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1.0 INTRODUCTION

1.1 Project Background

The study area for the IL 2 – Byron to Rockford Phase I Study is located in Ogle and Winnebago Counties and runs alongside the Rock River in north central Illinois. See Figure 1. The section involved in this study is 10.5 miles of roadway from IL 72 in Byron, IL to Beltline Road south of Rockford, IL. The roadway was originally constructed in 1925 as 18-foot-wide concrete pavement. In 1955 the pavement was widened to a 22-foot width using PCC Base Course. Over the years, many layers of Hot Mix Asphalt pavement have been placed over the original concrete pavement. The deterioration of the existing pavement, severity of crashes and other safety concerns has led to the study of this project. The preliminary engineering and environmental evaluation of IL 2 will study alternatives for realigning the existing roadway, increasing capacity, and improving safety. The current study is being undertaken by IDOT.

The preliminary engineering and environmental study will be processed as a Federal Approved Categorical Exclusion, following the guidelines set forth by the National Environmental Policy Act (NEPA). The purpose of the study is to identify transportation deficiencies, develop improvement alternatives, propose improvements, evaluate impacts, and ultimately propose an improvement that satisfies the project's defined Purpose and Need.

Proposed improvements for IL 2 may include realignment of the existing roadway, additional turn lanes, passing lanes, shoulder widening, pedestrian/bicycle accommodations (as required by law), and the removal of hazards within the clear zone. The study is scheduled to take approximately eight years to complete.

1.2 Context Sensitive Solutions (CSS)

Public involvement in the planning process begins as soon as the study starts and continues well after the ending date of a study contract. Successful public involvement requires the commitment and efforts of all study participants (study team, PSG, CAG, and stakeholders).

This project is being developed using the principles of CSS per IDOT Context Sensitive Solutions (CSS) Policy and Procedural Memorandum 48-06.

“CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its “context”. Through frequent communication with stakeholders, and a flexible approach to design, the resulting projects should improve safety and

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mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.”

The CSS approach will provide stakeholders with the tools and information required to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs), and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, in addition to improving the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT’s CSS guidance, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Strike a balance between cost, safety, mobility, community needs, and the environment.
- Involve stakeholders in the decision-making process early and continuously, throughout the development of the project.
- Address all appropriate modes of transportation in the plan and design of the project, including mass transit, pedestrians and bicyclists.
- Use all appropriate disciplines to help plan for and design the project (planning, environment, design, right-of-way, operations, and maintenance).
- Apply the flexibility inherent in the design standards to fit the project into its surroundings. Incorporate aesthetics as part of basic “good design.”

A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. This SIP was developed to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC §139(g) within the context of the NEPA process.

2.0 Stakeholder Involvement Plan

The Stakeholder Involvement Plan (SIP) is a document prepared at the beginning of Phase I that outlines how public involvement will be implemented for the IL 2 – Byron to Rockford Phase I Study. The SIP sets out, in detail, how the study team will plan for and execute an ongoing dialogue with stakeholders and incorporate the information learned through the exchange into agency planning and design decisions. The SIP defines methods and tools to educate and engage all stakeholders in the decision-making process. The SIP outlines stakeholder information and engagement opportunities as the project progresses. The SIP:

- Identifies stakeholders.
- Identifies Project Study Group (PSG), an interdisciplinary team of representatives from IDOT, FHWA and the project consultant team (HDR). Identifies Community Advisory Group (CAG), a group made up of local agencies, non-governmental organizations, business community members, and various property owners. Group membership may be altered during the project to allow for optimal stakeholder involvement.
- Identifies the roles and responsibilities of the lead agency (IDOT).
- Establishes the timing and type of involvement activities with all stakeholders (See Figure 2, CSS Schedule).

The SIP is a working document and subject to revision anytime events warrant.

2.1 Stakeholder Identification Process

Per IDOT's CSS guidance, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility.

Stakeholders for this project may include, but are not limited to, the following:

- Residents
- Business owners
- Institutions (churches, schools, etc.)
- Advocates for community and historic interests
- Special interest groups (environmental, etc.)
- Elected/community officials
- Government and transportation agencies
- Transportation system users
- Chambers of commerce
- Neighborhood groups
- Environmental coalitions
- Bicycle groups
- Railroads and utilities
- Others outside the study area with an interest in the project

IDOT will coordinate with communities within the study area, as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations within each of the communities, townships, and counties. The identification of stakeholders will be done through a combination of prior stakeholder lists, research and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list (see Table 1) throughout the project.

3.0 Stakeholder Group Organization

Each of the project working groups (Project Study Group and Community Advisory Group) has a distinct, yet inter-related role in the project development process. The role and interaction of each working group is described below.

3.1 Project Study Group (PSG)

Per the CSS guidance, IDOT formed a Project Study Group (PSG), a multi-disciplinary team, for development of the IL 2 – Byron to Rockford Phase I Study. The PSG consists of an interdisciplinary team of representatives from IDOT, FHWA and the project consultant team (HDR) spanning disciplines of planning, design, construction, and operations.

The PSG has primary responsibility for the project development process and for ensuring compliance with the SIP. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG will provide input back to the CAG throughout the CSS process on engineering judgment decisions, including design criteria, design basis, and design standards. Other responsibilities of the PSG include the following:

- Identification and resolution of project development issues.
- Development, implementation and coordination of the SIP.
- Promotion of partnership with stakeholders to address identified project needs.
- Consideration and approval of CAG membership.
- Development of consensus among stakeholders.
- Meeting with stakeholders on a one-on-one basis, as requested by the stakeholders.

The persons listed in Table 2 form the PSG for the IL 2 – Byron to Rockford Phase I Study.

3.2 Community Advisory Group (CAG)

To assist in the development of the environmental and engineering studies for IL 2 – Byron to Rockford Phase I Study, IDOT will establish a CAG. The objective of the CAG is to provide advisory input to project decisions, and ultimately, to help develop a consensus solution for the project. In general, the role of the CAG is to provide input and advise the PSG of the viewpoints and recommendations for improvement as identified by the stakeholders. The responsibilities of the CAG include providing input to the study process; discuss potential feasible alternatives, and reaching a consensus at key project milestones, e.g., project Purpose and Need, alternatives, and a Preferred Alternative.

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IDOT will invite local agencies, non-governmental organizations, members of the business community, and various property owners to join the CAG. The intent of CAG membership is to represent views of the communities and counties within the 10-mile study area. As mentioned above, it will be ensured that CAG membership represents a diverse cross-section of project stakeholders. Any individual or community group outside the study area that shows interest in the project, if not part of the CAG, will be added to the stakeholder list to ensure that they receive meeting invitations, newsletters, and project updates. In the event that more than one interested party represents a certain organization/business/government agency, guidance will be provided for the CAG membership by identifying a primary and secondary CAG member for that non-governmental organization/business/government agency. The initial membership of the CAG is presented in Table 3. Alternates are presented in Table 4.

The process at each CAG meeting can change based on the agenda items and intended outcome. Several facilitation tactics will be used including, but not limited to, facilitated focused discussions, audience survey devices, and consensus workshops.

3.3 Ground Rules

The CAG will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. The ground rules will be developed prior to the first CAG meeting and presented and discussed at the first CAG meeting with the option to modify.

The rules include the following:

- Input from all CAG members is duly considered in order to yield the best solutions to problems identified by the process.
- Input from all CAG members in the process is valued and considered.
- All CAG members must keep an open mind and participate openly, honestly, and respectfully.
- All CAG members in the process must treat each other with respect and dignity.
- The CAG members are subject to revision at any time.
- The project must progress at a reasonable pace, based on the project's CSS schedule.
- All CAG members should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as "when a majority of the group agrees on a particular issue, while the remainder of the group agrees their input has been heard and duly considered and that the process as a whole was fair."
- Members of the media and interested stakeholders who are not CAG members are welcome to attend all CAG meetings but must remain in the role of observers, not participants in the process.

- All participants understand that topics will not be revisited once the issues have been addressed and a general understanding is reached.
- All decisions made by the Illinois Department of Transportation (IDOT) must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and duly considered.

3.4 Reaching CAG Consensus

IDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek consensus. Each stakeholder group will have differing views and interests. As such, there will be considerations which cannot be compromised.

Although conflict resolution is a tool to resolve these differences, IDOT is held ultimately responsible and therefore makes the final decision based on engineering judgment. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, IDOT may proceed to the next step of project development without achieving consensus. In the case of an unresolved dispute, IDOT will notify agencies and stakeholders of their decision and the proposed course of action.

4.0 Tentative Schedule of Project Development Activities/Stakeholder Involvement

This section describes the general project development process, project activities, and associated stakeholder involvement activities.

4.1 Step One: Stakeholder Identification, Development of the SIP, Project Initiation

This stage of the project development process begins the CSS process with various agency notifications, project organizational activities, and scoping activities. Suggested activities include, but are not limited to, the following:

- Assemble and organize the internal PSG.
- Identify members to invite as part of the CAG.
- Develop and circulate the SIP to the PSG for review and comment.
- Receive reviewed SIP and consider comments; provide revisions.
- Organize and initiate early coordination with agency stakeholders.
- Organize and hold the public kick-off meeting to inform stakeholders of the project process, defined study area, project history; identify study area issues/concerns; and solicit participation. The meeting was held on May 7, 2014.

4.2 Step Two: Develop Project Purpose and Need

The objective of this stage is to further clarify the transportation problems in the study area and utilize the goals and objectives to develop the project problem statement. Project purpose discussions will focus on providing stakeholders with background on known issues, such as traffic safety and congestion/operational concerns, traffic forecasts, and their prospective effects on future traffic conditions. Issues raised at the public kick-off meeting in Step One will also be discussed during this the stage for meaningful discussions about potential solutions.

The information presented and collected will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Organize and conduct the initial CAG meeting. The purpose of the initial meeting is to explain how the CAG fits within the public involvement process and convey ground rules for participation. The initial task will be to assist in identifying the transportation problems/issues/deficiencies in the study area and to identify goals and objectives for the project.
- Develop a draft problem statement.
- Develop a draft project Purpose and Need statement; opportunities for stakeholder review will be provided.

4.3 Step Three: Develop a Range of Alternatives

A range of project alternatives will be considered to address the project's Purpose and Need. The alternatives development process will be iterative in nature providing progressively greater detail. Numerous opportunities will be provided for stakeholder input to the development and evaluation of alternatives. Steps in the alternatives development process include the following:

- Organize and hold CAG meeting(s) to discuss and identify initial alternatives.
- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Identify environmental resources within the project's impacted area.
- Achieve stakeholder consensus on the range of alternatives.

4.4 Step Four: Alternatives to be Carried Forward

This milestone of the project consists of comparing the alternative evaluation screening criteria against all suggested alternatives to identify alternatives that meet the project Purpose and Need. This milestone is intended to conclude with Alternatives to be Carried Forward.

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- Evaluation of the initial alternatives.
- Organize and hold CAG meeting(s) to discuss alternatives that meet the project's Purpose and Need.
- Identification of alternatives to be carried forward.
- Agency update on the alternatives to be carried forward.

4.5 Step Five: Preferred Alternative

In this step, the alternative(s) to be carried forward are further developed to screen additional comprehensive environmental and design issues. These issues are summarized and presented to the stakeholders for their consideration, evaluation, and input. The objective of this step is to achieve consensus on a single preferred alternative.

- Detailed evaluation of the alternative(s) carried forward.
- Organize and hold CAG meeting(s) to present design details, evaluation findings and receive stakeholder feedback.
- Achieve stakeholder consensus on a preferred alternative.
- Agency update on the preferred alternative.
- Hold a CAG meeting in advance of the public meeting to provide a preview of the materials to be presented at the public hearing.
- Organize and hold a public meeting to present the Preferred Alternative including the identification of all potential property and access impacts.
- Preparation and publication of final Federal Approved Categorical Exclusion.

5.0 Public Involvement Plan Activities

The following public involvement activities are proposed for the IL 2 – Byron to Rockford study. Unless otherwise noted, the PSG is the responsible party for activities and coordination, and all activities will be approved by IDOT before proceeding. The PSG designated point of approval is Chad Spreeman with IDOT District Two. He will manage internal IDOT reviews and approvals, consolidate review comments, and coordinate the resolution of conflicting study issues.

Each strategy as described below identifies a target audience and includes an implementation schedule.

5.1 Public Outreach Meetings

Stakeholder involvement for the IL 2 – Byron to Rockford study will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Various meeting opportunities are listed below and will be held as needed and identified

throughout the study. Project handouts or other appropriate meeting materials will be prepared for distribution at the meetings.

5.1.1 Agency Coordination

The preparation of a Federal Approved Categorical Exclusion requires compliance with many local, state and federal rules, regulations and laws. In order to ensure compliance, coordination with resource agencies will occur periodically throughout the study process. Initially, a general meeting will be held with local, state and federal resource agencies as part of the Scoping process. As the project progresses, meetings will be held with individual resource agencies to discuss environmental findings and compliance with local, state and federal requirements.

5.1.2 Small Group Meetings

Small group meetings are useful in providing project information to the surrounding community and aiding the general public in better understanding project goals and objectives. These meetings also provide each group with the opportunity to obtain the undivided attention of the project staff, so they know that their concerns have been heard. Small group meetings will be ongoing throughout the project. Attendees may include the project team, local agencies and organizations, members of the business community, and various property owners. The meetings will address specific project issues and allow for more specialized discussions and input. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings.

5.1.3 Elected Officials Briefings

Briefings will be conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings may be held at major milestones in the project or as requested. Appropriate project summary materials will be prepared for distribution at these meetings.

5.1.4 Public Meetings

Public involvement for the IL 2 – Byron to Rockford Phase I Study will include opportunities for broader public meetings in the form of public information meetings. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated. These meetings also will provide a forum for general public input, including concerns and comments regarding project alternatives. Two public meetings are anticipated to coincide with major project milestones:

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- Public Meeting #1 (5/7/14) is a project kickoff meeting which includes introduction of the PSG, the process and objectives, display existing conditions, explain the CSS process, and provide an opportunity for the public to share its perspectives regarding transportation issues, project concerns, goals and objectives to be used for the problem statement and project's Purpose and Need.
- Public Meeting #2 (Fall 2021) presents the project's Purpose and Need, Range of Alternatives considered, and the Preferred Alternative. The public will have the opportunity to review and comment upon the Preferred Alternative.

The meetings will utilize various public informational techniques such as project boards, handouts, and presentations summarizing the project work and findings to date. The meetings will be advertised through public notices placed in area newspapers. Opportunities for the public to provide written comments will be available via comment forms (at the meetings) and the project website (<http://www.idot.illinois.gov/projects/il-2-byron-to-beltline-road>).

5.2 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding section, there will be several other methods for the public to obtain information about the project. These methods (noted below) will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates.

5.2.1 Mailing List

A mailing list will include any interested party such as landowners; federal, state, and local officials; special interest groups; resource agencies; businesses; and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. Phone numbers and email addresses will be added to the list, as available. This list will be updated throughout the project through various means of communication, such as sign-in sheets and the project website.

5.2.2 Project Website

In an effort to utilize electronic resources, to disseminate information to the public and to receive input and comments, a project website has been developed. The project website will provide a centralized source of information, available to anyone with access to the internet at any time. Information posted on the project website

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will include project history, study process and information, maps, photos, reports, and electronic versions of printed collateral. The website will also allow for two-way communication (comment forms), through the use of email. For consistency, the project website will be updated on the same schedule as the study's major milestones. IDOT will maintain the project website.

5.2.3 Public Response and Communication

Throughout this study, direct public comment will come in the form of email (via a direct link from the website), standard mail, phone calls and comment forms from meetings and briefings. Indirect public comment will come through the media, non-agency sponsored meetings and third-party websites. It is important to address public comments so that the public understands that their concerns and opinions are being recognized and to monitor indirect public comments. This will enable the project team to be able to respond to potentially problematic issues such as misinformation.

Mail and email responses offer the opportunity to develop a personalized response, yet timeliness is important as well. A week for developing comment responses is a proposed time frame, throughout the study process, acknowledging that IDOT reviews and approvals may take longer for those responses that must be routed through elected officials.

Phone calls and standard mail will be answered by IDOT, unless the study team is requested to complete the response. Monitoring other meeting activity, third-party websites and media reports will continue throughout the study. Reports on the activity will be detailed and stored as they occur.

6.0 Plan Availability and Monitoring/Updates

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate through the duration of the project. This section describes SIP stakeholder review opportunities and plan update procedures.

6.1 Availability of the Stakeholder Involvement Plan

The PSG will make the SIP available to stakeholders for review at Public Meeting #1 and on the project website. The stakeholder review period for the SIP will be 30 days from date of release. As the project proceeds forward, IDOT will update the SIP on a regular basis to reflect appropriate changes or additions. IDOT will advise stakeholders of future SIP updates and post updates on the project website.

6.2 Modification of the Stakeholder Involvement Plan

The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Revisions to this SIP may be necessary through all phases of the project. SIP administration includes, but is not limited to, the following:

- Maintaining a current list of PSG and CAG members.
- Maintaining a current list of project stakeholders.
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Interested agencies as stakeholders should notify IDOT of staffing and contact information changes in a timely manner. SIP updates will be tracked and identified in Table 5.

Figure 1 Project Study Area Map

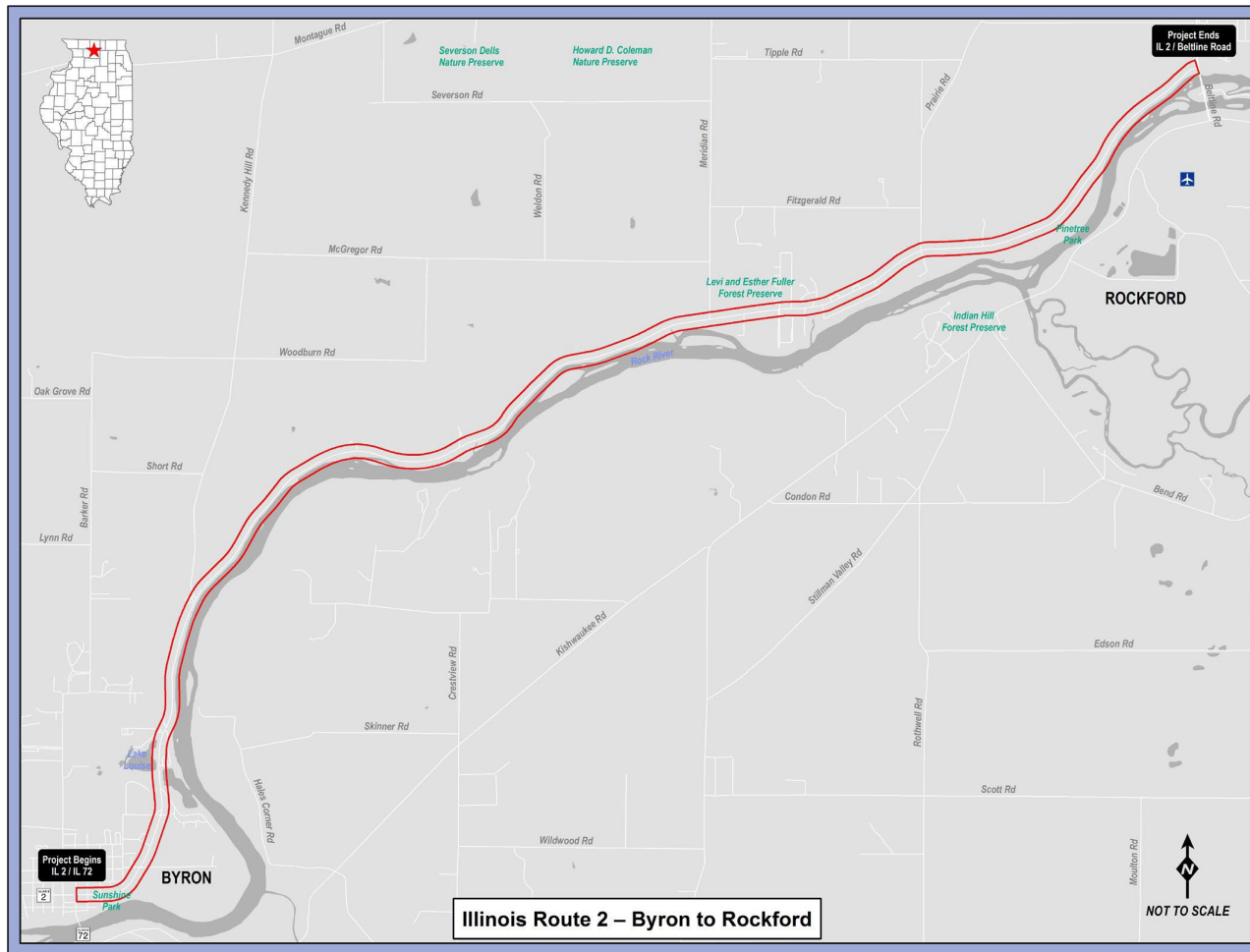


Figure 2 DRAFT CSS Schedule

Task	Date	Purpose
PSG Meeting #1	March 12, 2014	Discuss Project Need Identify Stakeholders
Public Information Meeting #1	May 7, 2014	Introduce the PSG Identify existing conditions Explain the CSS process
PSG Meeting #2	May 28, 2014	Provide update to PSG Obtain Guidance as needed
CAG Meeting #1	June 4, 2014	Review SIP Identify Ground Rules Identify Issues and Concerns Formulate project's Problem Statement Formulate project's Purpose and Need
PSG Meeting #3	June 16, 2014	Summarize CAG members Review SIP Review Issues and Concerns Review / Gain approval of Problem Statement and Purpose and Need
CAG Meeting #2	June 26, 2014	Review project Problem Statement and Purpose and Need Engineering / Environmental 101 Identify Metrics Branding
PSG Meeting #4	September 10, 2014	Branding Project Design Criteria
CAG Meeting #3	September 25, 2014	Begin Alternative Development
CAG Meeting #4	October 2, 2014	Continue development of Alternatives
CAG Meeting #5	January 29, 2015	Review Alternatives with geometric policy applied
CAG Meeting #6	February 5, 2015	Review Alternatives with geometric policy Identify conflict areas and discuss fine-tuning
PSG Meeting #5	March 25, 2015	Update PSG as to Alternatives and next steps
CAG Meeting #7	March 25, 2021	Introduce New Consultant Team Reacquaint CAG w/Process, Project and Status Obtain Input on Current Status of Corridor
PSG Meeting #6	April 29, 2021	Reacquaint PSG w/Project and Status Update PSG on CAG Status
CAG Meeting #8	June 24, 2021	Share Refined Alternatives Obtain Consensus on Alternatives Land Acquisition 101

Task	Date	Purpose
PSG Meeting #7	October 6, 2021	Review Design of Segments 4, 5 and 6
PSG Meeting #8	February 2022	Review Design of Segments 1, 2, and 3 Gain Concurrence on Public Information Meeting #2
CAG Meeting #9	March 2022	Request consensus for Preferred Alternative Prepare CAG for Public Meeting
Public Information Meeting #2	April 2022	Present Preferred Alternative

Legend:

XXXXXX - Past Coordination

XXXXXX – Upcoming Coordination

Table 1 Stakeholder List

AGENCY NAME	CONTACT	TITLE	EMAIL & MAILING ADDRESS
Ho-Chunk Nation	Mr. William Quackenbush, THPO		
Quad City Bicycle Club / Rock River Trail Initiative	Mr. Dean Mathias		
Ogle County 911 Emergency Telephone System Board	Ms. Sandy Beitel	E9-1-1 Coordinator	
Ogle County Health Department			
Ogle County Solid Waste Management	Mr. Steve Rypkema	Director	
Ogle County Recorder's Office	Ms. Laura Cook	Ogle County Clerk and Recorder	
Ogle County Planning & Zoning Department	Mr. Michael Reibel	Planning and Zoning Administrator	
Byron Post Office	Ms. Cindy Peck	Postmaster	
Rockford Post Office			
City of Byron	Mr. Dan Reilly	Ward I Alderman	
	Ms. Emily Gerdes		
City of Byron	Mr. Andy Gramer	Ward II Alderman	
City of Byron	Mr. Todd Isaacs	Ward III Alderman	
	Mr. Michael Gyorkos		
City of Byron	Ms. Christy Hanlin	Ward IV Alderman	
	Ms. Mittzi Fulrath		
City of Byron	Ms. Caryn Huber	City Clerk	
City of Byron	Mr. John Rickard	Mayor	
Byron Public Works	Mr. Aaron Vincer	Director of Public Works	
Byron Chamber of Commerce	Ms. Sarah Downs	Executive Director	
Forest Legacy - IDNR - Forestry office	Chris Whitom		

Byron Forest Preserve District	Mr. Todd Tucker	Executive Director
Winnebago County Forest Preserve District	Mr. Mike Holan	Executive Director
Winnebago County Health Department	Ms. Sandra Martell	Public Health Administrator
Winnebago County Justice Center		
Winnebago County Planning and Zoning	Mr. Troy Krup	Planning and Zoning Officer
Winnebago County Regional Planning & Economic Development		
Rockford Township	Mr. Carl Wasco	Clerk
Rockford Township	Ms. Nancy Johnson	Trustee
Rockford Township	Mr. Frank Manzullo	Trustee
Rockford Township	Mr. Ken Staaf	Trustee
Rockford Township	Mr. David Vella	Trustee
Rockford Township	Mr. Daniel Conness	Highway Commissioner
Rockford Chamber of Commerce	Mr. Einar K. Forsman	President and CEO
Canadian Pacific Railroad	Mr. Matt Miller/David Palmtag	
Buckeye Partners, LP	Mr. Mike Norris	
Commonwealth Edison Company	Mr. Amir Mahmutagic	
Frontier	Mr. Donald Belmore	
AT&T	Mr. Hector Garcia	
Nicor Gas Co.	Mr. Bruce A. Koppang	
Rockford Water Department	Ms. Jamie Rott	
Rock River Water Reclamation District	Ms. Angie Good	

Comcast Cable	Mr. Keith Koshinski	
City of Byron Water & Sewer	Mr. Aaron Vincer	Director of Public Works
Lee/Ogle Regional Office of Education	Mr. Paul McMahon	Regional Superintendent
Boone-Winnebago Regional Office of Education	Dr. Lori A. Fanello	Regional Superintendent
Boone-Winnebago Regional Office of Education	Mr. Scott Bloomquist	Assistant Regional Superintendent
Byron School District	Dr. Buster Barton	Superintendent
Mary Morgan Elementary School	Mr. Steve Stewart	Principal
Byron Middle School	Mr. Steve Herkert	Principal
Byron High School	Mr. Peter Verona	Principal
Chicago Rockford International Airport		Administration Office
Cornerstone Family Church	Mr. Randy Snider	Senior Pastor
Shepherd Evangelical Free Church		
St Mary Catholic Church Rectory		
All Saints Lutheran Church	Ms. Marilyn Hanson	Pastor
Saint Mary's Catholic Church	Mr. Howard Barch	Pastor
United Church of Byron	Mr. Jesse Tanner	Reverend
Faith Center		
Oregon Ambulance Services		
Lifeline Ambulance Services LLC		
Metro Medical Services		
Osf Lifeline Ambulance		

ATS Medical Services Inc		
Superior Ambulance		
Metro Medical Services		
Blackhawk Fire Protection District		
Byron Fire Protection District	Mr. Phil DeMik	Chief
Winnebago County Sheriff's Office	Mr. Gary Caruana	Sheriff
Ogle County Sheriff's Office Administration and Patrol	Mr. Brian VanVickle	Sheriff
Ogle County Correctional Center	Mr. Jason Lynn	Jail Administrator
IL 2 User	Kellyn Denton	
Resident	Evelyn McCoy	
Resident	Warren Robinson	
Resident	Lisa Downey	
Resident	Jackson Hurst	

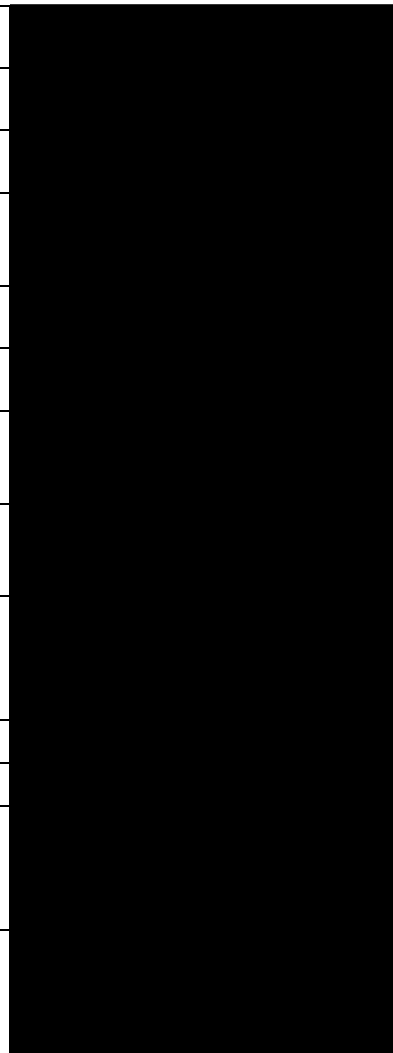
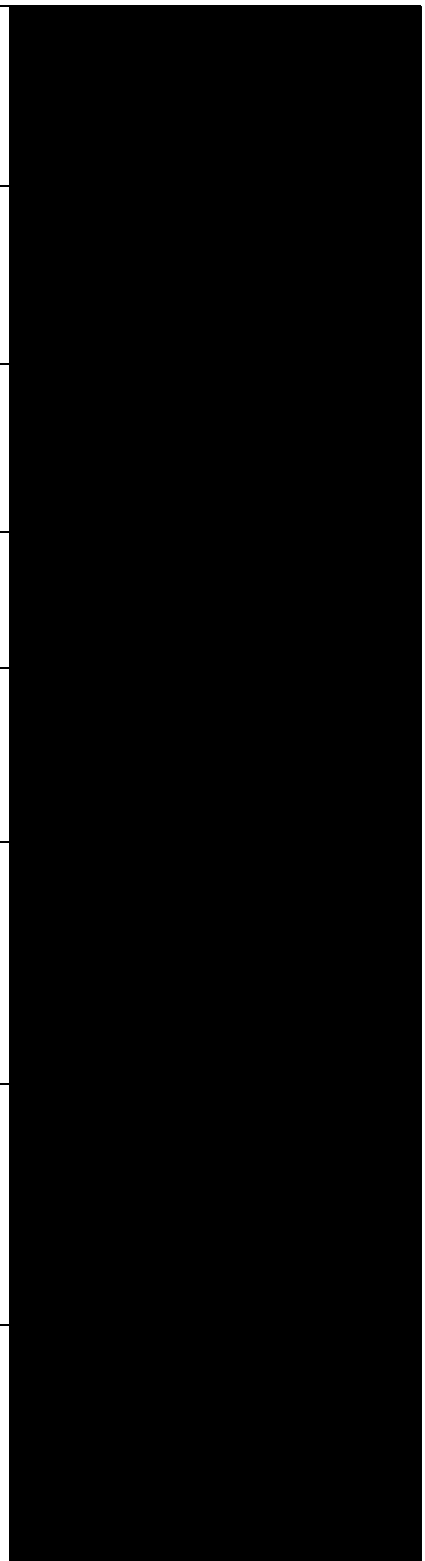


Table 2 Project Study Group

AGENCY NAME	CONTACT	TITLE	E-MAIL & MAILING ADDRESS
Illinois Department of Transportation	Masood Ahmad	Region 2 Engineer	
Illinois Department of Transportation Program Development	Rebecca Marruffo	Program Development Engineer	
Illinois Department of Transportation Program Development	Michael Kuehn	Studies and Plans Engineer	
Illinois Department of Transportation Program Development	Faith Duncan	Program Engineer	
Illinois Department of Transportation Program Development	Chad Spreeman	Studies and Plans Senior Squad Leader	
Illinois Department of Transportation Surveys	Roger Inboden	Chief of Surveys	
Illinois Department of Transportation Geometrics	Vacant	Geometrics Engineer	
Illinois Department of Transportation Hydraulics	Rich Guise	Hydraulics Engineer	
Illinois Department of Transportation Utilities	Vacant	Project Support Engineer	
Illinois Department of Transportation Programming	Robert Bates	Systems Planning & Service Engineer/District Bicycle & Pedestrian Coordinator	
Illinois Department of Transportation Operations	Trisha Thompson	Operations Engineer	

Illinois Department of Transportation Operations	Derek Jones	Landscape Technician/Service and Development Technician
Illinois Department of Transportation Land Acquisition	Wendi Schafer	Property Manager
Illinois Department of Transportation Land Acquisition	Amber Goldie	Relocation Manager
Illinois Department of Transportation Land Acquisition	Mat Dobie	Condemnation Engineer
Illinois Department of Transportation Land Acquisition	Jon Estrem	Land Acquisition Manager
Illinois Department of Transportation Project Implementation	Dave von Kaenel	Project Implementation Engineer
Illinois Department of Transportation Construction	Ali Mansour	Construction Engineer
Illinois Department of Transportation Local Roads	Tony Baratta	Local Roads Engineer
Illinois Department of Transportation Local Roads	Shawn Ortgiesen	Local Roads Engineer – Winnebago County Field Engineer
Illinois Department of Transportation Programming	Vacant	Programming Engineer
Illinois Department of Transportation Environmental	Mark Nardini	Environmental Studies Supervisor
Illinois Department of Transportation Environmental	Heather Rhodes	Historic, Noise & Waste Analyst

Illinois Department of Transportation Bureau of Design & Environment	Felecia Hurley	Natural Resources Review Specialist
Illinois Department of Transportation Bureau of Design & Environment	Vincent J. Madonia	Area Field Engineer
Illinois Department of Transportation Bureau of Design and Environment	Stephen Letsky	Bicycle & Pedestrian Policy Engineer
Federal Highway Administration	Mike Staggs	Engineering Team Leader
U.S. Army Corps of Engineers	Trevor Popkin	Project Manager
Illinois Department of Natural Resources	Bill Milner	Downstate Regulatory Programs Section Manager
Illinois Department of Natural Resources	Justin Dillard	Program Manager, Transportation Review
Regional 1 Planning Council	Sydney Turner	Director of Regional Planning



Illinois Department of Transportation	Doug Delille	Metropolitan Planning Manager
Ogle County	Jeremy Ciesiel	County Engineer
Winnebago County	Carlos Molina	County Engineer
Burns & McDonnell	Michael Mack	Project Manager
Burns & McDonnell	Katie Leska	Project Engineer

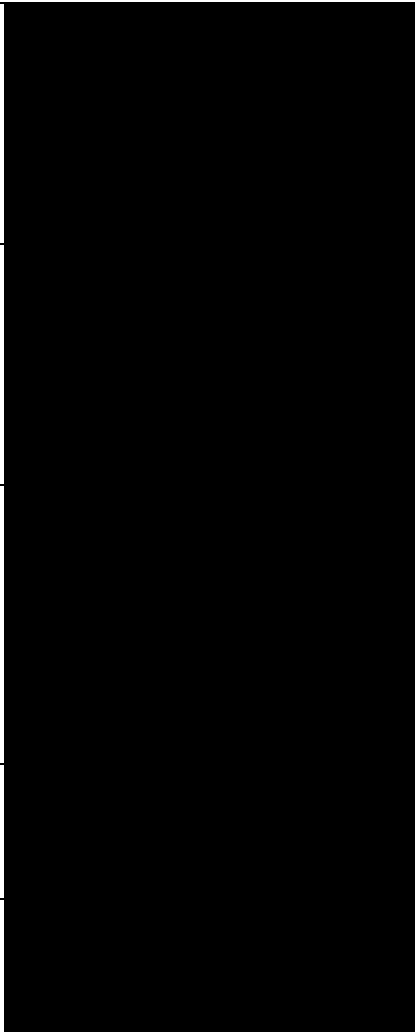


Table 3 Community Advisory Group Members

REPRESENTATION	CONTACT PERSON	EMAIL	PHONE	ADDRESS
Byron Chamber of Commerce	Sarah Downs			
Resident	Gerald & Nancy Follmar			
Resident	Elizabeth Chelinsky			
Resident - Former Ogle County Sheriff	Gregory A. Beitel			
Resident	Paul A. Nelson			
Resident	Bill Born			
Resident	Mark Schwendau			
Resident	Alan R. Smith			
Resident	Barb Smith			
Resident	David A. Nelson			
Blackhawk Trail Lodge	Don & Becky Dietrich			
Moreland Aviation	Robert & Carolyn Moreland			
Resident	Rod Kramer			
Smeja Family Foundation	Jerry Paulson			
Ogle County Highway Department	Jeremy Ciesiel			
Autoland Outlets	Tom Dall'Osto			
Oregon Park District	Erin Folk			
Winnebago County Forest Preserve	Mike Hollan			
Resident	Tom and Tammy Eighmy			

Table 4 Community Advisory Group Member Alternates

REPRESENTATION	CONTACT PERSON	EMAIL	PHONE	ADDRESS
Smeja Family Foundation	Kim Smeja			
Autoland Outlets	Bryant Vangsness			
Township of Byron	Mark K Rundle			
City of Byron	Aaron Vincer			

Table 5 SIP Revision History

<u>Version</u>	<u>Date</u>	<u>Revision Description</u>
1	March 2014	Original – Placeholders to be filled-in following initial review/discussion with IDOT
2	May 2014	Updated Stakeholder List
3	June 2014	Addressed IDOT comments
4	June 2014	Updated Community Advisory Group Member List
5	August 2014	Correct spelling and email for USACE PSG member / Add CAG member
6	February 2017	Update schedule, update PSG / CAG members / Stakeholder List
7	February 2018	Update stakeholder list
8	January 2019	Update schedule, update PSG/CAG members/stakeholder list
9	October 2020	Update schedule, update PSG/CAG members/stakeholder list
10	February 2021	Update schedule, update PSG/CAG members/stakeholder list
11	January, 2022	Update schedule, update PSG/CAG members/stakeholder list

GLOSSARY OF TERMS

A

Alternative

One of several options to accomplish all or part of the project's Purpose and Need

B

Base Course

The layer directly below a surface layer that provides drainage, frost resistance, and uniform support

C

Categorical Exclusion

Category of actions which do not individually or cumulatively have a significant effect on the human environment; therefore, neither an environmental assessment nor an environmental impact statement is required

Context Sensitive Solutions (CSS)

An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's scenic, economic, historic, and natural surroundings—its "context"

Community Advisory Group (CAG)

Consists of community leaders, residents and organizations that represent the views of constituencies within and adjacent to the project study area with responsibilities that include providing input to the study process and consensus at key project milestones

Consensus

A general agreement

D

Design Approval

Final endorsement of study documents and findings by IDOT to proceed to the next phase, Phase II (design)

E

Environmental Impacts

Collective effects of an alternative on air, land, water, wildlife, humans or any other component of the environment

F

Feasible

Possible to do easily or conveniently

Federal Highway Administration (FHWA)

Agency within the U.S. Department of Transportation that supports State and local governments in the design construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program)

G

H

Hot Mix Asphalt (HMA)

Combination of approximately 95% stone, sand, or gravel bound together by asphalt cement, a product of crude oil

I

Illinois Department of Transportation (IDOT)

State government agency responsible for administering funding, planning, designing, building and maintaining state-supported transportation infrastructure, including highways, transit, rail and airports

Intersection

General area where two or more roadways join or cross, includes the roadway and roadside facilities used for traffic movements

J

K

L

M

Mobility

Movement of people or goods

N

National Environmental Policy Act (NEPA)

Federal law requiring agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions; Governs the preparation of Environmental Impact Statements (EIS), Environmental Assessments or Categorical Exclusions

O

P

Phase I Study

First part of any engineering study that identifies the Purpose and Need, alternatives, environmental impacts and a preferred alternative for final design (Phase II) and construction (Phase III) with help from stakeholder input

Preferred Alternative

Alternative in which IDOT and stakeholders believe would fulfill the project's Purpose and Need, giving consideration to economic, environmental, and social factors

Preliminary Engineering

First stage in project development characterized by design and project planners conducting early project-level planning and developing an overall design concept

Problem Statement

Describes a particular situation in which an expected level of performance is not being achieved and will list one or more important factors causing or contributing to the unacceptable performance

Public Information Meeting

Opportunity for the public to learn about the project, speak with project representatives, and provide input

Purpose and Need

Incorporates detailed technical analysis and public involvement findings to date to define the purpose of the project and the need for the improvements

Q

R

Range of Alternatives

Alternatives discussed in environmental documents including all reasonable alternatives, which must be rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them

Right-of-Way (ROW)

Strips of land over which facilities such as highways, railroads, and power lines are built

S

Scoping process

Process used to determine what is important to investigate at the start of a project involving the identifying of concerns, actions, and impacts

Stakeholder

Any person who may potentially be affected by a project and has a stake in its outcome; includes elected officials, property owners, business owners, special interest groups and motorists who travel through the study area

Stakeholder Involvement Plan (SIP)

Blueprint for defining methods and tools to educate and engage all [stakeholders](#) in the decision-making process for a project; Provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies and governmental officials to identify transportation solutions for the project

Study Area

Area bounded by limits that makes up the area to be studied for the project.

T

U

V

W

X

Y

Z