



## Stakeholder Involvement Plan

Published: March 2022

Updated: November 2024

Version 6.0

Illinois Department of Transportation



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## 1.0 INTRODUCTION

### 1.1 Project Background

Led by the Illinois Department of Transportation (IDOT) District Two, the IL 92 project (hereinafter referred to as “the project”) is a preliminary engineering and environmental study that focuses on proposed roadway improvements focused on improving traffic flow and safety while ensuring the road meets the needs of all users and adjacent land uses. The section of IL 92 involved in the project is approximately 2.1 miles of roadway from IL 84 in the city of East Moline, IL to 48<sup>th</sup> Street in the city of Moline, IL. See Section 1.2 for a project location map.

The purpose of the preliminary engineering and environmental study is to identify transportation deficiencies, develop improvement alternatives, propose improvements, and evaluate impacts. The study ultimately seeks to find a preferred improvement that satisfies the project’s defined Purpose and Need.

Proposed improvements for the project may include:

- Intersection reconfigurations and improvements
- Realignment of horizontal and vertical profiles
- Storm sewer design
- Culvert rehabilitation/replacement bicycle and pedestrian accommodations
- Utility conflict identification/relocation needs
- Americans with Disabilities Act (ADA) improvements
- Public transit coordination and accommodations
- Traffic signals modernization
- Roadway lighting and landscape plans
- Right-of-way impact assessment

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### 1.2 Project Location Map



### 1.3 Project Requirements and Coordination

The project will meet the state and federal requirements that mandate the assessment of the social, economic, and environmental impacts. The project will also meet state and federal requirements for public involvement by including opportunities for stakeholders to participate and comment.

### 1.4 National Environmental Policy Act (NEPA)

The preliminary engineering and environmental study will follow the guidelines set forth by the National Environmental Policy Act (NEPA). The level of environmental processing will be determined as the project progresses and the extent of the proposed improvements becomes more defined.

## 2.0 GOALS AND OBJECTIVES

### 2.1 Stakeholder Involvement Plan Goals

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 project. 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. It also outlines stakeholder information and engagement opportunities as the project progresses. Primary functions of the SIP include:

- Stakeholder identification.
- Specification of the roles and responsibilities of the lead agency (IDOT).
- Establishment of the timing and type of involvement activities with all stakeholders.

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



## 2.2 Stakeholder Identification Procedures

Stakeholders for the project have been identified based upon their shared interest and whether they will potentially be affected by the project's proposed improvements. The method of identifying these groups was performed through inspection of the surrounding area of the project and the various communities found within. Stakeholders for the project may include but are not limited to:

- Residents
- Business Owners
- Elected/Community Officials:
  - Rock Island County Officials and Representatives
  - City Officials and Representatives from Moline, East Moline, and Silvis
- Neighborhood and Community Groups
- Institutions (Churches, Schools, etc.)
- Special Interest Groups (Environmental, community, etc.)
- Trucking Industry Members and Employees

IDOT will coordinate with communities within the study area as a means of identifying interested parties and stakeholders. It is anticipated that new stakeholders will be added to the initial stakeholder list (see Table 1-2, Appendix A).

## 2.3 Stakeholder Group Organization

### 2.3.1 Project Team

The Project Team for the project will consist of representatives from IDOT, the Federal Highway Administration (FHWA) and the project consultant team (Ciorba Group), spanning disciplines including planning, design, construction, and operations. The Project Team will be fundamental to the planning and execution of the project. Their responsibilities will 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.
- Development of consensus among stakeholders.
- Meeting with stakeholders as needed to uphold these responsibilities.

Project Team members are listed in Table 1-3 in Appendix A.

### 2.3.2 Elected Officials

Elected officials will be included in the project coordination to communicate the project to the communities they represent. They will be provided with various materials concerning the project and will be invited to public meetings for stakeholders. Elected officials are listed in Table 1-3 in Appendix A.

### 2.3.3 Implementation

The SIP serves as a guide for public involvement during preliminary engineering, but these strategies can continue to be used throughout subsequent project phases, including design and construction. Implementation of the SIP requires the commitment and efforts

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of all the parties involved and includes expected actions, responsibilities and timing of all participants. As an implementation guide, the SIP links specific strategies to the project schedule and identifies the audience each strategy is intended to reach. The Project Team will be responsible for the overall development, implementation and coordination of the SIP.

**2.3.4 Stakeholder Involvement**

All interested parties will be added to the stakeholder list as needed. The Project Team will have the availability to meet and consult with stakeholders through public meetings or online correspondence. The project website (<https://idot.illinois.gov/projects/il-92-to-il-84>) will serve to inform stakeholders and provide the opportunity to submit comments and questions.

**2.4 Stakeholder Involvement Ground Rules**

The Stakeholder Involvement Ground rules detailed in the SIP are to be implemented to ensure that stakeholder groups are respectfully considered during the process of the project. These rules must be consulted with and accepted by the stakeholders:

- All stakeholders and participants involved with the project must be treated with respect and consideration.
- Input from stakeholders must be carefully considered and respected.
- Stakeholders may be added or removed from the identified list as needed.
- A project schedule will be followed but is subject to change. Significant changes to the project schedule will be communicated to stakeholders.
- Project implementation will adhere to the Centers for Disease Control (CDC) COVID-19 guidelines and local ordinances for Rock County/Cities of Moline and Silvis.

### 3.0 TENTATIVE SCHEDULE OF PROJECT DEVELOPMENT ACTIVITIES AND STAKEHOLDER INVOLVEMENT

#### IL 92: IL 84 (N) in Silvis to 48th Street in Moline

##### Tentative Phase I Schedule PROJECT MILESTONES



The tentative schedule of project development activities and stakeholder involvement section describes the general project development process, project activities and associated stakeholder involvement activities. While meetings and activities may initially be conducted online or over the phone in accordance with current CDC public health recommendations and stakeholder preferences in response to the ongoing COVID-19 Pandemic. These meetings and activities may transition to in-person events as time progresses if CDC public health recommendations are revised and such in-person events are deemed safe and are accepted by the public.

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

This stage of the project development process begins the stakeholder engagement 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 Project Team.
- Identify members to invite as part of stakeholder interviews.
- Develop and circulate the SIP to the Project Team for review and comment.
- Receive reviewed SIP and consider comments; provide revisions.

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- Organize and initiate early coordination with agency stakeholders.

### **3.2 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.

Activities in this stage include the following:

- Organize and conduct the initial stakeholder engagement activities to solicit input on the project Purpose and Need.
- Develop a draft problem statement.
- Develop a draft project Purpose and Need statement; opportunities for stakeholder review will be provided.

### **3.3 Step Three: Develop a Range of Alternatives**

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. Opportunities will be provided for stakeholder input to the development and evaluation of alternatives. Steps in the alternative's development process may include the following:

- Organize and hold stakeholder engagement activities to discuss and identify initial alternatives. Public Meeting #1 will be a primary step in obtaining public feedback and input on various alternatives. *This meeting was held on June 14, 2023.*
- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternative's development and evaluation process.
- Identify environmental resources within the project's impacted area.
- Achieve stakeholder consensus on the range of alternatives.

### **3.4 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.

- Evaluation of the initial alternatives.
- Coordination with stakeholders to discuss alternatives that meet the project's Purpose and Need.
- Identification of alternatives to be carried forward.



### 3.5 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 stakeholder 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 stakeholder meeting in advance of the public meeting to provide a preview of the materials to be presented.
- Organize and hold Public Meeting #2 to present the Preferred Alternative including the identification of all potential property and access impacts. *This meeting is currently anticipated to occur in late Spring of 2025.*
- Preparation and publication of final Federal Approved Categorical Exclusion.

## 4.0 PUBLIC INVOLVEMENT PLAN ACTIVITIES

The following activities are proposed as a part of the stakeholder involvement plan to take place during the project. Unless otherwise noted, the Project Team is the party responsible for activities and coordination. All activities will be reviewed and approved by IDOT before proceeding. The Project Team designated point of approval is Chad Spreeman with IDOT District Two. All in-person and virtual public involvement activities will offer accommodation that will comply with [Title II of the Americans with Disabilities Act \(ADA\)](#), these can include providing American Sign Language (ASL) accommodations upon request and enabling closed captioning features for virtual meetings.

### 4.1 Stakeholder List Development

Given the large footprint of the project area, a thorough stakeholder list will be developed and updated throughout the project as necessary. The list includes property owners, business owners, state and local officials, community groups, motorists and non-motorists who utilize the current roadways. Any stakeholder who expresses interest in learning more about the project and attending events will be added to a notifications list so they can receive updates and meeting invitations.

### 4.2 Stakeholder Meetings

The project team will seek input from stakeholders throughout stakeholder meetings as necessary throughout the project. These meetings will range from small meetings with one to four attendees to medium-sized group meetings with five to 12 attendees and will be coordinated to engage stakeholders. The meeting objectives are to engage

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stakeholders by sharing project information, addressing potential project issues and concerns, and providing groups with specialized discussions about the project. The meeting attendees could include local agencies and organizations, elected officials, members of the business community and affected property owners. It is currently anticipated that all meetings will be hosted virtually.

### **4.3 Project Survey**

A survey will be mailed to properties within the project area that are expected to be directly impacted by the project. This includes households and businesses along the project corridor that may require one or more of the following criteria necessary to support project implementation, indicating a direct impact

- Relocation of one or more residents
- Relocation of one or more businesses, commercial facilities, or community centers.
- Relocation of an abandoned grave, unmarked grave, or burial ground.
- Substantial permanent change, in access to a business or community center, that involves changing access to another street.
- Substantial loss of parking, after accounting for mitigation.

The survey will be mailed in early 2025 and will be designed to gather information from owners of properties that may be directly impacted by the proposed roadway improvements project. Importantly, the survey is part of a federal environmental justice mandate that ensures the full and fair participation by all potentially affected communities in the transportation decision-making process. A follow-up survey will be mailed to those who did not respond to the initial survey

### **4.4 Public Meetings**

There will be two public meetings that will be open to the public to solicit feedback and promote awareness of the project. Opportunities for public comments will occur at both public meetings. All public comments made during public meetings will be summarized and made available on the project website. The meetings will utilize various public informational techniques such as project boards, handouts, and presentations summarizing the project work and findings to date. All materials will be presented digitally at virtual meetings. In-person meetings will make hard copies of meeting materials available to attendees. A summary and all materials will also be made available on the project website following the meeting.

- Meetings will be advertised to the public through traditional outreach such as newspapers, flyers posted in prominent locations, local municipal websites, and newsletters, and will also be promoted at events within the project area's communities. Social media can also be utilized to promote these meetings. Identified stakeholders will be notified via email about the public meeting details. Properties identified as potentially having direct impacts from the proposed roadway improvements project will receive meeting notification by mail; this notification will accompany the initial survey detailed in section 4.3. Public Meeting #1 (Held on June 14, 2023) is a project kickoff meeting that introduces the Project Team and the project process and objectives. Existing conditions are displayed

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and discussed. Preliminary improvements are presented in a high-level format. The meeting provides an opportunity for the public to share its perspectives regarding transportation issues, project concerns, and their “wish list” of items that the project should ideally include. A range of considered alternatives is presented.

- Public Meeting #2 (Currently Scheduled for late Spring of 2025) presents the fully defined project Purpose and Need. The primary focus is the selected Preferred Alternative. The public will have the opportunity to review and comment upon the Preferred Alternative. Construction limits and right-of-way impacts will be fully defined and available for public input.

## **5.0 PUBLIC RESPONSE AND COMMUNICATION**

During project development, both direct and indirect public comments are anticipated. Direct public comments can be submitted via email, by using the question/comment form on the project website (<https://idot.illinois.gov/transportation-system/transportation-management/featured-projects/rock-island-county---illinois-92-from-illinois-84-in-east-moline.html>) and through comment forms used at in-person or virtual public meetings. Comments received by the district through regular mail will also be accepted. In addition, indirect public comments will come through the media, non-agency sponsored meetings and third-party websites. It is important to address both direct and indirect public comments to not only reassure the public that its concerns and opinions are being recognized but also to respond to potentially problematic issues such as misinformation. The desired timeframe to develop, edit, approve, and send a response is one week once the Project Team receives it.

Monitoring third-party meetings, activities, websites and media reports related to the project will continue throughout the project. Reports on third-party activity will be detailed and stored as they occur.

## **6.0 PLAN AVAILABILITY, MONITORING, AND UPDATES**

The SIP is a dynamic document that will be available to stakeholders and updated throughout each phase of the project. The section describes the SIP availability, opportunity for review and plan update procedures.

### **6.1 Availability of Stakeholder Involvement Plan**

The Project Team will make the SIP available to stakeholders for review at public events and on the project website (<https://idot.illinois.gov/transportation-system/transportation-management/featured-projects/rock-island-county---illinois-92-from-illinois-84-in-east-moline.html>). As the project progresses, the Project Team will update the SIP on a regular basis to reflect appropriate changes or additions. The updated SIP will be posted on the website.

## 6.2 Modification of Stakeholder Involvement Plan

Throughout the project, there will be opportunities to review and update the SIP. Potential updates to the plan include:

- Updating and maintaining the list of project stakeholders.
- Updating and maintaining the project study group.
- Maintaining a public involvement record that includes records of stakeholder communications, meeting summaries, and written or typed comments.
- Updating public involvement tactics to adjust to updated safety measures as required by the State of Illinois during the COVID-19 pandemic.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to the SIP may be necessary through all phases of the project. The Project Team will provide updated versions of the SIP to stakeholders and all agencies involved, as necessary. Plan updates will be tracked in Table 1-1 in Appendix A.



**Appendix A: Tables****Table 1-1: Stakeholder Involvement Plan Revision History**

Version	Date	Version Description
Original	March 2022	Original
1.0	November 2022	Revision One
2.0	October 2023	Revision Two
3.0	March 2024	Revision Three
4.0	June 2024	Revision Four
5.0	August 2024	Revision Five
6.0	November 2024	Revision Six

**Table 1-2: Project Team Members**

Agency Name	Contact	Title	Email & Mailing Address
Illinois Department of Transportation	Trisha Thompson	Region 2 Engineer	Trisha.Thompson@illinois.gov
Illinois Department of Transportation Program Development	Chad Spreeman	Project Engineer	Chad.Spreeman@illinois.gov
Illinois Department of Transportation Program Development	Vacant	Program Development Engineer	
Illinois Department of Transportation Program Development	Michael Kuehn	Studies and Plans Engineer	Michael.Kuehn@illinois.gov
Illinois Department of Transportation Program Development	Faith Duncan	Program Engineer	Faith.Duncan@illinois.gov
Illinois Department of Transportation Surveys	Roger Inboden	Chief of Surveys	Roger.Inboden@illinois.gov

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Illinois Department of Transportation Geometrics	Robert Bates	Geometrics Engineer	Robert.Bates@illinois.gov
Illinois Department of Transportation Hydraulics	Clifton Hulitt	Hydraulics Engineer	Clifton.Hulitt@illinois.gov
Illinois Department of Transportation Utilities	Gregory Rider	Project Support Engineer	Gregory.Rider@illinois.gov
Illinois Department of Transportation Programming	Vacant	Systems Planning & Service Engineer/District Bicycle & Pedestrian Coordinator	
Illinois Department of Transportation Operations	Vacant	Operations Engineer	
Illinois Department of Transportation Operations	Wendi Schafer	Property Manager	Wendi.Schafer@illinois.gov
Illinois Department of Transportation Land Acquisition	Amber Goldie	Relocation Manager	Amber.Goldie@illinois.gov
Illinois Department of Transportation Land Acquisition	Mat Dobie	Condemnation Engineer	Mathew.Dobie@Illinois.gov
Illinois Department of Transportation Land Acquisition	Jon Estrem	Land Acquisition Manager	Jon.Estrem@illinois.gov

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Illinois Department of Transportation Project Implementation	Dave von Kaenel	Project Implementation Engineer	Dave.VonKaenel@illinois.gov
Illinois Department of Transportation Construction	Matt Hardt	Construction Engineer	Matthew.Hardt@illinois.gov
Illinois Department of Transportation Local Roads	Shawn Ortgiesen	Local Roads Engineer	Shawn.Ortgiesen@illinois.gov
Illinois Department of Transportation Local Roads	Tyler Gould	Local Roads Engineer – Rock Island County Field Engineer	Tyler.Gould@illinois.gov
Illinois Department of Transportation Environmental	Heath Jordan	Environmental Studies Supervisor	Heath.Jordan@illinois.gov
Illinois Department of Transportation Environmental	Heather Rhodes	Historic, Noise & Waste Analyst	Heather.Rhodes@illinois.gov
Illinois Department of Transportation Bureau of Design & Environment	Andrea Eddy	Natural Resources Review Specialist	Andrea.J.Eddy@illinois.gov
Illinois Department of Transportation Bureau of Design & Environment	Vincent J. Madonia	Area Field Engineer	Vincent.Madonia@illinois.gov
Illinois Department of Transportation Bureau of Design and Environment	Filiberto Sotelo	Bicycle & Pedestrian Policy Engineer	Filiberto.Sotelo@Illinois.gov

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Illinois Department of Transportation Local Roads and Streets	Steven Letsky	Program Development Engineer	Steven.Letsky@Illinois.gov
Federal Highway Administration	Sal Madonia	Transportation Engineer – Illinois Division	Sal.Madonia@dot.gov
Ciorba Group	Nicole Fayant, PE	Project Manager	nfayant@ciorba.com 6035 N. Knoxville Avenue Suite 203 D Peoria, IL 61614
Ciorba Group	Duane O’Laughlin, PE	Project Manager	dolaughlin@ciorba.com 8725 W. Higgins Road Suite 600 Chicago, IL 60631

**Table 1-3: Stakeholder List**

<b>Agency Name</b>	<b>Contact</b>	<b>Title</b>	<b>Email &amp; Mailing Address</b>
17th Congressional District of Illinois	Mr. Eric Sorensen	Congressman	Thomas.Falcigno@house.gov Communications Director
City of Moline	Ms. Sangeetha Rayapati	Mayor	srayapati@moline.il.us
City of East Moline	Mr. Reggie Freeman	Mayor	rfreeman@eastmoline.com
City of Silvis	Mr. Matt Carter	Mayor	mcarter@silvisil.org
City of East Moline – 1st Ward	Ms. Olivia Dorothy	Council Member	odorothy@eastmoline.com
City of East Moline – 4th Ward	Mr. Adam Guthrie	Council Member	aguthrie@eastmoline.com
City of East Moline – 6th Ward	Ms. Lynn Segura	Council Member	lsegura@eastmoline.com
City of East Moline	Mr. Tim Kammler	Director of Engineering	tkammler@eastmoline.com



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City of East Moline	Mr. Eric McLaughlin	Construction Manager	emclaughlin@eastmoline.com
City of East Moline	Mr. Mark Rothert	City Administrator	mrothert@eastmoline.com
City of Moline – 6 <sup>th</sup> Ward	Mr. Dan McNeil	Aldersperson	dmcneil@moline.il.us
City of Silvis – 1 <sup>st</sup> Ward	Mr. Tony Trulson	First Ward City Council Chairman	ttrulson@silvisil.org
City of Silvis – 1st Ward	Mr. Bob Cervantes	First Ward City Council Chairman	bcervantes@silvisil.org

## Appendix B: Glossary of Terms

<b>Term</b>	<b>Definition</b>
Alternative	One of several specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.
Consensus	When a majority agrees upon a particular issue, while the dissenting remainder agrees that their input has been heard and duly considered and that the process was fair.
Federal Highway Administration (FHWA)	The Federal Highway Administration (FHWA) is an 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). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world. Source: FHWA
Illinois Department of Transportation (IDOT)	The Illinois Department of Transportation is a state agency in charge of state-maintained public roadways in Illinois.
National Environmental Policy Act	The federal law requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE).

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Phase I Engineering	Phase I Engineering is an in-depth discovery of improvement alternatives which considers social, economic, environmental, safety, serviceability, and cost factors. During the time, the purpose and need for improvements are defined.
Problem Statement	A concise narrative, prepared as part of a project, needs study, defining the fundamental situation or circumstance to be solved. A problem statement will describe a particular situation in which an expected level of performance is not being achieved and will list one or more key factors which cause or contribute to unacceptable performance.
Public Meeting	A public meeting is held to engage a wide audience in information sharing and discussion. Public meetings are familiar, established ways for people to come together to express their opinions and hear a presentation of the proposed project.
Stakeholder	A person with an interest or concern in the project.
Stakeholder Involvement	A process that will facilitate effective identification and understanding of the Plan (SIP) concerns and values of all stakeholders as an integral part of the project development process. It includes a formal written plan explaining how public input and comments will be obtained.

## Appendix C: Acronyms

Acronym	Definition
ADA	Americans with Disabilities Act 23. U.S.C 139 U.S. Code Title 23, Section 139
ASL	American Sign Language
FHWA	Federal Highway Administration
IDOT	Illinois Department of Transportation
NEPA	National Environmental Policy Act
SIP	Stakeholder Involvement Plan