhood.

12 I have heard from many, many members of our  
13 neighbors voicing their concerns to me over the  
14 proposed construction. Those concerns can be  
15 narrowed to six distinct areas:

16 Number 1. HOA property. The Oak Grove  
17 Subdivision HOA owns a stretch of land east of  
18 Route 31 and west of the homes on the western-most  
19 portion of our neighborhood. The deeded property  
20 runs the length of the neighborhood adjacent to  
21 Route 31 and is a minimum of 40 feet wide.

22 The current plan appears to use that  
23 property for a dual use walkway. Since the  
24 Association has been excluded from any planning or

1 community involvement, we are unaware of the State's  
2 intentions regarding our property.

3 Traffic and safety is another concern. The  
4 only direct exit from our neighborhood is via Ames  
5 Road heading east one mile to Barreville. That road  
6 has a 25-mile-per-hour speed limit. Or we can go  
7 west to Route 31 that has a 55-mile-an-hour speed  
8 limit.

9 Clearly, this expansion will bring more  
10 traffic to Route 31. The plan construction does not  
11 appear, in any way, to lessen the danger of turning  
12 onto Route 31 from Ames Road. In fact, the plan  
13 appears to increase the danger.

14 Let me remind you, we have a lot of new  
15 drivers in our neighborhood that are trying to get to  
16 Prairie Grove. And it's frightening, as a mother, to  
17 send your children off in a car to cross 31. It's  
18 very dangerous. It's very busy. And this is going  
19 to make it even more dangerous, in our opinion.

20 Also, I don't think that the waterway and  
21 stormwater runoff has been considered.

22 We have an entire chapter of our  
23 HOA Declaration of Covenants and Restrictions that is  
24 dedicated to ensuring the stormwater runoff, and

1 collection areas, on the western and southern portion  
2 of the neighborhood, that it remain untouched.

3 The 31 expansion plan appears to affect,  
4 significantly, the runoff design and may threaten  
5 water damage to the private properties of the  
6 western-most portion of the neighborhood.

7 Number 4. Visibility. The developer of  
8 the subdivision went to great lengths to hide the  
9 neighborhood from Route 31, and to hide Route 31 from  
10 our neighborhood. He created a dirt berm on the  
11 north end of the neighborhood and planted dozens of  
12 trees, probably close to 40, on the north end of the  
13 neighborhood, and that's also HOA property.

14 The current plan to expand 31 appears to  
15 eliminate the berm and remove all of those trees by  
16 bringing the right of way, literally, to the edge of  
17 our backyards.

18 Fifth. Noise. We all have lived with the  
19 current noise level associated with being adjacent to  
20 one of the only three north-south corridors in  
21 Northern McHenry County.

22 Route 31 was here before our neighborhood.  
23 We get it. However, by expanding Route 31 by  
24 100 percent and entirely to the east of the existing

1 roadway, the noise levels will obviously be  
2 significantly increased. In your study, you state  
3 noise barriers were considered, but are not  
4 reasonable and feasible.

5 Noise barriers are not only reasonable,  
6 they are absolutely necessary. Not only will this  
7 project increase the traffic flow, it moves the  
8 roadway 80 feet closer to our homes -- literally,  
9 into our backyards -- while eliminating natural sound  
10 barriers like trees and distance.

11 Finally, our property values. In 2007, the  
12 average value of our homes in Oak Grove Subdivision  
13 was nearly \$500,000.

14 In the last three months, three homes have  
15 sold in our neighborhood for less than \$350,000,  
16 which is a solid 30 percent reduction in property  
17 value over one decade.

18 The proposed expansion of Route 31, without  
19 addressing noise, visibility, safety, water runoff,  
20 as well as our property values, will certainly have a  
21 negative impact on those values.

22 The Route 31 project may deliver an  
23 economic boon to Northern McHenry County but, please,  
24 find ways to lessen the negative impact on our

1 neighborhood for the prosperity of others.

2 Thank you. (Applause.)

3 MR. CLARK: Okay. Thank you, Mary.

4 Since we only have a number of you that are  
5 going to speak, I'm not going to enforce the  
6 two-minute rule. But I will cut you off at around  
7 five minutes, just so you know, in case there's other  
8 people. I want to keep it fair.

9 Next up, we have William Jones. William,  
10 are you here?

11 (No response.)

12 MR. CLARK: Okay. I'll put that aside.

13 Tim Daum.

14 MR. TIM DAUM: Hello, my name is Tim Daum.

15 I live in the Oak Grove Subdivision. And,  
16 as you mentioned, there are a lot of problems with  
17 this proposed plan.

18 But the one that I want to talk about is  
19 the intersection. I mean, turning left from Ames  
20 onto 176 today, as everything is today, is extremely  
21 dangerous.

22 And believe it or not, I was actually happy  
23 when I heard about this because I figured, okay,  
24 good, we're finally going to get our light. And now



1 I'm learning we're not going to get our light. And  
2 so I think it's just going to be worse.

3 We have so many kids in our neighborhood.  
4 We have a 12-year-old daughter. A 9-year-old son.  
5 They're going to be driving in a few years. The  
6 thought of them trying to turn left on Ames is  
7 terrifying.

8 So you've got to be able -- there's got to  
9 be something that can be done to get a light in at  
10 Ames.

11 That's it. Thanks. (Applause.)

12 MR. CLARK: Okay. Thank you, Tim.

13 Next up, we have Doug Marunde.

14 MR. DOUG MARUNDE: I'm Doug Marunde.

15 I'm here representing Arvidson Pools &  
16 Spas, which is just north of the Ames Road  
17 intersection.

18 And we're a little bit concerned also with  
19 the access for our commercial property. Not only are  
20 we concerned about what the timeline would be,  
21 because traffic issues and rerouting things really  
22 affected our business last time they did the  
23 renovation on Route 31, so we're concerned about the  
24 timeline, and also that -- the median that will not

1 allow people to turn left, as you're heading north  
2 on 31. It can really create some, well, revenue  
3 issues for us.

4 So at some point, we need to really  
5 identify what other alternatives can happen for that  
6 particular area.

7 I'm not nearly as eloquent as some of you,  
8 but -- unprepared. Thank you. (Applause.)

9 MR. CLARK: All right. Thank you, Doug.

10 And did, by chance, Sam Shah come?

11 (No response.)

12 MR. CLARK: Okay. He had signed up. It looks  
13 like he's not here.

14 And William Jones. Did William enter the  
15 room?

16 (No response.)

17 MR. CLARK: Okay. Well, that's all we have for  
18 the folks that came forward with sign-up cards.

19 Is there anybody else who wishes to speak?

20 MR. ED SALISBURY: Yes, I'm sorry. We didn't  
21 get a chance to determine whether it was worthwhile  
22 to speak until we saw the presentation.

23 If I could speak for a second.

24 MR. CLARK: Sure, not a problem.

1           MR. ED SALISBURY: I just want to get on the  
2     record.

3           MR. CLARK: If you could just --

4           MR. ED SALISBURY: Should I fill one of those  
5     out?

6           MR. CLARK: You can speak it into the mic. It  
7     will be recorded.

8                     Hi, my name is Ed Salisbury.

9                     I'm from 2016 South Route 31 which, the  
10    main side of the marquis is Midtown Storage.

11                    We're concerned also. Our concern is from  
12    the standpoint -- I understand your concern from a  
13    residential standpoint. Our concern is also from a  
14    negative impact that it looks like the proposal to  
15    give us access both north and south is not acceptable  
16    to us. We feel that there's going to be a loss of  
17    parking, a loss of -- a substantial loss of revenue  
18    from the standpoint we're going to lose a tenant  
19    because of the change, and we feel that there's  
20    probably a better alternative we can work with the  
21    State to perhaps alleviate and get us better direct  
22    access north and south on Route 31.

23           MR. CLARK: Okay, thank you.

24                    And if you wouldn't mind filling out one of

1       those forms and just handing it to me, just so I can  
2       make sure our records indicate everyone who spoke  
3       tonight.

4               Is there anyone else who wishes to make a  
5       comment at this time?

6                       (No response.)

7       MR. CLARK: Okay. Hearing none, that concludes  
8       the public forum.

9               So thank you for coming, and we appreciate  
10      your comments and your input.

11              Our project team is available to answer any  
12      questions you may have about the project until the  
13      end of this hearing, which will be 7:00 p.m. tonight.

14              And as a reminder, any written comments  
15      must be received no later than March 10, 2017.

16              And all materials presented today will be  
17      available on the project website. So all the  
18      exhibits and the other things can be downloaded  
19      directly from the website.

20              So thank you very much for attending.

21                      (Public forum adjourned at 6:15 p.m.)

22

23

24

1 I, Laura L. Kooy, do hereby certify that I  
2 reported in shorthand the proceedings as appears from  
3 my stenographic notes so taken and transcribed under  
4 my direction.

5 IN WITNESS WHEREOF, I have hereunto set my  
6 hand and affixed my seal of office this 11th day of  
7 February, 2017.

8

9



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LAURA L. KOOY, CSR, RDR, CRR  
Notary Public  
CSR License No. 084-002467

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**From:** Treehorn Properties  
**To:** [info@ilroute31.com](mailto:info@ilroute31.com)  
**Subject:** [External] Route 31 in McHenry  
**Date:** Wednesday, July 26, 2017 11:22:58 AM

---

Hello-

We own the apartment building that is located at 3816 Main Street in McHenry. The building is at the intersection of Route 31 and Main Street. Part of the curb located at the intersection of Main St and Route 31 (on Route 31) is low-it was a driveway in the past. During heavy rain, water flows down Route 31, up the low curb area and into our basement apartments causing flooding and damage. We would like to have that section of curb converted into a regular height curb while work is being completed in the area. Is this possible? I contacted the City of McHenry and they said that I should contact IDOT directly.

Thank you.

Mary Ann Koehler

--

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Property Manager  
Treehorn Properties, LLC  
[treehornllc@gmail.com](mailto:treehornllc@gmail.com)



From the Bureau of : Programming

Name:	<u>Janness (&amp; Richard) Abraham</u>	Date:	<u>February 8, 2017</u>
Title:	<u></u>		
Organization:	<u>Homeowner</u>	Project:	<u>IL 31</u>
Address:	<u>4509 Ripon Road</u>		<u>IL 176 to IL 120</u>
	<u>Crystal Lake, IL</u>		<u>P-91-135-99</u>
Telephone:	<u>(815) 455-0408h, (815) 353-0883c</u>		
E-Mail:	<u>janness@forevergardens.com</u>	PTB No.:	<u>155-015 &amp; 170-007</u>

---

**Items Discussed:**

Mrs. Abraham noted there is a spring under her house that is drained by a pipe, which has constant flow, and is concerned the project will affect the pipe and result in flooding the house. She also noted the spring drains to Thunderbird Lake, and there are nearby fens, glacial creek, and sedge meadow. The proposed plans were reviewed which indicated there is no Pr ROW or TE proposed at this location along the east side of IL 31 because the widening has been shifted to the west to avoid the wetland seep. A retaining wall is also proposed to minimize impacts to the east side. Squaw Creek at this location is not impacted.

**Follow-Up:**

Send P&P and PDP.

By: Scott Czaplicki  
Bureau of Programming/Consultant

<b>Address</b>	71 Hampton st
<b>City-State-Zip</b>	Cary IL 60013
<b>Comments</b>	Type any comments you have here: This will greatly impact the entrance to the Scout shop. This will be a big inconvenience for many who go there on a regular basis. As the advancement chair for a troop im Car eliminating the left turn going North would impact my trip as well as anyone else heading North.
<b>E-mail</b>	Ccd26@yahoo.com
<b>FirstName</b>	Cat
<b>LastName</b>	Barnes
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit

<b>Address</b>	4803 Barnard Mill Road
<b>City-State-Zip</b>	Ringwood il 60072
<b>Comments</b>	Type any comments you have here: I think that a gravel or dirt trail should also be added along side of the road for snomolble and maybe cross country skiers if they also pay there way as snomobilers due with state regestraions to the state, bicycles pay nothing for this project and get all the benefits of it along with not obeying the rules of the road Thanks for listening.
<b>E-mail</b>	kevinbauer@mchsi.com
<b>FirstName</b>	Kevin
<b>LastName</b>	Bauer
<b>Organization</b>	Sno-Bugs/Lakers Snomobile Club
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	231 E. Prairie St., Apt. C
<b>City-State-Zip</b>	Crystal Lake, IL 60014
<b>Comments</b>	I would support adding a continuous turn lane throughout the study area, to reduce the risk of rear-end collisions. I would also support pedestrian and bicycle accommodations being added. I would NOT support adding additional travel lanes in any section. Looking at the LOS map, most of the Route 31 study area is not expected in 2040 to have significantly higher ADT volumes from the 2009 conditions. The segments that are expected to have higher ADTs are within the cities of Crystal Lake and McHenry. I would suggest a better -- and cheaper -- way to address traffic on IDOT's part would be to increase bus service in McHenry County's cities and between them. In addition, traffic volumes are likely to be significantly disrupted over the next 20 years as autonomous vehicles come into common use. This is likely to reduce congestion all by itself because these vehicles will require shorter following distances and should decrease the incidence of single-vehicle crashes, which stop traffic during cleanup/investigation. Thank you.
<b>E-mail</b>	juliette.beaulieu@gmail.com
<b>FirstName</b>	Juliette
<b>LastName</b>	Beaulieu
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	3601 Thunderbird Lane
<b>City-State-Zip</b>	Prairie Grove, IL 60012
<b>Comments</b>	<p>Scott: I have read all pertinent information regarding the Rt.31 project and am left with several concerns. As a resident of the subdivision adjacent to Rt. 31 and Aimes Road my quality of life and property value are directly impacted by this project. 1. The safe, expedient ingress and egress by residents and motorists to the Oak Grove subdivision and Aimes Road at Rt. 31 must be a priority of the project. 2. Pedestrian and vehicular safety issues associated with Aimes Road traffic dictate the placement of the 'dual use' path on the west side of Rt. 31. 3. Without attention to the ascetics of the eastern frontage between the Oak Grove subdivision and Rt. 31 (significant land encroachment as well as the removal of a consequential number of mature trees) Oak Grove residents' property values will be negatively impacted by this project. 4. The increased noise pollution generated by the project for the Oak Grove subdivision will be significant. How will this be addressed? 5. Will IDOT guarantee Oak Grove residents that storm runoff generated by the Rt. 31 project will not result in flooded back yards and basements? Are the project's proposed storm drainage plans and civil engineering studies supporting them available for public viewing? Respectfully, Fred Bencriscutto</p>
<b>E-mail</b>	fbenc@hotmail.com
<b>FirstName</b>	Fred
<b>LastName</b>	Bencriscutto
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on



<b>Address</b>	2301 N Elmkirk Park
<b>City-State-Zip</b>	McHenry
<b>Comments</b>	<p>Dear All, I am a resident of McHenry and on a regular basis use the left turn lanes going from Charles J. Miller/BV Road onto 31 heading towards Crystal Lake. While the intersection has certainly been improved, there are some severe issues with these improvements. First and foremost would be that the entrances to the hospital are severely limited. This is followed up by the 2nd that there is an arrow directing merging traffic left onto 31 while there are others turning right into the hospital with no turn lane. There are many arguments among drivers in the morning as the merging lane has a very short time to merge if caught behind turning right into the hospital traffic. The fix for those of using this area is to only use the left turn lane to avoid having to merge but this however is now causing backups that do not allow traffic to make it through the intersection at times. I would urge that this be observed and that a right turn lane at min. be added into the hospital and am not sure why this wasn't included during the design phase of the project. Sincerely appreciated, Sally</p>
<b>E-mail</b>	sallyabender@gmail.com
<b>FirstName</b>	Sally
<b>LastName</b>	Bender
<b>Organization</b>	N/A
<b>subject</b>	Submission
<b>Submit</b>	Submit

<b>Address</b>	6311 Hillcrest Rd
<b>City-State-Zip</b>	Cary, IL 60013
<b>Comments</b>	The Scout Store in Crystal Lake would be affected by this change, Please consider them when making decisions about this project. It's already difficult to access the store at certain times of the day to the Autism Center traffic and buses. We need to be able to access the store from both directions off of Route 31
<b>E-mail</b>	mblackwell524@yahoo.com
<b>FirstName</b>	Melissa
<b>LastName</b>	Blackwell
<b>Organization</b>	Boy Scout Troop 657
<b>subject</b>	Submission
<b>Submit</b>	Submit

<b>Address</b>	3405 Prairie Trail
<b>City-State-Zip</b>	Johnsburg, IL 60051
<b>Comments</b>	I look forward to the improvement of Route 31. Nobody appreciates active construction (especially local businesses) but the inconvenience is typically rewarded when the project is completed. I have always been curious why there has never been an effort to improve the dog leg that route 31 takes through Mc Henry. I suppose the big minds see the big picture but it would be nice if one of the big minds could address that inconvenient maneuver.
<b>E-mail</b>	ronandgin@hotmail.com
<b>FirstName</b>	Ronald
<b>LastName</b>	BRANUM
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on



Illinois Department of Transportation

PUBLIC HEARING

## Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

### Comment Form

Please Print Clearly

Name

DAN BROWNE

Organization

OAK GROVE RESIDENT

Mailing Address

3414 THUNDERBIRD LN.

City/State/Zip

PRairie GROVE, IL. 60012

Phone

847-344-1573

Email

DAN.BROWNE@NACSUPPLY.COM

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

PLEASE SEE ATTACHED SHEETS.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

February 13, 2017

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Ct.  
Schaumburg, IL. 60196

**Re: Rt. 31 Expansion**

Dear Mr. Czaplicki,

I would like to voice my concerns on the impact the Route 31 expansion will have on my subdivision—Oak Grove. I'm sure you have already received a letter from our HOA president Mary Koss, which explains the concerns as related to our neighborhood. I have attached that letter, in case you haven't.

My greatest concern is the danger of turning south onto Route 31 from Ames. The current situation is very dangerous--adding 2 more lanes, without a traffic light will surely create a safety issue.

I am also very concerned about the natural buffers being removed. Our developer designed this neighborhood in a way that would minimize the sight of and noise from Route 31. Removing all the trees and distance will decrease the property values for those houses along Route 31 and that will filter down to the rest of the neighborhood. Why can't some of the expansion be on the west side of 31? I understand Terra Cotta suggested that the expansion would be best on the east side. It's obvious why they believe that, but it makes more sense to expand on both sides.

Please consider the impact to our subdivision and re-evaluate the plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Browne', with a long horizontal flourish extending to the right.

Dan Browne  
3414 Thunderbird Ln.  
Prairie Grove, IL. 60012  
847-344-1573

<b>Address</b>	3414 Thunderbird Lane
<b>City-State-Zip</b>	Prairie Grove
<b>Comments</b>	<p>We live in Oak Grove Estates off of Route 31 and Ames Road. We are extremely concerned about the plan for Route 31 and how it will effect our neighborhood. I am not comfortable with not having a stoplight at the intersection of Ames and 31. It is very difficult to get out of our neighborhood now and adding lanes will only make that even more dangerous than it already is. I am also uncomfortable with this plan as there are no plans for a noise barrier or added landscape to alleviate the noise and ugliness of a highway running through many backyards. This is also a safety concern for the houses that back up to the highway. I have seen many highways expand (Randall Road), but they seem to have additional plans for these types of things. These are our main concerns, however driving our property values down when the highway makes the bordering homes values go down is also another main concern. We were already hurt by the economy and this added obstacle will make it impossible for many of us to sell our homes for what they were once worth. Please consider our neighborhood which you are infringing upon as this plan goes forward.</p>
<b>E-mail</b>	wenlbrowne@gmail.com
<b>FirstName</b>	Wendy
<b>LastName</b>	Browne
<b>Organization</b>	Oak Grove Estates
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

**From:** [Doug Martin](#)  
**To:** [Czaplicki, Scott D](#)  
**Cc:** [Ron Bykowski](#); [Jon Schmitt](#)  
**Subject:** [External] Meeting to Discuss 120/31  
**Date:** Friday, March 03, 2017 2:54:27 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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Scott,

I met with Ron Bykowski today about his properties at the southeast corner of 31 (Front Street) and 120 (Elm) and we wanted to see if we could setup a meeting with you and potentially Michael Cullian to proactively take a look at that corner. We'd like to determine and ultimately come to some agreement as far as access points, etc. It's very hard to market that corner with the road improvements looming in the future and I know you had met with Ron a while back. Would this be possible?

Thank you for your time.

Doug

**Douglas P. Martin**  
**Director of Economic Development**  
**City of McHenry**  
**333 S Green Street**  
**McHenry, IL 60050**  
**815.363.2110 (d)**  
**815.363.2173 (f)**  
**815.790.4752 (c)**  
[dmartin@ci.mchenry.il.us](mailto:dmartin@ci.mchenry.il.us)  
[www.ci.mchenry.il.us](http://www.ci.mchenry.il.us)  
[McHenry Market Pulse](#)  
[@mchmarketpulse](#)



**City of McHenry: Exhibitor Booth P3-342**









Illinois Department of Transportation



# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

PAUL CARISTENSON

Organization

Mailing Address

3501 LAKEWOOD DR

City/State/Zip

PRAIRIE GROVE, IL

Phone

815-477-9767

Email

SANDBAG2@ATT.NET

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

We would like closing Ames Rd @ 31 &  
extending Lakewood Drive north to Edgewood Rd  
to be able to use the stop light to go South  
on Rt 31 much safer. Please, consider this  
Thank you,

The Christensons  
3501 Lakewood Dr.  
Prairie Grove, IL

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096



March 2, 2017

We attended your Public Hearing on Feb 8<sup>th</sup>, 2017 and made a public statement to the court reporter; however, we also wanted to make a more formal statement in writing at this time regarding 1811 S IL Route 31.

**Problems:** We see the following problems with the proposed Rt IL 31 expansion project in regards to our property:

- 1) Parking – Currently we have approximately 42 parking places for staff and visitors. The proposed changes cause us to lose 17 of those spaces, leaving us 25 spaces for 35 employees and customers. Because of our septic system, we cannot add parking behind our building.
- 2) Truck Access – Presently we have tractor/trailer rigs with 53' trailers backing to our loading dock, on a daily basis, at the SE location of our building, right in the middle of the construction zone. The loss of frontage space would mean the loss of turning space required by these large rigs.
- 3) Drainage – Large paved areas require substantial drainage, and since our building is considerably below the grade of Rt 31, we have concerns about flooding/drainage relief. We have already addressed current drainage issues by installing a french drain near the entrance of our building.
- 4) Utilities – The gas line and meter will have to be moved out of Rt 31 ROW. Our water well will potentially encroach on the areas of the assessment, possibly requiring a new well. Sewage is now being handled by a septic system at the back of the property. If you suggest new parking has to extend into the present septic field, the system would have to be redesigned and moved.
- 5) Turning North – We realize your plan for the road expansion includes adding multiple U-Turn areas strategically placed. We don't know the possible problems of our 53' trucks not being able to turn around in these 22' U-Turn areas anywhere near our property. If trucks aren't able to come to our building as often, our shipping rates may be increased, supplies won't be delivered as frequently, and our customer delivery times will be compromised.



**Solutions:** We see the following solutions with the proposed Rt IL 31 expansion project in regards to our property:

- 1) Parking – We could possibly be connected to City Sewer and Water, which could better allow parking and truck turnaround access to be added to the back of the building if we no longer require the Septic system.
- 2) Truck Access – Trucks will need a place to turn around, as well as have room to maneuver to the loading dock. As presently configured, your plan allows for neither. If a parking solution comes about, offering better access to the rear of the property, a truck turnaround area could possibly be added behind the building and added parking, since additional parking will still be required to accommodate our employees.
- 3) Drainage – A large culvert system needs to be installed to accommodate drainage from the highway and our parking areas.
- 4) Utilities – Regarding the impact on our water well and septic system, you could connect Digital Pix to the city water and sewage that currently exists across the road.
- 5) Turning North – Look into making some sort of 'frontage road' for us to drive north to the stop light that will be installed at Veteran's Parkway. This could help the truck access problem if trailers can come in and go out of our property from the north via the traffic signal. However, this could cause a problem at high traffic times with our neighbors to the north, Waste Management and the Chapel. We do not wish for this option if it can't solve the truck access problem as well.

Thank you for your consideration into Digital Pix's issues with the Rt 31 proposed expansion project.

*Erica Carlson*

**Erica Carlson**

Finance/HR Manager

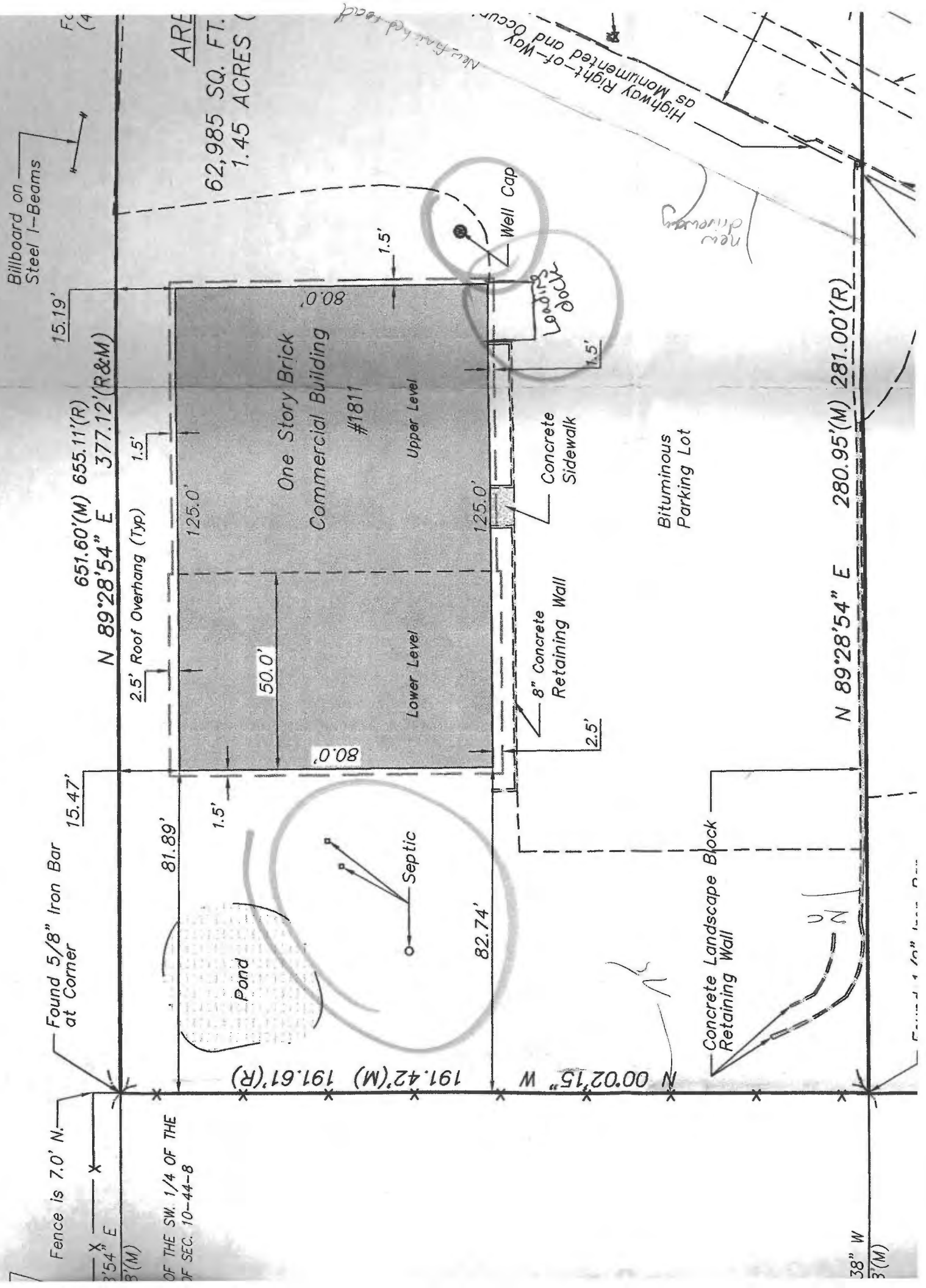
Digital Pix & Composites

1811 South IL Route 31, McHenry, IL 60050-8292

erica@dpcpix.com

815.363.2800 ext. 202

Southeast Quarter; thence Easterly along said North line, a distance of 377.12 feet to the place beginning, in McHenry County, Illinois.







# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

STEVEN CARRUTHERS

BUREAU OF PROGRAMMING  
RECEIVED

Organization

CITY OF CRYSTAL LAKE

MAR 09 2017

Mailing Address

100 W. WOODSTOCK STREET

DISTRICT #1

City/State/Zip

CRYSTAL LAKE, IL

60014

Phone

815-356-3605

Email

SCARRUTHERS@CRYSTALLAKE.ORG

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

WE ARE HAPPY THE STATE IS CONTEMPLATING IMPROVE ROUTE 31  
BETWEEN CRYSTAL LAKE AND MCHENRY  
HOWEVER-

IDOT JUST IMPROVED THE ROUTE 31/176 INTERSECTION AND  
NOW THE BUSINESSES ON THE NORTH LEG OF THE INTERSECTION ARE  
GOING TO HAVE TO ENDURE CONSTRUCTION INTERRUPTIONS AGAIN.  
WEREN'T THE IMPROVEMENTS THAT WERE MADE TO ROUTE 31  
NORTH OF ROUTE 176 WITH THE INTERSECTION IMPROVEMENTS  
THE ULTIMATE IMPROVEMENTS? WHY IS THIS BEING REMOVED  
AND REPLACED AGAIN? IT DOESN'T MAKE SENSE TO IMPACT  
THE BUSINESSES TWICE.

STEVE CARRUTHERS

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto: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.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

Michael Chambers

Organization

Adams Steel Service Inc

Mailing Address

2022 S. IL Rt. 31

City/State/Zip

McHenry IL 60050

Phone

815 276-3510  
815 385-9100

Email

MIKE@ADAMSSTEELSERVICE.COM

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).

Add any additional information that you feel should be considered by the Project Study Group:

#1 Move my entrance to the north to accommodate left turn to go south. Which would be less costly than combine my entrance with the Building next door,

#2 Combine entrances with next door But now the septic field would be torn out with no other location available.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto: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.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name: Michael Chambers  
 Organization: Newport Properties 14-10-452-003  
 Mailing Address: 1326 Old Bay Rd  
 City/State/Zip: Johnsburg IL 60051  
 Phone: 815 276 3510 Email: Mike@AdamsSteelService.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).

Add any additional information that you feel should be considered by the Project Study Group:

Sheet 8

If I can move my entrance  
to the north or move the turn  
lane to the south, This would allow  
our semi Trucks to turn south  
& north with out sending them north  
to the industrial park to make u Turns

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
 Attn: Bureau of Programming, Scott Czaplicki  
 201 W. Center Court  
 Schaumburg, IL 60196-1096

<b>Address</b>	233 3rd Street
<b>City-State-Zip</b>	Crystal Lake, IL. 60014
<b>Comments</b>	<p>Type any comments you have here: I really appreciate the effort on IDOT's part to lay this plan out to stakeholders. There is more here than anyone could possibly comment on comprehensively. I am concerned with three aspects of the plan: 1. The effort at multi-modality is much appreciated. I heard some residents who lived close by 31 worrying about the possible ramifications from foot and bike traffic, but I certainly hope that their worries will prove unfounded. For me, the fact that residents of the senior living center at the Fountains could get out and connect, walking or biking, with other parts of the community—including with possible new businesses located at the southern end of the project—is an important manifestation of how multi-modal thinking about transportation can improve our lives, our health, and our social connectivity. As a soon-to-be senior, and someone whose mother has stayed alive in vigorous form into her mid-80s by daily walks through her neighborhood, this part of the project makes me really happy. 2. The highway medians: I heard residents who live close to the highway worrying about how changes in water flow, especially as it comes under the highway from the west to east, could impact their yards and basements. I'm confident in IDOT's assertions that it has engineered to prevent this, but having deep-rooted native grasses on the medians could help to modulate the impacts of heavy rains. These should be low-profile grasses and vegetation, which generally grow no higher than three feet tall. They would of course require control against invasive species, and the department should adopt clear performance criteria so that whomever is tasked with the maintenance of these areas understands how to get on top of it, and keep it from being taken over by a patch of giant reeds, such as we see on some other recent highway projects. I'm hardly an expert on the life-cycles of prairie vegetation, but I believe it is possible to establish a stable community of grasses with attentive management during an initial number of years, and then these medians would require much less maintenance care. The Environmental Defenders of McHenry County have expertise in the kind of burns that work to keep these kinds of prairie grass communities flourishing, and I would encourage IDOT to consider a possible partnership with this local group. I'm a member of the group, and I believe that this kind of local responsibility, especially if it is connected with concerned neighbors to the highway, can serve to connect people socially, and can educate them as to how to play a part in keeping their local habitat thriving and beautiful, in terms of aesthetics, but also again, in terms of the environmental services such native grasslands can provide. 3. We in McHenry County have worked hard to begin reversing the decimation of the flourishing oak savannah ecosystems that were the norm here before settlers streamed in from the east coast in the early 19th century. We appreciate the consideration that IDOT is giving to the tree populations in the area, and the principle of replacing trees that must be cut down with others that can compensate for their loss. We want to state emphatically for the public record (I am someone who has been part of the Quercus Project, participating with many different people but most importantly with younger people for whom replanting trees and working to establish new growth of oak and hickory is a significant act of hope and investment in their future—and so I say "we" in the spirit of all the people who have done not only the planting but the sustained follow-up care for</p>



these fledgling trees)--we want it to show in the public record that oaks are keystone species for the forests and savannah that we are working to restore, and we need replacement trees to be 1. Of similar quality, in other words, if a healthy 200 year old tree is lost, we need the number of trees replacing it to be requisite to establishing the probability that the impact of this loss on contiguous forest will be compensated for; in other words, so that there will be a high probability that the local forest will flourish in the way it could have if the highway hadnâ€™t been expanded and had to take that 200 year old oak. Basically, thereâ€™s an opportunity with this expansion to be part of the solution to the problem of McHenryâ€™s Countyâ€™s loss of oak/hickory systems, and we hope that this project will fully take advantage of it. 2. We want the trees to be replaced IN McHenry county, so if foresters judge that there arenâ€™t good spots to re-establish lost savannah footprint in the immediate area, weâ€™d like to see trees planted in such a way that the green â€œhighwayâ€ of ecosystems that flows through the county will be every bit as strong as the flow of human population and commerce that this highway will enable. 3. A bonus: given that trees provide both shade and beauty, it would be wonderful if at least some of the replacement trees could be located in places that will give pleasure and hope to pedestrians and bikers who will make use of the non-vehicle paths, as well as eventually rising to maintain the pleasure that this corridor currently gives to those who drive through this area (who will, we hope, be much safer as a result of this highway expansion). But the more beauty along the multi-modal paths, the more of a sense of thoughtful human planning, the more use these paths will get, and the more bang for the buck our citizens will get from this highway improvement. Thanks for your consideration of my comments.

<b>E-mail</b>	Rjdarger@gmail.com
<b>FirstName</b>	John
<b>LastName</b>	Darger
<b>Organization</b>	Quercus Project, the Environmental Defenders of McHenry County
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	11203 reed rd
<b>City-State-Zip</b>	Huntley, il 60142
<b>Comments</b>	Please leave the ability to turn left onto our field office and scout store.
<b>E-mail</b>	Melissad@att.net
<b>FirstName</b>	Melissa
<b>LastName</b>	Davis
<b>Organization</b>	Boy scouts
<b>subject</b>	Submission
<b>Submit</b>	Submit

2-21-17

Dear Scott Czapilicki and IL Dept of Transportation Bureau of Programming,

As a resident impacted by this plan, I have to question why we need to create another road project on Route 31. Not less than 5 years ago, a project was completed on Route 31 to upgrade turn lanes, repave, and improve certain intersections from Crystal Lake Ave up to Edgewood Rd. We have barely had time to utilize those improvements and realize the ROI before the State takes on yet another project. In addition, this new project creates significant safety issues and encroaches on the rights of residents without any benefits. In fact, by creating a "highway" that encroaches on the Oak Grove HOA land, and not improving the Ames or Edgewood intersections, it will be even more difficult to access Route 31 on an everyday basis. I've added the thoughts from one of our neighborhood representatives that attended the most recent meeting:

"Second, the plan is a huge safety concern on several fronts.

1. Ames Rd. intersection: We are not getting a stop light, so to turn left our residents, including many new drivers will have to navigate across a potential multi use path, 2 lanes of traffic and a median. Ames Rd is a 35 mph road, Rt 31 is a 55 mph highway.
2. The multi-use path is a safety concern in and of itself. It seeks to increase the flow of people, strangers, literally in the backyards of several neighbors. There is no privacy or protection from any person using the path. Has a berm or landscaping been considered to offer protection/safety? The location of the path on the East side of Route 31 is also perplexing. One would think that placing the path on the West side of the road would be advisable as this is the side of the Route 31 that the Prairie Path (bike path) runs along. Bikers would be able to get from the Prairie Path to the multi-use path without crossing Rt 31, which would be 4 lanes of traffic plus a median.

Third, I have environmental concerns about the project as a whole. The plan has a significant shift in the water flow as a result of added earth on the east side of 31. Additionally, all the western-most trees will be removed, including those on the berm at the northern most portion of the neighborhood. I have small children, it feels like an example of the Lorax come to life.

Finally, this project will certainly negatively impact the property values of our 82 home neighborhood. Property values are still ailing and have not recovered from the circumstances of 2007/2008 and this project will not help to move things in the right direction. Anything of this nature negatively impacting property values can only hurt our State's already fragile and in my opinion, abysmal, financial condition.

In closing, while I learned, from you, Scott, that there is no funding for this project at this time, I also learned this is the time to speak up. Thank you for the chance to raise my voice in opposition to this project as it stands. I hope my comments, along with the many others I hope you are receiving are thoughtfully considered."

This project should be halted until the State of Illinois addressed the concerns of residents and can truly demonstrate the benefits of this project.

Sincerely – Mike Dennis

Resident – Oak Grove H.O.A – Route 31 & Ames

815-347-9122

[denfamily@comcast.net](mailto:denfamily@comcast.net)

<b>Address</b>	3512 Lakewood Dr
<b>City-State-Zip</b>	Prairie Grove
<b>Comments</b>	<p>As a resident of the Oak Grove subdivision, I have concerns regarding this project. I already submitted a comment regarding the unsafe conditions at the intersection of Ames Road and Route 31; the project does not adequately improve the safety of this congested and dangerous intersection. In addition, the project encroaches entirely into the Oak Grove subdivision on the east side of the project, as opposed to the vacant industrial land on the west side of the project. Instead of impacting residential homes and neighborhoods, using vacant industrial land would be safer for the families and children that live and play in Oak Grove. At a minimum, the dual-use portion of the project should be moved to the west side of the road. In addition, the plan appears to remove most of the old-growth trees in the area of our neighborhood that borders this project, as well as significantly affect the water flow. These environmental issues have not been adequately addressed in the plan for this project. Thank you for the opportunity to comment, and I hope the plan can be revised to address these concerns.</p>
<b>E-mail</b>	jdrozt@yahoo.com
<b>FirstName</b>	Jennifer
<b>LastName</b>	Drozt
<b>Organization</b>	Resident
<b>subject</b>	Submission
<b>Submit</b>	Submit

**From:** [Terry Dyra](#)  
**To:** [info@ilroute31.com](mailto:info@ilroute31.com)  
**Subject:** [External] IDOT Route 31 Project  
**Date:** Tuesday, February 28, 2017 7:04:03 PM

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I have a number of concerns with the proposed expansion of Illinois Route 31, from 176 to 120. My concerns center around the intersection of Route 31 and Ames Road which is an intersection that has sorely needed attention for years. Many intersections on Route 31 today have a right-hand exit lane, the current Ames intersection lacks this exit and adds to the current safety issues and resident concerns. That Ames Road also lacks a right hand lane to turn onto Route 31 is also a current frustration. I had hoped that the expansion of Route 31 would alleviate some of the issues at this intersection, however the proposed changes to this intersection actually appear to worsen the situation.

A few issues, along with recommendations.

1. Multi-use path. The multi-use path is a great idea, and it does belong on the east side of Route 31. However as there is nothing to walk south to from Ames, and nothing to walk north of from Gracy...much of this proposed path is a waste. What is needed is a path only from Ames to Gracy on the east side of Route 31- along with a crosswalk at Edgewood. This path would allow walkers/bikers from Ames to walk north to Edgewood and cross at a traffic light- similar with walkers/bikers coming south from Gracy. There is Prairie Trail west of Ames that is accessible from Edgewood,. Providing a way for bicyclists traveling through Prairie Grove to travel safely the east side of Route 31 to the west side, with a way to cross 31 at Edgewood would be very helpful. Of course extending bike lanes west on Edgewood to the prairie path and eastward on Ames to the park at Ames/Barreville...would be helpful as well- as these are not well lit roads which make dusk travel dangerous. Additionally Prairie Grove residents could leave their vehicles at this park and travel via Ames to Edgewood and on to the prairie path.

Moving multi-use lanes to the west side of Route 31 would be a complete waste as it would not solve anything- as it would not facilitate crossing route 31 from either direction by walkers/cyclists. Extending multi-use lanes south of Ames or North of Gracy is completely unnecessary- given there is not now, or anything built in either direction is short order. Or more simply- those would be paths to nowhere.

2. U Turn Lane at 31 and Ames. Completely useless to put this where it is proposed. There is an opportunity for north bound traffic to turn left at Halfmile Road at a traffic light, and Pingree a few blocks in- so changing direction at this Halfmile facilitates much or what a U Turn lane at Ames would. There is exactly 1 driveway on the west side of 31 between Halfmile and Ames. Was this U Turn lane intended for use by this single driveway?

Adding another lane for traffic turning left (southbound) onto 31 from Ames to cross is illogical and one more reason to move this U Turn elsewhere. If you want to facilitate southbound traffic and help local residents and not just commuters passing through- a better alternative would be to place the U Turn lane north of the Ames intersection. This would allow Prairie Grove residents who travel Ames regularly and wish to travel south...the ability to turn right on 31, then utilize a U Turn lane to change directions. You could place this U Turn between Ames and Edgewood- no reason to place it in an intersection...and you could also use this same lane to allow north bound traffic to enter west side businesses. This would be a much greater use of a U Turn lane the the one currently proposed- which again appears to serve one driveway, a complete waste of asphalt.

3. No Right Turn Lane from Ames onto 31. This is an oversight. As traffic will build upon Ames, as westbound Ames traffic waits to attempt to turn left across 2 lanes of north bound traffic, a U Turn Lane as well as two lanes of south bound traffic and an east bound turn lane.....traffic will backup on Ames more than it does today. Installing a right turn lane on Ames will help to alleviate that as it will provide a dedicated for both north and south

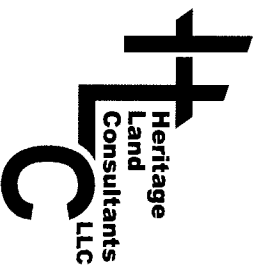
bound traffic from Ames onto route 31.

4. Water/Drainage. This part of Mc Henry County has a tremendous amount of water, both above and below ground. The area of Route 31 and Ames is no exception. The Oak Grove subdivision is directly south and east of this intersection and is home to Thunderbird Lake, an above ground creek and wetlands...and plenty of underground water as well. Multiple homes have had concrete walkways sink and need to be raised, have sump pumps that run 24/7 and flood surrounding grounds with water. Prairie Grove is well aware of this issue, however it does not appear that enough consideration was given to managing water flow in this area- simply moving water to Thunderbird lake via existing above and below ground waterways is not adequate as it risks exasperating an existing situation by bringing additional water flow to this area. Any water that IDOT needs to move- either existing or runoff, should be diverted to well south of the existing Oak Grove subdivision- not through it or under it. As Prairie Grove is aware of water issues in the region, and as IDOT has been advised as well, I expect the impact on local water table and the water flow to be given more than a cursory look by the civil engineering team.

Thank you for your time and for considering these suggestions.

Please feel free to call/email me with questions or concerns on these suggestions.

Terry Dyra  
Oak Grove resident  
815.404.6617  
tdyra@yahoo.com



## **Heritage Land Consultants, LLC**

**HLC Surveying – HLC Engineering – HLC Septic Design**

**Office:** 758 Ridgeway Drive, McHenry, IL 60050

**Tel:** 815-344-3252 **Fax:** 815-344-3257

**Website:** [www.heritagelandconsultants.com](http://www.heritagelandconsultants.com)



March 10, 2017

Re: Rt. 31 Improvements  
Rt 176 (C.L.) to 120 (McHenry).

Mr. Scott Czaplicki – Project Manager  
Illinois Department of Transportation.  
201 West Center Road  
Schaumburg, Il. 60196

Dear Mr. Czaplicki:

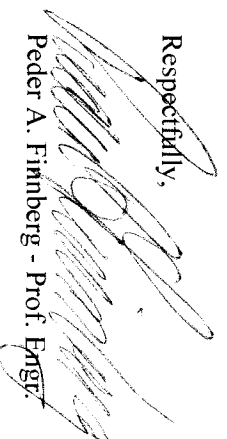
Upon reviewing some exhibit documents for the proposed improvements of Route 31, between Rt. 176 in Crystal Lake and Route 120 in McHenry, I have two items of concern.

The first item is the area between Ames Road and Edgewood . There are some proposals for putting a frontage road on the west side of Route 31 to collect traffic from all the driveways in that area, but I don't see any proposals for the east side of Route 31 in that same area, possibly because there are no driveways in that area. There is however considerable traffic in that area primarily during the morning and evening rush hours. In the morning there is significant traffic on Ames road and trying to turn onto Rt. 31 is problematic. Turning north, it's just the volume of traffic on Ames Road, but turning left, it's the traffic on both roads, which makes that turn extremely difficult. In my opinion there are two ways to adjust this intersection, knowing there is farm field on the northeast corner of Ames & Route 31. (1) the first approach would be to construct a frontage road on the east side of Rt. 31, between Edgewood and Ames. This would negate the intersection at Ames and convey the traffic northward on the frontage road to Edgewood where there would be a traffic signal installed., or (2) just realign Ames Road with two sweeping curves so Ames Road would align with Edgewood, and again, install a stop light at Edgewood. I realize another stop light on Route 31 may not be welcomed by drivers on Rt. 31, but it would make for safer driving conditions, and the traffic is only going to increase in the future.

The second item is the south portion of the hill on Rt. 31, between Brighton Lane and Drake Drive, where the highway makes a steady ascent for about ¼ mile; on the east side of the highway there is an abrupt change in grade from the R/W to the adjacent property; with the widening of the road this grade will become more abrupt. I do not see any retaining walls proposed, so therefore I assume the grade is going to be cut back a considerable distance to make for a standard highway slope, taking out a large forested area with large, mature trees. For this area and other areas like this along the improvement work, can you consider retaining walls.

If you have any questions concerning this transmittal, please contact this office.. Thank you.

Respectfully,



Peder A. Finnberg - Prof. Eng.



Illinois Department of Transportation

**Illinois Route 31**

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

Joe Gottenolla

Organization

Mailing Address

City/State/Zip

Phone

Email

Joe @ McHenryCountyLaw.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

Just Get It Built you are 20 years  
behind schedule

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto: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

# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name Lisa HaderleinOrganization The Land Conservancy of McHenry CountyMailing Address P.O. Box 352City/State/Zip Woodstock IL 60098Phone 815-337-9502 Email lhaderlein@conserveinc.org

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).

Add any additional information that you feel should be considered by the Project Study Group:

- ① We would like to see all oaks and hickories that will be removed replaced with species and caliper inches equal to the total diameter of trees removed.
- ② Establish a "tree bank" in the Village of Prairie Grove where most of the trees will be removed. The bank should be permanently protected and trees planted in a way that will allow them to grow into an oak woodland (i.e. not too close together).
- ③ For every tree (oak or hickory) <sup>removed</sup>, 2 should be planted on the property (or near to) where the tree had been growing.
- ④ Replacement trees should be locally grown and from local acorn & hickory nut material.
- ⑤ Wetland mitigation funds should be used to create new wetland habitat in the same watershed<sup>as</sup>, and physically near to, the impacts. The Land Conservancy has a site north of Brighton Lane and the Fountains that offers up to 8 acres of wetland creation.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto: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.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

Jim Haistler

Organization

Mailing Address

3206 Prairie View

City/State/Zip

Prairie Grove IL

Phone

847.606.5000

Email

JSHaistler@gmail.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

There seems to be no clear method for Prairie Grove residents to head south. No proposed lights at Ames, Gray or Veterans. We can't get out now with 2 lanes. How safe will it be with 4 lanes of traffic?

Need full intersection at Edgewood.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

**From:** [Ruthie Harvey](#)  
**To:** [Czaplicki, Scott D](#)  
**Subject:** [External] Question about a project  
**Date:** Tuesday, February 14, 2017 2:42:48 PM

---

Good afternoon,

I am hoping you can help me with some information about this project:

**P-91-135-99 (IL 31 from IL 176 to IL 120)**

Can you tell me the status of the ROW phase? I was also wondering if you can tell me if a preferred alternative has been chosen for the North Section yet?

Thank you in advance for your help!

Ruthie Harvey  
[ruthieharvey56@gmail.com](mailto:ruthieharvey56@gmail.com)



Illinois Department of Transportation



# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

FEB 14 2017

DISTRICT #1

## Comment Form

Please Print Clearly

Name

Organization

Mailing Address

City/State/Zip

Phone

Email

**Fran Hicks**4701 Edgewood Rd.  
Crystal Lake, IL 60012-1303

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

2/10/17  
Dear Friends,

I attended the meeting Wednesday at the  
Shah Center in McHenry and made a  
mistake with my new e-mail address. I got  
it confused with my old Juno address.

Please correct my address to [Fran.b.hicks@gmail.com](mailto:Fran.b.hicks@gmail.com).

Thank you for your patience

Fran Hicks

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

<b>Address</b>	3508 Lakewood Dr
<b>City-State-Zip</b>	Crystal Lake, IL 60012
<b>Comments</b>	Type any comments you have here: Please add me to the mailing list. Although according to exhibits I am located within the study area, I was not notified of the project or invited to any of the Public Meetings/Hearing. I am very disappointed. I think our whole neighborhood was excluded. I found out about the Public Hearing by chance. It is very sad as TC industries was coordinated with and all the impacts are being pushed into our neighborhood. Coincidence? Sincerely, Julie Hoberg
<b>E-mail</b>	julie.hoberg1@gmail.com
<b>FirstName</b>	Julie
<b>LastName</b>	Hoberg
<b>Organization</b>	resident
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	3508 Lakewood Dr
<b>City-State-Zip</b>	Crystal Lake, IL 60012
<b>Comments</b>	<p>Comments on EA Please accept these comments as part of the Public Hearing commenting period for the Route 31 EA. I agree changes are needed but it appears the study skirted around safety issues and did not include all stakeholders that could have included information helpful to the study. It is very disappointing. Mailing list. How was I, my neighborhood not included? My house is included in one of the study area maps and I have not received any notifications of this project. I found out about the Public Hearing by chance. I had even inquired about the traffic studies and gap analysis at the Village a ways back and was not notified of the project then either. It would have been nice to be involved at the scoping meeting. What are the intersection improvements at Half mile, Ames, Edgewood? I have read the EA online and it did not detail the intersection improvements that I could find. Traffic studies, IDSs, and plan and profile drawings are not included in the EA or its appendices online. They are not included in the traffic noise report either. I wanted to see the profile drawings to see if they matched up with the berms and variable topography along Route 31 between Ames and Half mile but I could not find them in the available reports. Coordination with agencies showed intersection improvements that are not occurring (between Gracie and Ames). How is safety at the Ames Intersection going to be handled as there are roadway deficiencies and safety concerns at these locations? How do the proposed improvements meet the purpose and need? Route 31 through traffic seems well taken care of; however, additional points of conflict will be introduced along Route 31. There are no physical improvements to ped/bicycle facilities besides allowing a ROW setback. The large quantity of bikers that travel down Ames and Gracie to head to Edgewood to access the Prairie Path was not even mentioned in the ped/bike section. I would like a to request a copy of the traffic signal warrant analysis and gap analysis completed for this project. If a gap analysis was not completed, why? That is my main problem trying to turn on Route 31. I have had to routinely wait seven to ten minutes to turn left from Ames Road. Was a traffic simulation completed for the corridor? What will the spacing of the proposed traffic signals be and will that allow for enough gaps for unsignalized minor streets to access Route 31. I am also concerned for winter icy conditions with the raised median. The turning gap looks tight from the drawing I had seen for buses to turn left, let alone my car, especially when the roadway conditions are not good. I have slid multiple times turning left from Ames to Route 31 and had to use the shoulder and or median to gain control going down the hill. Especially scary when so much traffic speeding towards me. Why was the median decision made for a raised median as opposed to mountable? Bus traffic was also not well addressed besides saying that a letter was left unanswered. How about a call to the transportation department. Elementary, Jr High and High School buses access Route 31 and Half mile, Ames and Edgewood on a daily basis delivering kids to and from elementary, middle high and private schools in Crystal Lake and Prairie Grove. If I was included in a mailing list I would have gladly provided the necessary information. With improvements to date there are not enough gaps to allow cars to turn left safely, especially after school hours. I have almost been in three head on collisions while waiting in or entering into the SB LTL on 31 at Ames as people whip around the cars slowing to turn right onto Ames that</p>

	<p>are traveling NB. Where is the information on the proposal to change the speed limit from 55 to 45? I would prefer to keep the 55 mph speed limit. Traffic Noise. How were receptors selected? The two in our neighborhood (Oak Groves Subdivision) do not appear to be representative as there is a small berm in one section and none in another. There are trees in one area and none in the other. The road is higher than the adjacent neighborhood in one section and not in the other. Where is the model input and profile drawings? The maps included in the Traffic noise report do not provide contours, pictures, or any helpful information in deciphering the necessary information. The traffic noise reading seems very low, especially if the roadway profile is also being raised. Is there any way to provide a traffic noise wall or berm to help shield the additional traffic noise between Half Mile and Ames? Trucks are really loud going up the hill. Trees. Is it possible to save more of the large diameter trees? Drainage. Sometimes there is ponding at the bottom of the hill near Half Mile Road that causes hydroplaning during large storm events. Will this be addressed in the proposed improvements? ROW. Isn't it possible to take a little more ROW to the west? It appears that there is some room on the TC industries side. Thanks for allowing comment. I respectfully request a response and copies of the traffic gap and signal warrant analysis. I sure hope changes can still be made to address some safety and other concerns. Sincerely, Julie Hoberg</p>
<b>E-mail</b>	julie.hoberg1@gmail.com
<b>FirstName</b>	Julie
<b>LastName</b>	Hoberg
<b>Organization</b>	resident
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	2018 oak drive
<b>City-State-Zip</b>	Mchenry illinois 60050
<b>Comments</b>	Type any comments you have here: Has a plan been brought forth as to what construction would have to be done? I'm concerned for the historic buildings in mchenry.
<b>E-mail</b>	Will.howe96@yahoo.com
<b>FirstName</b>	Michael
<b>LastName</b>	Howe
<b>Organization</b>	Resist
<b>subject</b>	Submission
<b>Submit</b>	Submit



March 28, 2017

Mayor Sue Low  
Administrator Derik Morefield  
Alderman Victor Santi  
Alderwoman Geri Condon

Re: IDOT Route 31 Widening

Ladies and Gentlemen:

I am writing regarding the proposed project with the hope that City representatives can use their influence to induce IDOT to modify their plans.

Enclosed are printouts of pictures of the portion of the project affecting the Schaid property (SW corner of Kane and 31), my property (NW corner of Kane and 31), and the Low property (SW corner of Meadow and 31). As you can see, the current plan effectively involves a taking of all the parking spaces adjacent to Route 31 on all three properties. Properties across from us are also facing a similar problem.

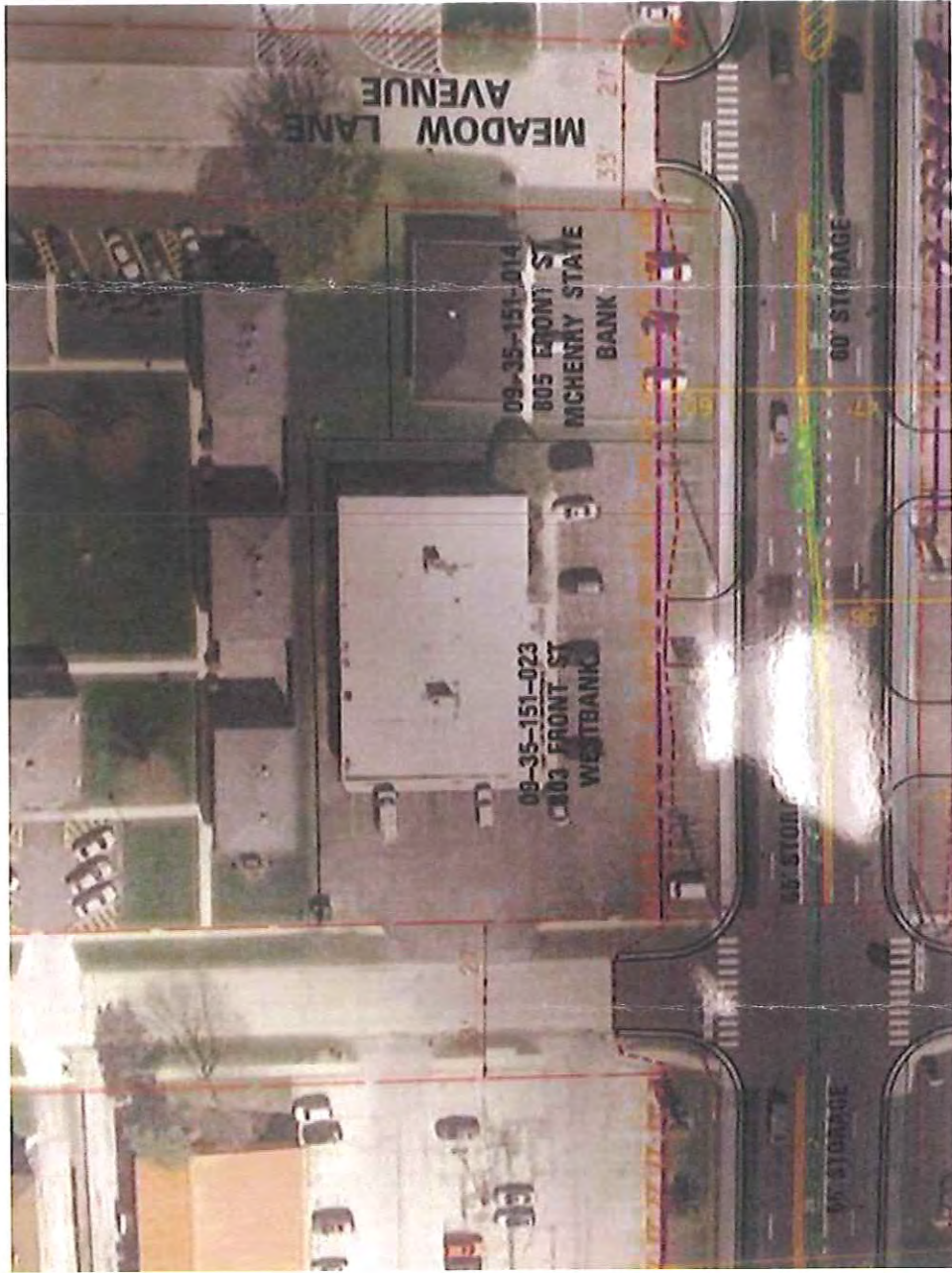
The taking of those spaces will result in a catastrophic economic loss to the owners of these properties. Depending on the particular property, it appears to me the effect could well be a diminution of value of 60 - 80%. This reduction in value will obviously also have a direct impact on tax revenues as the assessed valuation will be impacted by the same percentage.

It seems to me there could be a redesign which would leave that parking intact without altering the fundamental widening of Route 31 itself.

I'm sure I will not be the only owner requesting the City to use its influence to effect modification of the plan.

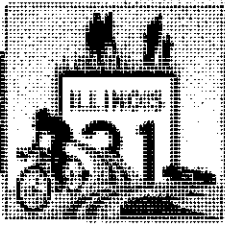
Yours truly,









**Illinois Route 31**

ROUTE 175 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

# Comment Form

Please Print Clearly

Name Emily + Johnathan KalalOrganization residents of Oak Grove Neighborhood in Prairie GroveMailing Address 3733 Thunderbird Ln.City/State/Zip Prairie Grove, ILPhone 815-245-2814 Email emilykalal@gmail.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

Please see attached.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096



Dear Scott Czapilicki and IL Dept of Transportation Bureau of Programming,

I am contacting you to voice my concerns regarding the IL Route 31 (Rt 176 – Rt 120) Preferred Alternative and EA. I am a resident of the Oak Grove subdivision, which is at the corner of Ames Rd and Rt. 31. I attended the recent public hearing and was happy to be able to speak with yourself as well as many other project consultants and representatives so I really could learn more about the plan and attempt to understand aspects of it fully and in greater detail.

First, I want to express my disappointment that our neighborhood HOA was not contacted to be a part of the CAG, however our across Rt 31 neighbor, Terra Cotta Industries was invited. In reviewing the group's notes online, I can see that only a strongly worded letter from TC Industries is represented about the plan, including the sidewalk/multi use path. Essentially our direct "competition" was invited to participate in the process, where as we were not and advocated for the largest impact to be borne by us, their neighbors. What a disadvantage. No group wants the expanding road to solely encroach on their property and this is what is happening to Oak Grove.

Second, the plan is a huge safety concern on several fronts.

1. Ames Rd. intersection: We are not getting a stop light, so to turn left our residents, including many new drivers will have to navigate across a potential multi use path, 2 lanes of traffic and a median. Ames Rd is a 35 mph road, Rt 31 is a 55 mph highway.
2. The multi-use path is a safety concern in and of itself. It seeks to increase the flow of people, strangers, literally in the backyards of several neighbors. There is no privacy or protection from any person using the path. Has a berm or landscaping been considered to offer protection/safety? The location of the path on the East side of Route 31 is also perplexing. One would think that placing the path on the West side of the road would be advisable as this is the side of the Route 31 that the Prairie Path (bike path) runs along. Bikers would be able to get from the Prairie Path to the multi-use path without crossing Rt 31, which would be 4 lanes of traffic plus a median.

Third, I have environmental concerns about the project as a whole. The plan has a significant shift in the water flow as a result of added earth on the east side of 31. Additionally, all the western-most trees will be removed, including those on the berm at the northern most portion of the neighborhood. I have small children, it feels like an example of the Lorax come to life.

Finally, this project will certainly negatively impact the property values of our 82 home neighborhood. Property values are still ailing and have not recovered from the circumstances of 2007/2008 and this project will not help to move things in the right direction. Anything of this nature negatively impacting property values can only hurt our State's already fragile and in my opinion, abysmal, financial condition.

In closing, while I learned, from you, Scott, that there is no funding for this project at this time, I also learned this is the time to speak up. Thank you for the chance to raise my voice in opposition to this project as it stands. I hope my comments, along with the many others I hope you are receiving are thoughtfully considered.

Sincerely,  
Emily Kalal

<b>Address</b>	920 Susan Ct
<b>City-State-Zip</b>	60102
<b>Comments</b>	<p>Type any comments you have here: æ every effort should be made to not take down trees that are \"old growth,\" i.e., &gt; 100 yrs old, because it will be impossible to have a one-to-one replacement. It is not possible to replace trees that are the same diameter as ones that are larger than even perhaps 6\". Old growth oaks are at least 2 to 3 ft across and there is no inventory of trees more than a few years old I'm guessing, nor is it physically possible to replant ones a small fraction of old oak size in any case. æ replacements should not be just any oak or hickory but ones native (red, white, burr oak, etc...). to the area, under advisement of local forestry experts. æ what precisely are the mitigation plans for disposing of contaminated soils, and for the larger amount of construction waste? I hope that material, for instance , isn't simply dumped out of view into quarries, where they could contaminate ground water. Thanks for planning for bike and pedestrian paths and soliciting public comments. Thanks, Gary Kanner</p>
<b>E-mail</b>	kannergary@gmail.com
<b>FirstName</b>	Gary
<b>LastName</b>	Kanner
<b>Organization</b>	Environmental Defenders of McHenry County
<b>subject</b>	Submission
<b>Submit</b>	Submit

BILL KENNELLY

773-255-0976

BKENNELLY@JAFRATE.COM

- QUESTION ABOUT TIMING OF TRAFFIC SIGNALS  
ON RTE 31



Illinois Department of Transportation



# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

ERICA KLINKER

Organization

RESIDENT

Mailing Address

213 S. GREEN ST.

City/State/Zip

MCHENRY, IL 60050

Phone

Email

ERIKAWINKLER8809MAIL.COM

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

EVER SINCE BULL VALLEY ROAD / ROUTE 31 INTERSECTION WAS REDONE LAST YEAR WE HAVE NOTICED A SIGNIFICANT INCREASE IN TRAFFIC NOISE FROM OUR HOUSE ON GREEN STREET. WE ARE CONCERNED ABOUT THE AMOUNT OF NOISE THAT WE ARE GOING TO HEAR FROM OUR HOUSE. WE ARE ALSO CONCERNED ABOUT THE AMOUNT OF TRAFFIC THAT WILL MORE THAN LIKELY USE GREEN STREET DURING CONSTRUCTION. PLEASE PROVIDE US WITH A CITY OF MCHENRY CONTACT OR PLAN TO ADDRESS THIS - MORE POLICE RADAR PRESENCE, LOWERING THE ENTIRE GREEN STREET TO 25 MPH, INSTALLING FLASHING PEDESTRIAN WALKWAY LIGHTS AT MAJOR POINTS OF CROSSING GREEN STREET (IN FRONT OF KNOX PARK TO TURNBERRY DRIVE). IS THERE ALSO ANY PLANS TO EVALUATE TRAFFIC NOISE IN THE RESIDENTIAL AREAS ALONG THE RTE 31 CORRIDOR? WE LIVE 3/4 OF A MILE FROM RTE 31 AND FEEL THAT THIS IS CLOSE ENOUGH TO BE EVALUATED FOR TRAFFIC NOISE, WHO DO WE WORK WITH TO DISCUSS THIS? CONCERNED ABOUT PROPERTY VALUES BEING IMPACTED BY THIS

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096



<b>Address</b>	PO Box 501
<b>City-State-Zip</b>	Crystal Lake, IL 60039
<b>Comments</b>	Type any comments you have here: The Oak Grove Subdivision HOA would like the State to reconsider installation of sound barriers adjacent to our neighborhood. Not only will such barriers increase the safety of our neighbors (especially those upon whom the project will directly impact their property), a sound barrier might lessen the negative impact on our neighborhood\'s property values. We take issue with the sound level study results. We think the study was flawed and does not reflect the probable increase in traffic or the effect of moving the traffic 80 feet closer to our neighborhood. We also take umbrage with the lack of interest in safety at the intersection of Ames and Rt 31 or for the safety of our neighbors who\'s property will be directly affected by this expansion. Thank you for allowing us to subscribe to an email list. Perhaps now we will be informed regarding updates to a project that will have significant affect on our neighborhood, property values and quality of life.
<b>E-mail</b>	bod@oakgrovesubdivision.com
<b>FirstName</b>	John
<b>LastName</b>	Koss
<b>Organization</b>	Oak Grove Subdivision HOA
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	3315 thunderbird lane
<b>City-State-Zip</b>	prairie grove, il. 60012
<b>Comments</b>	Type any comments you have here: from the oak grove subdivision...resident since 2004. ames and rt 31. morning work traffic and from 3pm to 5pm turning left from ames onto rt 31 is most dangerous time to find an opening. many school buses do hold up traffic onto rt 31 from ames. could they turn right instead is??? even slowing to make a right turn onto ames from rt 31 you need to wonder if the guy behind you won't rear end you instead. should have added a right turn lane onto ames from rt 31 when rt 31 road surface was improved with only left turn lanes. in 2004 it was said someday possible a traffic light at edgewood would at least slow down the traffic. and a possible rerouting of ames to edgewood would be a relief., ending ames road at lakewood road oak grove subdivision entrance. yet rerouting ames to edgewood would sadly eliminate many oak trees and pines in that area. too bad for them. more oak trees disappearing again and tree berms along rt31 oak grove subdivision.
<b>E-mail</b>	bkurth1951@gmail.com
<b>FirstName</b>	robert
<b>LastName</b>	kurth
<b>Organization</b>	oak grove subdivision
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	
<b>City-State-Zip</b>	McHenry
<b>Comments</b>	<p>a. Based off the D&amp;E 18 policy, it requires that trees removed be replaced by equally functional trees...it is my hope that the IDOT replaces oak trees with oak trees and hickory trees with hickory trees as it is known that a large percentage of our oak canopy has been lost over the hundred years. I would not want progress and safety to our roads to contribute to the oak canopy loss. This is why replacing oak tree removals with oak tree replacements important</p> <p>b. Not only is the quantity of oak and hickory trees removal important to replace, but also the replacement of the trees\' caliber. It is my hope that a 12 inch diameter oak is replaces with six, two-inch caliber, or however wide the removed tree is.</p> <p>c. We highly encourage the implementation of the points 3.e.2.b where replacement trees are planted as practical to the removal site as possible. If citizen mobilization needs to happen, let the Environmental Defenders of McHenry know.</p> <p>d. How can we track the commitment and implementation of the D&amp;E-18 Policy?</p> <p>e. Of those 1.53 acres of wetlands impacted, how many acres will be eliminated? Be specific about the impacts. We want to make sure that these impacts do not negatively affect Silver Creek Watershed.</p> <p>f. What is the difference between floodways and floodplains?</p> <p>g. We encourage planting native, deeply rooted grasses in the median strips. What would take to make this happen?</p> <p>h. When the multipurpose and sidewalks are established and become a functional attribute communities far and near, like the Fountains, can utilize these for exercise and connection to the businesses to the south</p>
<b>E-mail</b>	ckustral11@gmail.com
<b>FirstName</b>	Christine
<b>LastName</b>	Kustra
<b>Organization</b>	Environmental Defenders of McHenry County
<b>subject</b>	Submission
<b>Submit</b>	Submit

[External] RE: IL 31 Public Hearing

✕ DELETE

← REPLY

↩ REPLY ALL

➔ FORWARD

...



Kathy Martinez &lt;kathym@tcindustries.com&gt;

Fri 2/10/2017 6:12 AM

Mark as unread

To: Czaplicki, Scott D;

Cc: thomaszhayward@gmail.com;

[Enterprise Vault](#)[Bing Maps](#)

+ Get more apps

Good morning, Scott.

Thank you for your time Wednesday evening at the Route 31 Open House Public Hearing. As discussed, Terra Cotta Realty Co. will be submitting two (2) separate Cross Access Easement Documents for the locations identified by IDOT as depicted on the exhibits that we reviewed. I understand John Swierk has requested copies of the Exhibit relating to the access point at Ames Road that is of interest to his firm. I would request that you provide me with copies of the exhibits for both access points for Terra Cotta Realty Co.

Upon receipt, I will review with Mr. Hayward and contact you with any questions. I am interested in completing the review and returning executed Easement Documents to you as quickly as possible.

If you have any questions, please don't hesitate to contact me at 815-333-8235. Thank you.

Kathleen M. Martinez  
General Manager  
Terra Cotta Realty Co.  
3703 S. Route 31  
Crystal Lake, IL 60012  
815-333-8235 - phone

-----Original Appointment-----

**From:** Czaplicki, Scott D [mailto:Scott.Czaplicki@illinois.gov]**Sent:** Monday, January 23, 2017 9:32 AM

**To:** Kathy Martinez; Rosemary Swierk; 'ewitowski@yahoo.com'; 'sellcommercial@yahoo.com'; 'vsmith@mchenry.edu'; 'ujhicks@juno.com'; 'cjones@mchenry.edu'; 'hburnap@wi.rr.com'; 'Route31auto@yahoo.com'; 'jorthowell@yahoo.com'; 'Eberhard.Veit@eisenmann.com'; 'mcdef@owc.net'; 'bebomoore@aol.com'; Doug Martin; Steve Carruthers; 'Shawn\_Cirton@fws.gov'; 'Kathy.G.Chernich@usace.army.mil'; 'Soren.G.Hall@usace.army.mil'; 'Hiway@NundaTownship.com'; 'jjosborn@co.mchenry.il.us'; 'ammiller@co.mchenry.il.us'; 'bdgraham@co.mchenry.il.us'; 'cldaigle@co.mchenry.il.us'; 'w.busse@firstmchenry.com'; 'glenn.richmond@lennar.com'; 'emaxwell@crystallake.org'; 'leejennings@nundatownship.com'; 'pelloso.elizabeth@epa.gov'; 'vsiler@mccdDistrict.org'; 'super@nundatownship.com'; 'sbuchtel@me.com'; 'patrock6@comcast.net'; 'kkrueger@crystallake.org'; 'Gene Potempa'; 'clhorton@co.mchenry.il.us'; 'dthompson@cmap.gov'; 'ddreher@geosyntec.com'; 'buroak@owc.net'; 'cindy.skrukrud@sierraclub.org'; 'mccd@mccdDistrict.org'; 'lhaderlein@conservemc.org'; 'danderson@openlands.org'; 'warrenflb@aol.com'; 'schennings@co.mchenry.il.us'; 'dthompson@cmap.illinois.gov'; 'Abigail

**From:** [Kim Minor](#)  
**To:** ["Jason J. Fluhr"; Czaplicki, Scott D](#)  
**Cc:** [jsinger@prairiegrove.org](mailto:jsinger@prairiegrove.org); [Village President Stan Duda](#)  
**Subject:** [External] RE: IL Route 31 widening  
**Date:** Wednesday, March 22, 2017 11:31:16 AM  
**Attachments:** [image003.png](#)

---

Good Morning All,

Dennis Marunde is the owner of Arvidson & Sons, Inc. located at 3209 S. Rt. 31, Prairie Grove, IL 60014. He can be reached at 815-459-0660 or via email [dennism@arvidsons.com](mailto:dennism@arvidsons.com)

He would like to discuss these concerns with our Engineer.

Thank you Jason.

*Kim Minor*

Kim Minor, RMC, CMC  
Village Clerk



Village of Prairie Grove  
3125 Barreville Road  
Prairie Grove, IL 60012  
PH (815) 455-1411  
FX (815) 455-0783  
[www.prairiegrove.org](http://www.prairiegrove.org)

Email: [kminor@prairiegrove.org](mailto:kminor@prairiegrove.org)

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represent those of the Village.

---

**From:** Jason J. Fluhr [mailto:jfluhr@baxterwoodman.com]

**Sent:** Wednesday, March 22, 2017 11:04 AM

**To:** scott.czaplicki@illinois.gov

**Cc:** kminor@prairiegrove.org; jsinger@prairiegrove.org

**Subject:** IL Route 31 widening

Scott – we are the Village of Prairie Grove’s engineer. A business owner along IL 31 has expressed concerns about access restrictions to his business, Arvidson Pools and Spas, as part of the IL 31 widening project. He acknowledges that he missed the public hearing and hope it’s not too late to influence the design. Mr. Arvidson’s concern is that northbound trucks making deliveries to his business will not be able to access his property very easily. Would IDOT entertain an opening in the median to make a left turn into his driveway? If not, it appears that IL 31 needs to be widened at Edgewood Road in order to accommodate northbound truck U-turns so the trucks can access his and the other businesses on the west side of IL 31.

Also, the Village is concerned about the safety of westbound vehicles on Ames Road making left turns onto IL 31. Its already difficult to make that turn because of the heavy traffic on IL 31 and sight limitations caused by the hill to the north, and widening IL 31 will make it more difficult. Did IDOT evaluate other alternatives at Ames, such as realigning it with Edgewood Road?

Thank you,  
Jason

**Jason J. Fluhr, PE, PTOE**  
**Transportation Department Manager**



main: 815.459.1260 | direct: (815) 444-3222

email:jfluhr@baxterwoodman.com

[www.baxterwoodman.com](http://www.baxterwoodman.com)

8678 Ridgefield Rd., Crystal Lake, IL 60012

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<b>Address</b>	3209 S IL ROUTE 31
<b>City-State-Zip</b>	Crystal Lake, IL 60012
<b>Comments</b>	<p>To Whom it may concern: Only in the last several weeks have I become aware of the plans for the widening of IL Rt. 31 in front of our business. I am writing to raise my great concern over the plan as presented to me a short while ago. The plan as it stands today (to my knowledge) would eliminate the ability of semi-trucks to enter our property and there are no practical alternatives that exist short of a modest revision to the plan. I have met with the Village Board of Prairie Grove, my (commercial) neighbors, and my US Representative (Hon Randy Hultgren). They are all in agreement that my concerns are valid and they are willing to support the only viable and practical solution we can identify. Next I will be contacting my state representative, state senator, and my municipal authorities to bring this matter to their attention and seek their support in fixing the current plan which will absolutely threaten our company's ability to continue doing business from this facility. Please contact me asap to discuss this problem. We have already voiced our concerns to one IDOT official who was present at a public meeting earlier this spring. I was out of town on business and not able to attend that meeting on my own, but one of my partners was there and verbalized our deep and urgent concern about the plan. Looking forward to hearing from someone asap. Sincerely, Dennis Marunde President Ben Arvidson &amp; Sons, Inc dba- Arvidson Pools &amp; Spas 815-861-6996</p>
<b>E-mail</b>	DennisM@Arvidsons.com
<b>FirstName</b>	Dennis
<b>LastName</b>	Marunde
<b>Organization</b>	Arvidson, Inc
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on



\* Internal Tickle

#1704 \*

Due = 3/22/17

A = 3/1/17



McHenry County  
CONSERVATION DISTRICT

QAB  
L KKM  
BUREAU OF PROGRAMMING  
RECEIVED

FEB 24 2017

DISTRICT #1

February 22, 2017

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

RE: Illinois Route 31  
Route 176 to Route 120

Dear Mr. Czaplicki:

Thank you for the opportunity to provide comment on the above project. The McHenry County Conservation District does not have any property directly impacted by the proposed project as presented at the February 8, 2017 public hearing. Several staff members of the District attended and have provided the following comments.

First, it should be noted that the McHenry County Conservation District's existing 26-mile linear multiuse Prairie Trail runs parallel to the proposed shared use path and is separated by a distance of only 400-600 feet within the City of McHenry and does not show a connection between the two trails. A portion of the proposed shared use trail would be a duplication of services and it is our understanding that the proposed shared use trail is not included in the state funding request. The cost of construction and ongoing maintenance would fall to the local governments. The District is not interested in participating in this part of the project at this juncture but would encourage the placement of signage and on-street routes to direct users to the existing multiuse trail to safely traverse north and south through the county and to the western businesses within the City of McHenry.

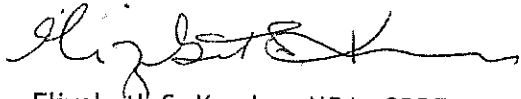
There is concern that the 84 Oak trees and 17 Hickory trees would be impacted by the current alignment and that some of these critical local species could be avoided with a shifting of the project either to the east or west. If such a move is unavoidable, several nearby Conservation Areas (Stickney Run and Silver Creek) could benefit from replacement trees which may be required to mitigate such an impact.

The District may also be able to assist in the anticipated wetland mitigation measures by providing off-site local wetland improvements within the Regional watershed. The District will continue to stay informed on this project as it moves into Phase II.



If you have any questions or we can be of further assistance, please do not hesitate to give us a call.

Sincerely,  
McHENRY COUNTY CONSERVATION DISTRICT



Elizabeth S. Kessler, MBA, CPRE  
Executive Director

c: Bona Heinsohn, President, Board of Trustees  
Stephen Barrett, Vice President  
Brandon Thomas, Treasurer  
Dave Kranz, Secretary  
Pete Merkel, Trustee  
Vern Scacci, Trustee  
Dave Brandt, Trustee  
Robert Nowak, Liaison, McHenry County Board  
Ed Collins, Director of Land Preservation & Natural Resources  
John Kremer, Director of Operations & Public Safety  
Val Siler, Land Preservation Manager  
Amy Peters, Planning Manager



# McHenry County Council of Governments

## Executive Committee

President Rick Mack  
Village of Ringwood  
MCCG President

Mayor Mark Kownick  
Village of Cary  
MCCG Vice-President

Mayor Charles Sass  
Village of Huntley  
MCCG Treasurer

Mayor Donald Lockhart  
City of Marengo  
MCCG Secretary

Supervisor Craig Adams  
McHenry Township  
Chairman of the  
Finance Committee

President Peter Koenig  
Village of Richmond  
Chairman of the  
Legislative Committee

President John Schmitt  
Village of Algonquin  
Chairman of the  
Transportation Committee

President Terry Counley  
Village of McCullom Lake  
Chairman of the Water Policy  
Task Force

President Robert Nunemaker  
Village of Fox River Grove  
Chairman of the  
Mayors Caucus

Chairman Jack Franks  
McHenry County Board  
Ex-Officio Member

Chalen Daigle  
Executive Director  
44 N. Virginia  
Suite 2-A  
Crystal Lake, IL 60014  
815-477-2090 (p)  
847-767-0440 (c)  
cdaigle@mchenrycountycog.org  
www.mchenrycountycog.org

BUREAU OF PROGRAMMING  
RECEIVED

FEB 10 2017

DISTRICT #1

January 31, 2017

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

Dear Mr. Czaplicki:

Thank you for providing the opportunity to comment on the IL 31 Project from IL 176 in the City of Crystal Lake to IL 120 in the City of McHenry in McHenry County. This is an important project for McHenry County and will greatly benefit the residents and commuters in McHenry County.

For the past several years, the McHenry County Council of Governments (MCCG) has included the IL 31 project on their list of transportation priority projects. The list is approved by our full membership (29 municipal and township members) in January and used in meetings with legislators, state officials and local elected officials.

We are excited to see that the project continues to move forward and that Phase I Engineering and the Environmental Assessment have been completed. In addition we are pleased that Phase II Engineering is programmed in the FY 2017-2022 Proposed Highway Improvement Program. The MCCG will continue to support this project through completion and look forward to working with IDOT and our municipal members along the corridor.

Enclosed with this letter is a copy of our 2017 Legislative and Transportation Priorities. Please feel free to contact me with any questions.

Sincerely,

Chalen Daigle  
Executive Director

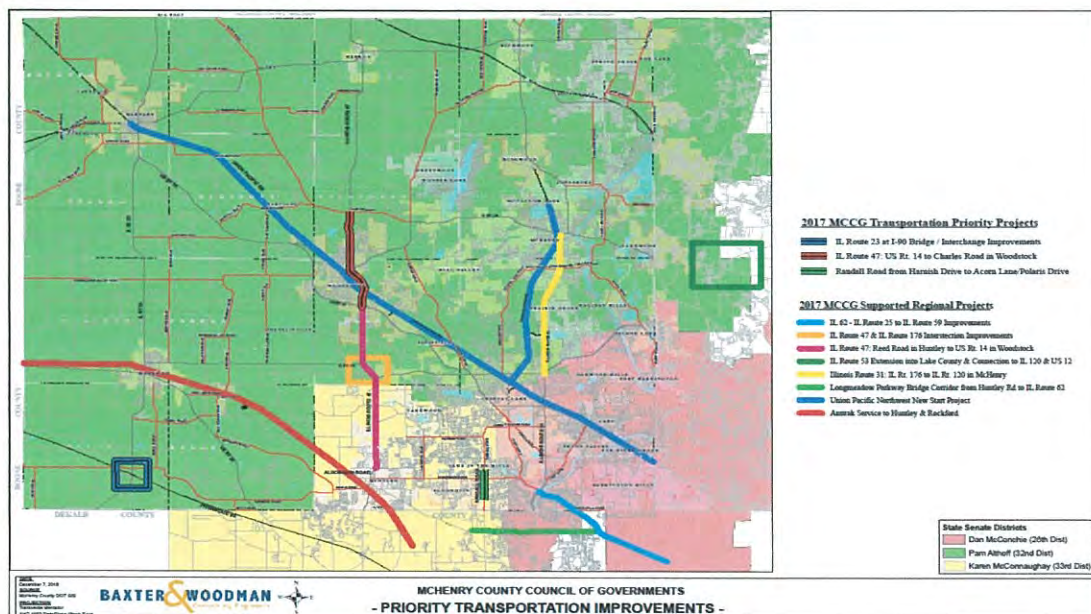
## 2017 MCCG Transportation Priority List

### Key Corridor Projects

- *IL 47 from US 14 to Charles Road in Woodstock*
- *Randall Road from Harnish Drive to Acorn Lane/Polaris Drive*
- *IL Route 23 at I-90 Bridge/Interchange Improvements*
- *IL 47 and IL 176 Intersection Improvements*

### Regional Projects for which the MCCG Supports

- *IL 31 from IL 176 in Crystal Lake to IL 120 in McHenry*
- *IL 47 from Reed Road in Huntley to US 14 in Woodstock*
- *Union Pacific Northwest Line New Start Projects*
- *Longmeadow Parkway*
- *IL 53 Extension into Lake County and connection to IL 120 and US 12 with the addition of an IL 31 Connector project that would help ease possible congestion in Lakemoor, McHenry, Ringwood, Johnsburg and Richmond.*
- *IL 62 Phase I Study in Barrington Hills*
- *Amtrak Service to Huntley and Rockford*



**From:** [Benjamin Redding](#)  
**To:** [Czaplicki, Scott D](#); [Murphy, Kimberly K.](#)  
**Subject:** [External] Illinois Route 31 - Public Hearing  
**Date:** Friday, February 10, 2017 12:14:59 PM  
**Attachments:** [image001.png](#)

---

Scott/Kimberly,

Thank you for moving the Illinois Route 31 project to the Public Hearing stage on Wednesday February 8, 2017. The County is excited to see this project move forward as it is the third highest priority project in the County, behind the two Illinois Route 47 projects.

We look forward to seeing this project progress quickly through the final stages of Phase I and so forth.

Best Regards,

**Benjamin A Redding, P.E., ENV SP, LEED Green Associate**  
Design Manager



**McHenry County Division of Transportation**

16111 Nelson Road, Woodstock, IL 60098

Direct: 815.334.4980 | Cell: 815.482.0358 | Main: 815.334.4960 | Fax: 815.334.4989

[baredding@co.mchenry.il.us](mailto:baredding@co.mchenry.il.us) | [www.McHenryCountyDOT.org](http://www.McHenryCountyDOT.org)



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<b>Address</b>	3610 Thunderbird Ln
<b>City-State-Zip</b>	Prairie Grove
<b>Comments</b>	I live in the Oak Grove Subdivision that borders along Route 31 in Prairie Grove. I would like to see a sound barrier built between the expanded road and private property as there is a strong danger of terrible accidents happening into yards. And the noise pollution lowers the value of our homes. Plus there should be no bike/walking trail on the east side of the road. Plus, the master plan for Prairie Grove called for a cul-de-sac at Ames and 31. Having to make a U-Turn to go South is unacceptable. How are the school buses going to make that turn? Let's rethink this whole thing please??
<b>E-mail</b>	bill@stopngo.com
<b>FirstName</b>	Bill
<b>LastName</b>	Merriman
<b>Organization</b>	
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on





# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name Jon Meyer

Organization \_\_\_\_\_

Mailing Address 6020 Tomlinson Dr.

City/State/Zip Mt. Henry, IL 60050

Phone 815-363-1880 Email jjmeyer77@comcast.net

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

For 2 years, Mt. Henry businesses on Rt 31 South, suffered due to construction. Some had to close due to medians prohibiting travelers going in one direction or another turning into the business. Now, under this proposal, we once again are going to impact Rt 31 South businesses again + my best guess, is force some more out of business due to medians & turning restrictions. I truly believe the need to widen the road is necessary, but IDOT should work with businesses to come up with solutions that meet the traffic needs while avoiding the cause of business closure.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

<b>Address</b>	4802 Patty Ln
<b>City-State-Zip</b>	Ringwood,IL 60072
<b>Comments</b>	I would like to make a suggestion to add a right turn lane to turn east on Ames Rd from northbound Route 31. Also a left turn lane if you are heading southbound. A concern I have about the light at Route 31 & Half Mile Rd is for southbound truck traffic and them having to stop after coming down that hill.
<b>E-mail</b>	gtp302@hotmail.com
<b>FirstName</b>	Tracy
<b>LastName</b>	Morey
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

**From:** [Nicole Mullins](#)  
**To:** [Czaplicki, Scott D](#)  
**Subject:** [External] Oak Grove  
**Date:** Thursday, March 02, 2017 7:31:26 AM

---

Dear Mr. Czaplicki,

I live at 3403 Lakewood in the Oak Grove neighborhood and I share all of the same concerns my neighbors have regarding the Rt. 31 expansion and its impact on my neighborhood. Some concerns are, improper sound testing, use of HOA land, loss of 100 year old living oaks, decrease in home value, corporate influence...

The list goes on and on, but I ask you, Mr. Czaplicki, how would you have me respond when I am driving with my 4 year old every morning trying to take a left from Ames on to Rt. 31 and she looks at and occasionally asks, "Mommy, why is there ribbons and flowers tied around that tree." ?????

Think about it...  
Nicole Mullins

Sent from my iPhone



<b>Address</b>	1702 Cashel Ln
<b>City-State-Zip</b>	McHenry IL 60050
<b>Comments</b>	<p>I just found this website after 10 years of wondering when a traffic signal would be placed at the intersection of Route 31 and Veterans Parkway. Traffic on Rt31 has been increasing over the past 10 years that I have lived off of Veterans Parkway. I have to go south on Rt31 every morning for work and it has become increasingly difficult and dangerous to do so with all the traffic. I like the proposed improvements you have for Rt 31 make it a 4 lane highway from Rt 176 to Rt 120 however with the proposed medians you might place on Rt31 at Veterans parkway it will make it more difficult and DANGEROUS to turn left onto Rt 31 to go to work. I hope that this is something that you will research before approving the project and add the traffic signal at the intersection of Rt 31 and Veterans Parkway.</p>
<b>E-mail</b>	krackerfamily@gmail.com
<b>FirstName</b>	Kimberly
<b>LastName</b>	Nagel
<b>Organization</b>	Homeowner
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit



Illinois Department of Transportation

# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

Tina Napolitano

Organization

Mailing Address

1373 New Haven Dr.

City/State/Zip

Cary IL 60013

Phone

847.997.9929

Email

tstorin@aol.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

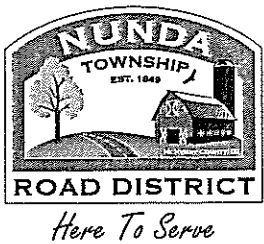
I am very Anxious & excited for this project to come to fruition! A 2-lane highway is just NOT SAFE for such a well-traveled road.

Thank you for holding this hearing for everyone to see & discuss the plans.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

<b>Address</b>	
<b>City-State-Zip</b>	Crystal Lake,IL60014
<b>Comments</b>	1st off regarding Rt. 31 extension of road changes, I would like to say YOU IDOT NEED TO TO THIS WITHIN A SMALL WINDOW OF TIME, NOT YEARS! I HAVE BEEN TO OTHER STATES WHERE THEY HAVE PULLED UP AND LAID ROAD BACK IN 2 DAYS! AND ITS MILES OF ROAD INCLUDING STRIPPING SO I CANNOT SEE ANY EXCUSE WHY YOU CANNOT DO THE SAME! ORGANIZATION NOT LAZY IS WHAT IS NEEDED!
<b>E-mail</b>	michelenelson@pwainc.net
<b>FirstName</b>	M
<b>LastName</b>	Nelson
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit



MIKE LESPERANCE  
HIGHWAY COMMISSIONER

February 15, 2017

BUREAU OF PROGRAMMING  
RECEIVED

Mr. Jose Rios, P.E.  
Illinois Dept. of Transportation  
Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court  
Schaumburg, Illinois 60196-1096

FEB 23 2017

DISTRICT #1

Dear Mr. Rios,

As the Nunda Township Highway Commissioner looking at the overall project improvement of Route 31 from Route 176 to Route 120, I think it is long overdue, much needed and very much appreciated.

As an elected official and concerned citizen I would like to request some changes to the plans.

First, I would like to request retaining walls / sound barriers from Drake Drive Latitude and Longitude 42.260286, -88.286761 to L.L. 42.265039, -88.286778 and from 42.275065, -88.286846 to Ames Road 42.281133, -88.286859. In these two areas there are many residents with very rural settings. On their properties there exist many very old growth and healthy Oak trees. In my opinion, rather than removing them and cutting a steep slope, we could take less land and extend the retaining walls above grade to create a sound barrier.

Second, Ames Road should be re-aligned to Edgewood Road in order to allow all of the residents of Prairie Grove to turn left at the stop light to go to Crystal Lake.

It seems to me now is the time to address this issue while we are already doing a \$75 million dollar improvement. The danger and time, especially in turning left or turning right with a U-turn, could be easily rectified either with a frontage road or an S curve on Ames Road.

I offer as much time and energy as it will take to see these suggestions come to pass. Please call on me for any assistance you may need.

Sincerely,

NUNDA TOWNSHIP ROAD DISTRICT

Mike Lesperance  
Highway Commissioner

cc: Scott Czaplic



From the Bureau of : Programming

Name:	<u>Mike Lesperance</u>	Date:	<u>February 10, 2017</u>
Title:	<u>Highway Commissioner</u>		
Organization:	<u>Nunda Township Road District</u>	Project:	<u>IL 31</u>
Address:	<u>3518 Bay Road</u>		<u>IL 176 to IL 120</u>
	<u>Crystal Lake, IL 60012</u>		<u>P-91-135-99</u>
Telephone:	<u>(815) 459-4410</u>		
E-Mail:	<u>highway@nundaroaddistrict.com</u>	PTB No.:	<u>155-015 &amp; 170-007</u>

---

**Items Discussed:**

Mr. Lesperance requested the Department consider a frontage road that connects Ames Road to a new east leg at Edgewood Road

**Follow-Up:**

Evaluate and respond to request.

By: Scott Czaplicki  
Bureau of Programming/Consultant

**From:** [president@oakgrovesubdivision.com](mailto:president@oakgrovesubdivision.com)  
**To:** [Czaplicki, Scott D](#)  
**Cc:** [Bod](#); [Murphy, Kimberly K.](#); [Brown, Lori S.](#)  
**Subject:** [External] Re: IL 31; Oak Grove HOA Follow-Up  
**Date:** Wednesday, March 01, 2017 12:39:47 PM

---

Scott,

Thank you very much for your response. There is much concern in our neighborhood. Your intention to re-accomplish a traffic count will come as welcome news.

Three schools send busses into our neighborhood daily: Prairie Ridge High School, Hannah-Beardsley Middle School, and Hussman K-5. All three schools' bus routes use Ames road both east and west.

I would ask that the State consider re-accomplishing a noise study during the hours of 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. Empirically speaking, these are the worst times of day along our stretch of Rt 31. I think the previous study was accomplished between the hours of 10:00 AM and 4:00 PM. Traffic is very light during that period.

Thank you for reaching out to me. I will let the neighbors know their concerns are not falling on deaf ears.

Respectfully,

Mary Koss

---

Mary Koss  
President  
Oak Grove Subdivision HOA

On 2017-03-01 12:18, Czaplicki, Scott D wrote:

Mary,

Thank you for all the comments submitted by the Oak Grove subdivision. The comment period is still open, but we want to give you an update that we are starting to evaluate the subdivision's concerns noted below. This is not an all-inclusive list and we intend to address all comments received. We'll keep you posted on our findings. In regards to Item #3, we will perform updated traffic counts at Ames Road. Several residents questioned if the previous traffic counts were taken on school days and included buses along Ames Road. Could you let me know which schools the subdivision is concerned with so we can plan the traffic count accordingly? Thank you.

- . Reduce right-of-way needs and impacts to HOA property
- . Evaluate a traffic noise abatement wall
- . Evaluate warrants for a traffic signal at Ames Road

Scott Czaplicki, P.E.

**From:** [president@oakgrovesubdivision.com](mailto:president@oakgrovesubdivision.com)  
**To:** [Czaplicki, Scott D](#)  
**Cc:** [Bod; Murphy, Kimberly K.; Brown, Lori S.](#)  
**Subject:** RE: [External] Re: IL 31; Oak Grove HOA Follow-Up  
**Date:** Wednesday, March 01, 2017 3:47:41 PM

---

Thanks very much for scheduling that so quickly. I also checked the spring break calendars. I mis-read your email so I was going to tell you exactly what you sent.

Any chance you can order another sound study? If I recall correctly, the location of the sound monitors were not adjacent to our neighborhood - one was north and one was south. I seem to recall the monitor nearest our neighborhood was inoperative. Also, I seem to recall the times of day of the study as somewhat onerous. Can you verify that data? I read through the big book weeks ago, I wish I had taken better notes.

Thank you,

Mary

---

Mary Koss  
President  
Oak Grove Subdivision HOA

On 2017-03-01 14:57, Czaplicki, Scott D wrote:

Mary,

Thank you for the quick reply. I checked the school calendars and all have spring break the last week of March. We've requested the traffic counts be performed before then. I didn't see any other scheduled days off in March.

Scott Czaplicki, P.E.

(847) 705-4678

[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

.



Please consider the environment before printing this message or attachments

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**From:** president@oakgrovesubdivision.com [mailto:president@oakgrovesubdivision.com]  
**Sent:** Wednesday, March 01, 2017 2:43 PM  
**To:** Czaplicki, Scott D  
**Cc:** Bod; Murphy, Kimberly K.; Brown, Lori S.  
**Subject:** [External] Re: IL 31; Oak Grove HOA Follow-Up

Scott,

A neighbor brought to my attention there are two other schools that use Ames on a regular basis: Prairie Grove Elementary and St Thomas. Our neighborhood uses Crystal Lake schools, so I was only aware of the three I mentioned previously.

Regards,

Mary Koss

---

Mary Koss  
President  
Oak Grove Subdivision HOA

On 2017-03-01 12:18, Czaplicki, Scott D wrote:

Mary,

Thank you for all the comments submitted by the Oak Grove subdivision. The comment period is still open, but we want to give you an update that we are starting to evaluate the subdivision's concerns noted below. This is not an all-inclusive list and we intend to address all comments received. We'll keep you posted on our findings. In regards to Item #3, we will perform updated traffic counts at Ames Road. Several residents questioned if the previous traffic counts were taken on school days and included buses along Ames Road. Could you let me know which schools the subdivision is concerned with so we can plan the traffic count accordingly? Thank you.

- 1 Reduce right-of-way needs and impacts to HOA property
- 2 Evaluate a traffic noise abatement wall
- 3 Evaluate warrants for a traffic signal at Ames Road

Scott Czaplicki, P.E.

(847) 705-4678

[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



Please consider the environment before printing this message or attachments

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**From:** [president@oakgrovesubdivision.com](mailto:president@oakgrovesubdivision.com) [<mailto:president@oakgrovesubdivision.com>]



**Sent:** Saturday, February 11, 2017 12:00 AM  
**To:** Czaplicki, Scott D  
**Cc:** Bod  
**Subject:** Re: [External] Rt 31 Construction

Hello Scott,

I have attached my prepared comments.

I must tell you, from the Home Owners Association perspective, the failure to include us in the Community Awareness Group allowed TC Industries to unfairly sway the decision regarding the "preferred design" (I'm referencing the strongly worded letter written by Ms. Martinez in 2014). Had we been given a voice, we would have fervently argued for a different plan. The plan as presented encroaches on HOA deeded property along the entire length of the neighborhood. Our visual and sound barriers are gone. Our neighbors' back yards are shamefully bared to Rt 31 traffic. Property values in the entire subdivision will be negatively affected - not just those looking over Rt 31.

All that vice juniper trees on TCI's commercial/industrial property.

Not surprisingly, there have been many calls for action, both on an individual basis as well as formal response from the Association. I imagine you will be hearing a lot from the Oak Grove neighborhood.

Respectfully,

Mary Koss

---

Mary Koss  
President  
Oak Grove Subdivision HOA

On 2017-02-10 16:50, Czaplicki, Scott D wrote:

Mary,

I wasn't able to attend the public forum, but I believe you may have read a prepared statement. The statements were recorded by a court reporter, but we won't receive the transcripts for a couple weeks. If possible, could you forward a copy of the prepared statement? Thank you.

Scott Czaplicki, P.E.

(847) 705-4107

[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



Please consider the environment before printing this message or attachments

---

**From:** [president@oakgrovesubdivision.com](mailto:president@oakgrovesubdivision.com) <[president@oakgrovesubdivision.com](mailto:president@oakgrovesubdivision.com)>

**Sent:** Thursday, February 9, 2017 8:05 PM

**To:** Czaplicki, Scott D

**Cc:** Bod

**Subject:** [External] Rt 31 Construction

Scott,

It was a pleasure to meet you last night at the hearing.

Please add not only this email address but also [BOD@oakgrovesubdivision.com](mailto:BOD@oakgrovesubdivision.com) to your database for future correspondence regarding the Rt 31 construction.

Clearly the neighborhood is rattled. Any further information you can provide to calm fears or raise awareness would be appreciated.

Regards,

Mary

--

Mary Koss  
President  
Oak Grove Subdivision HOA

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

<b>Address</b>	4520 Carthage Ct
<b>City-State-Zip</b>	Crystal Lake, IL 60012
<b>Comments</b>	<p>Two Comments to voice the two major concerns I have with this project; Increased Noise Pollution and mitigating the negative Environmental impact from Drake Dr. to Half Mile Road...The North facing Hill. As you know, this area has many heritage oaks that will need to be removed in order to widen RT 31. As a licensed Landscape Architect in the State of Illinois, I would welcome the opportunity to meet with your Landscape Architects to review the plans for restoring this area as part of your project. I understand the need to widen the road... (though if "safety" start by lowering the speed limit to 45 on the hill)...but am hopeful that your team will see the need to replace the inches lost at a minimum of 1 for 1. In addition, the understory and seed matrix should support the wildlife that rely on this plant community. We have Fox, Coyote, Deer, Owls, Tree Frogs, Toads, Skunks, Opossum, Raccoons, Hawks, Hummingbird and Bats to name a few. Please plan and plant to support this diverse habitat. Secondly; Noise. I spoke with an Engineer on 2-8-17 that stated you conducted a decibel level survey and determined a sound wall was not necessary. I believe he stated a 69 reading was recorded (averaged?), and the minimum requirement for a wall is 70. As a resident, I can tell you the road is already very loud. Especially In the winter months or when the pavement is wet. I downloaded a free meter and it peaks at 87 dB nearly every time I stand at the corner of my drive @ 220 ft. away. Higher on the hill, where the road falls below the embankment, I would imagine it may be @ 70, but when the grade falls off, and the road is higher than the surrounding grade (@ my property) it is, as stated, very loud. The roadway improvements will add cars and increase noise. I ask that you reconsider a sound wall where the road is higher than the surrounding grade. Thank You Jon Olmsted, PLA</p>
<b>E-mail</b>	j_olmsted@comcast.net
<b>FirstName</b>	Jon
<b>LastName</b>	Olmsted
<b>Organization</b>	Homeowner
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

[External] RE: Route 31 Planning - Pacini / Ebel Farm

 DELETE REPLY REPLY ALL FORWARD

...



PAUL PACINI &lt;pacinigroup@yahoo.com&gt;

Mark as unread

Fri 2/10/2017 11:32 AM

To: info@ilroute31.com;

Cc: Doug Martin &lt;dmartin@ci.mchenry.il.us&gt;;

 1 attachmentEbel Site  
P~.PDF

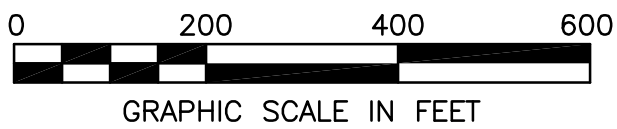
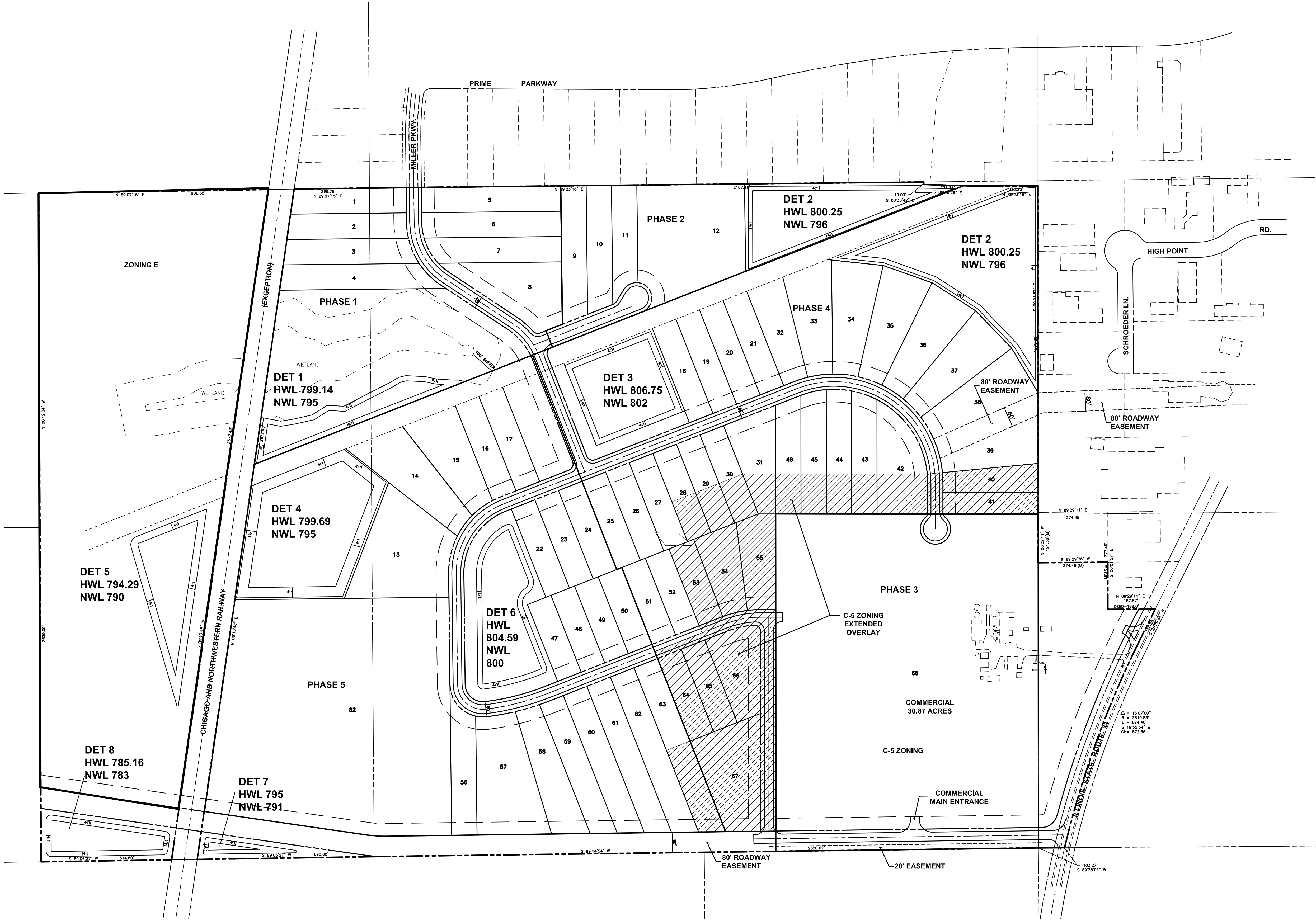
Il Dept of Transportation,

I received documentation regarding plans to widen and make changes to Route 31 from Rt 176 to Rt 120. I would like to submit the attached documents and my contact information. If there is any detail that can be provided regarding changes to the roadway effecting this parcel, I would greatly appreciate it. There had been several requests in the past from both the County and the City with regards to maintaining the opportunity to access this site for a future East /West Route. I would like to know if there is still any interest in maintaining that option. It is also important to clarify the preservation of the current access to this site from Route 31.

Thank You

Paul Pacini  
312-810-8894  
pacinigroup@yahoo.com

Layout Tab Name: EX-1, Images: , Xrefs: 63382-P.dwg; 63382-B.dwg; 63382-TBLK.dwg  
Last Saved By:Abalos, 10/11/2005 8:32:28 AM  
G:\SD\PROJECTS\Pacini Group LLC\63382 - Ebbie Farm\CADD\prelim\Exhibits\63382-DET.dwg Plotted By:Abalos, Dan Plotted:October 11, 2005, 8:59:51 AM

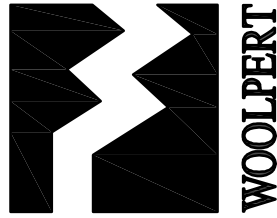


**McHENRY COMMERCE CENTER**  
**PACINI GROUP LLC**

ILLINOIS ROUTE 31  
McHENRY, IL

**CONCEPT PLAN 1**

WOOLPERT, INC.  
1815 South Meyers Road  
Suite 120  
Oakbrook Terrace, IL 60181  
630.424.9080  
FAX: 630.495.3731



PROJECT No: 63382  
DATE: SEPT, 2005  
DES. AA  
DR. RKW  
CKD. JP

REVISION

No. DATE

SHEET NO.

**EX-1**

SEAL





# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name Jeff Pittman

Organization The Chapel

Mailing Address 1809 S. IL 31

City/State/Zip McHenry IL 60050

Phone 262-442-0362 Email jpittman@chapel.org

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

1) Our property is at 1809 S. IL 31 in McHenry. We are interested in gaining cross access with the adjoining property north of us owned by Waste Management. Most of our congregation is from communities north of the property. Specifically on Sunday mornings, having access to go north from our property is critical.

2) The current plans call for eliminating two of our three access points. Since we will be adding a driveway on the south side of our building, we'd like to keep the southern most access for a right only exit. Our plans include a one-way drive on the north of our building, the majority of parking in the back or west of building, and a one-way drive on the south of the building. With two access points, we can have dedicated entrances and exits. Having two access points will provided safer conditions for our congregation to the building.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

<b>Address</b>	3515 Thunderbird Ln.
<b>City-State-Zip</b>	Prairie Grove
<b>Comments</b>	<p>I am deeply concerned with the Mchenry County Rte. 31 expansion plan. The DANGER of getting out of our neighborhood from Ames onto 31 with no plan for a light is my biggest concern! Here are the obvious dangers: 1. Young drivers- Prairie Ridge high school students use Ames/31/Edgewood as a main drag to and from school. 2. Bad weather-foggy, rainy, snowy, icy....all of this makes it even more difficult to get out now. I cannot imagine what four lanes of traffic will cause. 3. School busses- busses leave Ames rd. onto 31 about 14 times per day. (3 public schools busses , 2 private school busses, and 2 band busses X 2= 14) I have been behind them numerous times. They take chances turning left because during those times it is very busy. They will never be able to get out with four lanes of traffic. How will our children get to school? 4. Night driving- it will be very difficult to judge what lane a vehicle is in. It is poorly lit and even now we have a very hard time at night. 5. Increased traffic -adding two lanes of traffic will surely result in increased traffic. This will obviously make it even more impossible for the residents of Prairie Grove and non residents using these roads. 6. Turning right onto Rte. 31 ILO turning left- Even if we turned right onto Rte. 31 from Ames and took Edgewood Rd. west, there will now be two lanes of traffic to watch for. Also, we would have to get into the left lane quickly to turn left onto Edgewood. This creates a very dangerous situation. These dangers listed can easily be solved by adding a traffic light at Edgewood and Rte. 31 and extend Edgewood east of 31 to Ames. Right now it is very stressful when leaving our subdivision at certain times of the day. I anticipate accidents, injuries and worse. I read in a previous document that a traffic light is not \"fiscally necessary\". How many injuries and/or lives need to be lost in order for it to be fiscally necessary? In addition to the danger....as if I need to add more concerns... The loss of privacy and noise conditions for the homes that back up to the well planted tree line along 31. Please, please do not remove those trees or burn! I can not imagine having my home back up to a four lane highway, can you? I appreciate your time and do hope these concerns are heard and resolved. Chris and Terri Regione</p>
<b>E-mail</b>	reg9900@aol.com
<b>FirstName</b>	Terri
<b>LastName</b>	Regione
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit

<b>Address</b>	3519 Oakleaf Lane
<b>City-State-Zip</b>	Prairie Grove, Illinois 60012
<b>Comments</b>	<p>As a concerned citizen and resident of Prairie Grove, I have a vested interest in the Route 31 improvement project. 1. Firstly, the planned initiative will directly impact my property as the back of my house faces Route 31 just south of Ames Road. As I understand the project plan, natural sound barriers are not intended which would directly impact the value and salability of my home. As a senior citizen, this is obviously of great personal concern. 2. I have issues with storm water runoff which directly affects my property in a heavy rain. I understand this topographical area has had a history of storm water run off issues which has triggered remedial actions and has improved, but is still not ideal and continues to result in standing water on the low-level areas of the property and rushing water from neighboring properties in a heavy rain. I don't see where this issue has been acknowledged or addressed in the Route 31 improvement project, which is an additional concern. 3. Being an environment, health and safety professional, I am concerned with the removal of trees, impact to rural properties and wildlife in the area. I have deer, wild turkeys and coyotes on my property indicating habitats in the immediate area. 4. The ability to turn onto Route 31 from Ames in any direction is an on-going safety concern and should be strongly evaluated to promote the best and safest alternative with the road improvement effort. Please do not hesitate to contact me with any questions or additional information. Kind Regards, Susan M. Reinhardt, C.S.P.</p>
<b>E-mail</b>	smr4nexus@gmail.com
<b>FirstName</b>	Susan
<b>LastName</b>	Reinhardt
<b>Organization</b>	
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on



## [External] Comments on the route 31 expansion - from 1903 S. Route 31 (McHenry Heating & Excavating)

✕ DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...



Mike Rogulic <Mike@mchenryheating.com>

Fri 3/10/2017 4:36 PM

Mark as unread

To: info@ilroute31.com;

Cc: Czaplicki, Scott D; Matt Rogulic <Matt@mchenryheating.com>;

[Enterprise Vault](#)

[Bing Maps](#)

+ Get more apps

We will be losing up to 10 of our parking spots

We have a digital sign which will need to be moved which the base consists of 30 yards of concrete as well as a couple thousand dollar steel reinforcement cage.

The right away will be very close to our well.

The drawing we saw at the Public Forum at the Shah Center has a Google Earth view of our property which is from before 2011. The current site is over 6 acres which is 50% developed and am planning on expanding in the near future. There is a now an 14,400 square foot building which houses among other things, an excavating company. We typically run 6 trucks daily in and out and perform emergency water main repair at all hours of the day/night. We also own large permit required equipment that comes and goes on a regular basis. Not having access from or to the northbound lane will be extremely detrimental to our business. On top of our own trucks we also run a recycling facility where approximately 20-50 tractor trailers come and go dropping off materials to be processed or pick up materials that have been recycled. Including our trucks we had approximately 3,000 trips coming and going last year alone. Not allowing truck to access this property will create a tremendous amount of congestion because they will be forced to turn around in our neighbors parking lots, Hi-Point Rd, Veterans Parkway or Prime Parkway. We feel it will be detrimental to our company and the flow of traffic through that area if we do not have a turn lane or mountable median to allow North and south access to our property.

I appreciate your time in this matter.

Regards,

Mike Rogulic  
McHenry Heating & Air, Inc.  
4561 Prime Parkway  
McHenry, IL 60050  
815-444-9900

[www.mchenryheating.com](http://www.mchenryheating.com)

[www.mchenryplumbing.com](http://www.mchenryplumbing.com)

[www.mchenryexcavating.com](http://www.mchenryexcavating.com)



**From:** [Gerhard Rosenberg](#)  
**To:** [info@ilroute31.com](mailto:info@ilroute31.com)  
**Cc:** [Pat Wirtz](#); [LC-Donald Schmidt](#); [LC-George Lamm](#); [LC-James Johnson](#); [LC-Zelinda Paluch](#); [LC-Kaaren Gies](#); [LC-Nick Bennett](#); [AAAA-Jeff Varda](#); [LC-Pat Schafer](#); [LC-Robin Schmidt](#); [LCb-Marya Dixon](#)  
**Subject:** [External] Review comments / recommendations for proposed IL 31 widening  
**Date:** Wednesday, March 08, 2017 4:30:08 PM  
**Attachments:** [IL 31.doc](#)

---

3/8/17

Scott,

I have reviewed your 31 120 to 176 proposed widening project and determined widening to 4 lanes from McHenry to Crystal Lake is not in the best interests of residents living in McHenry or helping to preserve the small town and historical characteristics of our small city.

Prior IDOT projects proposing 4 lanes going west to Woodstock fortunately died and hopefully proposals to widen rt 47 through Woodstock with 5 roundabouts will also never be built.

IDOT's planning is to push as many vehicles down a highway according to over estimated population predictions when our populations are actually declining.

Has anyone from IDOT contacted our City of McHenry as to how our citizens and historic preservationists will approve or object to your project.

As a concerned resident of McHenry and a historic preservationist 9 items describe in more details other major concerns with your IDOT proposal are attached as a word document.

I am looking forward for IDOT's response to my 3/8/17 email and attached 9 word.doc review comments.

Thank you,

Gerhard Rosenberg

## REVIEW COMMENTS PROPOSED IL 31 WIDENING

1. Recently RT 120 east of RT 31 and RT 31 north of RT 120 were made into 4 lane roads resulting in speeding traffic exceeding speed limits up to Walmart in Johnsborg where roads decrease to 2 lanes. **There is no need to continue this 4 lane speedway through McHenry south to RT 176**
2. Existing traffic approaching the RT 120 interchange with closely spaced cross streets slows down, and aligns itself in proper lanes to access RT 120. Existing traffic lanes at some cross streets directly south of RT 120 could be modified to right turn in and right turn out.
3. Both sides of Rt 31 directly south of RT 120 have historical buildings adjacent the street which should not be demolished. Waukegan Rd. at RT 31 should be made into a culdesac
4. Proposed 18' to 28' wide medians become maintenance problems taking up more road space whether concrete or planted with grass or vegetation.
5. Consider additional concrete for 2 additional lanes, turning lanes, new impervious surfaces requiring drainage and issues with environmental and wetland areas.
6. Proposed 4 lane roadway has to jog 5 to 6 times east and west to avoid wet lands, Terracotta buildings, cemetery, residential property and natural gas electrical sub station
7. Table 2-1 Traffic volume indicates negligible increases/decreases 2005 to 2009 . Increases in 2040 are debatable / questionable considering loss of population as is occurring now.
8. Safety concerning most rear end crashes is due to drugs, cell phones, texting and inexperienced drivers. Adding 2 more lanes will provide more speed and less time and more space for accidents to occur.
9. Forget about IL 31 widening to 4 lanes to RT 176. Consider additional right turn access lanes and single left turn lanes along the existing 2 lane roadway. to prevent cars from backing up during rush hour to make turns.

Gerhard Rosenberg  
3716 Waukegan RD.  
McHenry IL 60050

2/8/17

[External] Rte 31 expansion

✖ DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...



Gurbax saini <gurbaxsaini@yahoo.com>

Thu 2/9/2017 4:47 PM

Mark as unread

To: Czaplicki, Scott D;

Enterprise Vault

Action Items

+ Get more apps

Hi Scott,

It was nice meeting you last night in Mchenry. I had talked to you about getting right in/out to our plaza at southwest intersection of Rte 31 and Shamrock drive in Mchenry ( across the street from where we were last night).

We would really appreciate you looking into it and giving us the guidance.

Respectfully,

Gurbax Saini  
847-341-0571

Sent from my iPhone



# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name

Ed SAHbury

Organization

Mailing Address

2016 S. Rte 31

City/State/Zip

Mchenry IL 60050

Phone

815-363-9466

Email

blue tool pro@aol

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

Proposed changes to direct  
Access to Property are NOT  
Acceptable. We need  
Direct Access to North and  
South Rte 31.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

MIDTOWN WAREHOUSE AND STORAGE  
2016 S. IL ROUTE 31  
MCHENRY, IL 60050  
815-363-9466

244 STORAGE SPACES

26'MOVING TRUCKS, SEMI TRUCKS AND TRAILERS

25% COMMERCIAL TENNANTS:

MIDTOWN WAREHOUSE AND STORAGE – 26'MOVING TRUCKS DAILY

MCHENRY LIMOUSINE – 24' LIMOS

ILLINOIS MAILING SYSTEMS - DAILY SEMI LOADS

WAUCONDA MOTOR SPORTS – CAR HAULERS, TRAILERS, CAR TEST RIDES

CONCRETE CONTRACTORS – 4

PLUMBING CONTRACTORS – 6

CARPENTERS/RE-MODELERS- 12

FLOORING CONTRACTORS – 2

FOOD SERVICE – 5

SERVICE INDUSTRY – 25

HEATING & A/C – 2

WE NEED DIRECT NORTH AND SOUTH ACCESS TO ROUTE 31  
FRONTAGE IS LEASED LONG TERM TO A USED CAR OPERATION

MIDTOWN WAREHOUSE & STORAGE CONTACT:

ED SALISBURY

815-363-9466 OR 815-378-9309





# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name Randall Schietzelt  
Organization The Land Conservancy of McHenry County  
Mailing Address 4419 Walkup Road  
City/State/Zip Crystal Lake, IL 60012-1846  
Phone 815-355-1710 Email randall.schietzelt@gmail.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

1. All wetland mitigation funds should go to local projects within the affected watershed, particularly any that create wetlands (IE. compensatory flood storage). Wetland banks in other watersheds will not help local flooding.
2. A number of oak and hickory trees will need to be removed with this project. The plan calls for planting natives, but this should be further specialized to include many more planted oaks and hickories than were removed. McHenry County is known for its oak forests on the glacial terrain. The benefits of this project should enhance the Counties ecosystems. Please include this specific planting request in the plan.

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096



From the Bureau of : Programming

Name:	<u>Jim Scholz</u>	Date:	<u>February 8, 2017</u>
Title:	<u>Executive Director</u>		
Organization:	<u>McHenry Public Library</u>	Project:	<u>IL 31</u>
Address:	<u>809 Front Street</u>		<u>IL 176 to IL 120</u>
	<u>McHenry, IL</u>		<u>P-91-135-99</u>
Telephone:	<u>(815) 385-0036</u>		
E-Mail:	<u>jscholtz@mchenrylibrary.org</u>	PTB No.:	<u>155-015 &amp; 170-007</u>

---

**Items Discussed:**

The library is looking to construct a new facility in NW corner of property and demolish the current building. Erickson Engineering is their consultant. They, along with the two businesses to the south, share a private 6" cast iron sanitary sewer. The sewer is undersized and shallow (~5'). They are considering a lift station in the NE corner of their property as part of their redevelopment and will connect to the City sanitary sewer. The private sewer is not shown in the EDP, but they believe it will be in the Pr ROW. They may be looking to change the entrance location along IL 31.

**Follow-Up:**

Send the EDP, PDP and P&P to markup their sanitary sewer and potential new entrance location.

By: Scott Czaplicki  
Bureau of Programming/Consultant





Lift Station

**Sanitary Manhole**

- North Model Manholes
- South Model Manholes

**Sewer Air Release/Clean-Out I**

- Air Release
- Cleanout

- **Sewer Stubs**

**Sewer Pipe**

- Conduit 6" - 15"
- Conduit 18"+
- Force Mains

**Municipal Limits**

**McHenry County Lot Lines**

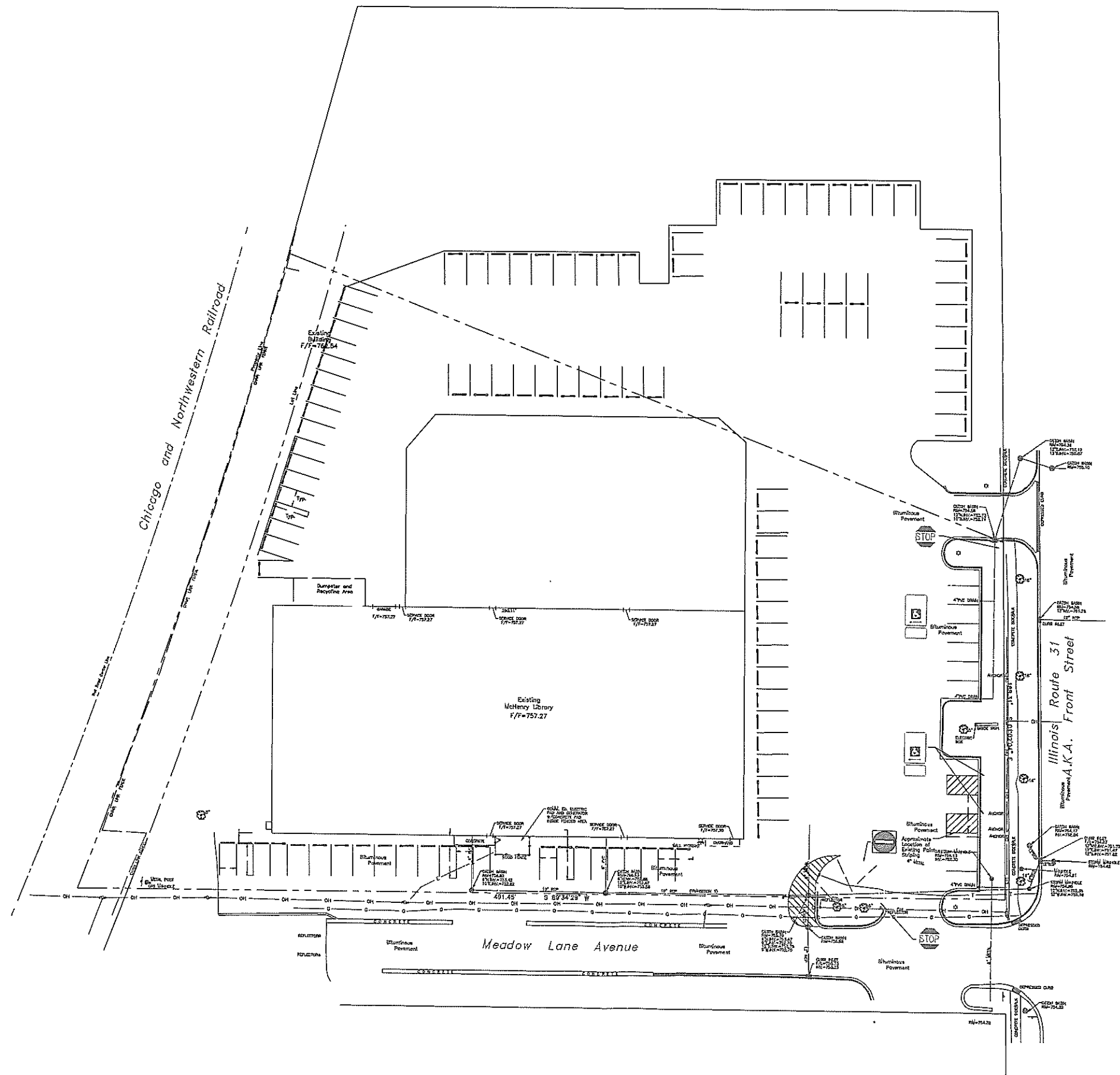
**McHenryCity2012.sid**

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

**NOTES:**

This map was generated using the City of McHenry's GIS Web Mapping Application.  
This map is a user generated static output from an Internet Mapping Site and is for reference only.







Illinois Department of Transportation

# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name STEVEN SCHWARZ, SE, PEOrganization HR GreenMailing Address 420 N Front StCity/State/Zip McHenry IL 60050Phone 815-479-8392Email sschwarz@hrgreen.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

This project is long overdue & greatly needed. I hope this moves along to Phase 2 & 3 quickly. A local design firm intimate with the area should perform Phase 2 (HR Green)

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

<b>Address</b>	600 NORTH ROUTE 31
<b>City-State-Zip</b>	Crystal Lake, IL
<b>Comments</b>	I am very concerned about this project having no left turn into our Scout Office. We recently invested in this area to be convenient for our members to get in and out of quickly. If this project goes forward, we would look at relocating.
<b>E-mail</b>	scott.seibert@scouting.org
<b>FirstName</b>	Scott
<b>LastName</b>	Seibert
<b>Organization</b>	Boy Scouts of America
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	28955 RT 173
<b>City-State-Zip</b>	Antioch Il 60002
<b>Comments</b>	I was told at the open house last week that the detailed plan documents shown in multiple sections would be available on this web site this week. However I do not see those.
<b>E-mail</b>	shepardd@thelensg.com
<b>FirstName</b>	Dan
<b>LastName</b>	Shepard
<b>Organization</b>	Thelen Sand & Gravel Inc.
<b>subject</b>	Submission
<b>Submit</b>	Submit

**From:** [jeanlsmith2@yahoo.com](mailto:jeanlsmith2@yahoo.com)  
**To:** [Czaplicki, Scott D](#)  
**Subject:** [External] Route 31 expansion  
**Date:** Thursday, March 02, 2017 8:17:36 PM

---

Scott

Hi Scott, my name is Jean Smith and I am a resident of Oak Grove subdivision. I work for a construction company (Berger Excavating Contractors) which has worked on many IDOT jobs so I am very familiar with all the work that goes into a major road project. I do appreciate anything you can do to assist our subdivision with our concerns, including safety, noise and placement. In addition to these concerns, I have an additional concern and that is with water runoff.

In 2004, we worked very hard with the Village of Prairie Grove and Hank Braley of Wynwood Builders to fix a major water runoff issue that effected many lots in the subdivision. Most of the people who were effected have moved away and current residents are unaware of the issues we faced. There is a culvert running beneath 31 about 1/2 mile south of Ames. Water from the farm fields west of 31 drains through this culvert. After coming through the culvert, the water use to flow through the backyards of many our residents. The amount and velocity of this water was truly amazing. An independent engineer was hired to evaluate this flow. The engineer determined that the water coming through the culvert was flowing at 46 cubic feet per second (May 17, 2004... date studied) as it flowed through the yards the rate increased due to the slope. On lot 30, the flow was determined to be 83 cubic feet per second.

As a result of this study, Wynwood Builders agreed to install a drainage easement which is located adjacent to route 31 running from the culvert south to an underground drain which goes into the retention area. This drainage easement has worked tremendously since being installed. Several times every year you can see where the grass in the easement has been knocked down due to the water runoff.

I can see that a box culvert is on the Route 31 expansion plan in what appears to be the same location. I can not tell from what I have seen if any plan has been developed to direct the water coming out of the culvert to somewhere other than the back yards.

Please let me know if this water run off issue has been addressed in the Route 31 expansion plan. I can provide copies of letters from engineers, the Village, the Builder and pictures of channel erosion. I know the village of Prairie Grove also has documents on file if needed.

Thanks for your assistance.

Jean Smith  
815-814-7556

Sent from my iPad



# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

## Comment Form

Please Print Clearly

Name **Denise Strom, Property Manager**Organization **McDonald's Corporation**Mailing Address **711 Jorie Boulevard, Third Floor**City/State/Zip **Oak Brook, IL 60523**Phone **630-234-9775**Email **denise.strom@us.mcd.com**

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).

Add any additional information that you feel should be considered by the Project Study Group:

I had an opportunity to attend the public hearing on February 8, 2017. I also had the opportunity to review the proposed taking of the McDonald's restaurant parcel. I would like to propose that the right of way taking be moved to the West far enough so that, together with the proposed temporary construction easement ("TCE"), McDonald's parking spaces and retaining wall would not be adversely affected by the taking and the TCE. The restoration costs to our site would be considerable if the retaining wall is affected. 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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

## [External] Route 31 - Planning

John Swierk <[jswierk@ddcaarchitects.com](mailto:jswierk@ddcaarchitects.com)>

Thu 2/9/2017 1:06 PM

To: Czaplicki, Scott D <[Scott.Czaplicki@illinois.gov](mailto:Scott.Czaplicki@illinois.gov)>;

Scott.

We met yesterday at the Public Hearing for Rt 31 in McHenry.

Please forward a pdf of the proposed cross easement plan for Route 31 at Ames Road.  
I own the property at 3321 S. Route 31 and will be working with Terra Cotta to provide the easement Agreements required for IDOT to design & Construct the driveway.

As discussed, we will review the proposed plan and provide comments to you.

Please contact me if you have any questions.

Thanks

**John Swierk, AIA**

President, NCARB

LEED AP BD+C



**Direct Design Ltd.**

**Carroll Associates**

3321 S. Route 31

Prairie Grove, IL 60012



<b>Address</b>	3804 Main
<b>City-State-Zip</b>	McHenry, IL 60050
<b>Comments</b>	We need a stoplight at the Main and Front intersection
<b>E-mail</b>	gretchen48@sbcglobal.net
<b>FirstName</b>	Gretchen
<b>LastName</b>	Thomas
<b>Organization</b>	
<b>postal-list-box</b>	on
<b>subject</b>	Submission
<b>Submit</b>	Submit

2012- last public meeting

PUBLIC HEARING



Illinois Department of Transportation

## Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

### Comment Form

Please Print Clearly

BUREAU OF PROGRAMMING  
RECEIVED

Name

Nancy A. Tober

FEB 22 2017

Organization

DISTRICT #1

Mailing Address

4614 Shady Oaks Lane

City/State/Zip

Crystal Lake, Illinois 60012-1921

Phone

815-459-2982

Email

nancytober@AOL.com

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).

Add any additional information that you feel should be considered by the Project Study Group:

I have lived along Route 31 for 56 years. Our subdivision (Deering Oaks Estates) is a quiet, peaceful community where the residents enjoy nature and its benefits. I am very concerned with the proposed widening project of this highway, and the sidewalk and shared use path. There is presently a bike path that goes to McHenry and beyond. It is located 1/2 mile west of Route 31. A much safer path than along a 4 lane highway. Why is another one needed? Another very large concern of mine is noise. Are you planning a noise barrier? I certainly hope so. Traffic noise would increase with 4 lanes and my house would be closer to that noise. A noise barrier would be needed. I certainly hope my peaceful living would not be a thing of the past. Thank you for your consideration in these matters.

Nancy A. Tober

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

<b>Address</b>	3615 Oakleaf Lane
<b>City-State-Zip</b>	Crystal Lake, IL 60012
<b>Comments</b>	<p>Dear Mr. Czaplicki, As a resident of the Oak Grove Subdivision located at the corner of Route 31 and Ames Road, I am very concerned about the impact of widening 31 to the East near that intersection. As reported in the Northwest Herald on January 31, 2017- \"Report concludes 1 Illinois home in 5 \"seriously\" underwater.\" (<a href="http://www.nwherald.com/2017/01/30/report-concludes-1-illinois-home-in-5-seriously-underwater/ajdl3t9/">http://www.nwherald.com/2017/01/30/report-concludes-1-illinois-home-in-5-seriously-underwater/ajdl3t9/</a>) Although I understand that the property is owned by TC Industries, the impact on Oak Grove home values would be devastating. Most homes in the neighborhood have already been hit hard by the economic recession, the real estate crash, and the high tax rate in McHenry County making it nearly impossible to sell our homes much less without taking a loss of equity. I respectfully ask that you consider widening Route 31 to the west on industrial land where the financial consequences to the neighborhood and its residents would be lessened. Thank you for your consideration- Leslie Tremblay 847-431-4294</p>
<b>E-mail</b>	latremblay@comcast.net
<b>FirstName</b>	Leslie
<b>LastName</b>	Tremblay
<b>Organization</b>	Oak Grove HOA
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	4613 oakcrest rd
<b>City-State-Zip</b>	crystal lake illinois 60012
<b>Comments</b>	1. Traffic slows down in this section (1/2 mile road and College Hill) due to no left turn lanes and becomes backed up. In this stretch of 31,adding left turn lane can handle the volume in lieu of 4 lanes. With just the left turn lane Safety would increase because idiots won't use the shoulder to pass on the right doing 50-55 mph. Cars behind the idiot taking the shoulder do not have time to react to this action and will rear end the car turning left. The other fatal collision at oakcrest and 31 was due to another idiot who wanted to go faster and pass the slower car on the left going uphill in a no passing zone. this was the last thing he did. It is about obeying rules of the road and speed limits. 2. Installing \"No Engine Braking\" signs will help in noise reduction. 3.Need to have noise or sound barrier. Cars with bad exhausts, high rpm, loud music,and vibration rattles the house. It is also large volume truck traffic, especially early mornings stating at 4:30 am. Need to add No Engine Braking signs.
<b>E-mail</b>	marktropinski@aol.com
<b>FirstName</b>	Mark
<b>LastName</b>	Tropinski
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit

Address	3510 Washington St
City-State-Zip	McHenry
Comments	Could you please tell me which buildings will be demolished in the City of McHenry? Was this discussed at the 2/4/17 meeting? It's not clear on the project site. Thank you.
E-mail	sassandahalf@yahoo.com
FirstName	Michelle
LastName	Trost
Organization	
subject	Submission
Submit	Submit





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

FEB 27 2017

REPLY TO THE ATTENTION OF:

E-19J

Matt Fuller  
Federal Highway Administration – Illinois Division  
3250 Executive Park Drive  
Springfield, Illinois 62703

**Re: Draft Environmental Assessment for the IL Route 31 (From IL Route 176 to IL 120) Project, McHenry County, Illinois**

Dear Mr. Fuller:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced document dated January 18, 2017, which was produced by the Illinois Department of Transportation (IDOT), in coordination with the Federal Highway Administration (FHWA). We are providing comments pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, Section 404 of the Clean Water Act, and in accordance with EPA's role in the NEPA-CWA Section 404 Merger Process.

The proposed project involves addition of roadway infrastructure on IL Route 31, between IL Route 176 and IL Route 120. The proposed project is broken into three separate sections: South Section, North Section, and IL Route 120 Intersection.

Alternatives carried forward for the South Section:

- Alternative S-5 (Preferred Alternative for the South Section). Widen to 4 lanes with 30-foot raised median; and
- Alternative S-6. Widen to 4 lanes with 30-foot depressed median and 10-foot shoulders.

Alternatives carried forward for the North Section:

- Alternative N-2 (preferred alternative for the North Section). Widen to 4 lanes with an 18-foot raised curb median.

Alternatives carried forward for the IL Route 120 Intersection:

- Alternative 120INT-1 (preferred alternative for the IL Route 120 Intersection). Construct a five-lane cross section (two lanes in each direction with a two-way left turn lane); and

- Alternative 120INT-3. Widen the IL Route 120 intersection for additional capacity. A 30-foot raised median with two 12-foot through lanes would be constructed in each direction.

Other Alternatives carried forward for consideration:

- No Action Alternative. The project does not proceed; and
- Congestion Management Process Alternative. Perform safety and infrastructure alterations without adding any new infrastructure.

We do not object to any of the three preferred alternatives. Additionally, we have comments that we urge FHWA and IDOT to consider before producing a Final EA (FEA) and Finding of No Significant Impact (FONSI), as stated below.

#### Stormwater Management

We support the stormwater management features and erosion control best management practices (BMPs) incorporated into this project. We do, however, urge FHWA and IDOT to consider constructing enough stormwater storage capacity for the volume of stormwater associated with a 500-year flood event.

#### Air Quality

We recommend FHWA and IDOT commit to reducing air emissions from internal combustion vehicles during the construction phase of this project. A list of BMPs is found in the enclosed document *U.S. Environmental Protection Agency Diesel Emission Reduction Checklist*.

#### Pollinator Habitat

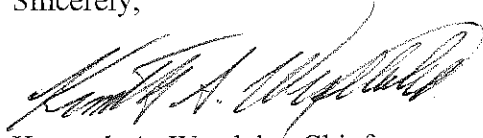
The 2014 Presidential Memorandum entitled, *Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators*, responds to evidence of steep declines in certain pollinator populations. Pollinators are critical contributors to our nation's economy, food system, and environmental health. Vegetation within the project area can provide much needed habitat for pollinators, providing food, shelter, and connections to other patches of habitat. Maintenance staff and landscape designers can all take steps to improve the quality of vegetation to benefit pollinators, steps that can also reduce costs, maintain public safety, and improve public good will. The FEA and FONSI should include specific commitments by FHWA and IDOT to incorporate pollinator habitat into the project where practical.

#### Transportation Linkages

We applaud FHWA and IDOT for committing to constructing sidewalks and providing linkages between sidewalks and local trails, consistent with IDOT's Complete Streets Policy. We recommend FHWA and IDOT identify potential locations where constructing sidewalk or trail crossings over or under IL 31 and IL 120 would be beneficial for the safety of pedestrians and bicyclists. This would include (but not limited to) sidewalk routes that lead from residential areas to schools and/or shopping centers that would require crossing IL 31 or IL 120. FHWA and IDOT should also consider the proposed wildlife crossings as potential trail and sidewalk crossings.

We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at [sedlacek.michael@epa.gov](mailto:sedlacek.michael@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake". The signature is fluid and cursive, with the first name "Kenneth" being more prominent.

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

Enclosure: U.S. Environmental Protection Agency Diesel Emission Reduction Checklist

cc: Scott Czaplicki, Illinois Department of Transportation  
Shawn Cirton, U.S. Fish and Wildlife Service  
Soren Hall, U.S. Army Corps of Engineers – Chicago District



**U.S. Environmental Protection Agency**  
**Diesel Emission Reduction Checklist**

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.
- Per Executive Order 13045 on Children's Health<sup>1</sup>, EPA recommends operators and workers pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.

---

<sup>1</sup> Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed. EPA views childhood as a sequence of lifestages, from conception through fetal development, infancy, and adolescence.



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

REPLY TO  
ATTENTION OF:

March 15, 2017

Technical Services Division  
Regulatory Branch  
LRC-2011-336

SUBJECT: NEPA/404 Merger Process Comments on the Draft Environmental Assessment for the IL Route 31 (from IL Route 176 to IL 120) Project, 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) provide comments on the Draft Environmental Assessment for the IL Route 31 (from IL Route 176 to IL 120) Project, McHenry County, Illinois (EA). 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 a review of the EA, the Corps provides the following comments:

*1. Best Management Practices (BMP) for the Preferred Alternative*

The Water Quality Volume does not meet the requirement around Sleepy Hollow Creek, a perennial stream where two pollution intolerant fish species were identified. The permit application will need to provide a detailed BMP proposal that includes information on what efforts were made to meet the 1.25" recommended storage.

In addition, Exhibit 5 appears to show outfalls discharging directly into wetlands. Stormwater outfalls should be located as far from the resource as possible. This information should be made available in a detailed BMP proposal. Finally, please make sure to label all wetlands and streams in the BMP proposal.

*2. Water Resources Impacts*

In addition to indicating whether proposed impacts are permanent or temporary, please make sure to qualify each proposed impact. Avoidance and minimization should also be discussed. For example, Sheet 13 in Exhibit 3 shows temporary impacts proposed in W6. It appears that a detention basin is proposed at this location, but the particular impacts are unclear.

If so, what avoidance and minimization measures were considered? It should be noted that detention in-line with a stream is generally not permissible. This information could be presented in the form of a table.

The information presented for culverts does not contain any information on the stream channel width. For culverts spanning a stream, this information should be provided in the application. Culverts should be designed to prevent the restriction of expected high water flows, and should be designed so as not to impede low water flows or the movement of aquatic organisms. Typically, a stream channel cross section taken upstream, at and downstream of the culvert should help determine if proposed culvert is meeting this requirement.

### 3. Proposed Mitigation

The proposed mitigation for impacts to Squaw Creek is on-site, in-kind replacement with meanders. The proposal will need to include existing and proposed cross sections of the stream. A monitoring and management plan will be required.

The EA states that a mitigation ratio of 1.5:1 will be applied to all non-ADID wetlands and a mitigation ratio of 3:1 will be applied to HQAR wetlands. There are instances where mitigation ratio of up to 6:1 are applied for ADID wetlands depending on the type of ADID classification. Note that stream mitigation will be required for areas that are considered stream loss.

Thank you for the opportunity to comment. If you have any questions, please contact Julie Rimbault of my staff by telephone at 312-846-5542, or email at Julie.C.Rimbault@usace.army.mil.

Sincerely,

Keith L. Wozniak  
Chief, West Section  
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Ken Westlake)  
U.S. Fish and Wildlife Service (Shawn Cirton)  
Illinois Department of Natural Resources (Sheldon Fairfield)  
Illinois Department of Transportation (Anthony Quigley)



# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)

FEB 14 2017

DISTRICT #1

## Comment Form

Please Print Clearly

Name MARTIN AND NANCY VAZZANOOrganization property ownersMailing Address P.O. Box 2304City/State/Zip Crystal Lake, IL 60039Phone 815-477-5300 Email \_\_\_\_\_

Please provide your thoughts on the Preferred Alternative and Environmental Assessment (EA).  
Add any additional information that you feel should be considered by the Project Study Group:

If IDOT takes the vacant land on the west side of the creek in McHenry, just south of 120, what will happen to the City of McHenry's plans to develop the Riverwalk? This is hardly the "highest and best use" of the property. The Riverwalk was intended to attract tourists and provide enjoyment to the community and revitalize the downtown area. Water management and an access road hardly rival those worthy goals.

NANCY VAZZANO

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 March 10, 2017 at the address listed below, or you may scan and email it to the project email address at: [info@ILRoute31.com](mailto:info@ILRoute31.com)

Illinois Department of Transportation  
Attn: Bureau of Programming, Scott Czaplicki  
201 W. Center Court  
Schaumburg, IL 60196-1096

# NORTHWEST HERALD

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## Letter: Route 31 widening concerns

Published: Monday, Feb. 20, 2017 11:47 a.m. CST

To the Editor:

IDOT hosted an open house to get public comments on its plan to widen Route 31 all the way up to Route 120 and east to the 31 turn.

In addition, they plan to acquire the vacant land along the west side of Boone Creek south of 120, some of which we own, for water management and an access road.

McHenry does not seem aware of IDOT's interest in this western section of the undeveloped Riverwalk. When I spoke to the city manager, he thought the project was just widening 120 at that point.

The Riverwalk will revitalize the downtown area, the property IDOT plans to acquire has C5, the highest zoning, and could accommodate a multifamily housing project.

Water management is not "highest and best" use and defeats some of the efforts made by Mayor Lowe, the Smith family and so many others to create a beautiful extensive Riverwalk for generations to come.

Nancy Vazzano

<b>Address</b>	15445 Innovation Drive
<b>City-State-Zip</b>	92128
<b>Comments</b>	I am the Asset Manager for McHenry, a 20 MW battery plant located on 302 North Front Street, McHenry, Illinois 60050 I would like to talk with someone about this project and its impact on our property, can someone please contact me? Thank you!
<b>E-mail</b>	bryan.villano@edf-re.com
<b>FirstName</b>	Bryan
<b>LastName</b>	Villano
<b>Organization</b>	EDF RE
<b>subject</b>	Submission
<b>Submit</b>	Submit
<b>subscribebox</b>	on

<b>Address</b>	15445 Innovation Drive
<b>City-State-Zip</b>	92128
<b>Comments</b>	Hello, I tried to contact your organization a few months ago but I lost response the email. I am the representative of a battery plant that is located on 302 N. Front Street in Mchenry, Illinois. I'd like to talk about the plans to expand the highway, please email or call me at the contact information above. 858-521-3568 Thank you, Bryan Villano
<b>E-mail</b>	bryan.villano@edf-re.com
<b>FirstName</b>	Bryan
<b>LastName</b>	Villano
<b>Organization</b>	EDF RE
<b>subject</b>	Submission
<b>Submit</b>	Submit

<b>Address</b>	6415 s il route 31
<b>City-State-Zip</b>	Crystal Lake
<b>Comments</b>	Type any comments you have here: yes! When will it be done?
<b>E-mail</b>	Johnkwill@comcast.net
<b>FirstName</b>	John
<b>LastName</b>	Williams
<b>Organization</b>	
<b>subject</b>	Submission
<b>Submit</b>	Submit



# NORTHWEST HERALD

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Nancy Vazzano

United States Senate  
Washington, DC 20510-1304

February 3, 2017

BUREAU OF PROGRAMMING  
RECEIVED

FEB 07 2017

DISTRICT #1

Scott Czaplicki, P.E.

Project Manager

Illinois Department of Transportation

201 W. Center Court

Schaumburg, IL 60196

Dear Mr. Czaplicki:

Thank you very much for your invitation to Senator Durbin. Unfortunately, due to the legislative session, the Senator will be in Washington D.C. and will not be able to attend the Illinois Department of Transportation's Public Hearing on February 8<sup>th</sup>, 2017.

The Senator truly appreciates being kept in mind and hopes that in the future you will continue to keep him abreast of any special occasions that your organization hosts.

If you have any further questions or if I can be of any assistance in the future, please contact me at (312) 353-4952.

Sincerely,



Abigail Watkins

Scheduling Department

U.S. Senator Richard J. Durbin

**Public Hearing Attendees and Comments**

February 8, 2017 - March 10, 2017

Comment No.	First_Name	Last_Name	Representing	Attended Hearing ?	Provided Comment?	How Addressed?
1	Janess	Abraham		No	Yes	2/16/17-Forwarded website link
2	Cat	Barnes		No	Yes	Newsletter
3	Margaret	Barranco	self	Yes	Yes	Newsletter
4	Kevin	Bauer	Sno-Bugs/Lakers Snomobile Club	No	Yes	Noted
5	Juliette	Beaulieu		No	Yes	Newsletter
6	Fred	Bencriscutto		No	Yes	Newsletter
7	Sally	Bender		No	Yes	Newsletter
8	Melissa	Blackwell	Boy Scout Troop 657	No	Yes	Newsletter
9	Ronald	Branum		No	Yes	Support
10	Dan	Browne		No	Yes	Newsletter
11	Wendy	Browne		No	Yes	Newsletter
12	Linda and Ron	Bykowski	Self	Yes	Yes	2/5/18-Emailed response to McHenry letter. 11/17/17 Meeting w/ City of McHenry to remove cul-de-sac, reduce ROW.
13	Erica	Carlson	Digital Pix Composites, LLC	Yes	Yes	11/20/17- Phone call discussion with McGuire
14	Steven	Carruthers	City of Crystal Lake	Yes	Yes	4/19/17 - Replied via e-mail
15	Michael	Chambers	Adams Steel	Yes	Yes	2/22/17 -Sent P&P. Received revised driveway drawing.
16	Sharon and Paul	Christenson		Yes	Yes	Newsletter
17	John	Darger	Environmental Defenders of McHenry County	No	Yes	Newsletter
18	Tim	Daum	self	Yes	Yes	Newsletter
19	Melissa	Davis	Boy Scouts	No	Yes	Newsletter
20	Mike	Dennis		No	Yes	Newsletter
21	Jennifer	Drozt		No	Yes	Newsletter
22	Barb	Dworak	Shah Center	No	Yes	Support
23	Terry	Dyra	Self	Yes	Yes	Newsletter
24	Peder	Finnberg	Heritage Land Consultants	No	Yes	Newsletter
25	Joe	Gottenolle	County Board	Yes	Yes	Support
26	Lisa	Haderlein	The Land Conservancy	Yes	Yes	Newsletter
27	Jim	Haisler	Hertland Realtor	Yes	Yes	Newsletter
28	Ruthie	Harvey		No	Yes	3/10/17- Emailed reply
29	Jim	Hicks	Resident Edgewood Rd Region	Yes	Yes	1/24/18-Email with updated plan sheet.
30	Julie	Hoberg	resident	Yes	Yes	Newsletter
31	Michael	Howell	Resist	No	Yes	Newsletter
32	Bert	Irslinger Jr	Second Amendment Sports	Yes	Yes	2/21/18-Emailed reply. 1/25/18-Two options to avoid new building being evaluated.
33	Dr. Bertram	Irslinger Sr	AA Club	Yes	Yes	2/15/18-Emailed updated plans with wider drive and flush median.
34	Iver	Johnson	Self, 803 W Front St	Yes	Yes	2/21/18-Emailed reply, need to send revised drawings once drainage studies updated.
35	Anthony	Jones	Homeowner	Yes	Yes	Newsletter
36	Wiliam	Jones	Self	Yes	Yes	Newsletter
37	Emily	Kalal	Oak Grove Subdivision	Yes	Yes	Newsletter
38	Gary	Kanner	Environmental Defenders of McHenry County	No	Yes	Newsletter
39	Bill	Kennelly	Ja Frate	Yes	Yes	11/16/17-Called and discuss project status and no new signal proposed between Albany and Shamrock.
40	Brian & Erica	Kilinski		Yes	Yes	11/20/17-Replied via email.
41	Patricia	Knapik		Yes	Yes	11/17/17-Mailed Sheet 14
42	John	Koss	Oak Grove Subdivision	Yes	Yes	Newsletter

**Public Hearing Attendees and Comments**  
February 8, 2017 - March 10, 2017

Comment No.	First_Name	Last_Name	Representing	Attended Hearing ?	Provided Comment?	How Addressed?
43	Mary	Koss	Oak Grove Subdivision	Yes	Yes	Newsletter
44	Robert	Kurth		No	Yes	Newsletter
45	Christine	Kustra	Environmental Defenders of MC	Yes	Yes	Newsletter
46	Jamie	Lee		No	Yes	Newsletter
47	Kathleen	Martinez	Terra Cotta Realty Co.	Yes	Yes	2/5/18-Emailed updated plans with new cross access locations
48	Doug	Marunde	Arvidson Pools and Spas	Yes	Yes	8/24/17 Meeting and 11/17/17 Tickle Reponse
49	Dennis	Marunde	Arvidson & Sons, Inc.	No	Yes	8/24/17 Meeting and 11/17/17 Tickle Reponse
50	Bill and Bonnie	Merriman		Yes	Yes	Newsletter
51	Jon	Meyer	McHenry	Yes	Yes	Newsletter
52	Tracy	Morey		No	Yes	Newsletter
53	Nicole	Mullins		No	Yes	Newsletter
54	Tina	Napolitano	Self	Yes	Yes	Support
55	M	Nelson		No	Yes	Newsletter
56	Jon	Olmsted		Yes	Yes	Newsletter
57	Gary	Overbay	Self	Yes	Yes	Newsletter
58	Paul	Pacini		No	Yes	2/23/17-Directed to Permits
59	Jeff	Pittman	The Chapel	Yes	Yes	12//7/17-Spoke with H. Brewer. 11/22/17-Called and left a message.
60	Gene	Potempa	The Greenhouse of Crystal Lake	Yes	Yes	6/14/17-Mailed/emailed plans for him to markup. Reduce Pr ROW to avoid septic, replace ditch with SS, PE ok for SS.
61	Ben	Redding	MCDOT	Yes	Yes	Support
62	Terri	Regione		No	Yes	Newsletter
63	Susan	Reinhardt		No	Yes	Newsletter
64	Mike	Rogulic	McHenry Heating	Yes	Yes	11/22/17-Called and discussed cross access with adjacent property owners.
65	Gerhard	Rosenberg	Self	Yes	Yes	Newsletter
66	Gurbax	Saini		No	Yes	2/23/17-Directed to Permits
67	Ed	Salisbury	Midwest Storage 2016 S RTE 31	Yes	Yes	2/22/17-Emailed info for cross access.
68	Meredith	Sarkees	self	Yes	Yes	Newsletter
69	Randy	Schietzelt	Land Conservatory of McHenry County	Yes	Yes	Newsletter
70	Jim	Scholtz	McHenry Public Library	Yes	Yes	2/22/17-Forwarded plans
71	Steven	Schwarz	HR Green	Yes	Yes	Support
72	Scott	Seibert		No	Yes	Newsletter
73	Dan	Shepard	Thelen Sand & Gravel, Inc	Yes	Yes	2/16/17-Forwarded website
74	Jean	Smith		No	Yes	Newsletter
75	David	Soskin	PO Box 1297, McHenry, IL 60051	No	Yes	Newsletter
76	Denise	Strom	McDonalds	Yes	Yes	2/20/18-Emailed revised plans.
77	John	Swierk	Direct Design LTD	Yes	Yes	2/5/18-Emailed updated plans with cross access. 2/22/17-Emailed info for cross access.
78	Gretchen	Thomas		No	Yes	Newsletter
79	Nancy	Tober		No	Yes	Newsletter
80	Leslie	Tremblay		No	Yes	Newsletter
81	Mark and Fran	Tropinski		Yes	Yes	Newsletter
82	Michelle	Trost		No	Yes	3/3/17-Emailed response
83	Martin and Nancy	Vazzano	prop owners, ourselves	Yes	Yes	Newsletter
84	Bryan	Villano	EDF RE	No	Yes	2/21/18-Emailed revised plan. 6/16/17-Phone call to revise plans and ROW. 3/6/17-Emailed my contact info.

**Public Hearing Attendees and Comments**  
February 8, 2017 - March 10, 2017

Comment No.	First_Name	Last_Name	Representing	Attended Hearing ?	Provided Comment?	How Addressed?
85	Kelly	Weaver	ALCA	Yes	Yes	Newsletter
86	John	Williams		No	Yes	Support
87	Michael	Wolff	Self	Yes	Yes	1/24/18-Emailed revised plan. 12/29/17-Email with revised plan
88			McHenry County Conservation District	No	Yes	5/24/17-Response letter sent.
89			McHenry County Council of Governments	No	Yes	Support
90	Mike	Lesperance	Nunda Township Road District	Yes	Yes	3/17/17-Response letter sent.
91			USEPA	No	Yes	12/19/17-Response letter mailed.
92			USACE	No	Yes	12/19/17-Response letter mailed.

S:\WP\p&es\CONSULT\Projects - Active\IL 31 (IL 176 to IL 120)\Public Involvement\2017-02-08 Public Hearing\5-Responses\[Response.xlsx]Sheet1





# Illinois Route 31

ROUTE 176 TO ROUTE 120

[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)



## Public Hearing Newsletter

January 2018

Thank you for your attendance at the public hearing held on February 8, 2017 for the Illinois Department of Transportation's (Department) proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County. Your comments have become part of the official public hearing record and are included in the Combined Design Report and Environmental Assessment Errata. There were 169 people that attended the hearing. A total of 92 comments were received during the comment period that lasted through March 10, 2017. The comments were evaluated and the plans modified where feasible. As many comments concerned similar issues, this newsletter has been prepared to address your concerns as well as provide you with an overview of topics. Please visit the project website at [www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31) for future project updates.



### Construction

*Comments – When will construction start and how long will it take?*

Unfortunately a specific or even general timeline is not available. Funding for land acquisition and construction is **not** included in the Department's FY 2018-2023 Proposed Highway Improvement Program (referred to as the multi-year program). Each fall, the Department solicits feedback on the upcoming multi-year program which is taken into consideration in developing the next year's program. In years past, the Department's outreach efforts included meetings, displays at fairs, traditional town hall meetings, and webinars. Details regarding outreach efforts will be updated on the Department's website, [www.idot.illinois.gov](http://www.idot.illinois.gov) as soon they are finalized. The new multi-year program is then published every spring.

The duration of construction depends on several factors, many of which are not known at this time. The Department advertises construction projects (lettings) seven times a year which determines when a project will start. Other factors include private utility relocations, and the number of construction contracts. Due to the project length and cost, the project may be divided into smaller contracts. In addition, advance contracts for items such as tree removal or stream restoration may be let separately to expedite construction.



Illinois Department  
of Transportation

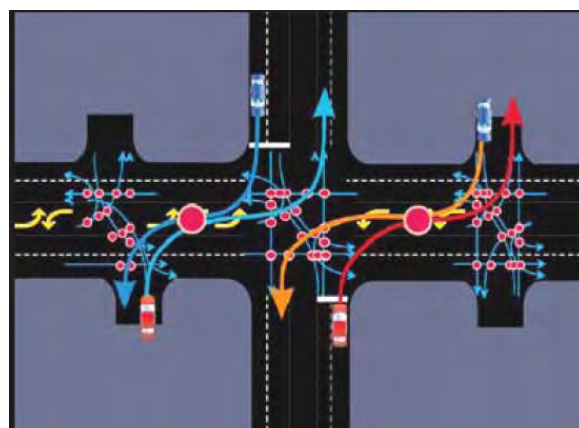
## Barrier Median and U-Turns

*Comments – A flush median should be provided instead; why such a wide median between IL 176 and Bull Valley/Miller Road; how do trucks make U-turns or access properties*

Most of IL 31 within the project limits is a top “5% percent” location meaning that it experiences higher severity and frequency of crashes than similar roadways statewide. Access management, such as raised medians, is a method to control access to highways and is a proven safety countermeasure. Access management principles are applicable to roadways of all types, but are especially important on Strategic Regional Arterials such as IL 31. The benefits of access management include improved movement of traffic, reduced crashes, and fewer vehicle conflicts. Raised medians improve safety by managing access points so that turning and crossing movements occur at fewer locations, and allow drivers to predict where other drivers will turn and cross. Median openings are generally spaced at quarter-mile intervals to provide frequent U-turn opportunities for passenger vehicles and locations for police enforcement. Trucks would need to alter their route to access properties on the opposite side of the roadway.

A wide median is proposed to accommodate dual left turn lanes into some existing side streets and for the potential growth of large undeveloped parcels along IL 31. A flush two-way left-turn lane was considered, but was dismissed since the raised median is expected to provide a higher reduction of crashes as analyzed using methodologies in the Highway Safety Manual. In the northern section of the project there was not enough right-of-way available to provide full access to properties via U-turns so a flush median is proposed. Near IL 120 the right-of-way was so constrained that any median could not be proposed without substantial building impacts so turning restrictions on streets near the intersection will be implemented.

The FHWA considers left turns into and out of a driveway less safe than a U-turn, as they comprise the majority of driveway crashes. Studies have shown that providing a U-turn at a median opening to get to the opposite side of a busy highway rather than a direct left-turn from a side street or driveway can result in a 25% reduction in crashes.



Conflict points with a flush median

## Additional Lanes

*Comments - Projected traffic doesn't warrant additional through lanes; bus service should be expanded instead; why are existing right turn lanes not being replaced.*

The existing average daily traffic on IL 31 varies between 17,100 and 24,600 vehicles per day (vpd) and is projected to increase up to 39,000 vpd in year 2040. A roadway with one lane in each direction, like IL 31 today, functions appropriately with 15,000 to 18,000 vpd. The Department works closely with Pace and local municipalities to provide multi-modal transportation opportunities. Bus user pads are currently proposed along northbound IL 31 at Gracy Road and southbound IL 31 at Edgewood Road. The proposed improvements are compatible with future bus service expansion. Right turn lanes require additional right-of-way and increase impacts to adjacent properties and the environment, and are only proposed where warranted. With the addition of a second through lane, right turning vehicles can utilize the outside through lane to make turns.

## Cross Access

*Comments – Need direct left-in and left-out. The Department should work with businesses to mitigate raised median impacts*

The Department encourages adjacent properties to work together to form a combined entrance at a currently proposed median opening. Combined entrances reduce potential conflict points and are a public safety benefit. The Department can construct a combined entrance as part of the project if a signed cross access agreement between the properties is provided. Additional information on cross access, including an example agreement, is available on the [project website](#).

## Oak Grove Subdivision

A

*Comments - Avoid impacting the landscaped berm near Ames Road; the shared-use path should be on the west side of IL 31; a traffic noise abatement wall should be constructed; verify the project is compatible with the subdivision's drainage features; the subdivision was not informed of the project.*

The proposed plan has been revised to maintain the landscaped berm south of Ames Road by reducing the width of the path from ten to eight feet, reducing the depth and width of the adjacent drainage swale, and steepening slopes to the berm. Shifting IL 31 to the west was considered, but is constrained by buildings located on the west side and would not provide a noticeable benefit.



When the subdivision was platted a 40 foot strip of land was dedicated for roadway purposes. The proposed shared-use path is located within this dedication. The path is a benefit to the subdivision by providing direct access to multi-modal accommodations along IL 31 and connections to signalized intersections to cross IL 31.

A noise abatement wall was evaluated along the subdivision; however it did not meet the criteria to be included in the project. Please note the construction of a noise abatement wall would have required additional right-of-way and potentially increase impacts to adjacent properties. The updated traffic noise analysis can be viewed on the [project website](#).

The proposed drainage plan is compatible with the modifications made by the subdivision to the exiting flow routes. The Department resurveyed the swale and berms between the existing culvert (Outfall 12) and the existing detention basin near Thunderbird Lane to ensure the roadway widening would not alter current flow paths.

This study has been following the Context Sensitive Solutions process which strives to involve stakeholders to ensure that the social, economic and environmental concerns of the surrounding community are considered. Membership to the Community Advisory Group (CAG) was open to all individuals and solicited at the first public meeting in 2012. Property owners and occupants adjacent to IL 31 were notified of the public meetings via post card. To increase involvement, ads were placed in the Northwest Herald newspaper and municipalities were coordinated with to expand notification lists through email lists and websites. The Department will continue to work with the subdivision throughout the project development.

### Property Impacts

*Comments – The proposed plan will impact my septic field, parking lot, or business sign*

The Department is working with several property owners to address specific property issues. Revisions to the proposed plans have been made at many of these locations to minimize or avoid the impact. In other locations, additional coordination will occur during the land acquisition process when property impacts will be evaluated and potential mitigation measures, such as parking lot modifications or septic field relocation, are more closely evaluated.

## Ames Road Intersection

B

*Comments – Realign Ames Road to Edgewood Road or add a traffic signal at Ames Road because it is/will be dangerous to turn left onto IL 31; add a northbound right turn lane at Ames Road*

Ames Road is under the jurisdiction of the Village of Prairie Grove. The realignment of Ames Road to Edgewood Road at IL 31 is identified in the Village's Comprehensive Plan. The Village could initiate engineering and construction for the realignment through either the Department's Bureau of Local Roads and Streets or the Bureau of Traffic Operations Permit Section. As requested, the Department performed traffic counts after the public hearing at the intersection of IL 31 and Ames Road to determine if a traffic signal is warranted. The results determined that a traffic signal is not warranted. Likewise, traffic volumes do not warrant an exclusive right turn lane. The right turn lane would impact the landscaped berm that has been requested to be maintained. It should be noted that Ames Road connects to Barreville Road which runs north-south between IL 176 and IL 120 and provides access to other east-west roadways that are signalized at IL 31.



### North Ridge Professional Center (600-630 N. IL Route 31)

C

*Comments – Need direct left-in and left-out.*

The current entrance to the office complex is in such close proximity to the proposed median opening at River Birch Boulevard that another opening cannot be provided. In situations such as this, the Department encourages adjacent properties to work together to form a combined entrance at a currently proposed median opening. Please refer to the cross access discussion on Page 2 for additional information.

### Drake Drive Intersection

D

*Comments - There are many crashes; no gaps to make turns; add traffic signal*

After the public hearing, the Department reviewed crash data from 2010 through 2015 at the intersection of IL 31 and Drake Drive, and determined a near-term improvement is not merited. In addition, the Department performed traffic counts and a traffic signal analysis after the public hearing. The results show a traffic signal is not warranted at the intersection. A traffic signal is proposed at the IL 31 and River Birch Boulevard intersection by the development along the east side of IL 31. Access to River Birch Boulevard will eventually be allowed to Drake Drive via Purdue Place.



### Boone Creek Riverwalk

E

*Comments – The proposed detention basin near Boone Creek will prohibit the City of McHenry's future Riverwalk*

The proposed detention basin was coordinated with the City of McHenry and is compatible with the future riverwalk plans. The basin can include enhanced native landscaping to compliment the riverwalk. Landscaping plans will be developed during contract plan preparation. Depending on the enhancements, funding and maintenance may be required by the City of McHenry.

### Historic Buildings in McHenry and On-Street Parking

F

*Comments – Concerns of historic buildings being impacted and removal of on-street parking*

Building displacements and impacts were minimized to the extent possible. The building located at the northwest corner of IL 31 and Main Street (right) was identified as a structure to avoid because of its local importance. As a result, the lanes along IL 31 were reduced to 10 feet wide, no median was proposed, and the on-street parking along IL 31 was removed. The removal of on-street parking also has safety benefits by removing vehicle conflict points. On-street parking is not recommended along Strategic Regional Arterials such as IL 31 and IL 120.



## Landscaping & Tree Replacement

*Comments – Landscaping should include native grasses; impacts to oak and hickory trees should be minimized; retaining walls should be considered to save trees; tree replacement should be in accordance with the species and caliper removed, and be locally grown.*

Landscaping plans will be developed during contract plan preparation. The intent is to utilize the Department's native seed mix to match the area and minimize maintenance needs. Measures to further minimize oak and hickory tree impacts were evaluated after the public hearing. Adjusting ditches and sidewalk /path were effective methods that were implemented. Retaining walls were evaluated and could save approximately 40 trees between Drake Drive and Shady Oaks Lane; however their high construction and long term maintenance costs were not reasonable. In lieu of retaining walls, the Department will work with adjacent municipalities and the McHenry County Conservation District to identify replacement areas near the project. Mitigation for tree removal will follow the Department's Preservation and Replacement of Trees Policy, which is available on the [project website](#).

In locations where the raised median is wide enough, grass will be planted unless a local agency requests trees or enhanced landscaping. Depending on the treatment, the local agency may be required to help fund the additional cost, and will be required to provide maintenance.

### Drainage Design

*Comment - The proposed plan will change stormwater flow.*

The drainage design has taken into account existing drainage patterns and analyzed impacts of the proposed improvements on the surrounding properties. Runoff from the widened roadway will be conveyed through oversized pipes to new detention basins. Furthermore, nine acres of additional right-of-way is proposed to retain runoff created by the new impervious surfaces within the project. This is accomplished with retention basins, widened ditches and an infiltration basin.



## Pedestrian and Bicyclist Accommodations



*Comments – The shared-use path is a duplication of the Prairie Trail, improve accommodations on east-west streets such as Ames Road and Edgewood Road.*

While the proposed path and Prairie Trail are parallel, they support different uses. The proposed path will provide opportunities for both short and long distance trips along the corridor to connect to residential, commercial and industrial areas along IL 31. In addition, the proposed path will collect users from the east side of IL 31 and provide crossing opportunities to the west at the eight signalized intersections along the project. Streets under local jurisdiction such as Edgewood Road, Bull Valley Road, and Lillian Street provide a direct connection to the Prairie Trail. The Prairie Trail is a regional trail that connects McHenry County communities and other regional trails such as the Fox River Trail.

## Wetland and Special Waste Mitigation

*Comments - Wetland mitigation should be in watershed, what are the special waste disposal procedures*

Wetland mitigation will be coordinated during contract plan preparation, and is expected to be attained at a wetland bank within the watershed. The Department also intends to work with agencies such as the McHenry County Conservation District to identify other potential wetland mitigation sites. Regarding special waste procedures, the Department conducts extensive soil testing during the design process and manages excavated soil in accordance with applicable federal and state laws and regulations in a manner that protects human health and the environment. Requirements for disposing excavated materials can be found in Title 35, Part 1100 of the Illinois Administrative Code.

## Construction Concerns

*Comments – Businesses will be impacted during construction, minimize construction duration*

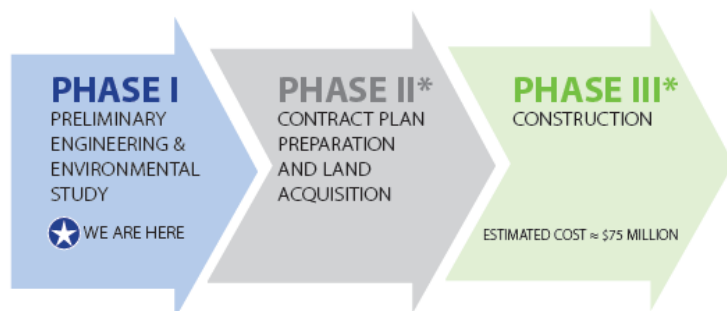
The Department will continue to work with adjacent businesses and property owners prior to and during construction. Representatives from local municipalities will be invited to attend the contract progress meetings where they will be given information that they can share with their communities about the current and upcoming activities.

Access to each property will be provided during construction. Driveways will receive a “Driveway Entrance” sign with an arrow directing traffic from both directions. If a property has two driveways, the contractor will provide access through one of the driveways while the other is being constructed. If a property has only one driveway, it will be temporarily widened during construction while the new driveway is being built or it will be built ½ at a time. Two-way traffic will be maintained along IL 31 at all times.

## Property Values

*Comments – My property value will decrease as a result of the project*

Any property acquired or easements secured will result in compensation by the Department to the owner of that property. With respect to potential property value changes, the value of property is based on numerous factors and is a highly subjective matter, which is not easily quantifiable, either in a positive or negative sense.



## Traffic and Construction Noise

No substantial changes in traffic-generated noise levels are expected as a result of this proposed improvement. Trucks and machinery used for construction will produce noise that may affect some residents and residential area activities during the construction period. Impacts resulting from construction noise are likely to occur during daylight hours and be temporary. The construction documents will include noise specifications, and the contractor will need to comply with any local noise ordinances.

## Other Recent Improvements

*Comments - Why do this since other projects were just completed*

This is a long-range improvement designed to meet current and year 2040 needs. Other recent improvements such as roadway resurfacing and adding the bi-directional median between Ames Road and Edgewood Road were maintenance and near-term safety improvements. Please note that the recent intersection improvements at the IL 31 intersections of IL 176, Bull Valley Road, and IL 120/Richmond Road are compatible with the proposed improvements.

## Next Steps

The Department is nearing completion of the Phase I study as we incorporate comments from the public hearing and refine the engineering studies, right-of-way requirements, and environmental documents.

\* Funding for contract plan preparation is included in the Department's FY 2018 - 2023 Proposed Highway Improvement Program. The remaining elements of the project (land acquisition and construction) are not included, but will be considered for future funding among similar improvement needs throughout the region.

**From:** Czaplicki, Scott D  
**To:** ["janness@forevergardens.com"](mailto:janness@forevergardens.com)  
**Cc:** [Murphy, Kimberly K.](#); [Brown, Lori S.](#)  
**Subject:** IL 31; Plans at Abraham Property  
**Date:** Wednesday, February 22, 2017 1:49:00 PM  
**Attachments:** [Abraham-Pages from \(11X17\) Proposed Drainage Plan 20170202.pdf](#)  
[Abraham-Pages \(11x17\) IL31-Plan Profile-111016.pdf](#)

---

Janness,

Sorry you were not able to attend the public hearing. All the materials that were presented are available for viewing at [www.ilroute31.com/publicmeetings.html](http://www.ilroute31.com/publicmeetings.html). The preferred alternative plan at your residence can be viewed at

[http://www.ilroute31.com/Downloads/PublicHearing/PH\\_Preferred\\_Alternative\\_Aerial-Sheet3.pdf](http://www.ilroute31.com/Downloads/PublicHearing/PH_Preferred_Alternative_Aerial-Sheet3.pdf).

In addition, attached are preliminary roadway and drainage plans at your property. Please contact me with any questions.

Scott Czaplicki, P.E.

(847) 705-4678

[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

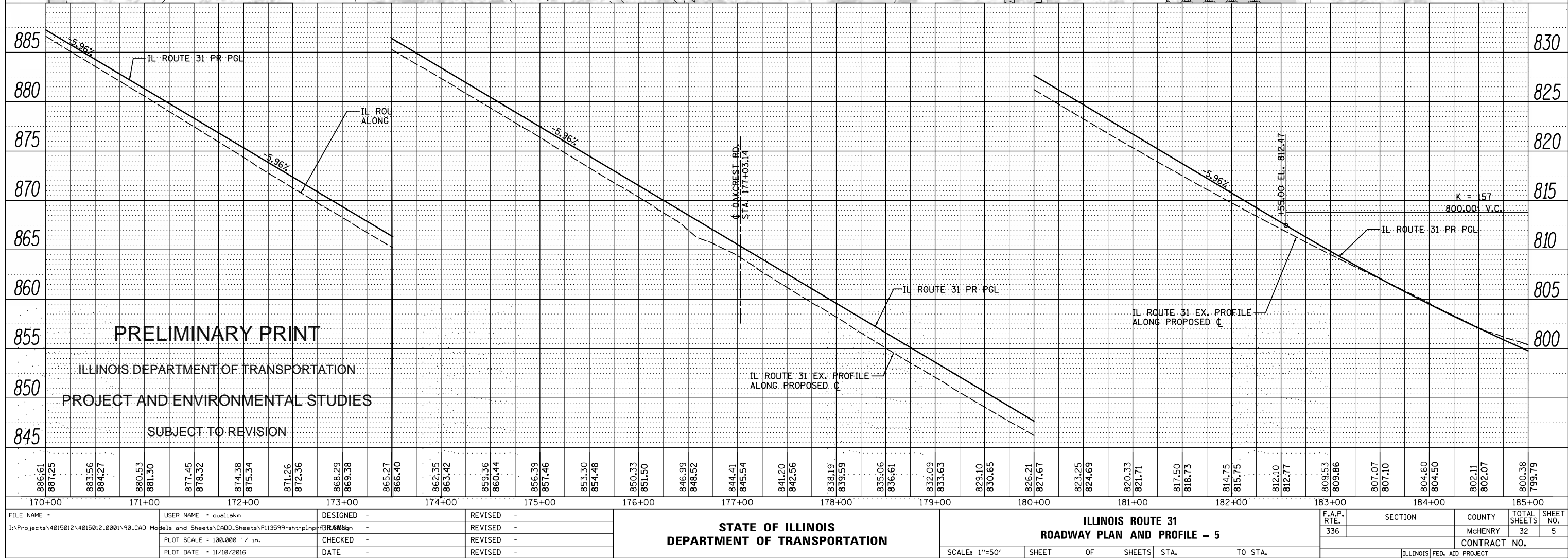
.



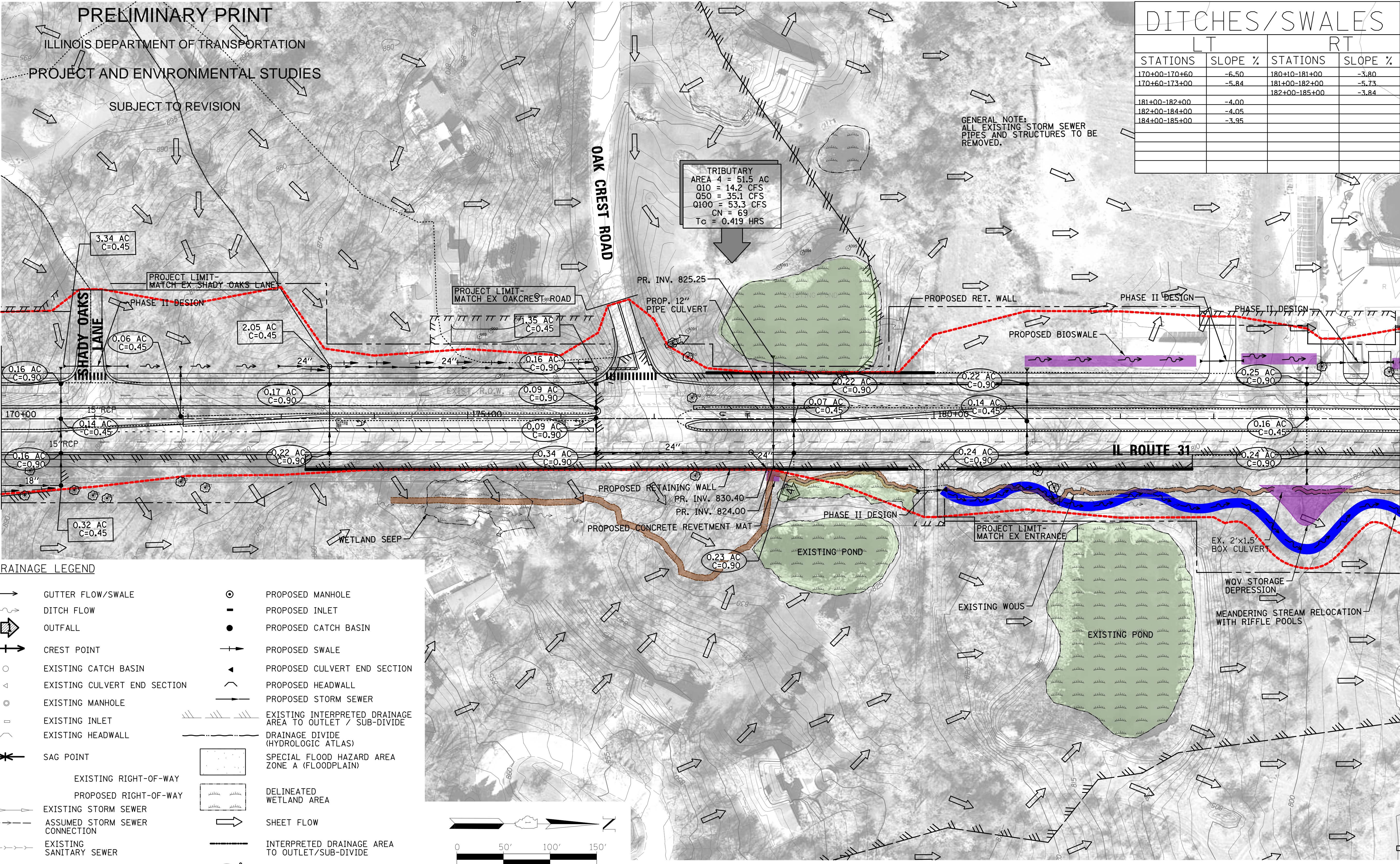
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PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
NOTE BOOK	GRADES CHECKED _____		
	B.M. NOTED _____		
NO. _____	STRUCTURE NOTATIONS CH'KD _____		









**From:** [Czaplicki, Scott D](#)  
**To:** [Doug Martin](#)  
**Cc:** [Wayne Jett](#); [Jon Schmitt](#); [RON BYKOWSKI](#); [Troy Strange](#); [Derik Morefield](#); [Brown, Lori S.](#)  
**Subject:** IL 31; RE: Letter Waukegan and Front  
**Date:** Monday, February 05, 2018 2:25:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Doug,

Thank you for the letter. We will have the consultant revise the plans so the Department can review the change. Please note we just mailed the letter of intent for this project that includes a CD of the proposed geometry (with the Waukegan Road cul-de-sac). We'll forward you an updated plan after the Department review is complete.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-



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**From:** Doug Martin [mailto:[dmartin@ci.mchenry.il.us](mailto:dmartin@ci.mchenry.il.us)]  
**Sent:** Friday, February 02, 2018 3:23 PM  
**To:** Czaplicki, Scott D <[Scott.Czaplicki@illinois.gov](mailto:Scott.Czaplicki@illinois.gov)>  
**Cc:** Wayne Jett <[wjett@ci.mchenry.il.us](mailto:wjett@ci.mchenry.il.us)>; Jon Schmitt <[jschmitt@ci.mchenry.il.us](mailto:jschmitt@ci.mchenry.il.us)>; RON BYKOWSKI <[rmbykowski@comcast.net](mailto:rmbykowski@comcast.net)>; Troy Strange <[tstrange@ci.mchenry.il.us](mailto:tstrange@ci.mchenry.il.us)>; Derik Morefield <[dmorefield@ci.mchenry.il.us](mailto:dmorefield@ci.mchenry.il.us)>  
**Subject:** [External] Letter Waukegan and Front

Hard copy will be mailed.  
Take Care Scott and thanks.  
Doug

**Douglas P. Martin**  
**Director of Economic Development**  
**City of McHenry**  
**333 S Green Street**  
**McHenry, IL 60050**  
**815.363.2110 (d)**  
**815.363.2173 (f)**  
**815.790.4752 (c)**  
[dmartin@ci.mchenry.il.us](mailto:dmartin@ci.mchenry.il.us)  
[www.ci.mchenry.il.us](http://www.ci.mchenry.il.us)  
[McHenry Market Pulse](#)  
[@mchmarketpulse](#)





Office of the Mayor  
333 S. Green Street  
McHenry, IL 60050  
[www.ci.mchenry.il.us](http://www.ci.mchenry.il.us)

February 1, 2018

Scott Czaplicki, P.E.  
Illinois Department of Transportation  
201 Center Court  
Schaumburg, IL 60196

**Re: Letter of Support for Right-In Access off of Front Street to Waukegan Road and Retention of Usable Developable Land at the Southeast Corner of Front Street and Elm Street in the City of McHenry**

Dear Mr. Czaplicki:

The purpose of this letter is to express my complete support for Mr. Bykowski's right-in from Illinois Route 31/Front Street at Waukegan Road. This is paramount for the business located at the southeast corner of Front Street and Waukegan Road (1112 Front Street) to deliver cars. There are no alternative routes for car carriers if Waukegan Road is transformed into a cul-de-sac.

Waukegan Road, in its current configuration, is operating well and safe and is enforced by police. Mr. Bykowski owns most of the southeast corner of Illinois Route 31 and Illinois Route 120 (Elm Street) and has plans to redevelop it. Any future development will be prohibited from accessing westbound Waukegan Road if the right-in is maintained.

Additionally, Mr. Bykowski would like to retain as much land as possible in the parcels which are identified as displacements for redevelopment purposes, at the southeast corner of Illinois Route 120 and Illinois Route 31.

I greatly appreciate your time and consideration of my requests. If you have any questions regarding this letter, please do not hesitate to contact me at 815-363-2108.

Sincerely,

Wayne Jett, Mayor  
City of McHenry

*The City of McHenry is dedicated to providing the citizens, businesses and visitors of McHenry with the highest quality of programs and services in a customer-oriented, efficient and fiscally responsible manner.*

**From:** [Czaplicki, Scott D](#)  
**To:** [scarruthers@crystallake.org](mailto:scarruthers@crystallake.org)  
**Cc:** [Murphy, Kimberly K.](#); [Brown, Lori S.](#)  
**Subject:** IL 31; Public Hearing Comment  
**Date:** Wednesday, April 19, 2017 11:38:09 AM  
**Attachments:** [Carruthers \(Crystal Lake\).pdf](#)

---

Steve,

Thank you for the comments you provided at the public hearing for the proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County (attached). The Department appreciates your support for the project. You questioned if the north leg of the recently improved IL 31 and IL 176 intersection will have to be removed and replaced which will impact the adjacent businesses again. The north leg through the dual left turns lanes was constructed for the ultimate improvement (two through lanes in each direction, dual left turn lanes and a raised curb median) and will not need to be removed and replaced. From that point north through Ray Street the improvement tapered down to the existing flush median and one/two lanes in each direction. Widening IL 31 to the ultimate width in this section appears to be feasible since the existing and proposed profiles are similar; however, the decision to widen or reconstruct will be determined during Phase II contract plan preparation. A Special Design/Construction Consideration will be added to the Combined Design Report to consider construction duration and business impacts in the decision to widen or reconstruct this section. Please note partial funding for Phase II engineering is included in the Department's FY 2017-2022 Proposed Highway Improvement Program. The remaining elements of the project, land acquisition and construction, will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

Please contact me with any questions.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** Czaplicki, Scott D  
**To:** [mike@adamssteelservice.com](mailto:mike@adamssteelservice.com)  
**Cc:** ["sales@adamssteelservice.com"](mailto:sales@adamssteelservice.com)  
**Subject:** RE: [External] RE: [FWD: RE: IL 31; Cross Access at Adams Steel and Midtown Storage]  
**Date:** Wednesday, March 01, 2017 8:29:00 AM

---

Mike,

The link below contains MicroStation files for your reference. Your location is about in the middle of the project near Station 307+00. In addition to sending us a CADD file, please also provide a PDF plot in the area of your property. Thank you.

<https://fileT.illinois.gov/filet/download.asp?key=eCuEl1LgBZh9wN3ViU1cRHoetma40sTc>

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** [sales@adamssteelservice.com](mailto:sales@adamssteelservice.com) [mailto:[sales@adamssteelservice.com](mailto:sales@adamssteelservice.com)]  
**Sent:** Tuesday, February 28, 2017 11:11 AM  
**To:** Czaplicki, Scott D  
**Cc:** [mike@adamssteelservice.com](mailto:mike@adamssteelservice.com)  
**Subject:** [External] RE: [FWD: RE: IL 31; Cross Access at Adams Steel and Midtown Storage]

Scott: I've attached the signed disclaimer.

If you have any questions, please contact Mike at 815-385-9100 or by email:  
[mike@adamssteelservice.com](mailto:mike@adamssteelservice.com)

Thanks. Heidi

Adams Steel Service Inc.  
2022 S IL Route 31 (we are 1 mile south of Gary Lang Chevy)  
McHenry, IL 60050-8211  
815-385-9100 phone  
815-385-8382 fax

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

Subject: [FWD: RE: IL 31; Cross Access at Adams Steel and Midtown Storage]

From: <[mike@adamssteelservice.com](mailto:mike@adamssteelservice.com)>

Date: Tue, February 28, 2017 10:13 am

To: "Adams Steel" <[sales@adamssteelservice.com](mailto:sales@adamssteelservice.com)>

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

Subject: RE: IL 31; Cross Access at Adams Steel and Midtown Storage  
From: "Czaplicki, Scott D" <[Scott.Czaplicki@illinois.gov](mailto:Scott.Czaplicki@illinois.gov)>  
Date: Tue, February 28, 2017 8:04 am  
To: "[mike@adamssteelservice.com](mailto:mike@adamssteelservice.com)" <[mike@adamssteelservice.com](mailto:mike@adamssteelservice.com)>

Mike,

It was a pleasure speaking with you this morning. Please sign and complete the attached CADD disclaimer form and I'll forward the files for you to draw the location of your desired entrance. Thank you.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** Czaplicki, Scott D  
**Sent:** Wednesday, February 22, 2017 2:35 PM  
**To:** '[mike@adamssteelservice.com](mailto:mike@adamssteelservice.com)'; '[bluetoolpro@aol.com](mailto:bluetoolpro@aol.com)'  
**Cc:** Murphy, Kimberly K.; Brown, Lori S.  
**Subject:** IL 31; Cross Access at Adams Steel and Midtown Storage

Mr. Chambers and Mr. Salisbury,

Thank you for providing comments at the February 8, 2017 public hearing concerning the proposed improvement of IL 31 in McHenry County. Your comments requested changes to the potential cross access location that was presented at the hearing. The exhibit can be viewed at [http://www.ilroute31.com/Downloads/PublicHearing/PH\\_12-Cross\\_Access\\_Locations.pdf](http://www.ilroute31.com/Downloads/PublicHearing/PH_12-Cross_Access_Locations.pdf). Attached for your use is the preliminary plan & profile, cross access fact sheet, and example cross access agreement for further coordination between your properties. Please sketch the location of the septic field and the layout of the desired combined entrance on the attached plan. With that information we can work with you on refining the design. Please contact me with any questions.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** Czaplicki, Scott D  
**To:** ["Ruthie Harvey"](#)  
**Cc:** [Murphy, Kimberly K.](#); [Brown, Lori S.](#)  
**Subject:** IL 31; Public Comment (Harvey)  
**Date:** Friday, March 10, 2017 1:31:00 PM  
**Attachments:** [Harvey.pdf](#)

---

Ms. Harvey,

Thank you for your comments regarding the proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County. You questioned the status of land acquisition and if a preferred alternative has been selected for the north section. Partial funding for Phase II engineering is included in the Department's FY 2017-2022 Proposed Highway Improvement Program. The remaining elements of the project, Phase II land acquisition and Phase III construction, will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The preferred alternative for the north section has been selected and is shown on the Preferred Alternative Aerial exhibits from the public hearing. The exhibits are available on the [project website](#). The north section begins on sheet 11.

If you have any questions or need additional information, please contact me.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-



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**From:** [Czaplicki, Scott D](#)  
**To:** ["UJHicks2015@Gmail.com"](#); ["fran.b.hicks@gmail.com"](#)  
**Cc:** [Brown, Lori S.](#)  
**Subject:** IL 31; Public Hearing Comments (Hicks)  
**Date:** Wednesday, January 24, 2018 12:19:00 PM  
**Attachments:** [Hicks-Court Reporter-Comments 22-23.pdf](#)  
[Hicks.pdf](#)  
[2018-01-24 Hicks \(Revised Plan Sheet\).pdf](#)

---

Mr. & Mrs. Hicks,

Thank you for the comments you provided at the public hearing for the Illinois Department of Transportation's (Department) proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County (attached). Your comments are part of the official public hearing record. The Department is nearing completion of the Phase I study as we incorporate comments from the public hearing and refine the engineering studies, right-of-way requirements, and environmental documents. Funding for contract plan preparation is included in the Department's 2018-2023 Proposed Highway Improvement Program. The remaining elements of the project (land acquisition and construction) are not included, but will be considered for future funding among similar improvement needs throughout the region.

You requested that the oak trees along the south side of Edgewood Road not be impacted. As discussed during the Community Advisory Group meetings, the design was modified to avoid these oak trees. Attached is an updated plan sheet with a note to avoid the oak trees.

Please visit the project website at [www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31) for project updates. If you have any questions or need additional information, please contact me.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-



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**From:** Czaplicki, Scott D  
**To:** ["bert@secondamendsports.com"](mailto:bert@secondamendsports.com)  
**Subject:** IL 31; Public Hearing Comment (Second Amendment Sports)  
**Date:** Friday, March 10, 2017 2:36:00 PM  
**Attachments:** [Irslinger Jr-Court Reporter-Comments 9-11.pdf](#)  
[Second Amendment Sports Pages from \(11X17\) Proposed Drainage Plan 20170202.pdf](#)

---

Mr. Irslinger,

Thank you for the comments you provided at the public hearing for the proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County (attached). To help us review your requests, could you provide a plan or sketch where your proposed accessory building will be located? Attached is the preliminary proposed drainage plan for your use if needed.

If you have any questions or need additional information, please contact me.

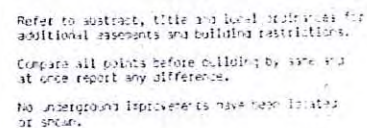
Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-



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prepared by:  
Corway Surveying  
3319 W. Elm Street  
McHenry, Illinois  
(815) 385-2124

Parcel One

[illegible]

Perch Two

[illegible]

## Parcel Three

[illegible]

note! see the attached review comments



**From:** [Czaplicki, Scott D](#)  
**To:** ["DRBPI@Mc.net"](mailto:DRBPI@Mc.net)  
**Cc:** [Brown, Lori S.](#)  
**Subject:** IL 31; Public Hearing Comment (Dr. Irslinger)  
**Date:** Thursday, February 15, 2018 2:41:00 PM  
**Attachments:** [Irslinger Sr-Court Reporter-Comments 8.pdf](#)  
[Irslinger Sr Revised Plan 20180215 .pdf](#)

---

Dr. Irslinger,

Thank you for your comment (attached) regarding the February 8, 2017 public hearing for the proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County. As requested, the proposed plan has been revised to include a 24-foot wide entrance and a flush median at that entrance. The entrance is highlighted yellow in the attached plan. Since your driveway was located at the transition area between the raised and flush median, the flush median was able to be extended south to High Street. Regarding coordination of work in temporary easements, the Department will work with you during construction to maintain access to your building. Please note that only funding for contract plan preparation is included in the Department's 2018-2023 Proposed Highway Improvement Program. The remaining elements of the project (land acquisition and construction) are not included, but will be considered for future funding among similar improvement needs throughout the region.

If you have any questions, please contact me.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-



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From the Bureau of : Programming

To: Ms. Patricia Knapik Date: November 17, 2017  
3711 Freund Avenue  
McHenry, IL 60050 Project: IL 31  
IL 176 to IL 120  
P-91-135-99

PTB No.: 155-015/170-007

We are sending you:

☐ Plans ☐ Copy of Letter ☒ Other See below

Date	Description
	Public Hearing Exhibit Sheet 14 of 15

☒ For your information ☐ Approved as submitted ☐ Resubmit  
☐ For your review/comment ☐ Approved as noted ☐ Included in report  
☐ Returned for revisions ☐ As requested

Remarks:

Ms. Knapik,

As requested in your public hearing comment (attached), enclosed is Public Hearing Exhibit Sheet 14 of 15. Please contact me with any questions or concerns. Thank you.

Signed

Scott Czaplicki, P.E.

Phone Number

(847) 705-4678

scott.czaplicki@illinois.gov

**From:** [Czaplicki, Scott D](#)  
**To:** ["Kathy Martinez"](#)  
**Cc:** [Brown, Lori S.](#); ["Thomas Z Hayward Jr"](#)  
**Subject:** RE: IL 31; Cross Access at Terra Cotta - Location #1  
**Date:** Monday, February 05, 2018 12:35:00 PM  
**Attachments:** [2017-08-10 Cross Access Agreement \(Location #1\).pdf](#)  
[2018-01-30 - Cross Access Location#1 P&P-8.pdf](#)

---

Ms. Martinez,

The proposed IL 31 plans have been updated in accordance with the signed cross access agreement in your letter dated August 10, 2017. Please see the yellow highlighted combined entrance in the attached plan & profile sheet. Additional coordination will occur during the land acquisition process regarding the temporary easements to be donated, shown outlined in blue. Please note that only funding for contract plan preparation is included in the Department's 2018-2023 Proposed Highway Improvement Program. The remaining elements of the project (land acquisition and construction) are not included, but will be considered for future funding among similar improvement needs throughout the region.

If you have any questions, please contact me.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** Kathy Martinez [mailto:kathym@tcindustries.com]  
**Sent:** Friday, March 10, 2017 3:37 PM  
**To:** Czaplicki, Scott D <Scott.Czaplicki@illinois.gov>  
**Cc:** Murphy, Kimberly K. <Kimberly.Murphy@Illinois.gov>; Brown, Lori S. <Lori.S.Brown@Illinois.gov>; 'Thomas Z Hayward Jr' <thomaszhayward@gmail.com>  
**Subject:** [External] RE: IL 31; Cross Access at Terra Cotta - Location #1

Scott,

I confirm receipt of the documents provided to me via your e-mail of February 23, 2017 relating to the Cross Access Agreement and related sketches and exhibits. As we discussed yesterday, I am working on finalizing the Cross Access Easement document and exhibits required to be returned to IDOT. I anticipate getting drafts to you for review next week. Thank you for your assistance and cooperation in this matter.

Kathleen M. Martinez  
General Manager  
Terra Cotta Realty Co.  
3703 S. Route 31  
Crystal Lake, IL 60012  
815-333-8235

---

**From:** Czaplicki, Scott D [<mailto:Scott.Czaplicki@illinois.gov>]  
**Sent:** Thursday, February 23, 2017 9:00 AM  
**To:** Kathy Martinez <[kathym@tcindustries.com](mailto:kathym@tcindustries.com)>  
**Cc:** Murphy, Kimberly K. <[Kimberly.Murphy@Illinois.gov](mailto:Kimberly.Murphy@Illinois.gov)>; Brown, Lori S. <[Lori.S.Brown@Illinois.gov](mailto:Lori.S.Brown@Illinois.gov)>  
**Subject:** FW: IL 31; Cross Access at Terra Cotta - Location #1

Ms. Martinez,

Attached are the preliminary plan and profile sheets along TCI's property between Half- Mile Trail and Ames Road for your use in documenting the combined entrance north of the engineering office building. The conceptual combined entrance was presented at the public hearing as Location #1 on the [Potential Cross Access exhibit](#). Please sketch the layout of the desired combined entrance on the attached plan so we can work with you on refining the design. Your previous letters requesting this access are attached for reference. Please contact me with any questions.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** Czaplicki, Scott D  
**Sent:** Wednesday, February 22, 2017 2:47 PM  
**To:** 'Kathy Martinez'; 'jswierk@ddcaarchitects.com'  
**Cc:** Murphy, Kimberly K.; Brown, Lori S.  
**Subject:** IL 31; Cross Access at Terra Cotta and Direct Design

Ms. Martinez and Mr. Swierk,

Thank you for providing comments at the February 8, 2017 public hearing concerning the proposed improvement of IL 31 in McHenry County. Your comments requested changes to the potential cross access location that was presented at the hearing. The exhibit can be viewed at [http://www.ilroute31.com/Downloads/PublicHearing/PH\\_12-Cross\\_Access\\_Locations.pdf](http://www.ilroute31.com/Downloads/PublicHearing/PH_12-Cross_Access_Locations.pdf). Attached for your use is a preliminary plan & profile sheet, cross access fact sheet, and example cross access agreement for further coordination between your properties. Please sketch the layout of the desired combined entrance on the attached plan. With that information we can work with you on refining the design. Please contact me with any questions.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



Please consider the environment before printing this message or attachments

**MEETING SUMMARY**

Senator Althoff and Arvidson Pools  
August 24, 2017

The purpose of the meeting was to discuss access options for Arvidson Pools and adjacent properties.

1. Senator Althoff explained the funding status for the project and need for the proposed improvement.
2. Median openings are typically proposed every quarter mile to facilitate U-turns and police enforcement. This is in accordance with design criteria for Strategic Regional Arterials (SRA) like IL 31. The properties are located between Ames Road and Edgewood Road. These roads are spaced approximately one-quarter mile apart and each have median openings. A traffic signal is proposed at Edgewood Road.
3. A break in the median needs to serve multiple properties, otherwise it is considered a private benefit and the property owner needs to pay the additional cost for the left turn lane and median opening's full depth pavement.
4. Arvidson Pools provided the following information:
  - A median opening is needed for truck access. There are limited alternative routes for trucks in the area. The Department suggested Edgewood Road-Bay Road to Half Mile Trail may be an option since both Edgewood Road and Half Mile Trail have proposed traffic signals, and Nunda Township Road District is located along Bay Road.
  - Their building is proposed to be expanded to the back (west) property line so cross access behind and within the properties is not feasible. There is a grade difference in the rear at the property to the north (Remsing). There is also a cell tower on the property that is currently under lease that may affect any back access.
  - The IL 31 (Ames Road to Edgewood Road) project constructed a flush bi-directional median and seems to have reduced the number of crashes.
  - Questioned why the raised median was required when another property they own along Palatine Road has a flush median. The safety benefits and access control requirements of a SRA were noted.
5. Arvidson's current driveway is approximately half-way between the adjacent median openings at Ames Road and Edgewood Road. It appears to be spaced far enough from Ames Road to provide the required deceleration distance if a median opening is added.
6. Remsing Construction (north of Arvidson Pools) does not have an immediate need for direct access, but the property may be sold and access will be a concern.
7. The property owners may consider a combined access in front of Arvidson building; however, this is where their septic field is located.
8. An access drive behind Arvidson and Remsing within the property to the west (Jim Hicks) was discussed. This would need to be initiated by the Village of Prairie Grove. They also have concerns what the stormwater detention requirements would be for additional impervious area. Baxter & Woodman will review with the Village of Prairie Grove and report back to the attendees.

IL 31  
IL 176 to IL 120  
McHenry County

9. The Department requested the property owners to provide a proposed median break location and combined access location as soon as possible to be included in the Phase I study. The study is anticipated to be completed by the end of the year.

By: Scott Czaplicki, IDOT/Programming-Consultant

Attachments:

- Attendance Sheet

S:\WP\p&es\CONSULT\Projects - Active\IL 31 (IL 176 to IL 120)\Meetings\Property Owner\2017-08-24 Arvidson Pools\2017-08-24 Meeting Summary (Arvidson Pools) DRAFT.docx





# Illinois Department of Transportation

## Attendance Roster

Bureau: Programming

Section: Project & Environmental Studies

Project/Topic: IL 31; Arvidson Pools

Date: 8/24/17

Time: 10:30 a.m.

Location: Arvidson Pools

	Attendees	Representing	Phone Number	Email Address
1.	Scott Czaplinski	IDOT/consultant	(847) 705-4678	scott.czaplinski@illinois.gov
2.	Kimberly Muegg	IDOT-ID	847-705-4711	Kimberly.Muegg@illinois.gov
3.	Jason Fluhr	Prairie Grove/ Baxter & Woodman	815-444-3222	jfluhr@baxterwoodman.com
4.	John Baczek	IDOT	847 705 4119	john.baczek@illinois.gov
5.	Pamela Althoff	senator	(815) 455-6330	pamela@pamelaalthoff.net
6.	Dennis Marandi	ARVIDSON, IN	815-861-6816	Dennis.M@arvidsons.com
7.	Rebecca	Keltic Properties	315-356-7400	506@kelticprop.com
8.				
9.				
10.				
11.				
12.				
13.				
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22.				



8/24/17

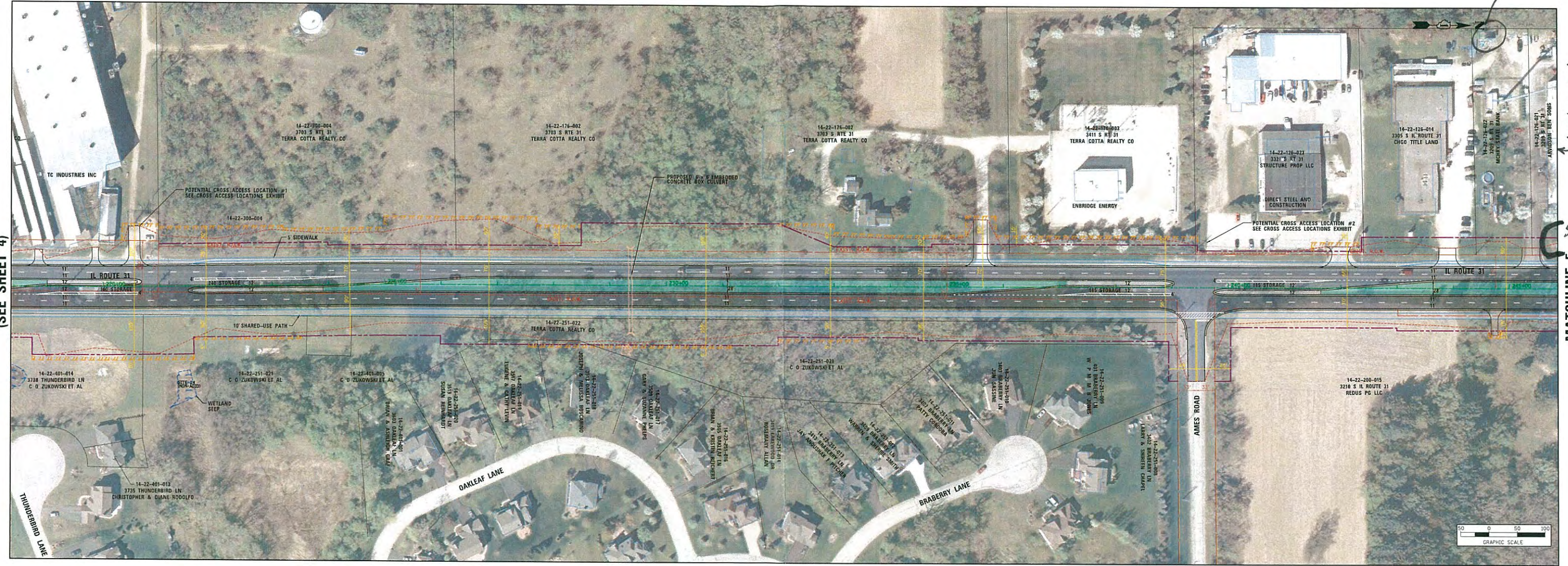
cell tower

Arden Pools

ATC #1

MATCHLINE 5 (SEE SHEET 6)

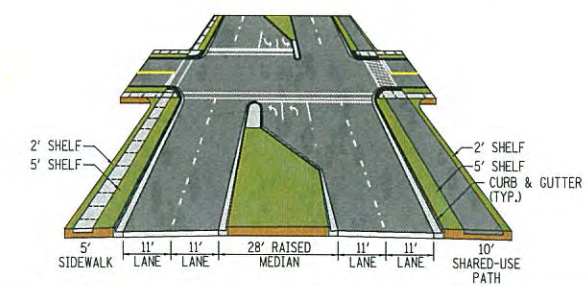
MATCHLINE 4 (SEE SHEET 4)



**LEGEND**

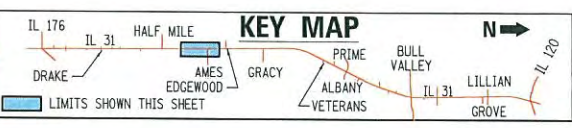
- |                                     |                                 |                                   |
|-------------------------------------|---------------------------------|-----------------------------------|
| EX. BUILDING OR STRUCTURE           | EX. FLOODPLAIN                  | EX. TRAFFIC SIGNAL TO REMAIN      |
| EX. MUNICIPAL BOUNDARY              | EX. WATERS OF THE U.S. (WOUS)   | EX. TRAFFIC SIGNAL TO BE REPLACED |
| EX. PROPERTY LINE                   | EX. WETLANDS                    | PROP. TRAFFIC SIGNAL              |
| EX. RIGHT OF WAY LINE               | PROP. GRASS MEDIAN              |                                   |
| PROP. CENTERLINE                    | PROP. MEANDERING STREAM / BASIN |                                   |
| PROP. LIMIT OF CONST. (APPROXIMATE) | PROP. PAVEMENT SURFACE          |                                   |
| PROP. RIGHT OF WAY LINE             | PROP. RAISED CURB MEDIAN        |                                   |
| PROP. TEMP. EASEMENT LINE           | COMMERCIAL DISPLACEMENT         |                                   |
|                                     | RESIDENTIAL DISPLACEMENT        |                                   |
|                                     | DRAINAGE OUTFALL                |                                   |

**PROPOSED TYPICAL SECTION**



**PRELIMINARY**

SUBJECT TO CHANGE  
PUBLIC HEARING  
FEBRUARY 8, 2017

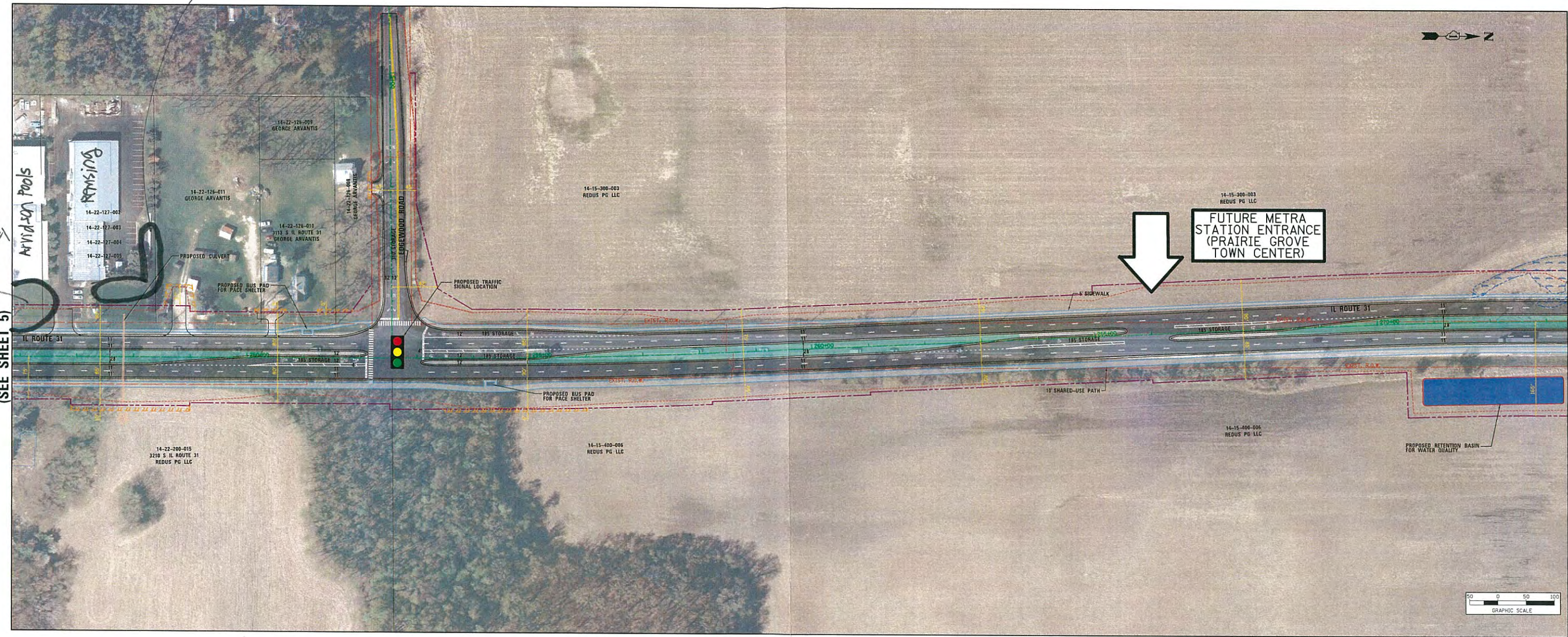




SPOTIC #2

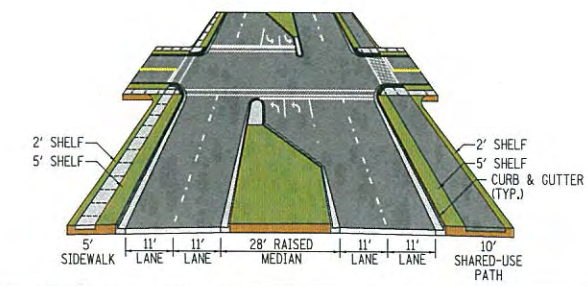
MATCHLINE 5  
(SEE SHEET 5)

MATCHLINE 6  
(SEE SHEET 7)



LEGEND			
EX. BUILDING OR STRUCTURE	EX. FLOODPLAIN	EX. TRAFFIC SIGNAL TO REMAIN	
EX. MUNICIPAL BOUNDARY	EX. WATERS OF THE U.S. (WOUS)	EX. TRAFFIC SIGNAL TO BE REPLACED	
EX. PROPERTY LINE	EX. WETLANDS	PROP. TRAFFIC SIGNAL	
EX. RIGHT OF WAY LINE	PROP. GRASS MEDIAN		
PROP. CENTERLINE	PROP. MEANDERING STREAM / BASIN		
PROP. LIMIT OF CONST. (APPROXIMATE)	PROP. PAVEMENT SURFACE		
PROP. RIGHT OF WAY LINE	PROP. RAISED CURB MEDIAN		
PROP. TEMP. EASEMENT LINE	COMMERCIAL DISPLACEMENT		
	RESIDENTIAL DISPLACEMENT		
	DRAINAGE OUTFALL		

PROPOSED TYPICAL SECTION

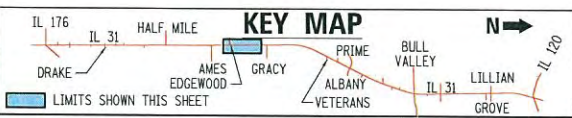


**PRELIMINARY**

SUBJECT TO CHANGE  
PUBLIC HEARING  
FEBRUARY 8, 2017



Illinois Route 31  
ROUTE 176 TO ROUTE 120  
[www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31)



**ILLINOIS ROUTE 31**  
SOUTH SECTION: ILLINOIS ROUTE 176 TO SOUTH OF BULL VALLEY ROAD

PREFERRED ALTERNATIVE





FILE COPY

# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

May 24, 2017

Ms. Elizabeth S. Kessler, MBA, CPRE  
Executive Director  
McHenry County Conservation District  
18410 US Highway 14  
Woodstock, IL 60098

Dear Ms. Kessler:

Thank you for your February 22, 2017 letter regarding the Illinois Department of Transportation's (Department) proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County. Partial funding for Phase II engineering is included in the Department's FY 2017-2022 Proposed Highway Improvement Program. The remaining elements of the project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The general scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a median, bicycle and pedestrian accommodations, and intersection and drainage improvements.

In your letter, concerns were noted that the proposed shared-use path is a duplication of the Prairie Trail, and its construction cost and maintenance would be entirely a local agency responsibility. While the proposed path and Prairie Trail are parallel, they would provide different uses. The proposed path will provide opportunities for both short and long distance trips along the corridor to connect to residential, commercial and industrial areas along IL 31. In addition, the proposed path will collect users from the east side of IL 31 and provide crossing opportunities to the west at the eight signalized intersections along the project. Streets under local jurisdiction such as Edgewood Road, Bull Valley Road, and Lillian Street provide a direct connection to the Prairie Trail. Regarding local agency participation, the local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. The local agency, as you state in your letter, must agree to accept long-term responsibility for the administration, control, reconstruction and maintenance of the shared-use path and/or sidewalk.

Regarding impacts to oak and hickory trees, the preservation of trees has been a Department concern throughout the study. We are currently evaluating the proposed design to further reduce impacts to oak and hickory trees. The McHenry County Conservation District (MCCD) and public will be notified of the results of this analysis through a project newsletter this summer. Tree replacement at nearby conservation areas can be considered, as well as at areas along the project, as outlined in Department Policy D&E-18, Preservation and Replacement of Trees. A link to the policy is available on the project website at [www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31) under Info Center/Newsletters.

Ms. Elizabeth S. Kessler, MBA, CPRE  
May 24, 2017  
Page 2

A Special Design/Construction Consideration (SDCC) will be added to the Phase I Combined Design Report to work with the MCCD during Phase II, contract plan preparation, to identify the location, type and number of trees to be planted. The MCCD would need to donate any temporary easements required for this work.

A SDCC will also be added to the Phase I report for the Department to work with MCCD during Phase II, contract plan preparation, to identify potential wetland mitigation sites.

If you have any questions or need additional information, please contact Scott Czaplicki, Project Manager, at (847) 705-4678.

Very truly yours,

Anthony J. Quigley, P.E.  
Region One Engineer

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

Attachments

bcc:  File

S:\Gen\WP\p&es\CONSULT\Projects - Active\IL 31 (IL 176 to IL 120)\Correspondence\Tickles\Internal Tickle 1704 Response .docx





BUREAU OF PROGRAMMING  
RECEIVED

FEB 24 2017

DISTRICT #1

February 22, 2017

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

RE: *Illinois Route 31*  
*Route 176 to Route 120*

Dear Mr. Czaplicki:

Thank you for the opportunity to provide comment on the above project. The McHenry County Conservation District does not have any property directly impacted by the proposed project as presented at the February 8, 2017 public hearing. Several staff members of the District attended and have provided the following comments.

First, it should be noted that the McHenry County Conservation District's existing 26-mile linear multiuse Prairie Trail runs parallel to the proposed shared use path and is separated by a distance of only 400-600 feet within the City of McHenry and does not show a connection between the two trails. A portion of the proposed shared use trail would be a duplication of services and it is our understanding that the proposed shared use trail is not included in the state funding request. The cost of construction and ongoing maintenance would fall to the local governments. The District is not interested in participating in this part of the project at this juncture but would encourage the placement of signage and on-street routes to direct users to the existing multiuse trail to safely traverse north and south through the county and to the western businesses within the City of McHenry.

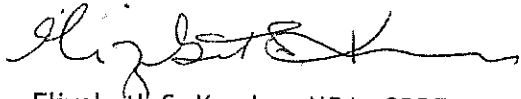
There is concern that the 84 Oak trees and 17 Hickory trees would be impacted by the current alignment and that some of these critical local species could be avoided with a shifting of the project either to the east or west. If such a move is unavoidable, several nearby Conservation Areas (Stickney Run and Silver Creek) could benefit from replacement trees which may be required to mitigate such an impact.

The District may also be able to assist in the anticipated wetland mitigation measures by providing off-site local wetland improvements within the Regional watershed. The District will continue to stay informed on this project as it moves into Phase II.



If you have any questions or we can be of further assistance, please do not hesitate to give us a call.

Sincerely,  
McHENRY COUNTY CONSERVATION DISTRICT



Elizabeth S. Kessler, MBA, CPRE  
Executive Director

c: Bona Heinsohn, President, Board of Trustees  
Stephen Barrett, Vice President  
Brandon Thomas, Treasurer  
Dave Kranz, Secretary  
Pete Merkel, Trustee  
Vern Scacci, Trustee  
Dave Brandt, Trustee  
Robert Nowak, Liaison, McHenry County Board  
Ed Collins, Director of Land Preservation & Natural Resources  
John Kremer, Director of Operations & Public Safety  
Val Siler, Land Preservation Manager  
Amy Peters, Planning Manager



From the Bureau of : Programming

Name:	<u>Ryan McGuire</u>	Date:	<u>November 20, 2017</u>
Title:	<u>Property Manager</u>		
Organization:	<u>Digital Pix and Composites</u>	Project:	<u>IL 31</u>
Address:	<u>1811 South Route 31</u>		<u>IL 176 to IL 120</u>
	<u>McHenry, IL 60050</u>		<u>P-91-135-99</u>
Telephone:	<u>(815) 363-2800</u>		
E-Mail:	<u>Ryan@DPCPix.com</u>	PTB No.:	<u>155-015 &amp; 170-007</u>

---

**Items Discussed:**

I called Digital Pix to follow-up regarding their public hearing comments and to convey information learned from the City of McHenry (City). The City noted that The Chapel and Waste Management recently entered into a cross access agreement and a sanitary sewer was extended to The Chapel and stubbed at Digital Pix. Digital Pix is aware of the sanitary stub and cross access agreement. Digital Pix has concerns of truck access from IL 31 during and after construction, parking loss, dock access, and well and septic impacts. Digital Pix is interested in cross access to the north and south. They have spoken with McHenry Heating (Mike Rogulic) to the south, but they are not ready to commit to cross access. The land acquisition process was discussed and noted that a parking layout study and circulation study could be included as part of the appraisal process. Funding for land acquisition or construction is not included in the Department's FY 2018-2023 multi-year program.

**Follow-Up:**

Send email to Mr. McQuire with my contact information.

By: Scott Czaplicki  
Bureau of Programming/Consultant

**From:** [Czaplicki, Scott D](#)  
**To:** [Ryan McGuire](#)  
**Subject:** IL 31; Phone Call Follow-Up (Digital Pix)  
**Date:** Monday, November 20, 2017 12:00:00 PM

---

Ryan,

It was good speaking with you this morning regarding the proposed improvement of IL 31 between IL 176 and IL 120. My contact information is below for your forwarding. Thank you.

Scott Czaplicki, P.E.  
(847) 705-4678 Office  
(630) 291-0869 Cell  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-



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# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

March 17, 2017

Mr. Mike Lesperance  
Highway Commissioner  
Nunda Township  
3518 Bay Road  
Crystal Lake, IL 60012

Dear Mr. Lesperance:

Thank you for your February 15, 2017 letter regarding the Illinois Department of Transportation's (Department) proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County. Partial funding for Phase II engineering is included in the Department's FY 2017-2022 Proposed Highway Improvement Program. The remaining elements of the project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The general scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a median, bicycle and pedestrian accommodations, and intersection and drainage improvements.

The Department appreciates your support for the project. In your letter, the Township requested retaining walls along IL 31 between Drake Drive and Ames Road to reduce tree impacts and provide a noise barrier. The preservation of trees has been a concern throughout the study. Retaining walls will be evaluated to assess their effectiveness in reducing tree impacts.

A traffic noise analysis was performed using projected year 2040 noise levels and concluded that four of the seven receptors in this area (R11, R12, R13, and R15) merited an evaluation of traffic noise abatement walls. However, none of the walls met the criteria to implement them as part of this project. Due to public comments received after the February 8, 2017 public hearing for this project, the Department is evaluating a traffic noise abatement wall for the Oak Grove subdivision located along the east side of IL 31 south of Ames Road (R14 and R16). See attached Noise Receptor Maps for receptor locations. The original noise analysis is part of the Environmental Assessment and can be found on the project website at [www.idot.illinois.gov/projects/il31](http://www.idot.illinois.gov/projects/il31).

Mr. Mike Lesperance  
March 17, 2017  
Page 2

In addition, Ames Road was requested to be realigned with Edgewood Road so Prairie Grove residents can make a left turn onto IL 31 at a signalized intersection to go south. Ames Road is under the jurisdiction of the Village of Prairie Grove (Village) and this realignment is identified in their Town Center & Transit-Oriented Development Plan dated June 2010. The Village could initiate engineering and construction for an improvement on Ames Road through either the Department's Bureau of Local Roads and Streets or the Bureau of Traffic Operations Permit Section. More information on the funds available to local governments for infrastructure improvements can be found at <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/index>.

As a result of comments from the public hearing, new traffic counts will be performed and a traffic signal warrant performed at the IL 31 and Ames Road intersection. Regardless of additional improvements, we would like to note that Ames Road connects to Barreville Road which runs north-south between IL 176 and IL 120 and provides access to other east-west roadways that are signalized at IL 31.

If you have any questions or need additional information, please contact Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.  
Region One Engineer

By:   
Jose Rios, P.E.  
Engineer of Program Development

Attachments

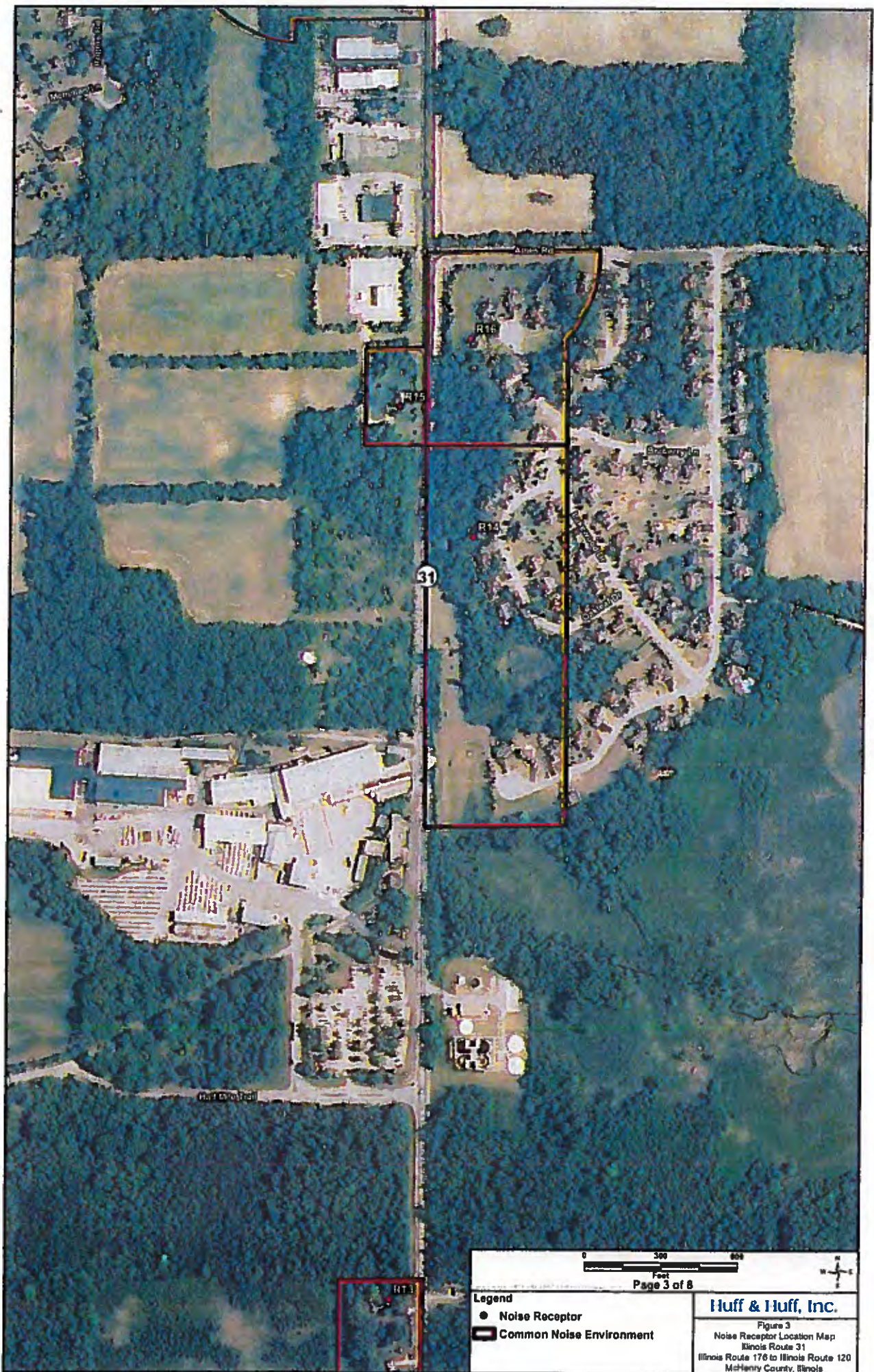
bcc: Jose Rios  
Brian Carlson  
File

Prepared By: Scott Czaplicki, Ext. 4678  
Bureau of Programming













Legend  
● Noise Receptor  
Common Noise Environment

Huff & Huff, Inc.



*Here To Serve*

MIKE LESPERANCE  
HIGHWAY COMMISSIONER

February 15, 2017

Mr. Jose Rios, P.E.  
Illinois Dept. of Transportation  
Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Dear Mr. Rios,

As the Nunda Township Highway Commissioner looking at the overall project improvement of Route 31 from Route 176 to Route 120, I think it is long overdue, much needed and very much appreciated.

As an elected official and concerned citizen I would like to request some changes to the plans.

First, I would like to request retaining walls / sound barriers from Drake Drive Latitude and Longitude 42.260286, -88.286761 to L.L. 42.265039, -88.286778 and from 42.275065, -88.286846 to Ames Road 42.281133, -88.286859. In these two areas there are many residents with very rural settings. On their properties there exist many very old growth and healthy Oak trees. In my opinion, rather than removing them and cutting a steep slope, we could take less land and extend the retaining walls above grade to create a sound barrier.

Second, Ames Road should be re-aligned to Edgewood Road in order to allow all of the residents of Prairie Grove to turn left at the stop light to go to Crystal Lake.

It seems to me now is the time to address this issue while we are already doing a \$75 million dollar improvement. The danger and time, especially in turning left or turning right with a U-turn, could be easily rectified either with a frontage road or an S curve on Ames Road.

I offer as much time and energy as it will take to see these suggestions come to pass. Please call on me for any assistance you may need.

Sincerely,

NUNDA TOWNSHIP ROAD DISTRICT

Mike Lesperance  
Highway Commissioner

cc: Scott Czaplic

**From:** [Czaplicki, Scott D](#)  
**To:** [highway@nundaroaddistrict.com](mailto:highway@nundaroaddistrict.com)  
**Cc:** [Brown, Lori S.](#); [Murphy, Kimberly K.](#)  
**Subject:** IL 31; Path Maintenance on State ROW  
**Date:** Wednesday, April 19, 2017 8:11:33 AM

---

Mike,

At the IL 31 public hearing you asked if the Township would need to obtain a permit from IDOT to maintain the proposed path. Below is a response from the District's ADA Coordinator in coordination with the District's Permit Engineer. Please let me know if you have any questions.

Any entity working on ped/bike facilities in the public ROW owned by the State (i.e. reconstructing/adding) needs a permit to do the work unless it's done as part of a Local Roads or State Highway improvement. Maintenance work such as sidewalk vertical discontinuity beveling and grinding, patching, etc. would not require a permit in my opinion. Snow removal is a maintenance item as such it would also not require a permit.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** [Czaplicki, Scott D](#)  
**To:** ["Potempa8@Gmail.com"](mailto:Potempa8@Gmail.com)  
**Cc:** [Brown, Lori S.](#)  
**Subject:** IL 31; The Greenhouse of Crystal Lake  
**Date:** Wednesday, June 14, 2017 12:23:00 PM  
**Attachments:** [Potempa-Court Reporter-Comments 24-25.pdf](#)  
[Cross Access FAQs.pdf](#)  
[Cross Access Easement Agreement \(Example\).docx](#)  
[Potempa - PH Preferred Alternative Aerial-Sheet3.pdf](#)

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Mr. Potempa,

In response to your public hearing comment (attached) and our discussion last week, please sketch the desired location of your entrances on the attached preferred alternative plan sheet and return it to me. I will mail copies of this plan with a self-addressed stamped envelope. You can also scan the sketch and email it to me. We will evaluate your request to add a northbound left turn lane into your business once we receive your sketch. The Department encourages combining and reducing entrances along state highways to improve safety. For the left turn lane to be considered a public benefit it will need to serve multiple properties and a cross access agreement needs to be signed by you and your neighbor(s). A typical combined entrance would be located on the property line (shown as a thick black line on the plan). An example agreement and cross access FAQ sheet is attached for your use. Other potential cross access locations along IL 31 can be viewed [here](#).

Please note we are also refining the proposed design to reduce the proposed right-of-way needs within your property (shown as a thicker purple line on the plan). Please contact me with any questions. Thank you.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-

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From the Bureau of : Programming

To: Mr. Eugene Potempa Date: June 14, 2017  
Greenhouse of Crystal Lake  
4317 State Route 31 Project: IL 31  
Crystal Lake, IL 60012 IL 176 to IL 120  
P-91-135-99

PTB No.: 155-015/170-007

We are sending you:

☐ Plans ☐ Copy of Letter ☒ Other See below

Date	Description
	Preferred Alternative Plan
	Cross Access FAQ Sheet
	Example Cross Access Agreement
	Self-addressed Stamped Envelope

☒ For your information ☐ Approved as submitted ☐ Resubmit  
☐ For your review/comment ☐ Approved as noted ☐ Included in report  
☐ Returned for revisions ☐ As requested

Remarks:

Please sketch the desired location of your entrances on the attached preferred alternative plan sheet and return it to me. We will evaluate your request to add a northbound left turn lane into your business once we receive your sketch. The Department encourages combining and reducing entrances along state highways to improve safety. For the left turn lane to be considered a public benefit it will need to serve multiple properties and a cross access agreement needs to be signed by you and your neighbor(s). A typical combined entrance would be located on the property line. Please contact me with any questions.

Signed

Scott Czaplicki, P.E.

Phone Number

(847) 705-4678

scott.czaplicki@illinois.gov





From the Bureau of : Programming

Name:	<u>Mike Rogulic</u>	Date:	<u>November 22, 2017</u>
Title:	<u>Owner</u>		
Organization:	<u>McHenry Heating &amp; Air, Inc.</u>	Project:	<u>IL 31</u>
Address:	<u>4561 Prime Parkway</u>		<u>IL 176 to IL 120</u>
	<u>McHenry, IL 60050</u>		<u>P-91-135-99</u>
Telephone:	<u>(815) 444-9900</u>		
E-Mail:	<u>Mike@MchenryHeating.com</u>	PTB No.:	<u>155-015 &amp; 170-007</u>

---

**Items Discussed:**

I called McHenry Heating to follow-up regarding their public hearing comments and to convey information learned from the City of McHenry (City). The City noted that The Chapel and Waste Management recently entered into a cross access agreement and a sanitary sewer was extended to The Chapel and stubbed at Digital Pix. McHenry is aware of the sanitary stub and cross access agreement. McHenry Heating has concerns of truck access from IL 31 due to their expanding excavating business. McHenry Heating is interested in a frontage road to Veterans Parkway, and would like a traffic signal installed at that intersection with IL 31. Funding for land acquisition or construction is not included in the Department's FY 2018-2023 multi-year program.

**Follow-Up:**

Recontact with any new developments.

By: Scott Czaplicki  
Bureau of Programming/Consultant

**From:** Czaplicki, Scott D  
**To:** ["shepardd@thelensg.com"](mailto:shepardd@thelensg.com)  
**Cc:** [info@ilroute31.com](mailto:info@ilroute31.com)  
**Subject:** RE: [External] Form Submission Digest  
**Date:** Thursday, February 16, 2017 12:30:00 PM

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Mr. Shepard,

The materials presented at the public hearing are available at the link below. We'll revise the website to make them easier to find.

<http://www.ilroute31.com/publicmeetings.html>

Scott Czaplicki, P.E.

**(847) 705-4678 \*\*New Phone Number\*\***

[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** formmailer@secureserver.net [mailto:formmailer@secureserver.net]  
**Sent:** Tuesday, February 14, 2017 3:30 PM  
**To:** [info@ilroute31.com](mailto:info@ilroute31.com)  
**Subject:** [External] Form Submission Digest

**MEETING SUMMARY**

Snelton Construction  
November 2, 2017

The purpose of the meeting was to discuss future access to the Snelton/Remsing Construction building located at 3119 IL Route 31. The meeting was requested by the property owner. The following items were discussed:

1. Representatives for Snelton conveyed the following concerns:
  - a. There are many large trucks that use this building and prohibiting left turn into and out will affect the business.
  - b. There are no short-distance alternative routes due to roadway load restrictions.
  - c. The property owner the north located at the southwest corner of IL 31 and Edgewood Road is not interested in allowing cross access.
  - d. The property owner to the south (Arvidson Pools) is not interested in cross access because their septic field is in the front of their building and they are planning to expand their building to their back property line.
2. The Department noted that funding for contract plan preparation is included in the Department's FY 2018-2023 Proposed Highway Improvement Program; however, land acquisition and construction is not. The improvement may be divided into more than one construction project due to the project length and cost.
3. A median opening has been discussed at the existing Arvidson Pools entrance for cross access with the property to the south. The Department requires a cross access agreement be provided in order for the median opening to be proposed. The Department offered to extend the left turn lane from this median opening north to the Snelton/Remsing entrance for a left-in only movement. A left-out of this entrance to northbound IL 31 will not be allowed. The property owner will be responsible for the additional cost to extend the left turn lane since it is benefitting only one property. If the median opening for Arvidson Pools does not happen, then the property owner will be responsible for the entire cost of the median opening and left turn lane taper and storage bay. Correspondence from the property owner agreeing to these conditions will need to be provided to the Department in order for this to be included with the proposed improvement.

By: Scott Czaplicki, IDOT/Programming-Consultant

Attachments:

- Attendance Sheet

S:\WP\p&es\CONSULT\Projects - Active\IL 31 (IL 176 to IL 120)\Meetings\Property Owner\2017-11-02 Snelton\2017-11-02 Meeting Summary (Snelton).docx



# Illinois Department of Transportation

## Attendance Roster

Bureau: Programming

Section: Project & Environmental Studies

Project/Topic: IL 31

Date: 11/2/17

Time: 9:30

Location: IDOT / Executive Conference Room

	Attendees	Representing	Phone Number	Email Address
1.	Scott Czaplicki	IDOT / Prog-consultant	(647) 705-4678	scott.czaplicki@illinois.gov
2.	Marc Pavlos	IIIFC	815-600-1652	mpavlos@iifc.org
3.	Matt Hughes	MRI Solutions LLC	217.836.0225	Hughesmatttr@gmail.com
4.	John Baczek	IDOT	847 705 4119	john.baczek@illinois.gov
5.	Kimberly Murphy	IDOT	847-705-4791	Kimberly.Murphy@illinois.gov
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From the Bureau of : Programming

Name:	<u>Vorgias Stanton</u>	Date:	<u>February 22, 2017</u>
Title:	<u>Owner</u>		
Organization:	<u>518 Front Street – Residential D</u>	Project:	<u>IL 31</u>
Address:	<u>10005 Fair Lane</u>		<u>IL 176 to IL 120</u>
	<u>Union, IL 60180</u>		<u>P-91-135-99</u>
Telephone:	<u>(815) 923-2521</u>		
E-Mail:	<u></u>	PTB No.:	<u>155-015 &amp; 170-007</u>

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**Items Discussed:**

Mr. Stanton is the owner of 518 Front Street, a residential property in the City of McHenry which is one of the proposed displacements. A certified letter was sent to Mr. Stanton as an invitation to the public hearing and to provide land acquisition/relocation information. The certified letter was returned to IDOT as “Unclaimed”. Mr. Stanton was called and a message left regarding this property.

Denise called back and gave Mr. Stanton’s cell number (815) 245-6098. She said they attended the public hearing and spoke with several project team members included Mike Cullian from the Bureau of Land Acquisition. I informed her to contact me if they need any additional information.

**Follow-Up:**

Resend the letter non-certified.

By: Scott Czaplicki  
Bureau of Programming/Consultant



**From:** [Czaplicki, Scott D](#)  
**To:** [Kathy Martinez](#); [John Swierk](#)  
**Cc:** [Brown, Lori S.](#); ["Thomas Z Hayward Jr"](#)  
**Subject:** RE: IL 31; Cross Access at Terra Cotta and Direct Design  
**Date:** Monday, February 05, 2018 12:35:00 PM  
**Attachments:** [2017-08-07 Cross Access Agreement \(Location #2\).pdf](#)  
[2018-01-31 - Cross Access-Location#2 \(P&P-9\).pdf](#)

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Ms. Martinez/Mr. Swierk,

The proposed IL 31 plans have been updated in accordance with the signed cross access agreement in your letter dated August 7, 2017. Please see the yellow highlighted combined entrance in the attached plan & profile sheet. Additional coordination will occur during the land acquisition process regarding the temporary easements to be donated, shown outlined in blue. Please note that only funding for contract plan preparation is included in the Department's 2018-2023 Proposed Highway Improvement Program. The remaining elements of the project (land acquisition and construction) are not included, but will be considered for future funding among similar improvement needs throughout the region.

If you have any questions, please contact me.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

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**From:** Kathy Martinez [mailto:kathym@tcindustries.com]  
**Sent:** Friday, March 10, 2017 3:25 PM  
**To:** Czaplicki, Scott D <Scott.Czaplicki@illinois.gov>  
**Cc:** Murphy, Kimberly K. <Kimberly.Murphy@Illinois.gov>; Brown, Lori S. <Lori.S.Brown@Illinois.gov>; John Swierk <jswierk@ddcaarchitects.com>; 'Thomas Z Hayward Jr' <thomaszhayward@gmail.com>  
**Subject:** [External] RE: IL 31; Cross Access at Terra Cotta and Direct Design

Scott,

I confirm receipt of the documents provided to Mr. Swierk and I via your e-mail of February 22, 2017 relating to the Cross Access Agreement and related sketches and exhibits. As we discussed yesterday, John Swierk and I are working on finalizing the Cross Access Easement document and exhibits required to be returned to IDOT. I anticipate getting drafts to you for review next week. Thank you for your assistance and cooperation in this matter.

Kathleen M. Martinez  
General Manager  
Terra Cotta Realty Co.  
3703 S. Route 31

Crystal Lake, IL 60012  
815-333-8235

---

**From:** Czaplicki, Scott D [<mailto:Scott.Czaplicki@illinois.gov>]  
**Sent:** Wednesday, February 22, 2017 2:47 PM  
**To:** Kathy Martinez <[kathym@tcindustries.com](mailto:kathym@tcindustries.com)>; [jswierk@ddcaarchitects.com](mailto:jswierk@ddcaarchitects.com)  
**Cc:** Murphy, Kimberly K. <[Kimberly.Murphy@Illinois.gov](mailto:Kimberly.Murphy@Illinois.gov)>; Brown, Lori S. <[Lori.S.Brown@Illinois.gov](mailto:Lori.S.Brown@Illinois.gov)>  
**Subject:** IL 31; Cross Access at Terra Cotta and Direct Design

Ms. Martinez and Mr. Swierk,

Thank you for providing comments at the February 8, 2017 public hearing concerning the proposed improvement of IL 31 in McHenry County. Your comments requested changes to the potential cross access location that was presented at the hearing. The exhibit can be viewed at [http://www.ilroute31.com/Downloads/PublicHearing/PH\\_12-Cross\\_Access\\_Locations.pdf](http://www.ilroute31.com/Downloads/PublicHearing/PH_12-Cross_Access_Locations.pdf). Attached for your use is a preliminary plan & profile sheet, cross access fact sheet, and example cross access agreement for further coordination between your properties. Please sketch the layout of the desired combined entrance on the attached plan. With that information we can work with you on refining the design. Please contact me with any questions.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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From the Bureau of : Programming

Name:	<u>H. Brewer</u>	Date:	<u>December 7, 2017</u>
Title:	<u>Director of Facilities</u>		
Organization:	<u>The Chapel</u>	Project:	<u>IL 31</u>
Address:	<u>1809 State Rte 31</u>		<u>IL 176 to IL 120</u>
	<u>McHenry, IL 60050</u>		<u>P-91-135-99</u>
Telephone:	<u>(847) 347-4635</u>		
E-Mail:	<u>Hbrewer@chapel.org</u>	PTB No.:	<u>155-015 &amp; 170-007</u>

---

**Items Discussed:**

Mr. Brewer called in response to previous calls to Jeff Pittman, whom made a comment at the public hearing. The Chapel has redevelopment plans to extend their driveway around the building. They currently have three driveways along IL 31 and two are proposed to be closed due to inadequate space to regrade them since IL 31 is being raised. They would like two entrances. There may be an opportunity to have a second driveway to the south if it is shifted south to align with the driveway extension. The Chapel will provide plans.

Cross access with their neighbors to the south and north was discussed. It was recommended that the property owners propose a plan and approach IDOT.

**Follow-Up:**

Add redevelopment plans and correspondence to CDR.

By: Scott Czaplicki  
Bureau of Programming/Consultant

**From:** [Czaplicki, Scott D](#)  
**To:** [sassandahalf@yahoo.com](mailto:sassandahalf@yahoo.com)  
**Cc:** [Murphy, Kimberly K.](#); [Brown, Lori S.](#)  
**Subject:** IL 31; Response to Public Comment (Trost)  
**Date:** Friday, March 03, 2017 12:37:53 PM  
**Attachments:** [Trost.pdf](#)

---

Ms. Trost,

Thank you for your comment regarding the February 8, 2017 public hearing for the proposed improvement of IL 31 in McHenry County (attached). The Phase I study identified three potential building displacements, all of which are located in the City of McHenry. The addresses and links to the applicable preferred alternative exhibits are listed below. Please note property impacts and building displacements will be further evaluated during the contract plan preparation and land acquisition phase (Phase II).

- 518 Front Street -  
[http://www.ilroute31.com/Downloads/PublicHearing/PH\\_Preferred\\_Alternative\\_Aerial-Sheet13.pdf](http://www.ilroute31.com/Downloads/PublicHearing/PH_Preferred_Alternative_Aerial-Sheet13.pdf)
- 3815 W. Elm Street and 3817 W. Elm Street -  
[http://www.ilroute31.com/Downloads/PublicHearing/PH\\_Preferred\\_Alternative\\_Aerial-Sheet14.pdf](http://www.ilroute31.com/Downloads/PublicHearing/PH_Preferred_Alternative_Aerial-Sheet14.pdf)

Please contact me with any questions.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies  
Illinois Route 31  
Illinois Route 176 to Illinois Route 120  
McHenry County

December 19, 2017

Mr. Keith Wozniak  
Chief, CELRC-TS-RW  
U.S. Army Corps of Engineers  
Chicago District - Regulatory Branch  
231 South LaSalle Street  
Suite 1500  
Chicago, IL 60604

Dear Mr. Wozniak:

Thank you for your March 15, 2017 letter regarding the Illinois Department of Transportation's (Department) proposed improvement of Illinois Route 31 (IL 31) from Illinois Route 176, to Illinois Route 120 in McHenry County. Funding for Phase II engineering is included in the Department's FY 2018-2023 Proposed Highway Improvement Program. The remaining elements of the project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The general scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a median, bicycle and pedestrian accommodations, and intersection and drainage improvements.

In your letter, the US Army Corps of Engineers (USACE) provided comments on the IL 31 Environmental Assessment. Responses to your comments are provided below.

#### Best Management Practices

The drainage plan was redesigned to meet the USACE's Stormwater Performance Standards Guidance for water quality volume (WQV) retention. As a result, nine acres of additional right-way is proposed to meet the guidance. The guidance was met for two of the three watersheds and for the project as a whole. The guidance could not be met for the Sleepy Hollow Creek watershed due to the existing terrain and environmental resources. The watershed is located in a 150-foot deep valley along IL 31 that has steep longitudinal grades which do not allow for effective storm water storage. In addition, environmental resources such as wetlands, waters, and oak and hickory trees are concentrated at the bottom of the valley. Even though the guidance was subsequently rescinded, the proposed retention measures are still included in the project.



Discharging storm water directly into wetlands and waters has been avoided where feasible. Locations that could not be avoided include culverts at existing low points. BMPs are proposed upstream of these locations to the greatest extent practicable. A detailed BMP plan will be included in the Section 404 permit application.

#### Water Resource Impacts

Avoidance and minimization measures were discussed during the four NEPA/404 Merger meetings as well as five USACE meetings for the project. Measures include alignment shifts, retaining walls, and lane and median width reduction. Impacts are anticipated to be further reduced during Phase II, contract plan preparation. Impacts to wetlands and waters are generally a result of roadway widening. As you noted, there are some locations where the impacts are not apparent and are discussed below:

- W6 (Sheet 13) – Potential temporary impacts due to the construction of the adjacent detention basin
- W1 (Sheets 14 and 15) – The existing box culvert is proposed to be replaced with a 90-foot span bridge. As a result, the Unnamed Tributary to the Fox River (W1) will be regraded upstream and downstream of the bridge and will include a low-flow channel
- W5 (Sheet 16) – Temporary impacts for the construction of outlet pipes from proposed detention basin

There are three waters identified as permanent streams that cross IL 31. The Section 404 permit application will include upstream and downstream channel cross sections.

#### Proposed Mitigation

The detailed design for the proposed meandering of Squaw Creek will be performed during Phase II, contract plan preparation. The proposed cross sections and monitoring and management plan will be provided as part of the Section 404 permit application. The Department acknowledges that the actual mitigation ratios will be determined as part of the application process.

Mr. Keith Wozniak  
December 19, 2017  
Page three

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.  
Region One Engineer



By:  
Issam Rayyan, P.E.  
Acting Bureau Chief of Programming

cc: Robin Helmerichs, FHWA  
John Sherrill, BDE

bcc: Sam Mead  
Perry Masouridis  
File

S:\WP\p&es\CONSULT\Projects - Active\IL 31 (IL 176 to IL 120)\Correspondence\Letters\2017-07-13  
USACE Response.docx



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

REPLY TO  
ATTENTION OF:

March 15, 2017

Technical Services Division  
Regulatory Branch  
LRC-2011-336

SUBJECT: NEPA/404 Merger Process Comments on the Draft Environmental Assessment for the IL Route 31 (from IL Route 176 to IL 120) Project, 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) provide comments on the Draft Environmental Assessment for the IL Route 31 (from IL Route 176 to IL 120) Project, McHenry County, Illinois (EA). 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 a review of the EA, the Corps provides the following comments:

1. *Best Management Practices (BMP) for the Preferred Alternative*

The Water Quality Volume does not meet the requirement around Sleepy Hollow Creek, a perennial stream where two pollution intolerant fish species were identified. The permit application will need to provide a detailed BMP proposal that includes information on what efforts were made to meet the 1.25" recommended storage.

In addition, Exhibit 5 appears to show outfalls discharging directly into wetlands. Stormwater outfalls should be located as far from the resource as possible. This information should be made available in a detailed BMP proposal. Finally, please make sure to label all wetlands and streams in the BMP proposal.

2. *Water Resources Impacts*

In addition to indicating whether proposed impacts are permanent or temporary, please make sure to qualify each proposed impact. Avoidance and minimization should also be discussed. For example, Sheet 13 in Exhibit 3 shows temporary impacts proposed in W6. It appears that a detention basin is proposed at this location, but the particular impacts are unclear.

If so, what avoidance and minimization measures were considered? It should be noted that detention in-line with a stream is generally not permissible. This information could be presented in the form of a table.

The information presented for culverts does not contain any information on the stream channel width. For culverts spanning a stream, this information should be provided in the application. Culverts should be designed to prevent the restriction of expected high water flows, and should be designed so as not to impede low water flows or the movement of aquatic organisms. Typically, a stream channel cross section taken upstream, at and downstream of the culvert should help determine if proposed culvert is meeting this requirement.

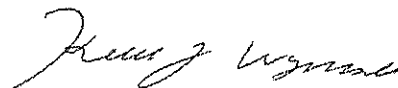
### 3. Proposed Mitigation

The proposed mitigation for impacts to Squaw Creek is on-site, in-kind replacement with meanders. The proposal will need to include existing and proposed cross sections of the stream. A monitoring and management plan will be required.

The EA states that a mitigation ratio of 1.5:1 will be applied to all non-ADID wetlands and a mitigation ratio of 3:1 will be applied to HQAR wetlands. There are instances where mitigation ratio of up to 6:1 are applied for ADID wetlands depending on the type of ADID classification. Note that stream mitigation will be required for areas that are considered stream loss.

Thank you for the opportunity to comment. If you have any questions, please contact Julie Rimbault of my staff by telephone at 312-846-5542, or email at Julie.C.Rimbault@usace.army.mil.

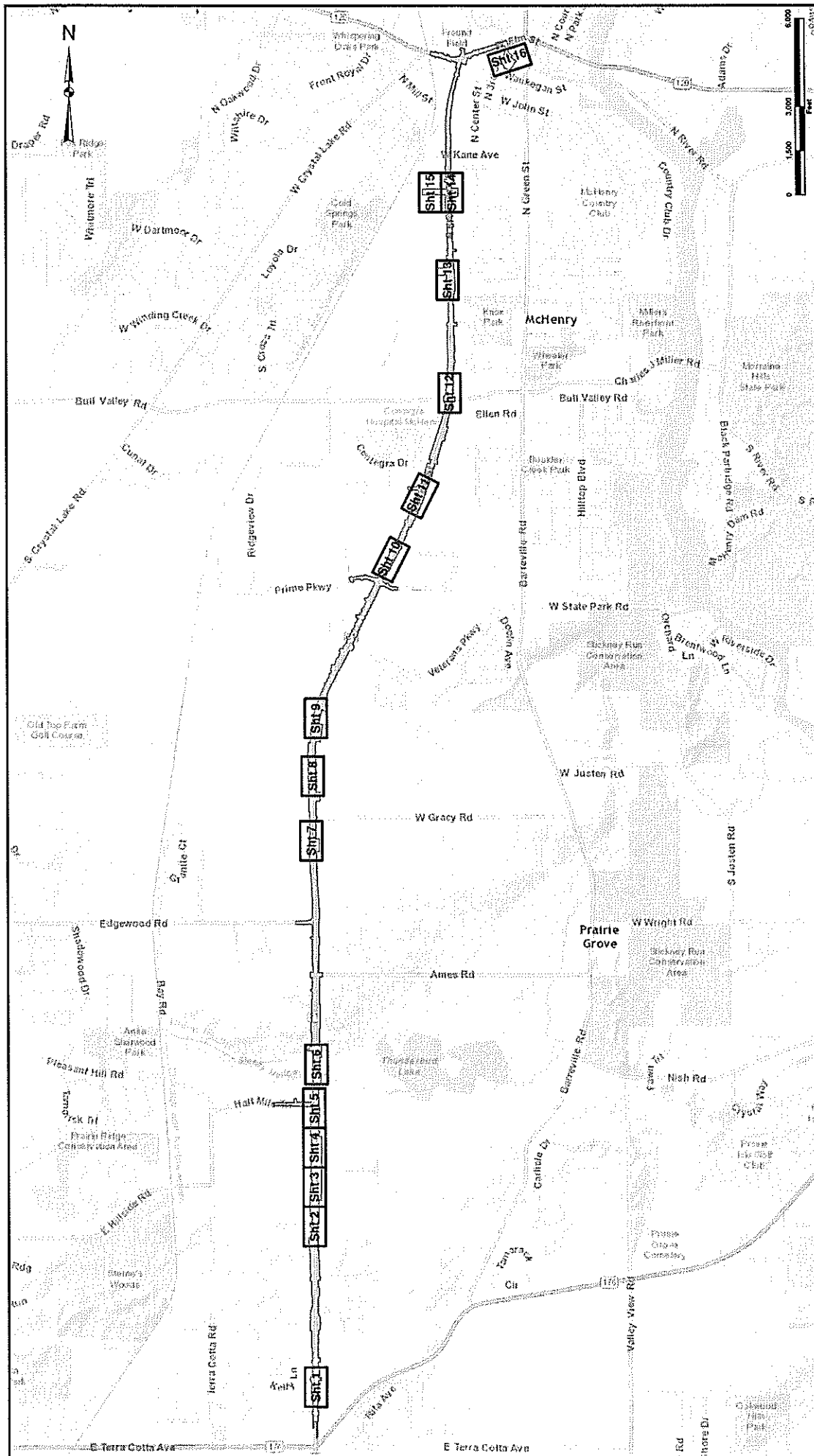
Sincerely,



Keith L. Wozniak  
Chief, West Section  
Regulatory Branch

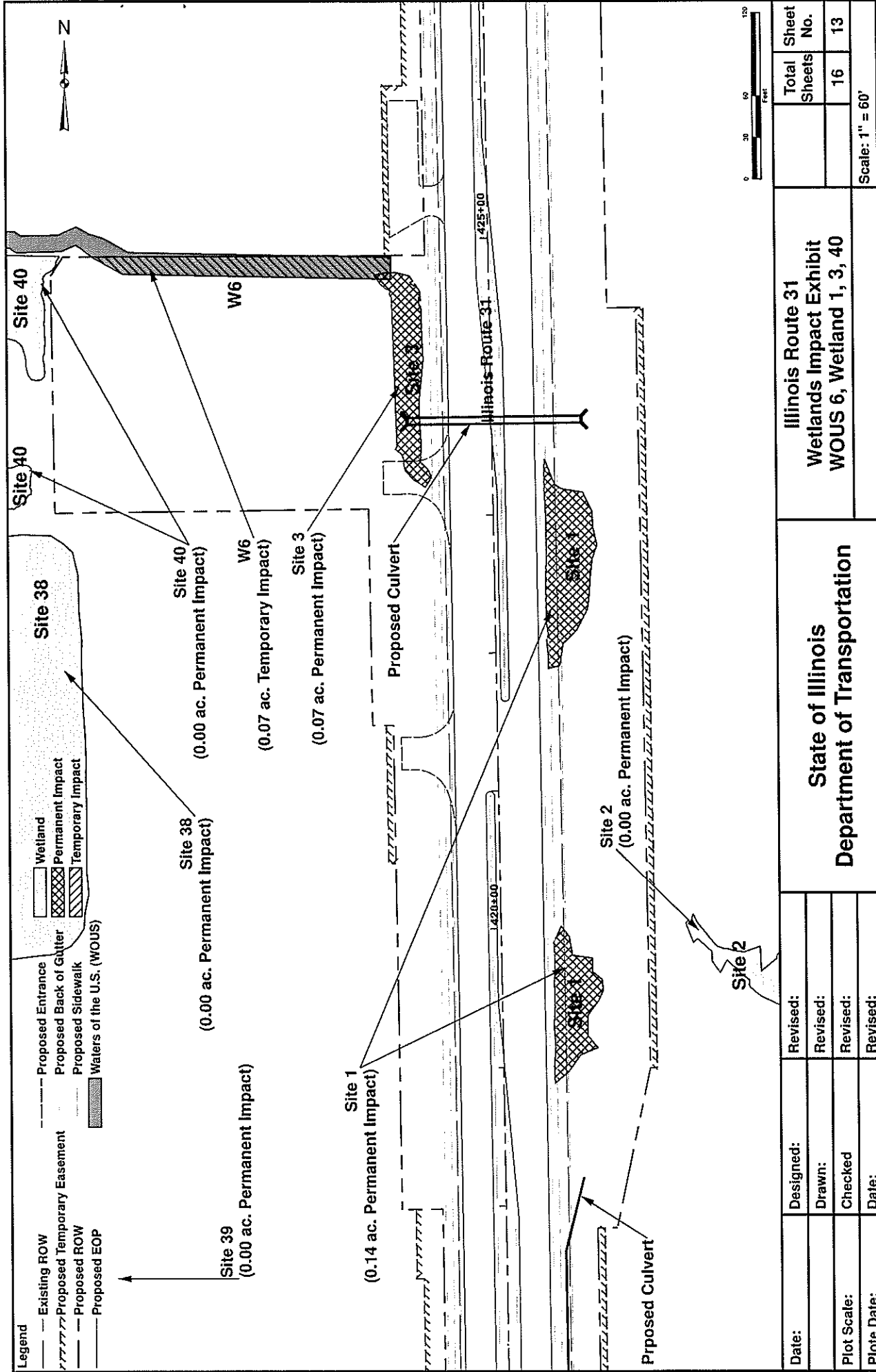
Copy Furnished:

U.S. Environmental Protection Agency (Ken Westlake)  
U.S. Fish and Wildlife Service (Shawn Cirton)  
Illinois Department of Natural Resources (Sheldon Fairfield)  
Illinois Department of Transportation (Anthony Quigley)

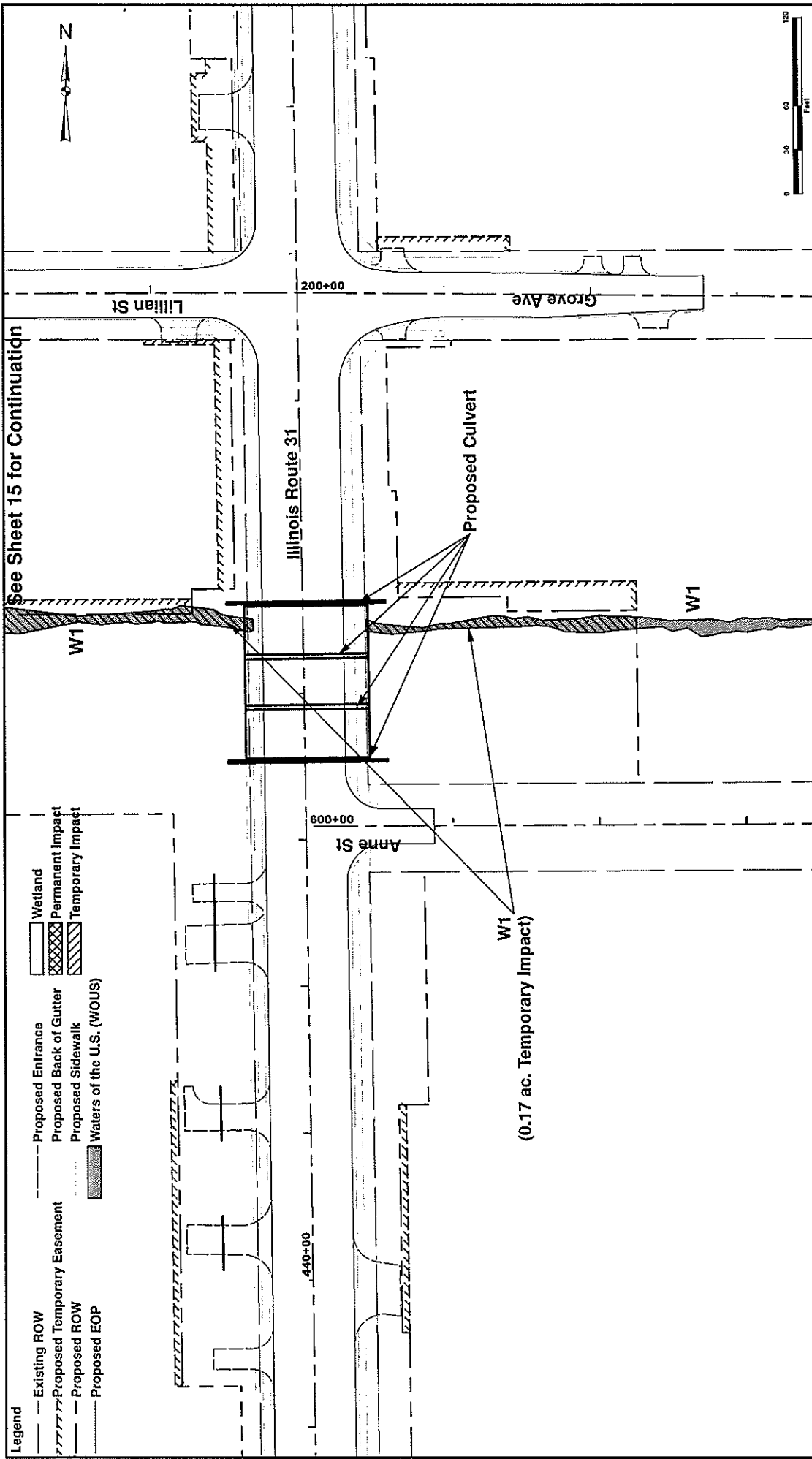


State of Illinois Department of Transportation				Illinois Route 31 Wetlands Impact Exhibit Key Map		Total Sheets No.	Sheet No.
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	Date:	Revised:					
						Scale: 1" = 3000'	

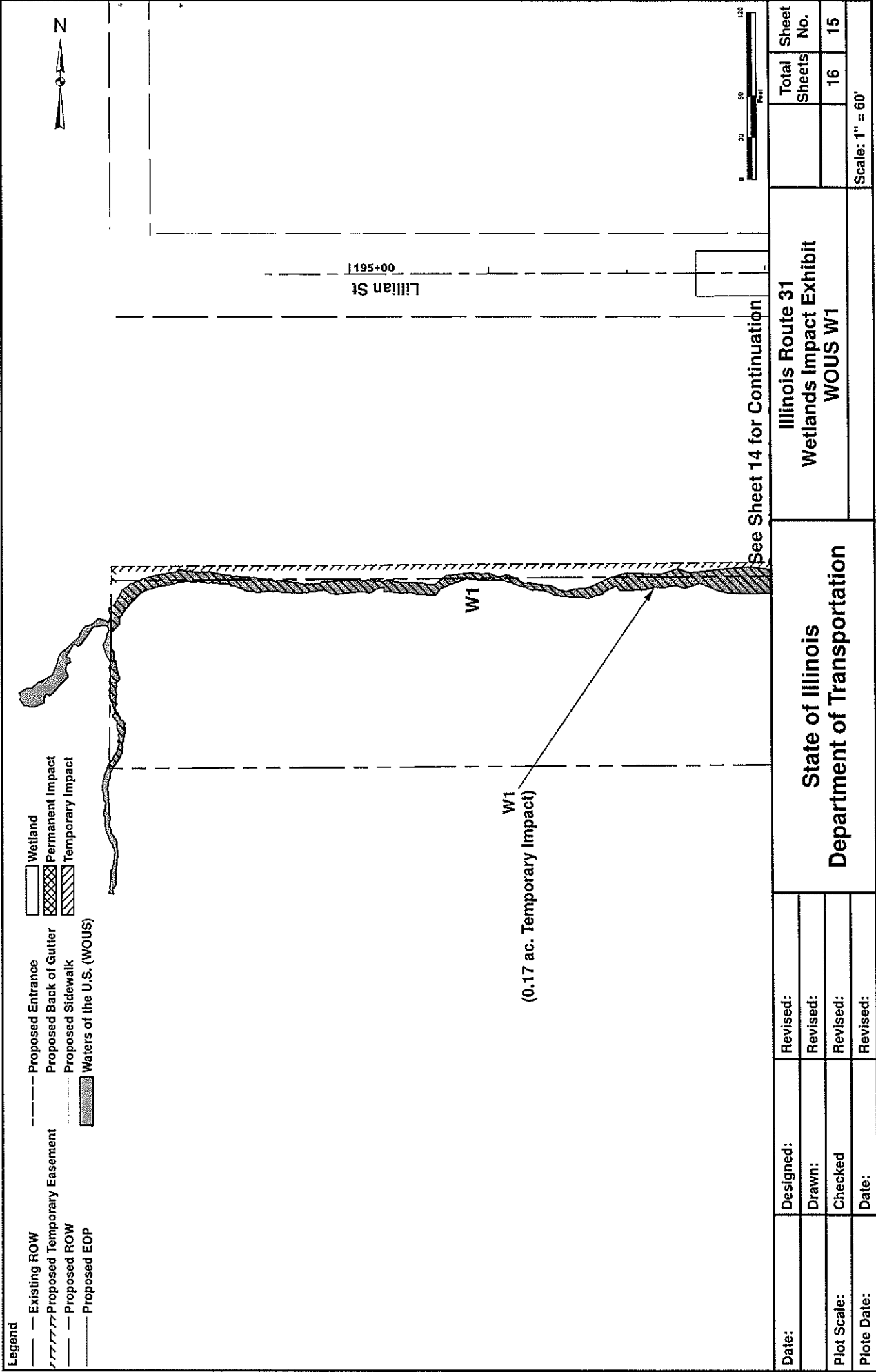


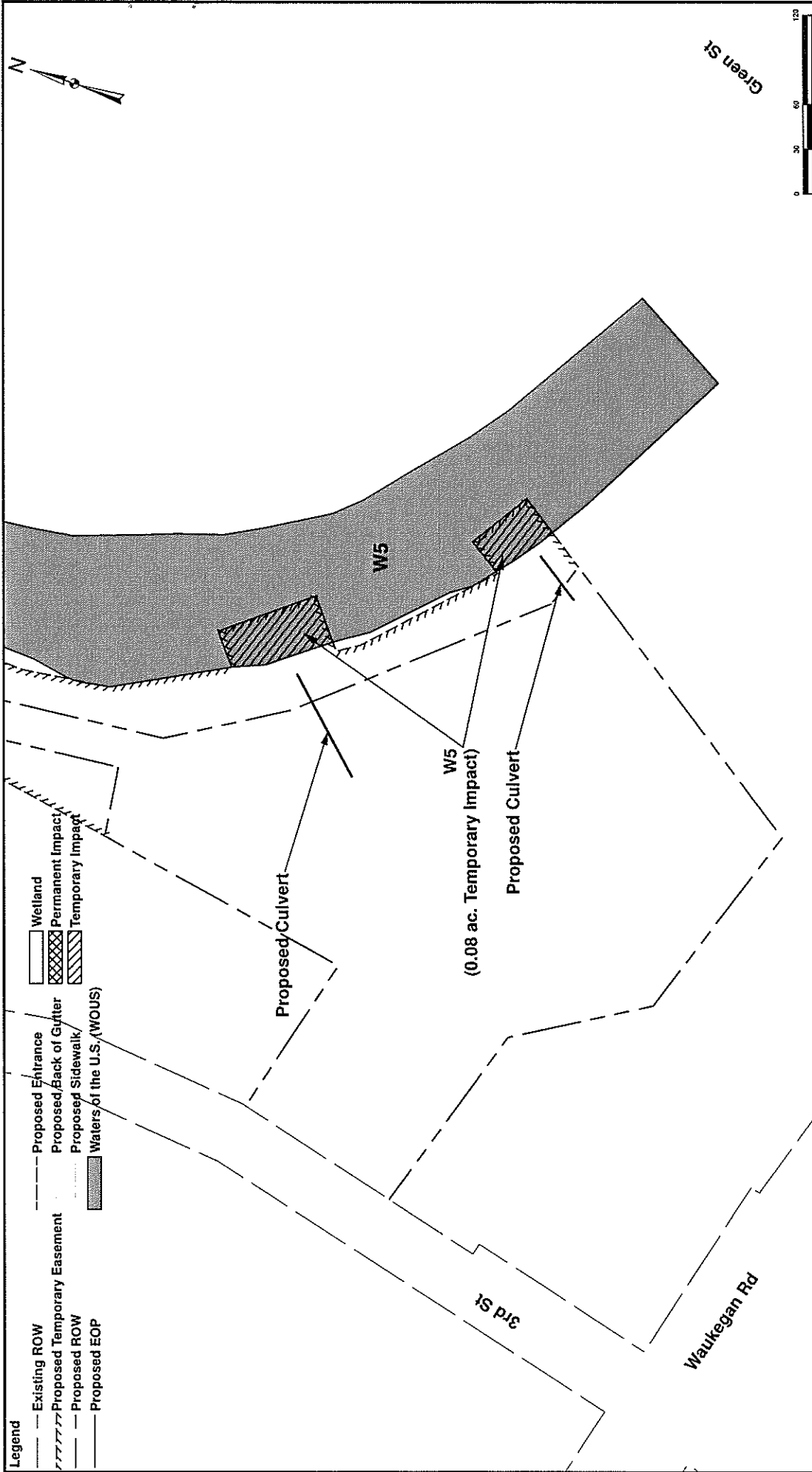


Date:		Designed:	Revised:	Illinois Route 31		Total	Sheet
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Plot Scale:		Checked	Revised:	WOUS 6, Wetland 1, 3, 40		16	13
Plot Date:		Date:	Revised:			Scale: 1" = 60'	



Date:	Designed:	Revised:	Illinois Route 31 Wetlands Impact Exhibit WOUS W1		Total Sheets		Sheet No.
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	Checked	Revised:					
Plot Scale:			State of Illinois Department of Transportation		16		14
Plot Date:					Scale: 1" = 60'		





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# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

FILE COPY

Project and Environmental Studies  
Illinois Route 31  
Illinois Route 176 to Illinois Route 120  
McHenry County

December 19, 2017

Mr. Kenneth A. Westlake  
Chief, NEPA Implementation Section  
Office of Enforcement and Compliance Assurance  
US Environmental Protection Agency, Region 5  
77 West Jackson Boulevard  
Chicago, IL 60604-3590

Dear Mr. Westlake:

Thank you for your February 27, 2017 letter regarding the Illinois Department of Transportation's (Department) proposed improvement of Illinois Route 31 (IL 31) from Illinois Route 176 to Illinois Route 120 in McHenry County. Funding for Phase II engineering is included in the Department's FY 2018-2023 Proposed Highway Improvement Program. The remaining elements of the project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The general scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a median, bicycle and pedestrian accommodations, and intersection and drainage improvements.

In your letter, the US Environmental Protection Agency (USEPA) provided comments on the IL 31 Environmental Assessment. Responses to your comments are provided below:

#### Stormwater Management

The project has been designed to provide stormwater detention to the greatest extent practicable. Additional detention storage would result in increased impacts to adjacent property and environmental resources, and would require additional right-of-way. It should be noted that the drainage plan was redesigned after receiving concurrence on the preferred alternative to meet the US Army Corps of Engineer's Stormwater Performance Standards Guidance for water quality volume retention which resulted in nine additional acres of right-of-way.



#### Air Quality

Attached is a table correlating the BMPs listed in the USEPA's *Diesel Emission Reduction Checklist* to the Department's *Standard Specifications for Road and Bridge Construction* and other specifications. In addition, the following Special Design/Construction Consideration will be added to the Combined Design Report.

During Phase II, contract plan preparation, and Phase III, construction, the Department will develop construction special provisions to address possible environmental effects related to construction activities conducted within close proximity to residential areas, schools, parks, childcare locations and other sensitive receptors. The special provisions will address the following areas of concern:

Communication Plan - Notify local communities about construction activities that may contribute to temporary noise and air quality effects. The special provision will include requirements for developing notification procedures regarding regional air quality, local construction activities, and emergency situations.

Dust Control Plan – This would augment the existing dust control methods currently in place in Department's Standard Specifications. The Dust Control Plan special provision will require development of methods and procedures that the contractor will employ during construction activities to reduce or contain construction dust in urban environments. These may be best practices from other similarly sized and located projects that are applicable to this project at the time that the special provision is drafted in Phase II, contract plan preparation.

Contractor's Site Health and Safety Plan - Although contractors guarantee the Department a safe work place for their employees, this special provision will consider the application of additional best practices for worker protection that may be applicable at that time the special provision is drafted in Phase II, contract plan preparation. This special provision will improve contractor awareness of worker protection best practices as identified by the USEPA and other environmental agencies.

#### Pollinator Habitat

The following commitment will be added to the Environmental Assessment and Combined Design Report.

Pollinator habitat shall be incorporated into the project where practical. The Phase II landscaping and signing plans shall be developed in accordance with the current version of the FHWA publication *Pollinators and Roadsides: Best Management Practices for Managers and Decision Makers*, and coordinated through the Department's Bureau of Programming/ Environmental Studies Unit. (USEPA letter dated February 27, 2017).

Transportation Linkages

Please note that grade separated structures for pedestrians and bicyclists would be entirely a local agency cost for design, construction, and land acquisition. At this time, there are no local agency sponsors for grade separated structures. It should be noted that there are eight existing or new signalized intersections along the project that include at-grade pedestrian crossing accommodations such as ADA ramps, pedestrian signals, and crosswalks.

The proposed culverts identified for wildlife crossings are only appropriate for small to medium sized mammals as large as foxes or coyotes. To accommodate pedestrians and bicyclists, the roadway profile would need to be raised several feet to provide appropriate vertical clearance while keeping the path above normal water levels. For instance, the tallest culvert identified as a wildlife crossing is six feet high. The IL 31 profile would need to be raised four feet to meet design standard for a path crossing. This would have compounding impacts to adjacent areas. The wildlife crossings are typically located in low areas connecting wetlands and waters. Raising the roadway profile at these locations would result in additional impacts to these resources.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.  
Region One Engineer

  
By:  
Issam Rayyan, P.E.  
Acting Bureau Chief of Programming

cc: Robin Helmerichs, FHWA  
John Sherrill, IDOT-BDE

bcc: Sam Mead  
Perry Masouridis  
**File**

Table  
Air Quality Best Management Practice Reference

<b>USEPA Diesel Emission Reduction Checklist</b>	<b>Illinois Department of Transportation Specification <sup>1 2</sup></b>
Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.	SSRBC Article 107.41 (b) Construction Air Quality
Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.	BDE Special Provision – Construction Air Quality – Diesel Retrofit
Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.	Special Design/Construction Consideration for project
Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.	SSRBC Article 107.41 (b) Construction Air Quality
Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.	Special Design/Construction Consideration for project
Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.	SSRBC Article 105.03 (d) Diesel Vehicle Emissions Control Deduction
Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.	SSRBC Article 107.41 (a) Construction Air Quality, and Article 105.03 (c) Idling Restriction Deficiency Deduction
Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.	Special Design/Construction Consideration for project
Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.	Special Design/Construction Consideration for project

<sup>1</sup> Standard Specification for Road and Bridge Construction, 2016 (SSRBC)

<sup>2</sup> Bureau of Design and Environment Special Provision (BDE Special Provision)

Table (continued)  
Air Quality Best Management Practice Reference

USEPA Diesel Emission Reduction Checklist	Illinois Department of Transportation Specification
Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection care and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.	Special Design/Construction Consideration for project
Per Executive Order 13045 on Children's Health, EPA recommends operators and workers' pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.	SSRBC Article 107.41 (b) Construction Air Quality (staging in sensitive areas) also covered under Special Design and Construction Considerations (Communication Plan)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

FEB 27 2017

REPLY TO THE ATTENTION OF:

E-19J

Matt Fuller  
Federal Highway Administration – Illinois Division  
3250 Executive Park Drive  
Springfield, Illinois 62703

**Re: Draft Environmental Assessment for the IL Route 31 (From IL Route 176 to IL 120)  
Project, McHenry County, Illinois**

Dear Mr. Fuller:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced document dated January 18, 2017, which was produced by the Illinois Department of Transportation (IDOT), in coordination with the Federal Highway Administration (FHWA). We are providing comments pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, Section 404 of the Clean Water Act, and in accordance with EPA's role in the NEPA-CWA Section 404 Merger Process.

The proposed project involves addition of roadway infrastructure on IL Route 31, between IL Route 176 and IL Route 120. The proposed project is broken into three separate sections: South Section, North Section, and IL Route 120 Intersection.

Alternatives carried forward for the South Section:

- Alternative S-5 (Preferred Alternative for the South Section). Widen to 4 lanes with 30-foot raised median; and
- Alternative S-6. Widen to 4 lanes with 30-foot depressed median and 10-foot shoulders.

Alternatives carried forward for the North Section:

- Alternative N-2 (preferred alternative for the North Section). Widen to 4 lanes with an 18-foot raised curb median.

Alternatives carried forward for the IL Route 120 Intersection:

- Alternative 120INT-1 (preferred alternative for the IL Route 120 Intersection). Construct a five-lane cross section (two lanes in each direction with a two-way left turn lane); and

- Alternative 120INT-3. Widen the IL Route 120 intersection for additional capacity. A 30-foot raised median with two 12-foot through lanes would be constructed in each direction.

Other Alternatives carried forward for consideration:

- No Action Alternative. The project does not proceed; and
- Congestion Management Process Alternative. Perform safety and infrastructure alterations without adding any new infrastructure.

We do not object to any of the three preferred alternatives. Additionally, we have comments that we urge FHWA and IDOT to consider before producing a Final EA (FEA) and Finding of No Significant Impact (FONSI), as stated below.

#### Stormwater Management

We support the stormwater management features and erosion control best management practices (BMPs) incorporated into this project. We do, however, urge FHWA and IDOT to consider constructing enough stormwater storage capacity for the volume of stormwater associated with a 500-year flood event.

#### Air Quality

We recommend FHWA and IDOT commit to reducing air emissions from internal combustion vehicles during the construction phase of this project. A list of BMPs is found in the enclosed document *U.S. Environmental Protection Agency Diesel Emission Reduction Checklist*.

#### Pollinator Habitat

The 2014 Presidential Memorandum entitled, *Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators*, responds to evidence of steep declines in certain pollinator populations. Pollinators are critical contributors to our nation's economy, food system, and environmental health. Vegetation within the project area can provide much needed habitat for pollinators, providing food, shelter, and connections to other patches of habitat. Maintenance staff and landscape designers can all take steps to improve the quality of vegetation to benefit pollinators, steps that can also reduce costs, maintain public safety, and improve public good will. The FEA and FONSI should include specific commitments by FHWA and IDOT to incorporate pollinator habitat into the project where practical.

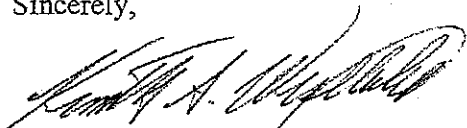
#### Transportation Linkages

We applaud FHWA and IDOT for committing to constructing sidewalks and providing linkages between sidewalks and local trails, consistent with IDOT's Complete Streets Policy. We recommend FHWA and IDOT identify potential locations where constructing sidewalk or trail crossings over or under IL 31 and IL 120 would be beneficial for the safety of pedestrians and bicyclists. This would include (but not limited to) sidewalk routes that lead from residential areas to schools and/or shopping centers that would require crossing IL 31 or IL 120. FHWA and IDOT should also consider the proposed wildlife crossings as potential trail and sidewalk crossings.



We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at [sedlacek.michael@epa.gov](mailto:sedlacek.michael@epa.gov).

Sincerely,



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

Enclosure: U.S. Environmental Protection Agency Diesel Emission Reduction Checklist

cc: Scott Czaplicki, Illinois Department of Transportation  
Shawn Cirton, U.S. Fish and Wildlife Service  
Soren Hall, U.S. Army Corps of Engineers – Chicago District

**U.S. Environmental Protection Agency**  
**Diesel Emission Reduction Checklist**

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.
- Per Executive Order 13045 on Children's Health<sup>1</sup>, EPA recommends operators and workers pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.

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<sup>1</sup> Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed. EPA views childhood as a sequence of lifestages, from conception through fetal development, infancy, and adolescence.

**From:** [Czaplicki, Scott D](#)  
**To:** ["Bryan Villano"](#)  
**Cc:** [Brown, Lori S.](#)  
**Subject:** IL 31; 302 Front Street (Battery Farm)  
**Date:** Friday, June 16, 2017 1:12:00 PM  
**Attachments:** [Villano-Public Hearing Exhibit-12r\\_email.pdf](#)  
[Villano.pdf](#)  
[Villano - Pages from \(11x17\) IL31-Cross Sections-020317.pdf](#)

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Bryan,

As requested, we updated our aerial image at your property to assess impacts to your recent battery farm development. As shown on the attached preliminary plan, the currently proposed right-of-way (purple line) encompasses your three communication boxes. To avoid this, we intend to shift the proposed right-of-way line (Pr ROW) approximately 20 feet west. A 10-foot temporary easement may be required during construction for grading beyond the Pr ROW. The attached cross section illustrates the proposed changes. We will send you a revised plan once the changes have been made by the consultant. If you have any questions, please contact me.

Scott Czaplicki, P.E.

(847) 705-4678

[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)

-



Please consider the environment before printing this message or attachments

**From:** Czaplicki, Scott D  
**To:** ["bryan.villano@edf-re.com"](mailto:bryan.villano@edf-re.com)  
**Subject:** IL 31; Public Hearing Comment  
**Date:** Monday, March 06, 2017 11:22:00 AM

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Mr. Villano,

Thank you for the comment you submitted regarding the proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County. You requested someone contact you. I am available all this week except Wednesday to speak with you. Please suggest a date and time and I'll give you a call.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



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**From:** formmailer@secureserver.net [mailto:formmailer@secureserver.net]  
**Sent:** Thursday, March 02, 2017 7:45 PM  
**To:** info@ilroute31.com  
**Subject:** [External] Form Submission Digest

**From:** [Czaplicki, Scott D](#)  
**To:** [M\\_Wolff@LCGC.com](mailto:M_Wolff@LCGC.com)  
**Cc:** [Brown, Lori S.](#)  
**Subject:** IL 31; Public Hearing Comment (Michael Wolff)  
**Date:** Friday, December 29, 2017 1:05:49 PM  
**Attachments:** [Wolff-Court Reporter-Comments 5.pdf](#)  
[Revised Plan Sheet - Michael Wolff \(Dec 2017\).pdf](#)

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Mr. Wolff,

Thank you for the comment you provided at the public hearing for the Illinois Department of Transportation's (Department) proposed improvement of IL 31 from IL 176 to IL 120 in McHenry County (attached). Your comment is part of the official public hearing record. The Department is nearing completion of the Phase I study as we incorporate comments from the public hearing and refine the engineering studies, right-of-way requirements, and environmental documents. Funding for contract plan preparation is included in the Department's 2018-2023 Proposed Highway Improvement Program. The remaining elements of the project (land acquisition and construction) are not included, but will be considered for future funding among similar improvement needs throughout the region.

You requested wider driveways and the ability to turn left and right for the property located at 2207 South IL Route 31. We revised the proposed driveway width at the house entrance (near Station 300+00 Lt) from 12 to 35 feet. This entrance is highlighted in yellow on the second page of the attached plans. Thirty-five feet is the maximum width for a commercial entrance according to the Illinois Administrative Code.

Regarding the ability to turn right and left, your south entrance can be realigned approximately 100 feet south to the median opening for Gracy Road. See the first page of the attached plans. If you would like the entrance realigned, please respond by making the request. In addition, since the entrance would be located on a property line, a cross access agreement would need to be provided to the Department. Information regarding cross access agreements can be found on the project website at [www.ilroute31.com/publicmeetings.html](http://www.ilroute31.com/publicmeetings.html). This entrance can also be widened to a maximum of 35 feet. Please let me know how you would like to proceed and contact me with any questions. Thank you.

Scott Czaplicki, P.E.  
(847) 705-4678  
[scott.czaplicki@illinois.gov](mailto:scott.czaplicki@illinois.gov)



Please consider the environment before printing this message or attachments



From the Bureau of : Programming

Name:	<u>Michael Wolff</u>	Date:	<u>January 9, 2018</u>
Title:	<u></u>		
Organization:	<u>McHenry Heating &amp; Air, Inc.</u>	Project:	<u>IL 31</u>
Address:	<u>2207 South IL Route 31</u>		<u>IL 176 to IL 120</u>
	<u>McHenry, IL 60050</u>		<u>P-91-135-99</u>
Telephone:	<u></u>		
E-Mail:	<u>M_Wolff@LCGC.com</u>	PTB No.:	<u>155-015 &amp; 170-007</u>

---

**Items Discussed:**

Mr. Wolff called in follow-up to my December 29, 2017 email which responded to his public hearing comments. We discussed the possibility of creating a combined entrance at the property line across from Gracy Road. Mr. Wolff will consider the combined entrance, but requested his existing driveway located 100 feet north of Gracy Road along the west side of IL 31 be widened to 35 feet (by holding the north edge of his driveway and widening south).

**Follow-Up:**

Send revised plan sheet.

By: Scott Czaplicki  
Bureau of Programming/Consultant