

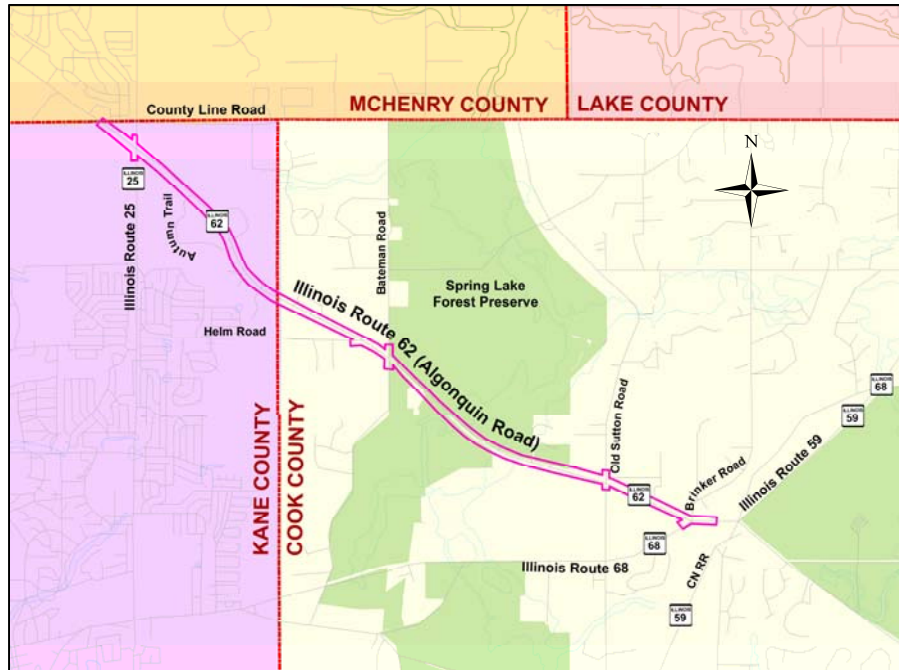
Illinois Route 62 (Algonquin Road)

Illinois Route 25 to Illinois Route 68

Phase I Study

Stakeholder Involvement Plan (SIP)

For Agency and Public Involvement



Cook & Kane Counties

Illinois Department of Transportation

Date: January 2019

Version 4



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1. Introduction

1.1 Illinois Route 62 Project Location

The Illinois Department of Transportation (IDOT) has recently initiated preliminary engineering and environmental studies (Phase I) to improve Illinois Route 62 (Algonquin Road) from Illinois Route 25 (Elgin Road) to Illinois Route 68 (West Dundee Road) in the Village of Barrington Hills, in Cook and Kane Counties.

Illinois Route 62 (IL 62) is an Other Principal Arterial that runs northwest to southeast, located in northwestern Cook County and northeastern Kane County. The full length of IL 62 (Algonquin Road) is approximately 21 miles, with a western terminus of Illinois Route 31 (Western Algonquin Bypass) in Algonquin and an eastern terminus of Illinois Route 83 (Elmhurst Road) in Des Plaines. The project limits for this Phase I study are from the intersection of Illinois Route 25 (IL 25) on the west to the intersection of Illinois Route 68 (IL 68) on the east, approximately 5.3 miles. The project study area is located within the community of the Village of Barrington Hills. Nearby communities potentially affected by the project study area are the Villages of Algonquin, Carpentersville, and South Barrington, and Cook and Kane Counties.

The project study area bisects the Spring Lake Forest Preserve, part of the Forest Preserves of Cook County. There are two trail crossings on IL 62 for the forest preserve. Horizon Farms is located towards the eastern project limits, while the rest of the study area is primarily residential.

The preliminary engineering and environmental study for IL 62 is anticipated to be processed as an Environmental Assessment (EA) with Combined Design Report and will be performed in accordance with procedures set forth in the National Environmental Policy Act (NEPA). A separate Phase I report will be required for the bridge replacement (S.N. 016-0580) over Spring Creek. This structure is currently load posted and is anticipated to require replacement prior to the ultimate improvement being funded. The structure replacement is anticipated to be processed as a Federally Approved Categorical Exclusion (CE).

1.2 Illinois Route 62 Project Background

Between IL 25 and IL 68, IL 62 is currently two-lanes in each direction with shoulders. At the eastern and western project limits, IL 62 widens to two-lanes in each direction with exclusive turn lanes at the intersections of IL 25 and IL 68. The widening at the limits are due to other roadway improvements. The function of this study is to evaluate geometric alternatives to address safety concerns and accommodate existing and projected 2040 travel demands. The proposed scope of work will be determined through the evaluation of identified issues and public involvement. Improvements may include additional through lanes, a median, auxiliary lanes at intersections, and pedestrian and bicycle accommodations. This improvement is not currently funded in the Departments FY 2018-2023 Proposed Highway Improvement Program.

The Longmeadow Parkway is a new roadway on new alignment which will intersect IL 62 within the study limits. The Longmeadow Parkway is anticipated to be complete in 2020 and will provide a new east-west connection over the Fox River. The proposed intersection of Longmeadow Parkway and IL 62 will be signalized.



2. Goals and Objectives

2.1 Context Sensitive Solutions

The project is being developed using elements and principles of Context Sensitive Solutions (CSS) per IDOT's 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 that fit into and reflect the project's surroundings—its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings within which they are located.

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

The IL 62 Phase I Study will create a collaborative approach involving stakeholders to develop a facility and solution that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety, mobility, and addressing drainage concerns. A Stakeholder Involvement Plan (SIP) is critical to the success of a project. The SIP is a framework plan for the execution of CSS that is both comprehensive and flexible based on project needs; therefore, the SIP is subject to revision anytime events warrant.

The CSS approach strives to achieve the following:

- Understand the stakeholder's key issues and concerns
- Involve stakeholders in the decision-making process
- Establish an understanding of the stakeholder's role in the project
- Address all modes of transportation
- Set a project schedule
- Apply flexibility in design to address stakeholder concerns whenever possible

2.2 Stakeholder Involvement Plan Goals

The purpose of the Stakeholder Involvement Plan (SIP) is to provide a guide for implementing stakeholder involvement for the IL 62 Phase I Study. It is important to understand that the SIP by its nature is a work in progress and thus subject to revision anytime events warrant.

The SIP provides the framework for achieving agreements and communicates decision making between the general public, public agencies, and government officials to identify transportation solutions for the project. The SIP outlines specific outreach activities, including public meetings and hearings, stakeholder meetings, and supporting media and communication techniques.



This SIP is designed to ensure that stakeholders are provided with opportunities to be informed and be engaged as the project progresses.

Specific objectives include:

- Identifying Stakeholders
- Identifying and defining Project Working Groups (Project Study Group & Community Advisory Group)
- Identifying roles and responsibilities of lead agency
- Setting ground rules for participation
- Establishing timing and type of coordination efforts with stakeholders
- Establishing stakeholder requirements for providing timely input to the project development process

2.2.1 Stakeholder Identification Process

A stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes IDOT, the Federal Highway Administration (FHWA), property owners, business owners, State and local officials, special interest groups including environmental, historic, cultural and economic resources, and motorists who utilize the facility. The identification of stakeholders for the IL 62 Study has begun through a combination of input from local community leaders and agencies.

Stakeholders for this project may include, but not be limited to:

- Residents
- Business owners
- Property management companies
- Institutions (churches, schools, etc.)
- Special interest groups (environmental groups, bicycle groups, equestrian groups, etc.)
- Elected/Community officials
- Government and regional planning agencies
- Transportation system users
- Chambers of commerce
- Neighborhood groups
- Emergency response agencies (fire, police, hospitals, etc.)
- Park Districts
- Others outside the area expressing interests in the project

2.2.2 Stakeholder Involvement Ground Rules

Stakeholder involvement will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. These ground rules are tentative with the initiation of the SIP, and must be agreed to by stakeholders. Tentative ground rules include:

- Input from all participants is valued and considered
- All participants must come to the process with an open mind and participate openly and honestly
- All participants must treat each other with respect and dignity
- All participants understand that topics will not be revisited once the issues have been addressed and general understanding is reached



- In this context, general understanding means a general feeling of agreement where input is heard and considered, and the process was fair overall
- The project must progress at a reasonable pace, based on the original project schedule
- All decisions made by IDOT must be arrived at in a clear and transparent manner and the stakeholders should agree their inputs have been considered
- Members of the media are welcome to attend the meetings as observers, not participants in the process
- The participants and list of stakeholders is subject to change as the project warrants

3. Stakeholder Group Organization

For the IL 62 Study, there are two key groups of stakeholders identified: those with decision making authority related to implementation of transportation investments; and those with public standing who speak for the general public.

- Decision making authority: Local, regional, state, and federal elected/appointed officials; and, agency representatives with jurisdiction over the transportation planning process, that are affected with environmental, historic, cultural, and economic resources
- General public: Residents, corridor businesses, professional associations, and local, regional, and potentially statewide community, civic, and environmental organizations

From these two key groups of stakeholders, the working groups for the project are formed to include a Project Study Group (PSG) and a Community Advisory Group (CAG). IDOT and the project team, will identify and coordinate with community leaders, technical professionals, agencies, and additional stakeholders as needed. Stakeholders will be added to the stakeholders list, ensuring that they will receive newsletters, meeting invitations, and project updates.

Each project group has a distinct inter-related advisory role in the project development process. Project working group members represent a cross-section of the diverse stakeholders for this project. Working groups are an important mechanism for obtaining input, providing multi-disciplinary advice, and ultimately helping to develop a solution for the project. In general, the role of project working groups will be to provide input to the Project Study Group as the project moves forward.

IDOT is the agency responsible for the safety and integrity of the state highway system and local agency routes built or improved with state or federal funds. There can be many differing stakeholder views and interests. Although conflict resolution is a tool to resolve these differences, IDOT is held ultimately responsible and therefore makes the final decision of the preferred alternative with concurrence from the Federal Highway Administration.

It is anticipated that the PSG, CAG, local officials' meetings, interagency coordination, and public meetings will be sufficient for the NEPA planning needs of this project.

3.1 Project Study Group (PSG)

The PSG is an interdisciplinary technical team comprised of agencies that guide the overall Phase I Study. IL 62, Illinois Route 25, and Illinois Route 68 are all IDOT jurisdictional roadways. For the IL 62 Study, the PSG includes IDOT and the FHWA. IDOT and FHWA serve as the lead agencies and will make the final project decisions. The PSG has a primary responsibility for the project development process. The group



will meet periodically throughout the project process to provide technical oversight and expertise in key areas including project process, agency procedures and standards, and technical approaches. The PSG has responsibility for ensuring compliance with the SIP, IDOT, and FHWA requirements.

Other responsibilities include:

- Expediting the project development process
- Identifying and resolving project development issues
- Promoting partnership with stakeholders to address identified project needs
- Acquire clearance and approval of resource agencies

PSG member agencies for the IL 62 Study are listed in Appendix B. As with all working groups, it is subject to modification during the process.

3.2 Community Advisory Group (CAG)

A key element of this stakeholder plan will be the creation of a CAG. The CAG is a collection of community representatives and serves to facilitate the exchange of information between government entities and the local community. The CAG is made up of representatives of diverse community interests, local government officials, community representatives, property owners and residents, and stakeholders with technical expertise. The CAG assists IDOT in making better decisions on transportation related projects that benefit the community and environment. The CAG will provide input at key project milestones throughout the Phase I planning process.

Selection of CAG members will occur in a fair and transparent manner. CAG invitations will be sent to identified local businesses, homeowners, community leaders, and special interest groups within the community. IDOT seeks a broad and balanced representation of interest areas on the CAG. Individuals who wish to be considered as CAG members will have the ability to submit a volunteer application at the public meeting and via the project website. Tentative initial CAG members are identified in Appendix D. The CAG will be refined during initial coordination with IDOT, resource agencies, and PSG official meetings. The CAG works in close coordination with the project team and the PSG to ensure identified solutions balance both the community and technical needs.

Responsibilities of the CAG include:

- Attend all meetings or designate a representative
- Follow established ground rules
- Actively participate in meetings and provide information on community context
- Collaborate with IDOT in decision making
- Support the Project Study Group (PSG)
- Share information with community members

CAG members must honorably represent community views and opinions.

3.3 Elected Officials and Coordination

The goal of agency outreach and involvement is to ensure early and ongoing coordination with affected stakeholders and agencies regarding project issues and decision-making. IDOT will correspond with elected officials of the affected communities at scheduled milestones throughout the project. Additional correspondence and meetings will be scheduled on an as-needed basis. IDOT will contact the local municipalities to coordinate between the Project Team and the municipality leaders.



3.4 Stakeholder Involvement Plan Implementation

Public involvement begins as soon as the study starts and continues through construction. The SIP serves as a guide for public involvement in Phase I of this project, but includes strategies that can be used throughout all phases, including construction. Implementation of this plan requires the commitment and efforts of all involved parties. The PSG will be responsible for the overall development, implementation and coordination of the Stakeholder Involvement Plan. Stakeholders will be informed about the project website where they can access information and submit comments.

3.5 Dispute Resolution

IDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek general understanding on both agreements and disagreements. IDOT is committed to building stakeholder general agreement for decisions. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, IDOT may proceed to the next stage of the project development without achieving general agreement. In the case of an unresolved dispute between the agencies, IDOT will notify stakeholders of their decision and proposed course of action.

IDOT makes the final decision. IDOT is the agency responsible for the safety and integrity of the state highway system and local agency routes built or improved with state or federal funds. As such, there will be considerations which cannot be compromised. There will be many different stakeholders, such as local elected officials, environmentalists, other agencies, special interest groups, property owners and the general public. Each will have differing views and interests. Although conflict resolution is a tool to resolve these differences, IDOT is held ultimately responsible and therefore, makes the final decision.

4. Stakeholder Involvement Plan Activities

The following public involvement activities are proposed for the IL 62 Phase I Study. Unless otherwise noted, IDOT is the responsible party for activities and coordination.

4.1 Public Outreach Meetings

Public outreach is an essential part of the planning and design phases. Through public outreach, the team must identify challenges and work with key stakeholders and regional and local travelers on identifying their concerns and issues, while ultimately providing a safe, cost-effective transportation system that will enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

From the project initiation through completion, various correspondence and meetings will be held to provide input opportunities for all stakeholders. Additional correspondence and meeting opportunities are listed below.

4.2.1 Agency Coordination

The preparation of the Environmental Assessment (EA) and Categorical Exclusion (CE) requires compliance with local, state, and federal rules, regulations, and laws. In order to ensure compliance, coordination with FHWA and IDOT-Bureau of Design and Environment (BDE) will occur throughout the study process. Agencies will achieve concurrence at key project milestones as outlined in the NEPA-404 Merger Process.



4.2.2 Project Study Group Meetings

The PSG will meet as required over the course of the study. PSG meetings will be held in coordination with standing FHWA coordination meetings.

4.2.3 Community Advisory Group Meetings

After the first public meeting, a Community Advisory Group (CAG) will be established to offer input on project context and project alternatives. The existing transportation issues in the study corridor are to be confirmed by the CAG input, and documented in a narrative problem statement. The Community Advisory Group is anticipated to meet eight (8) times over the course of the study. The meetings will be held during business hours and may be either morning or afternoon sessions.

4.2.4 Public Meetings

Public involvement for the IL 62 study will include opportunities for broader public involvement in the form of three public meetings and a public hearing. These large-scale meetings will encourage public attendance and foster public awareness of project developments and improvements that are being evaluated. These meetings will provide a forum for general public input, including concerns and comments regarding project improvements. Three public meetings and a public hearing are anticipated and will be held to coincide with key milestones during the project development process. These meetings will be held at locations near the project study area that are convenient and accessible.

The meetings will utilize various public communication techniques such as project boards and exhibits, handouts, and/or an audio-visual presentation summarizing the project work and findings to date. The meetings will be advertised as public notices placed in area newspapers, postcard notifications, and posted on the project website. Stakeholders and elected officials will be provided information regarding the public meetings in addition to the advertisements in local newspapers. Opportunities for the public to provide written comments will be available via comment forms at the meeting, the project website (idot.illinois.gov/projects/IL62Study), and the project e-mail (IL62Study@clarkdietz.com).

5. Other Mechanisms for Public Communication

In addition to meetings described in the preceding section, there will be several other methods for the public to obtain and provide information related to the project.

5.1 Project Mailing List

The stakeholder project mailing list is a document that will be created and maintained throughout the project. Phone numbers and e-mail addresses will be added to (or removed from) the mailing list as available or requested. The initial mailing list will include property owners, federal, state, and local officials, special interest groups, agencies, business leaders, and members of the public. The list will be developed initially using existing resources (assessor data, names and addresses of officials from other recent projects in the area, etc.), and will be updated throughout the project via ongoing outreach, sign-in-sheets, project website, and other methods. It is anticipated that new stakeholders will be added to (or removed from) the initial stakeholders list throughout the project.

5.2 Project Website

In an effort to utilize electronic resources, disseminate information to the public, and to receive input and comments, a public website will be developed. This website will provide a centralized source of information, available to anyone with access to the internet at any time.



Information posted on the website will include project history, study process and information, maps, photos, reports, and electronic versions of printed material. It will provide access for all public involvement materials. The website will also allow for two-way communication (comment forms) using e-mail. For consistency, the website will be updated on the same schedule as the study's major milestones.

Website Domain: idot.illinois.gov/projects/IL62Study

5.3 Notifications and Advertising

Newspaper advertisements for the public meetings and the public hearing will be a minimum of three weeks and again approximately one week prior to the event. These advertisements are to reach a broader audience than the immediate stakeholders included on the mailing list. Press releases will also be prepared and reviewed through IDOT prior to the public meetings for local media affiliates. Announcements will be posted on IDOT's and local community websites and will follow IDOT media guidelines. The advertisements will also be placed on the project website.

5.4 Alternative Media

The project team will investigate alternative media methods such as email blasts, social media, and coordination with local community websites in addition to the more traditional postcard notifications. A crucial focus of the media relations support strategy is to provide accurate information on the project and study process in addition to ensuring awareness of the public input opportunities.

5.5 Public Response and Communication

The project team will document all stakeholder comments and responses throughout the project. Comments will come as e-mail (direct link from website), standard mail, phone calls, and comment forms from meetings. The project mailing list will be continually updated for individuals who request to be added to the distribution list. The PSG will respond to public comments and inquiries in a timely manner.

5.6 Project Identity

Logos and graphics have been developed to provide a consistent and recognizable identity for the project. These graphics will be used for all public involvement materials.

6. Schedule of Project Development Activities & Stakeholder Involvement

An illustration of the general project development process, project activities, and anticipated stakeholder involvement activities can be found below. Since the SIP by its nature is a work in progress, the events and tasks described are subject to revision.

6.1 Anticipated Project Development Activities

6.1.1 Data Collection, Stakeholder Identification, Project Scoping

This stage begins with identifying stakeholders, notifying agencies, establishing the PSG and CAG, and collecting necessary information on the study area and existing transportation needs. Activities during this time include:

- Developing and distributing the SIP



- Having individual meetings with project stakeholders and local agencies
- Assembling the PSG and CAG
- Launching the project website
- Gathering necessary information on the project study area such as traffic volumes, crash data, etc. to help identify project transportation needs
- Holding a Public Meeting
- Attending a NEPA-404 Merger Meeting to introduce project
- Letters to Cooperating Agencies

6.1.2 Develop Purpose and Need for the Project

In order to develop the project's purpose, goals, and objectives, IDOT will work with the project stakeholders to identify the transportation issues within the project study area. Information provided will include existing and projected traffic volumes, crash data, and any operation problems or environmental constraints. These will be used to develop a clear statement of Purpose and Need. The Purpose and Need statement will also represent the environmental and community concerns for the study area, as understood from the CAG meetings and the Public Meeting. This statement is the basis for the NEPA decision-making process and influences which alternatives are studied, ultimately leading to the Preferred Alternative. Activities during this time include:

- Conducting CAG meetings to explain the ground rules
- Gathering input from CAG members to identify their understanding of the transportation problems in the study area
- Updating the project website as necessary with meeting materials
- Developing the Purpose and Need statement for agency concurrence

6.1.3 Develop and Evaluate Alternatives

To address the project's Purpose and Need, a range of project alternatives will be considered. The range of alternatives will include a No-Build option. The alternatives will be screened and evaluated on how well they meet the Purpose and Need and will be studied in greater detail for the Environmental Assessment, as Alternatives to be Carried Forward. Activities during this time include:

- Attending NEPA-404 Merger Meeting to gain agency concurrence for Purpose and Need statement, alternatives, and the screening process
- Identifying development process for alternatives, screening process, and evaluation criteria
- Screening the preliminary alternatives, including the no-build alternative
- Determining which alternatives will move forward to be studied in greater detail
- Holding CAG meetings to discuss alternatives, the screening and evaluating process, preliminary appraisal of potential impacts
- Submitting a preliminary Environmental Assessment and Combined Design Report

6.1.4 Determine Preferred Alternative

In this stage, IDOT will move forward with the preferred alternative once it has obtained agency concurrence. Activities during this stage include:



- Providing recommendations for the preferred alternative
- Refining the preferred alternative to address stakeholder comments
- Holding CAG meetings to discuss and refine the preferred alternative
- Presenting the preferred alternative at a Public Hearing to garner public comment on the preferred alternative and Environmental Assessment
- Receiving agency concurrence with the preferred alternative with the NEPA-404 Merger Process

6.2 Stakeholder Involvement Activities

Stakeholder Activity	Anticipated Date	Purpose & Detail
Public Meeting #1	November 9, 2017	<ul style="list-style-type: none"> • Introduce the project, the planning process, study area, and stakeholder involvement opportunities • Provide the opportunity for the public to communicate their assessments of transportation issues, project concerns, and project goals • Submit a request to join the CAG
CAG Meeting #1	February 6, 2018	<ul style="list-style-type: none"> • Include a presentation and workshop to explain the public involvement process – including overview of IDOT CSS & NEPA process • Review existing conditions, discuss identified issues with the project study limits • Review results of Public Meeting #1 • Draft problem statement
CAG Meeting #2	May 1, 2018	<ul style="list-style-type: none"> • Finalize problem statement • Develop draft purpose and need concepts • Discuss the project study area and introduce the design criteria used for the project • Introduce the alternatives development
NEPA/404 Merger Meeting #1	June 21, 2018	<ul style="list-style-type: none"> • Introduce the project, planning process, study area, and stakeholder involvement process • Present and obtain concurrence on Purpose and Need
CAG Meeting #3	August 2018	<ul style="list-style-type: none"> • Develop range of possible alternatives • Discuss screening and evaluation process
CAG Meeting #4	Winter 2019	<ul style="list-style-type: none"> • Discuss Alternatives to be Carried Forward for the Environmental Assessment • Discuss screening and evaluation process • Prepare for Public Meeting #2
NEPA/404 Merger Meeting #2	February 2019	<ul style="list-style-type: none"> • Present alternatives to address the project Purpose and Need and evaluation criteria • Obtain concurrence on Alternatives to be Carried Forward



Public Meeting #2	Winter/Spring 2019	<ul style="list-style-type: none"> • Review project Purpose & Need statement • Discuss screening and evaluation process • Present Alternatives to be Carried Forward
CAG Meeting #5	Spring 2019	<ul style="list-style-type: none"> • Review information from Public Meeting #2 • Discuss the Alternatives to be Carried Forward • Discuss enhancement and mitigation opportunities • Review potential effects to study area resources
CAG Meeting #6	Summer 2019	<ul style="list-style-type: none"> • Discuss results of the Environmental Assessment • Prepare for Public Meeting #3
Public Meeting #3	Fall 2019	<ul style="list-style-type: none"> • Review existing conditions and resources • Present Preferred Alternative • Obtain input as needed
CAG Meeting #7	Winter 2019/2020	<ul style="list-style-type: none"> • Discuss results of Public Meeting #3 • Discuss identification of preferred alternative • Discuss enhancement and mitigation opportunities
NEPA/404 Merger Meeting #3	February 2020	<ul style="list-style-type: none"> • Obtain concurrence with Preferred Alternative
Public Hearing	Fall 2020	<ul style="list-style-type: none"> • Obtain public comment on the EA • Obtain public comments on the final alternative and potential effects
CAG Meeting #8	Winter 2020	<ul style="list-style-type: none"> • Discuss the draft EA Errata and Draft Recommended FONSI

7. Plan Availability and Monitoring/Updates

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

7.1 Availability of the Stakeholder Involvement Plan

The SIP will be available to stakeholders for review at the public meeting and on the project website. The stakeholder review period for the SIP will be 21 days from the date of release. As the project proceeds forward, the SIP will be updated to reflect appropriate changes or conditions.

7.2 Modification of the Stakeholder Involvement Plan

The plan will be reviewed on a regular basis for effectiveness and will be updated as appropriate. The SIP may be updated as the project moves forward. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders.
- Maintaining a public involvement record to document stakeholder contact, meetings, and comments.



- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

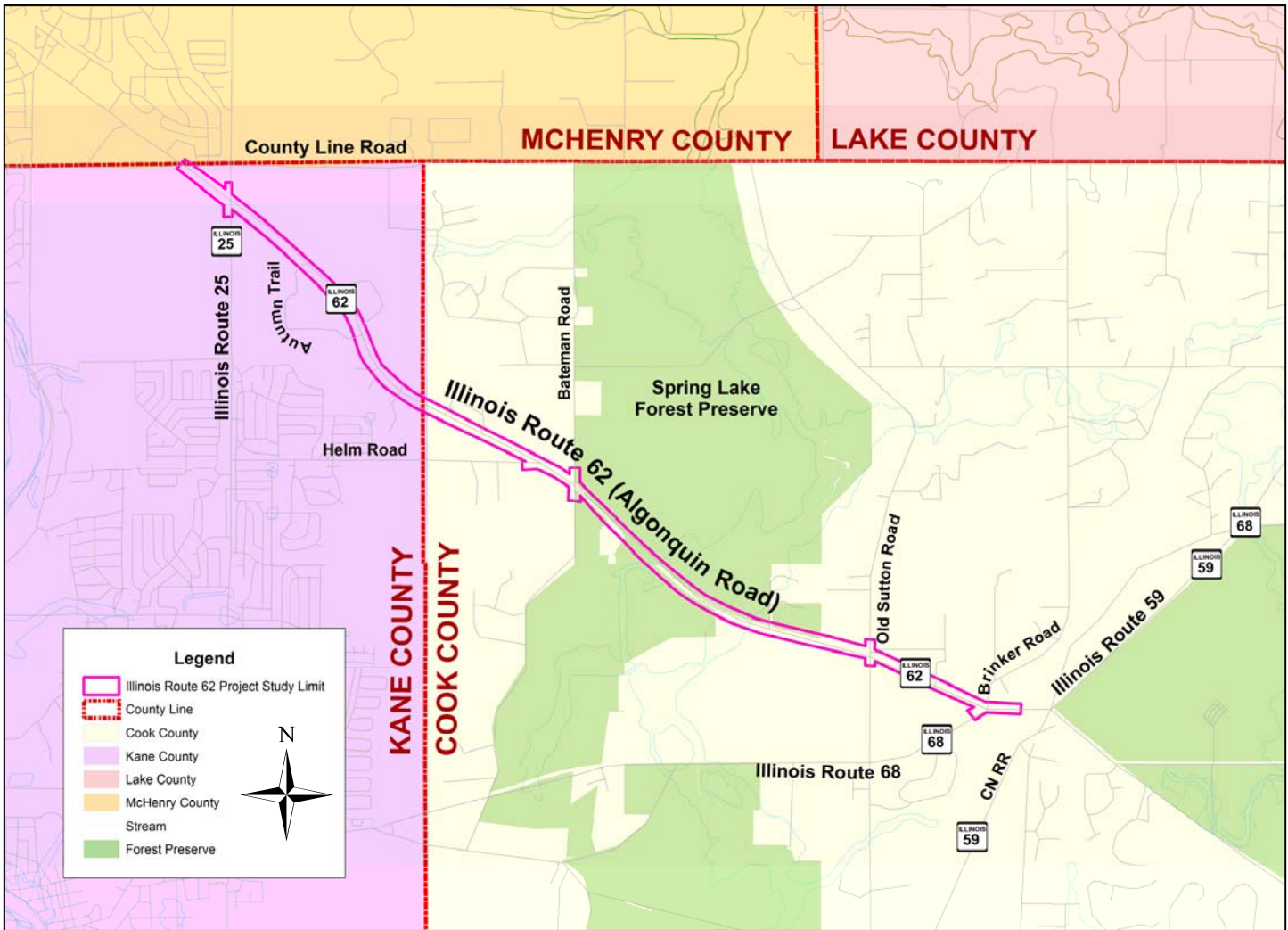
Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Plan updates will be tracked in Appendix E.

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Appendices

Appendix A: Project Location Map





Appendix B: Project Study Group (PSG) Members (Tentative)

Agency Name	Contact Person/Title	Email & Mailing Address
Illinois Department of Transportation – Central Office	Scott Stitt – Location & Environment Engineer, Bureau of Design and Environment	Scott.Stitt@illinois.gov IDOT – Hanley Building 2300 S. Dirksen Parkway Springfield, IL 62764
Illinois Department of Transportation – District 1	Issam Rayyan – Acting Bureau Chief Programming	Issam.Rayyan@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Kimberly Murphy – Consultant Studies Unit Head	Kimberly.Murphy@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Lori Brown – Project manager	Lori.S.Brown@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Ryan Dettmann – Project Engineer	Ryan.Dettman@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Steve Schilke – Section Chief Project & Environmental Studies	IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Vanessa Ruiz – Environmental Studies Unit	Vanessa.Ruiz@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Perry Masouridis – Hydraulics Section Chief	IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Giovanna Zaffina – Bureau of Maintenance	Giovanna.Zaffina@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Omolara Johnson – Bureau Chief Land Acquisition	Omolara.Johnson@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Ken Eng – Bureau Chief Design	Ken.Eng@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196



Illinois Department of Transportation – District 1	Jim Stumpner – Bureau of Maintenance	James.Stumpner@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Lisa Heaven-Baum – Bureau Chief Traffic Operations	Lisa.Heavenbaum@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Illinois Department of Transportation – District 1	Paul Gregoire – Acting Bureau Chief Construction	Paul.Gregoire@illinois.gov IDOT District 1 201 W Center Court Schaumburg, IL 60196
Federal Highway Administration (FHWA)	Chris Byars – Cook County Craig Cassem – Kane County	Chris.Byars@fhwa.dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Federal Highway Administration (FHWA)	Matt Fuller – Environmental Programs Engineer	Matt.Fuller@fhwa.dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Clark Dietz	Stacie Dovalovsky – Project Manager	Stacie.Dovalovsky@clarkdietz.com 118 S. Clinton St, Suite 700 Chicago, IL 60661
Epstein	Theresa Pelletier – Project Manager	tpelletier@epsteinglobal.com 600 W. Fulton St Chicago, IL 60661
Huff & Huff	James Novak – Environmental Studies	James.novak@gza.com 915 Harger Road, Suite 300 Oak Brook, IL 60523
Lin Engineering, Ltd.	Fred Lin – Drainage Studies	flin@lineng.com 576 Oakmont Lane Westmont, IL 60559



Appendix C: Joint-Lead, Cooperating, Participating Agencies, and Section 106 Consulting Parties (Preliminary)

Table C-1: Lead Agencies

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration (FHWA)	Lead Federal Agency	NEPA/404 Agency PSG	Manage environmental review process. Prepare EA. Provide opportunity for public and participating/ cooperating agency involvement.
Illinois Department of Transportation (IDOT)	Joint-Lead Agency	NEPA/404 Agency PSG	Manage environmental review process. Prepare EA. Provide opportunity for public & participating/ cooperating agency involvement. Collect & prepare transportation & environmental data. Manage CSS process.

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Table C-2: Cooperating Agencies (CA)

Agency Name	Cooperating Agency Response	Other Project Roles	Responsibilities
U.S. Army Corps of Engineers – Chicago District	Accepted		Provide comments specific to USACE regulated areas including wetlands and waters of the US.
U.S. Environmental Protection Agency	Accepted		Provide comments specific to USEPA regulated areas regarding the environment and human health.
U.S. Department of Interior Fish & Wildlife Service	Accepted		Provide comment and input on fish and wildlife resources.
Illinois State Historic Preservation Office (SHPO)		106	Provide comments specific to archaeological and historic resources.
Illinois Environmental Protection Agency			Provide comments of IEPA regulated areas regarding the environment and human health.
Illinois Department of Agriculture			Provide comments specific to agricultural resources.
Illinois Department of Natural Resources	Accepted		Provide comment and input on fish and wildlife resources; endangered and threatened species; natural areas and nature preserves; wetlands; prairies; and forests.

Note: This table contains an initial list of agencies invited to serve as Cooperating Agencies. This list will be appended and updated as necessary.



Table C-3: Section 106 Consulting Parties (106)

Agency Name	Section 106 Party Response	Other Project Roles	Responsibilities
Illinois State Historic Preservation Office (SHPO)		CA	Provide comments specific to archaeological and historic resources.
Ho- Chunk Nation			
Miami Tribe of Oklahoma	Accepted		Request SHPO report, archaeological surveys, and consultation if human remains or Native American cultural items found
Peoria Tribe of Indians of Oklahoma			
Citizens Potawatomi Nation			
Forest County Potawatomi	Accepted		Request project plans and archival review
Potawatomi Nation – Hannahville Indian Community			
Pokagon Band of Potawatomi Indians			
Prairie Band Potawatomi Nation			
Sac and Fox Nation of Mississippi in Iowa			
Sac and Fox Nation of Missouri			
Sac and Fox Nation of Oklahoma			

Note: This table contains an initial list of agencies invited to serve as Section 106 Consulting Agencies. This list will be appended and updated as necessary.



Table C-4: Participating Agencies (PA)

Agency Name	Participating Agency Response	Other Project Roles	Responsibilities
Illinois State Geological Survey			
Chicago Metropolitan Agency for Planning			Provide regional transportation planning and travel forecasting, and consistency with regional plans.
Cook County Department of Transportation and Highways			Provide comments specific to transportation.
Kane County Division of Transportation			Provide comments specific to transportation.
Village of Barrington Hills			
Forest Preserves of Cook County			
PACE			
Village of Algonquin			
Village of South Barrington			
McHenry County			
Regional Transit Authority			
Village of Carpentersville			
Barrington Township			
Dundee Township			

Note: This table contains an initial list of agencies invited to serve as Participating Agencies. This list will be appended and updated as necessary.



Appendix D: Community Advisory Group (CAG) (Tentative)

First	Last	Organization	Phone	Email
Jonathan	Quist			
Joyce	Jeng			
Linda	Cools			
Sally	Robinson			
Ann	Malinski			
P. Denise	Israel			
Janet	Reilly			
Michelle	Riggott			
John	Moore			
Robert	Mitchard			
Vanya	Castle			
Dan	Smyczynski			
Dennis	Kelly	Barrington Hills Park District		
Richard	Cannon			
Matthew	Vondra	Barrington Area Conservation Trust		
Alan	Carlsen			
Bryan	Weinstein	Bateman Circle Road Association		
Patrick	Smith			
Jim	Kreher	Barrington Countryside FPD		
Peggy	Judd	Prairie Hills Homeowners Association		
Fritz	Gohl	Barrington Township		
Bob	Brandt			
George	Duczak			
Dave	Noland			
Gene	Berndtson			
Martin	McLaughlin	Barrington Hills		
Steve	Ciesclica	Trotter & Assoc/Barrington Hills		
Pamela	Cools	Barrington Hills - Plan Commission		
Michelle	Maison	Barrington Hills - Planning		
Gwynne	Johnston	Barrington Hills - Board of Health		
Christopher	Kious			
Jane	Clement	Riding Club of Barrington Hills		
Rich	Semelsberger	Barrington Hills Police Department		



First	Last	Organization	Phone	Email
Brian	Battle	Barrington 220 School District		
Fred	Heid	Community Unit School District 300		
Tom	Crosh	Citizens for Conservation		
John	Rosene	Barrington Hills Polo Club		
JD	Lasalla	Barrington Transportation Company		
Marybeth	Holsteen	Riding Club of Barrington Hills		

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Appendix E: SIP Revision History

Version	Date	Document Name	Description
1	November 2017	Stakeholder Involvement Plan	First Draft
2	February 2018	Stakeholder Involvement Plan	Minor Grammar Edits
3	June 2018	Stakeholder Involvement Plan	Updated schedule; Updated Appendix B and C with contact information and additional agencies/parties as needed
4	January 2019	Stakeholder Involvement Plan	Updated Schedule, Tables C-2 & C-3, and Appendix D

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Appendix F: Acronyms List

ADT: Average Daily Traffic
BDE: Bureau of Design and Environment
CAG: Community Advisory Group
CE: Categorical Exclusion
CMAP: Chicago Metropolitan Agency for Planning
CSS: Context Sensitive Solutions
EA: Environmental Assessment
EIS: Environmental Impact Statement
FHWA: Federal Highway Administration
FONSI: Finding of No Significant Impact
HSIP: Highway Safety Improvement Program
IDOT: Illinois Department of Transportation (Department)
IEPA: Illinois Environmental Protection Agency
MWRD: Metropolitan Water Reclamation District of Greater Chicago
NEPA: National Environmental Protection Agency
PSG: Project Study Group
SHSP: Strategic Highway Safety Plan
SIP: Stakeholder Involvement Plan

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Appendix G: Glossary

Categorical Exclusion (CE) – A classification given to federal aid projects or actions that do not have a significant effect on the environment either individually or cumulatively; and for which neither an environmental assessment nor an environmental impact statement is required. Categorical Exclusions do not require extensive levels of environmental documentation.

Federal Approved Categorical Exclusions (formerly CE II) – A type of a Categorical Exclusion where actions might have the potential to involve unusual circumstances. Examples of unusual circumstances include but are not limited to:

- Significant environmental impacts
- Substantial controversy on environmental grounds
- Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action

Community Advisory Group (CAG) – A group made up of community representatives and serves as the focal point for the exchange of information between government entities and the local community. It is made up of representatives of diverse community interests; local government officials, community representatives, property owners and residents, and stakeholders with technical expertise. It assists the Illinois Department of Transportation (IDOT) in making better decisions on transportation related projects that benefit the community and environment.

Context – The interrelated condition in which something exists.

Context Sensitive Solutions – Balance between mobility, community needs and the environment while developing transportation projects. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.

Environmental Assessment (EA) – The purpose of the EA is to determine whether or not a proposed project will cause significant impact on the environment. It is a precise public document that serves to:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI)
- Facilitate preparation of an EIS when one is necessary.

Environmental Impact Statement (EIS) – A detailed written statement prepared for major Federal actions significantly affecting the quality of the human environment, which discusses the environmental impact of the proposed action; any adverse environmental effects which cannot be avoided should the proposal be implemented; alternatives to the proposed action; the relationship between local short-term uses of the human environment and the maintenance and enhancement of long-term productivity; and any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

Facilitation – A process in which a neutral guide (a facilitator) works collaboratively with a group to accomplish a specific task or reach a certain goal, without making substantive comments or providing input.



Finding of No Significant Impact (FONSI) – A separate document from the EA that summarizes the basis for FHWA’s determination that a project will not cause significant impacts on the human environment that would require preparation of an EIS.

General Understanding or Agreement – A general understanding or agreement has been reached when the stakeholders agree that its input has been heard and duly considered and that the process as a whole was fair.

National Environmental Policy Act – The federal law that requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE) for undertakings using federal funds that may have significant impacts. To comply with NEPA, a process has been developed by IDOT to address all potential environmental, social, cultural and economic impacts of a proposed highway project before decisions are reached on design. Public involvement is an integral component of the NEPA process.

Multi-Modal Transportation – Includes all modes of transportation for a complete transportation system. Examples: cars, trucks, bicycles, pedestrians, high occupancy vehicles, mass transit, rail.

Open House – An informal, unstructured public meeting during which display boards are used to convey important project information and IDOT and consultant personnel are available to answer the public’s questions.

Project Study Group – a group of professionals representing specific technical or scientific disciplines who are brought together for designated period of time to perform detailed analysis of subjects that require various environmental, engineering and project development expertise.

Public Hearing – The official method for gathering public comments on a project improvements and environmental impact statements. The format of the Hearing may be formal or informal and the purpose is to afford the public the fullest opportunity to express support or opposition relevant to a transportation project in an open forum. A verbatim record of the proceedings is kept.

Public Involvement – Coordination events and informational materials geared at encouraging the public to participate in the project development process. A successful Public Involvement Plan facilitates the exchange of information among project sponsors and outside groups and the general public, and includes meetings.

Stakeholder – Stakeholders for a project include any person or organization which has a direct stake in the project being considered.

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.

Study Area – The geographic area within which pertinent project matters are contained. Originally defined at the outset of engineering and environmental evaluation, although it may be revised during development of the studies and the CE II.



Technical Advisory Group (TAG) – Community Interests – A group of residents, businesses, community leaders, and advocacy groups representing the population of the study area who assist in formulating transportation planning goals and objectives, evaluating improvement plans, selecting recommended courses of action and setting priorities. They represent community interests and contribute valuable information to project sponsors about the location, design, and implementation of proposed transportation improvements.

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