

POTENTIAL I-55 IMPROVEMENTS AT AIRPORT ROAD AND AT IL ROUTE 126/ESSINGTON ROAD

COMMUNITY ADVISORY GROUP

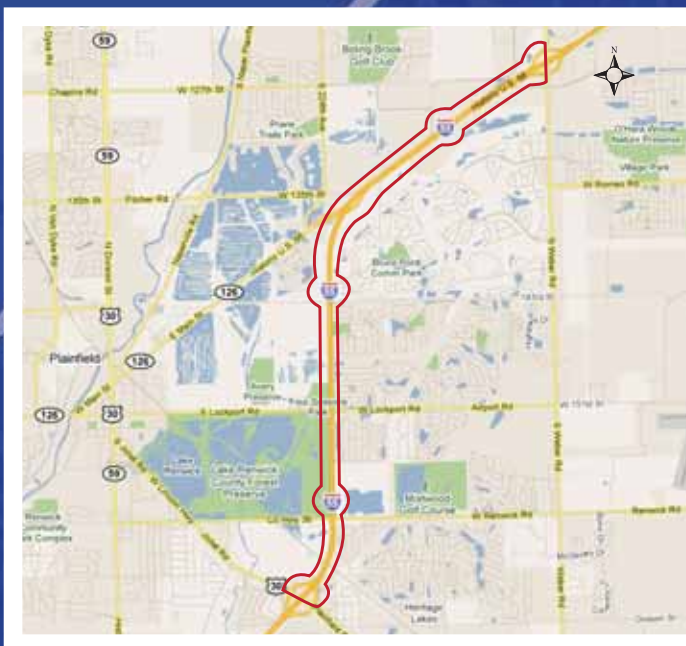




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CAG Ground Rules

1. All input is valid and is considered.
2. All participants must come to the process with an open mind and participate openly and honestly.
3. All participants in the process must treat each other with respect and dignity.
4. All decisions made by the Project Study Group must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been duly considered.
5. The project must progress at a reasonable pace based on project schedule.
6. The general public is welcome at all CAG meetings as observers, and opportunities to ask questions and make comments will be provided.
7. Individual CAG members may be replaced if they are deemed unable to fulfill the duties of a member or do not follow the ground rules.
8. The overall goal is to develop a general agreement for interchange improvements along I-55. However, general agreement may or may not be achieved on every issue. The Project Study Group may elect to move the process forward in instances where general agreement cannot be achieved.
9. Once a decision has been made by the PSG it will not be revisited.



Potential I-55 Improvements

At Airport Road and at IL 126/Essington Road

Community Advisory Group (CAG)

Name	Representing
Jim Sanders	Myself and other homeowners on 135th
Laurie McPhillips	Will Co. Board & Forest Preserve District of Will Co.
Scot Dutler	Self and other homeowners on 135th
Cameron Bettin	Plainfield Park District
George M. Milton	Self
Dennis/Barb Poma	Self
Michael S. Lambert	Self
Bill Lamb	Lakelands Community HOA/Plainfield Trustee
Tom Mooney	self Community best interest
Dale Howard	Vulcan Materials
Mark Turvey	Romeoville Chief of Police
Randall Jessen	Plainfield - superintendent of public works
Greg Bott	Plainfield Park District
Nathan Darga	Village of Romeoville - Planner
Nick Palmer	Will County Executive
Don Hornig	Romeo Resident
Eric Olson	Self (Fieldstone)
Suzanne Benedetto	Lakelands Club
Dave Sniegowski	Property owner at IL126 & Essington leased to gun club
James H. (Jim) Klick/ Therese Castiglioni	Airplane Owners and Pilots Association "Airport Support Network" representative
Gregory Dover	The GAD Group LLC
Mike Evans	Bolingbrook Area Chamber of Commerce
Kevin Calkins	Plainfield resident
Jon Zabrocki	Village Engineer
Thomas Pawlowicz	Assistant Village Engineer
Andi French	Plainfield Township Official
John Argoudelis	Plainfield Township Official
Jim Wilson	Elmhurst Chicago Stone

Name	Representing
Bridget Domberg	Romeoville Chamber of Commerce Pres.
Ronda Klocko	Adventist Bolingbrook Hospital
Matthew J. Grusecki	VP of Real Estate, Northern Builders
Richard Hilliard	Foxridge HOA president and Bolingbrook PD employee
Ron See	Bolingbrook Resident
Tom Thiakos	Bolingbrook Resident
Jared Hamilton, PE	Bolingbrook Resident & Stanley Consultants, Inc.
Tim Rogers	Bolingbrook Resident
Steve Cross	Foxridge Farms HOA vp
John Noak	Mayor - Romeoville
Chris Lawson	EDC Member & Director of the Lewis Airport
Steve Gulden	Romeoville Village Manager
Dr. Bernice Holloway	Romeoville Village Clerk
Ken Griffin	Village Trustee
Kim Allen	Romeoville Resident
Judy/Brad Johnstone	Plainfield resident
Kathy G. Chernich	Chief, East Branch US Army Corps of Engineers
Kenneth Westlake	USEPA
Shawn Citron	USFWS
Terry Savko	IDOA
Steve Hamer	IDNR
Dan Heacock	IEPA
Anne Haaker	IHPA

Alternates

Dave Furmanek	Lakelands Club
Tom Gename	Lakelands Club
Tom Cowan	Lakelands Club

Potential I-55 Improvements

AT AIRPORT ROAD AND AT IL 126/ESSINGTON ROAD

COMMUNITY CONTEXT AUDIT



Your feedback is vital. Please assist the study team in assessing the need for and purpose of potential interchange access improvements to I-55 between the existing interchanges located at US Route 30 and Weber Road. It is intended that any interchange improvements will provide access to I-55 traveling in both the north and southbound direction. Written comments where indicated are welcome.

Regional Mobility

1. Please circle the characteristic(s) that best describe members of your household. (Circle all that apply)

You Reside in:

- Romeoville
- Bolingbrook
- Plainfield
- Will County
- Other _____

You Work in:

- Romeoville
- Bolingbrook
- Plainfield
- Will County
- Other _____

You Attend School in:

- Romeoville
- Bolingbrook
- Plainfield
- Will County
- Other _____

2. How frequently do you travel on I-55?

- | | | |
|--------------------|--------------------|------|
| Daily | 1-2 times per week | Less |
| 3-4 times per week | Once every 2 weeks | |

3. Why do you travel on I-55?

- | | | |
|-----------------|-----------------|-------------------------|
| Commute to work | School | Visiting Family/Friends |
| Shopping | Business Travel | Other _____ |

4. Where do you get on I-55 and how often do you experience traffic congestion or delays at that location?

- | | | |
|----------------------|----------------------------|--------------------|
| <u>At Weber Road</u> | <u>At Essington/IL 126</u> | <u>US Route 30</u> |
| Every time | Every time | Every time |
| Most of the time | Most of the time | Most of the time |
| Some of the time | Some of the time | Some of the time |
| Rarely | Rarely | Rarely |
| Never | Never | Never |

Comments: _____

5. What area roads do you use to travel to and from the I-55 interchanges listed in the prior question?

6. Do you have safety concerns at these existing interchange locations? (Circle all that apply)

- | | | |
|---------------|---------------------|-------------|
| At Weber Road | At Essington/IL 126 | US Route 30 |
|---------------|---------------------|-------------|

Please Explain: _____

7. Please estimate how much time that congestion and delay adds to your travel time.

8. Do you feel that new access or full access at these locations would benefit you? (Circle all that apply)

- | | | | |
|---|------------|----------|--------------|
| New Interchange at 143 rd Street | Not at all | Somewhat | A great deal |
| New interchange at Airport Road | Not at all | Somewhat | A great deal |
| Full access Interchange at IL 126/Essington Rd. | Not at all | Somewhat | A great deal |

Community Resources

1. Are there any community features within the study area that you feel are important to avoid any project impacts? Please list. (Examples include parks, natural areas, schools, religious institutions, businesses, historic or cultural sites, residences, farms, etc.)

Please list why they are important to you:

2. As you assess the study area, please rate the adequacy of the following infrastructure features. If they presently exist and are in poor condition, check the "Yes" box and provide any relevant comments in the space provided for each item. If they do not exist but are needed, check the "No" box and indicate in the space provided if the item should be considered as part of the project. Indicate the level of importance each item may have to the community.

Infrastructure Features	Exists?		Importance		
	Yes	No	High	Med.	Low
A. Sidewalks Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. ADA accessible (i.e. crosswalks, sidewalks, etc.) Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Bicycle Lanes/Multi-use paths Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Commuter train service Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Bus service Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Street lighting Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

G. Pedestrian accommodations (e.g. crosswalks, pedestrian traffic signals, etc.) Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Improved roadways conducive to commuting patterns Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Traffic signals (indicate location(s) where needed) Please Explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Improved access for trucking operations Please Explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. What, if any, potential negative effects do you foresee happening if a new interchange is created or improved at these locations:

At Airport Road: _____

At IL 126: _____

At IL 126/143rd Street: _____

Economic Development

Assess the study area for the following community development resources. Indicate the level of importance for each resource currently and based upon known or planned future conditions.

Resource	Exists?		Importance		
	Yes	No	High	Med.	Low
A. Has this area been identified for new residential development? If yes, please describe the proposed or planned development:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B. Is commercial/industrial development underway or planned for this area? If yes, how does the development impact proposed roadways or interchanges in the study area? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Are visitors attracted to this area? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Are there business or advocacy groups that have an interest in improving access to I-55? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Will interchange improvements on I-55 lead to more economic development? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Natural Resources

Assess the following natural resources.

NATURAL RESOURCES	Exists?		Importance		
	Yes	No	High	Med.	Low
A. Are aesthetics important within the study area? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Are community parks and open spaces important within the study area? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Are there any locations where access to a recreational facility or space is important within the study area? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

D. Are there any seasonal events that may be affected by improvements in the study area? (e.g. fairs, sports, etc) Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Are there any areas prone to flooding in the study area? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Are there any environmentally sensitive areas (e.g. wetlands, lakes, forest preserves, etc) in the study area? Please explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Closing

Thank you for participating in this survey. Your input is important to the project team in the development and evaluation of potential I-55 interchange improvements.

There are four ways that you can submit this survey. It can be submitted tonight at this public meeting or it can be mailed to the address shown below. If you prefer to do it electronically, you can fill out the form on-line at the project website at www.airportand126.com or you can scan it and e-mail it to David Heslinga at the following address: airportand126study@v3co.com.

V3 Companies
 Attn: David Heslinga, P.E.
 7325 Janes Avenue
 Woodridge, Illinois 60517

If you would like to be added to the project's mailing list or receive e-mail notification of future public involvement activities, please provide your contact information:

Name_____

Street Address_____

City, State & Zip code_____

E-mail Address_____

One more question – how did you hear about today's public meeting? (Circle all that apply)

Newspaper Letter Village website Other_____



Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
BDE	IDOT's Bureau of Design and Environment
BMP	Best Management Practice
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
IDOT	Illinois Department of Transportation
LOS	Level of Services
NEPA	National Environmental Policy Act
PSG	Project Study Group
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SIP	Stakeholder Involvement Plan



Agenda

Potential I-55 Improvements
at Airport Road and at IL 126/Essington Road

May 17, 2011

Community Advisory Group (CAG) Meeting #1

1. Welcome
 - a. Introductions
 - b. Meeting agenda
 - c. Ground Rules
2. Public Involvement Process
 - a. Planning Overview
 - b. Context Sensitive Solutions (CSS process)
 - c. Role of CAG
 - d. SIP
3. Project Overview
 - a. Study defined
 - b. History
4. Community Context Audit
 - a. Definition of a purpose and need statement
 - b. Survey
 - c. Small Group Exercise #1A
 - d. Small Group Exercise #1B
 - e. Categorize and Prioritize Results
5. Recap and Future Meetings
6. Meeting Adjourned
7. Open for Public Comments

Potential I-55 Improvements at Airport Road and at IL Route 126/Essington Road

Community Advisory Group
Meeting #1
May 17, 2011





Introductions

Village of **Romeoville**




Bolingbrook
a place to grow



Illinois Department
of Transportation


CAG Members






Meeting Agenda


- Distribute CAG notebooks
- Public Involvement Process
- Project Overview
- Community Context Audit
- Next Meeting
- Open to Public Comments



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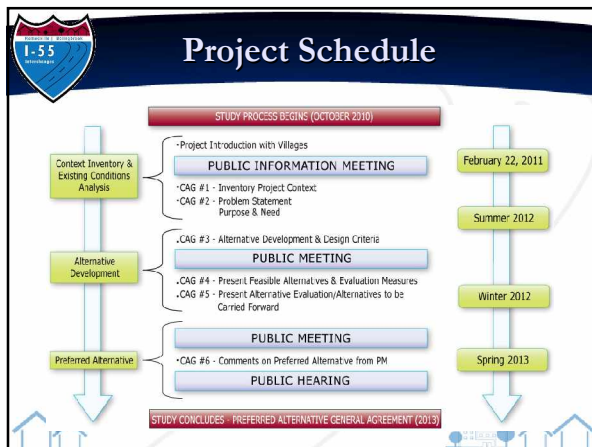


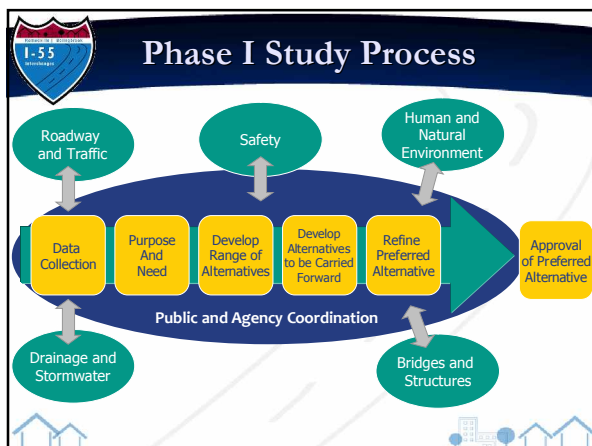



National Environmental Policy Act (NEPA)

NEPA 1969 was established to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans

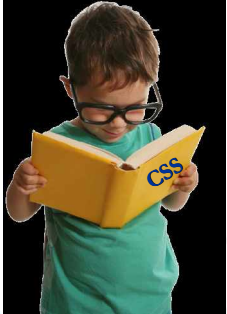










What is Context Sensitive Solutions?





“... a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.” – Federal Highway Administration






CSS Guiding Principles



- Involves all stakeholders
- Fits into its surroundings
- Cost effective
- Multiple modes of transportation
- Preserves resources
- Maintains safety and mobility



CSS Elements

- Considers the project's context
- Fosters communication and collaboration
- Is environmentally sensitive
- Exercises design flexibility

Why CSS?

- Project History
- Complexity of the project
- Open and transparent process
- Solutions for transportation and community issues
- Establish working relationships with those affected

The diagram shows a central blue oval labeled "Community Advisory Group (CAG)". Three smaller blue ovals are connected to it by double-headed arrows: "Interest Groups" to the left, "Local Businesses" below, and "General Public" to the right.

CSS Process

The flowchart shows a sequence of steps: "Identify Context" (yellow), "Define Problem" (grey), "Vision" (grey), "Evaluation Criteria" (grey), "Define and Evaluate Alternatives" (grey), and "Preferred Alternative" (purple). A red box labeled "Identify Stakeholders" has arrows pointing to "Identify Context" and "Define Problem". A double-headed arrow labeled "Considerations" spans the bottom, with three stacked boxes: "Stakeholder Considerations / Community Asset", "Environmental Considerations / Compatibility with the Environment", and "Engineering Considerations / Transportation Needs".


Community Advisory Group (CAG)

What/Who?

- Group of 44 stakeholder representatives and 7 resource agencies
- Broad community cross section and interests (local and regional)


Responsibilities


- Provide insight about community and stakeholder interests
- Advise the Project Study Group
- Attend and participate in CAG meetings
- Adhere to the CAG ground rules
- Share information and encourage broader community input



Role of the CAG


- Identify corridor concerns that reflect the ideas and interests of the entire community
- Develop a Problem Statement
- Assist in preparing a Purpose and Need Statement
- Provide feedback on alternatives
- Comment on public involvement activities






What is the PSG?

The Project Study Group (PSG) is a multi-disciplinary team that will guide the development of the project. The PSG is primarily composed of individuals who represent environmental, engineering, and technical disciplines from IDOT and the FHWA.






What is the PSG?

The primary objectives of the PSG are to:


- Expedite the project development process.
- Identify project development issues.
- Provide guidance to developing solutions to issues identified.
- Promote partnership with stakeholders to address identified project needs.
- Render ultimate recommendations based on the general agreement of stakeholders and engineering judgment.






Stakeholder Involvement Plan

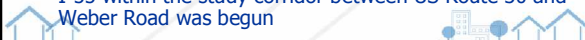
- Provides guide for implementing stakeholder involvement
- Identifies stakeholders
- Defines responsibilities of study participants
- Describes opportunities for public involvement
- Provides schedule for public involvement activities






Project History


- In 1999, a feasibility study was prepared for IL 126 interchange
- In 2003, separate preliminary Access Justification Reports were prepared for Airport Road and IL 126
- In 2008, the FHWA requested that Romeoville and Bolingbrook combine the separate studies into one Phase I study
- In 2008, a feasibility study was prepared for Weber Road interchange improvements
- In 2010, a Phase I study for I-55 interchange improvements at Weber Road was begun by IDOT
- In 2010, the Phase I study of access improvements on I-55 within the study corridor between US Route 30 and Weber Road was begun







Public Meeting #1


- The first public meeting was held February 22, 2011 at the Romeoville Village Hall
- 124 members of the public signed in
- The project background and goals were presented
- The study process was defined
- Public input was received through 30 comment cards, 28 surveys, and 12 comments left on the aerial exhibit




 **Sample of Comments Received**


- Both support and opposition expressed for a possible new interchange at Airport Rd, IL 126/Essington and 143rd Street
- Alternative interchange locations were suggested at Veterans Parkway and Caton Farm Road
- Questions regarding the status of previous studies and reports
- Frustration at a belief that decisions had already been made
- The effect on property values was questioned




 **Sample of Comments Received**


- Truck traffic will increase and will cause congestion and safety concerns
- Severe traffic congestion occurs at the Weber Rd Interchange and at other locations in the region
- Access is needed to and across I-55 for vehicles and pedestrians
- Concern over increased traffic near 135th and Essington because of the proximity of several schools
- Accessibility needed for pedestrians and bicyclists




 **Sample of Comments Received**


- Concerns were expressed about negative impacts to park and forest preserve properties due to a possible Airport Rd interchange
- Concerns over possible impacts to the environment, including air, noise and water pollution as well as negative effects to the cultural environment
- Plea not to disregard scenic and environmental resources
- A request was made for privacy walls






Break






General Agreement

Everyone's voice is heard and considered in the process, seeking an agreement of most participants. The intent is to maximize stakeholder participation and ownership of project decisions. General agreement may or may not be achieved on every issue.





Community Context Audit

- What safety, mobility and accessibility issues should be addressed by the project?
- What community, economic or environmental resources in the project area should be preserved or enhanced

Regional I-55 Improvements
at Aurora Station & I-55 Interchange Area
COMMUNITY CONTEXT AUDIT

The purpose of this audit is to identify and document existing conditions in the project area that may impact the project or be impacted by the project. The audit is intended to provide a baseline of existing conditions for the project area and to identify potential issues that may arise during the project. The audit is intended to provide a baseline of existing conditions for the project area and to identify potential issues that may arise during the project.

Project Area: Aurora Station & I-55 Interchange Area

Project Location: Aurora Station & I-55 Interchange Area

Project Description: Aurora Station & I-55 Interchange Area

Project Start Date: Aurora Station & I-55 Interchange Area

Project End Date: Aurora Station & I-55 Interchange Area

Project Lead: Aurora Station & I-55 Interchange Area

Project Sponsor: Aurora Station & I-55 Interchange Area

Project Stakeholders: Aurora Station & I-55 Interchange Area

Project Objectives: Aurora Station & I-55 Interchange Area

Project Risks: Aurora Station & I-55 Interchange Area

Project Benefits: Aurora Station & I-55 Interchange Area

Project Impacts: Aurora Station & I-55 Interchange Area

Project Mitigation: Aurora Station & I-55 Interchange Area

Project Monitoring: Aurora Station & I-55 Interchange Area


Project Reporting: Aurora Station & I-55 Interchange Area

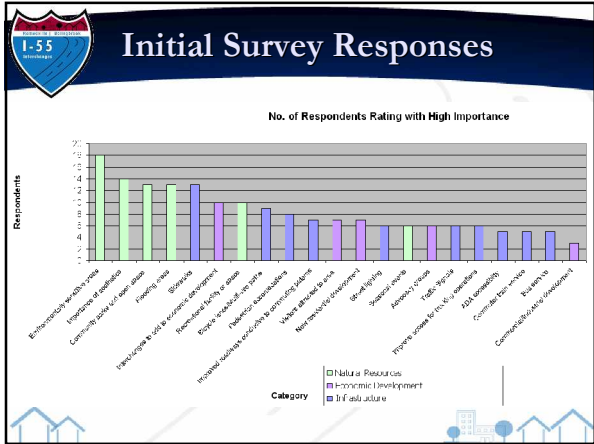
Project Communication: Aurora Station & I-55 Interchange Area

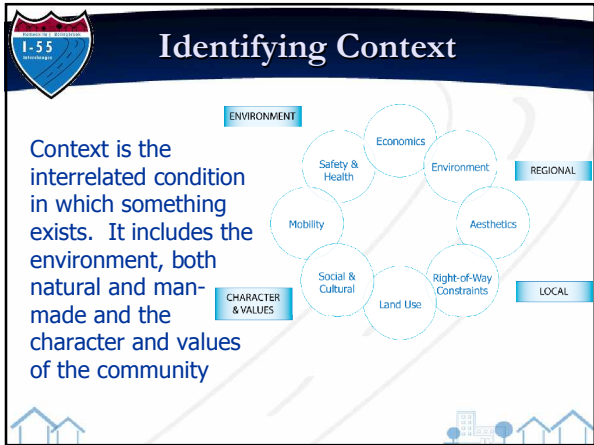
Project Evaluation: Aurora Station & I-55 Interchange Area

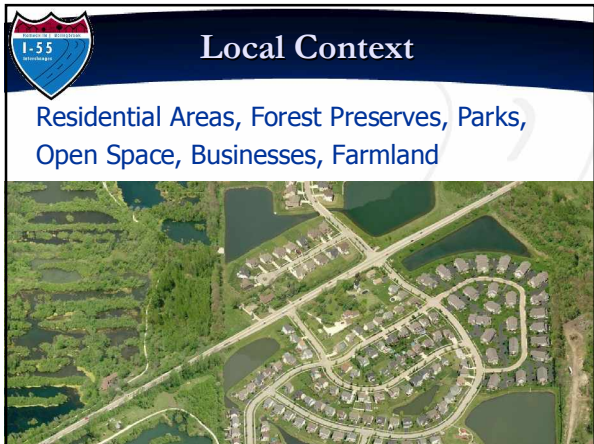
Project Review: Aurora Station & I-55 Interchange Area

Project Closure: Aurora Station & I-55 Interchange Area











 **Regional Context**


Roadway networks, Interstate Systems




 **Exercise #1a – small group**


**Is there a need for improved access to I-55 between the U.S. 30 and Weber Road interchanges?
Why or why not?**



 **Exercise #1b – small group**


If access improvements such as new interchanges are to be evaluated as part of this study, what are the community values, environmental resources and economic interests that need to be considered in this evaluation?





Exercise Results

Summarize Results








Wrap up

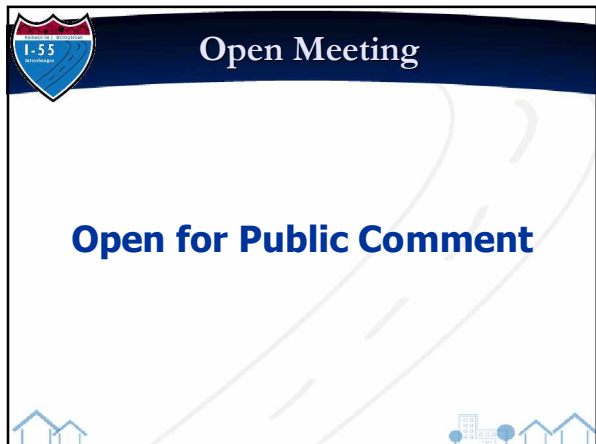
- Meeting Recap
- Next Steps
- Future Meeting Schedule





Thank You





Open Meeting

Open for Public Comment

The graphic features a blue highway shield with the number '1-55' in the top left corner. The background is a stylized road with white dashed lines curving to the right. At the bottom, there are small blue icons of houses and a building.



Exercise 1a

The CAG's first task is to help develop the Problem Statement and identify the Purpose & Need for this I-55 corridor study. The CAG members are asked to brainstorm and identify potential reasons for or against access improvements to I-55. You will work individually and in small groups to generate input.

Is there a need for improved access to I-55 between the U.S. Route 30 and Weber Road interchanges? Why or Why not?

Keep in mind the following when answering this question:

- The study area is along I-55 from US Route 30 to Weber Road. Weber Road is under a separate study. Please consider the needs that can be addressed within the study limits.
- Have you considered the full range of transportation needs in the CSS elements such as safety, multi-modalism, community access and mobility?

Examples of Potential Transportation Needs:

- Community – Social, cultural, recreational, residential, business or government interests in existing and proposed land use.
- Safety – Compliance with local, state and federal standards and acceptable design practices. Consider vehicular and pedestrian safety.
- Usability – The local and regional movement of traffic within the I-55 corridor. Consider direct travel routing, minimized conflict points and traffic capacity.
- Multimodalism – Includes all modes of transportation. Consider cars, trucks, bicycles, pedestrians, high occupancy vehicles and mass transit.



Exercise 1b

The CAG's next task is to identify the community context of the study area. This information will be used to help develop a Problem Statement, incorporate other goals and objectives into the Purpose and Need for the project and develop evaluation criteria for reviewing project alternatives. You will work individually and in small groups to generate input.

If access improvements such as new interchanges are to be evaluated as part of this study, what are the community values, environmental resources and economic interests that need to be considered in this evaluation?

Keep in mind the following when answering this question:

- Have you considered both the human and natural resources of the environment. Human resources may include social, cultural, residential, recreational, residential, business and governmental interests. Natural resources may include wetlands, water quality, open space and wildlife.
- How do these resources relate to the project? How can we provide consideration for these resources as alternatives are developed?
- What are the inter relationships between various resources? Are there resources that could be impacted that would effect others? Are there resources that are vital to the local economy?

Stakeholder Involvement Plan

Version 1.0

Potential I-55 Improvements at Airport Road and at IL Route 126/Essington Road

Job No. P-91-130-07

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INTRODUCTION

1.1 Project Background

The potential new interchange on I-55 at Airport Road and potential full access interchange at IL 126/Essington Road lie within the limits of the Villages of Romeoville, Bolingbrook and Plainfield in the northwest edge of Will County (see Location Map on next page). The potential improvements are anticipated to address safety and traffic congestion concerns within the Villages of Romeoville, Bolingbrook and Plainfield due to area growth and to improve available access to I-55 within the project study area that would promote economic development and employment growth.

At present, Airport Road crosses over I-55 and IL 126 connects to I-55 with a one-way northbound on-ramp and a one-way southbound off-ramp. Within the study area there are frontage roads that connect 143rd Street and Airport Road on both sides of I-55 and a frontage road that connects Airport Road and Renwick Road on the east side of I-55.

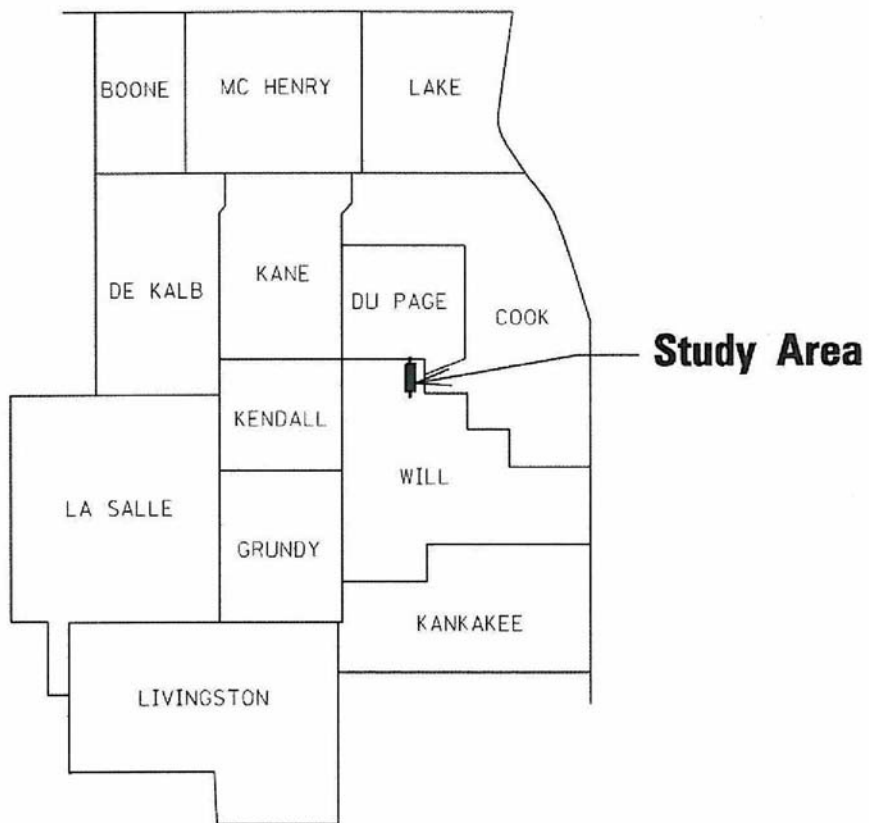
1.2 Community Context

Given the potential impacts that access improvements could have, the study has been designated as a Context Sensitive Solutions (CSS) project by the Illinois Department of Transportation (IDOT). There are existing homes, schools and natural features in the vicinity of IL 126/Essington Road. Plainfield Township has a park district facility at the northwest quadrant of Airport Road and I-55. Will County Forest Preserve's Lake Renwick Preserve abuts the west side of I-55 south of Airport Road. At the southwest quadrant of Airport Road and I-55 is the Plainfield Township Government complex. The complex includes access to the Lake Renwick Preserve bike trail. In addition to these community and cultural facilities, previous studies have identified key natural resources that include wetlands, private recreation areas, potential habitat for threatened and endangered species and floodplain areas.

1.3 NEPA

The National Environmental Policy Act (NEPA) of 1969 requires the consideration of environmental values for "major" federal actions, integrating them into their decision-making process by considering the impacts of their proposed actions and reasonable alternatives to these actions. This study is anticipated to be processed as an Environmental Assessment.

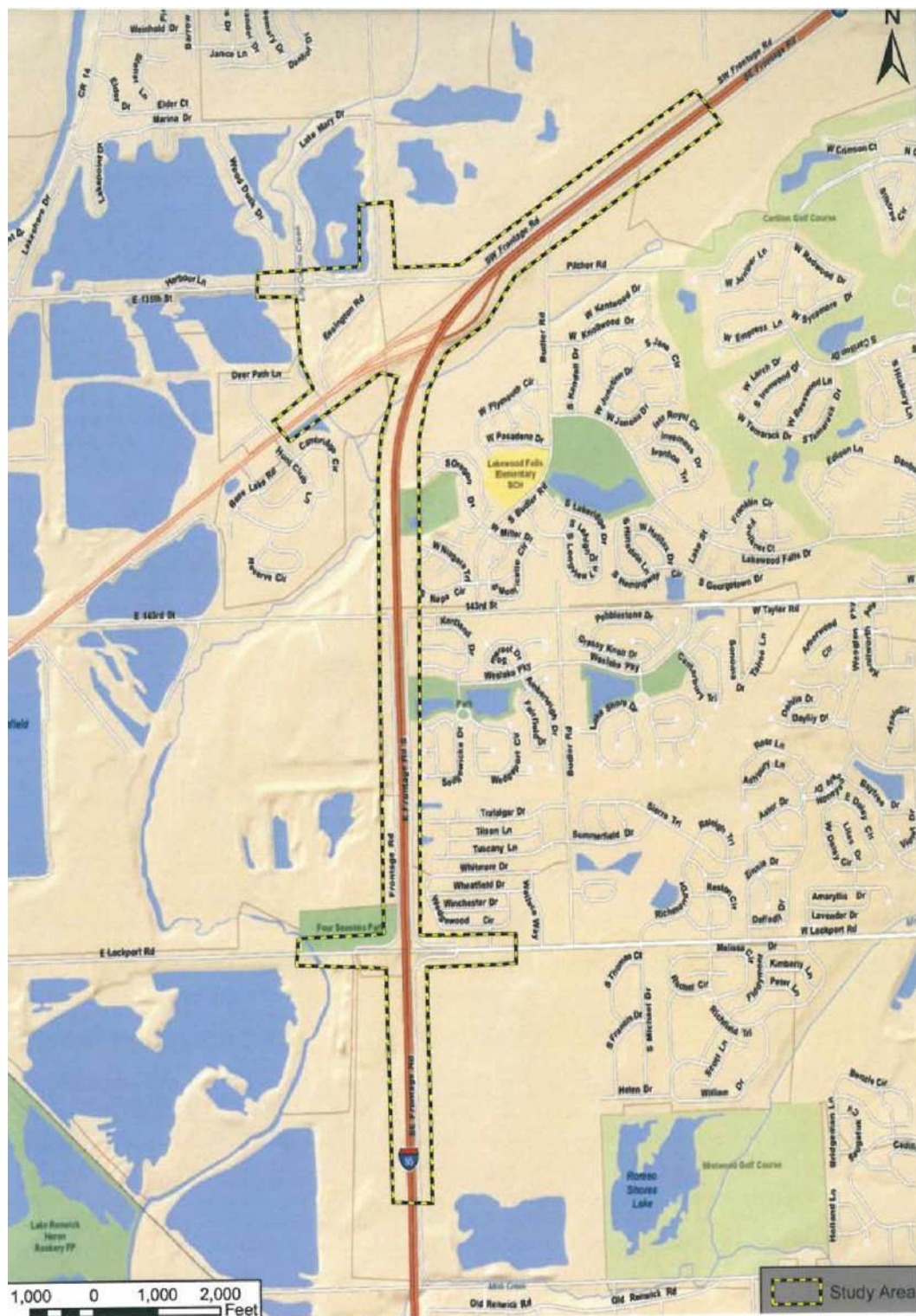
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LOCATION OF SECTION
INDICATED THUS: 

AREA MAP

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PROJECT LOCATION MAP

1.4 Context Sensitive Solutions

This study is being developed using the principles of Context Sensitive Solutions (CSS) per the IDOT CSS Policy outlined in Chapter 19 of the BDE Manual. 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 through which they pass.

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

The CSS process is a collaborative approach between IDOT and stakeholders to develop a facility that fits into its surroundings and preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. The Stakeholder Involvement Plan (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 as events warrant.

2 GOALS AND OBJECTIVES

2.1 Stakeholder Involvement Plan Goals

The purpose of this plan is to provide a guide for implementing stakeholder involvement for the study of a potential I-55 Interchange at Airport Road and a potential full access Interchange at IL 126/Essington Road project. The SIP will be used as a blueprint for defining methods and tools to educate and engage stakeholders in the decision-making process for this study. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses. Public involvement is an integral component of that process.

Projects coordinated by IDOT are commonly divided into three phases. Preliminary engineering and environmental studies are known as Phase I of the process and include planning and preliminary design. The environmental impacts of a proposed project are determined during this phase, as well as measures to avoid, minimize and/or mitigate those impacts. The design phase, also referred to as Phase II, includes the final design and preparation of plans, specifications and estimates for construction of the selected improvement and any required land acquisition to build the project. The project then progresses to implementation, also known as Phase III, which is when the project is actually constructed.

It is important to note that the CSS process is continuous throughout all phases. The SIP will be modified throughout each phase of the process to reflect input from the community and stakeholders as this input comes to light. The general steps of the CSS process during Phase I are:

- Step One: Stakeholder Identification and Project Initiation
- Step Two: Develop Problem Statement and Purpose and Need
- Step Three: Define Alternatives
- Step Four: Approve Final Alternative

Specific goals and objectives of the CSS process that integrate these steps include:

- Identify all stakeholders of the project, and ensure their opportunity for meaningful input into the project's development from beginning to end.
- Determine the study area context, including area issues and community values, with stakeholder input and concurrence.

- Identify transportation problems which can and should be addressed by the study with stakeholder involvement and concurrence.
- Identify reasonable solutions to address identified transportation problems with stakeholder involvement and concurrence.
- Choose a preferred solution to the identified transportation problems for the project with stakeholder involvement and general agreement.
- Treat all involved parties with respect and dignity, in a transparent manner and in a way that ensures their input is duly heard and considered.

2.2 Stakeholder Identification Procedures

The identification of stakeholders begins through a combination of desktop searches, input from local community leaders and a community context audit. Stakeholders for this study may include, but not be limited to, the following:

- Residents
- State, county and local elected officials
- Business owners in the project area
- Churches and schools in the project area
- Advocates for community and historic interests
- Special interest groups (neighborhood, environmental, etc.)
- Community leaders from park and fire protection districts.
- Government and regional planning agencies
- Transportation system users
- Chambers of Commerce
- Utilities
- Others outside the area of the project with an interest in the project

As key stakeholders are identified, they will be added to Appendix A, Table 4-6.

2.3 Stakeholder Involvement Ground Rules

The SIP will operate under a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. Tentative ground rules include:

- The purpose of the Stakeholder Involvement Process is to gather and consider input on the study from all stakeholders in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered. All participants must come to the process with an open mind and participate openly and honestly and must treat each other with respect and dignity.

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- General agreement is achieved when the majority of the stakeholders are in agreement with the minority feeling their input has been taken into consideration.
- Agreement of stakeholders is sought but the ultimate decisions are the responsibility of IDOT and FHWA.
- The Project Study Group (PSG) will make a final recommendation on a preferred alternative with the goal of seeking general stakeholder agreement with the decision.
- The study must progress at a reasonable pace based on the original project schedule.
- All decisions by IDOT must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.
- The list of stakeholders is subject to revision at any time.
- Minutes of all stakeholder contacts will be maintained by IDOT and the consultant project team with the content subject to stakeholder concurrence.
- Members of the media are welcome in all stakeholder meetings but must remain in the role of observers, not participants, in the process.

3 INTERAGENCY COORDINATION AND CONCURRENCE

The goal of agency outreach and involvement is to ensure early and ongoing coordination with affected agencies regarding study issues, as well as to achieve agency support for how CSS and the public process will play a role in project development and decision-making.

3.1 Joint Lead Agencies

Romeoville and Bolingbrook will act as joint-lead agencies with IDOT and the Federal Highway Administration (FHWA) (See Appendix A, Table 3-1)

3.2 Cooperating Agencies

A cooperating agency is any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. Cooperating agencies are permitted, by request of the lead agency, to assume responsibility for developing information and preparing environmental analyses for topics about which they have special expertise.

Agencies invited to serve as cooperating agencies for this project include (see Appendix A, Table 3-2):

- US Environmental Protection Agency
- Illinois Department of Natural Resources
- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency
- Illinois Department of Agriculture
- US Fish and Wildlife Service
- US Army Corps of Engineers

4 **STAKEHOLDER OUTREACH METHODS**

A public involvement process will be conducted in accordance with relevant IDOT policies. The following activities are included in the public involvement process for Phase I of the potential I-55 Interchange at Airport Road and full access interchange at IL 126/Essington Road study. All activities and presentation material will be approved by IDOT before proceeding. The designated IDOT project contact is Jessica Feliciano, Project Manager of IDOT's District One.

Stakeholder involvement for this study will be an ongoing process from project initiation through completion. Appendix B provides the entire project development schedule, including public involvement. Various meetings will be held throughout the study to provide outreach opportunities to all stakeholders. The working groups for this study will consist of a Project Study Group, Community Advisory Group and local officials meetings as described in the SIP. Additional opportunities will be given to stakeholders to participate through small group meetings and public meetings.

4.1 **Project Study Group (PSG)**

The Project Study Group (PSG) consists of a multidisciplinary team of representatives from IDOT, FHWA, project consultant team and the Weber Road Interchange project consultant team. The PSG will make project recommendations and decisions on this project.

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

Other responsibilities of the PSG include the following:

- Expediting the project development process
- Identifying and resolving project development issues
- Promoting partnership with stakeholders to address identified project needs
- Working to develop general concurrence with stakeholders
- Make periodic presentations to the FHWA to acquire partial/complete approvals on approach and design solutions
- Acquire clearances and approval of resource agencies

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The persons listed in Appendix A, Table 4-4 will form the PSG for the study of a potential I-55 Interchange at Airport Road and full access Interchange at IL 126/Essington Road. The tentative schedule along with the meeting purpose for each meeting is presented in Table 4-1:

Table 4-1: PSG Meetings

PSG Meeting	Tentative Date	Purpose/Goal of Meeting
#1	January 2011	<ul style="list-style-type: none"> ▪ Introduce project to BDE/FHWA ▪ Review agenda for 1st Public Meeting
#2	April 2011	<ul style="list-style-type: none"> ▪ Review results of 1st Public Meeting ▪ Present agenda for CAG #1 ▪ Next steps in Phase I process
#3	August 2011	<ul style="list-style-type: none"> ▪ Present draft Problem Statement ▪ Present draft Purpose and Need Statement
#4	November 2011	<ul style="list-style-type: none"> ▪ Present range of feasible alternatives ▪ Present possible evaluation criteria ▪ Review agenda for 2nd Public Meeting
#5	February 2012	<ul style="list-style-type: none"> ▪ Review results of 2nd Public Meeting ▪ Review potential environmental effects
#6	May 2012	<ul style="list-style-type: none"> ▪ Present alternatives to be carried forward ▪ Present measures to minimize harm to the affected environment
#7	August 2012	<ul style="list-style-type: none"> ▪ Review evaluation of alternatives carried forward ▪ Review agenda for 3rd public meeting
#8	December 2012	<ul style="list-style-type: none"> ▪ Review results of 3rd public meeting ▪ Present evaluation factors for remaining alternatives
#9	March 2013	<ul style="list-style-type: none"> ▪ Present findings of draft environmental assessment

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#10	April 2013	<ul style="list-style-type: none"> ▪ Review agenda for public hearing
#11	July 2013	<ul style="list-style-type: none"> ▪ Review results of public hearing ▪ Review remaining project issues ▪ Review Design Exceptions
#12	October 2013	<ul style="list-style-type: none"> ▪ Recommend Design Approval

4.2 Community Advisory Group (CAG)

A key element of this Stakeholder Involvement Plan will be the creation of a Community Advisory Group (CAG). This group will consist of representatives from a broad cross section of area interests. While not formal CAG members, other important participants are resource agencies which will offer input on the environmental context within the I-55 study corridor.

The CAG will achieve several study objectives. First, by sharing information about their communities or organizations, the CAG will help the Project Study Group (PSG) more clearly understand the broader community. The Consultant Team will present detailed information about the study to CAG members on a regular basis, thus allowing the CAG to keep the broader community up to date on the progress of the study. CAG members will then report back with feedback from the groups they represent. In carrying out these functions, the CAG will play an important role in defining the area's important features, identifying highway preferences and in understanding the impact of potential highway improvements.

Table 4-2: CAG Meetings

CAG Meeting	Tentative Date	Purpose/Goal of Meeting
#1	May 17, 2011	<ul style="list-style-type: none"> ▪ Define CSS study process & ground rules ▪ Determine transportation related needs, issues and constraints in the study area ▪ Obtain understanding of community concerns
#2	July 2011	<ul style="list-style-type: none"> ▪ Present/Refine Problem Statement ▪ Present/Refine Purpose and Need ▪ Present results of Community Context Audit

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#3	October 2011	<ul style="list-style-type: none"> ▪ Review potential alternatives & design criteria ▪ Define measures to evaluate alternatives
#4	August 2012	<ul style="list-style-type: none"> ▪ Review Environmental Impacts ▪ Present Options to Avoid, Minimize & Mitigate Impacts ▪ Obtain CAG input on alternatives to be carried forward
#5	January 2013	<ul style="list-style-type: none"> ▪ Provide description of alternative refinements ▪ Obtain CAG input on evaluation factors for selecting preferred alternative
#6	May 2013	<ul style="list-style-type: none"> ▪ Present results of alternative evaluation ▪ Present Preferred Alternative for Public Hearing ▪ Address questions and comments on preferred alternative

4.3 Small Group Meetings

To receive more detailed input from stakeholders, small group meetings will be held to provide the opportunity to discuss study issues, concerns, potential solutions and desired public involvement strategies. Meetings may be used as the process progresses to address emerging issues related to interchange alternatives or in the immediate vicinity of the study corridor. These meetings will further enhance engagement of the community in development of the project and solutions that are truly context sensitive. Small group meetings will be held with community leaders identified by local staff and officials or in response to outreach/request from community stakeholders.

4.4 Local Officials Meetings

Local officials' meetings provide an opportunity to obtain input from city/county/local officials, to provide updates at project milestones, and to facilitate the flow of information between the officials and IDOT, as well as the public and area stakeholders. Local officials expected to be in attendance at these meetings may include:

- Village of Romeoville's Mayor and Trustees
- Village of Bolingbrook's Mayor and Trustees
- Village of Plainfield's Mayor and Trustees

- Will County Department of Highways
- State and federal legislative representatives
- Representative(s) of the Chicago Metropolitan Agency for Planning (CMAP)
- Representative(s) of the Will County Government League (WCGL), Illinois Municipal League and other organizations as applicable

These briefings further ensure that local communities are fully educated on the current study process and have opportunities for input and representation.

Local Officials meetings will likely occur prior to the public meetings/hearing for the project and will cover similar milestones as those addressed in the PSG meetings listed previously. Appropriate study summary materials will be prepared for distribution at these briefings and officials will also receive public meeting notifications. Relevant local officials will be contacted based on PSG input and additional research.

4.5 Public Meetings

Public involvement for this project also will include opportunities for broader public meetings in the form of public information meetings. These large-scale meetings will be held to coincide with major project milestones, raising awareness of the project development process. These meetings also will provide a forum for general public input, including concerns and comments regarding the study.

Three Public Meetings will be held in an open house format in addition to a Public Hearing. Meetings will be held within the study area in locations that are convenient to the community and stakeholders. The first public informational meeting was held on February 22, 2011 from 4-7 pm at the Romeoville Village Hall. The meeting introduced the study and the CSS process, identified general issues with the potential interchange improvements, developed information on project and community context and gathered information related to project Purpose and Need. Two meetings will be held during the Alternatives Analysis phase of the project to obtain stakeholder comment on the development of alternatives and the potential effects of alternatives that are developed. A public hearing will be held for input on the Preferred Alternative for the project. Table 4-3 highlights the tentative date, purpose and objectives of each public meeting/hearing event.

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Table 4-3: Public Meetings/Hearing

Meeting	Tentative Date	Purpose/Objectives of Meeting
Open House #1	February 22, 2011	<ul style="list-style-type: none"> ▪ Introduce the project and CSS process, provide project background and present information on study process to stakeholders ▪ Identify general issues with the interchange project as well as information on project and community context audit (CCA). ▪ Confirm project study area ▪ Provide an opportunity for stakeholders to communicate issues/concerns
Open House #2	January 2012 (target)	<ul style="list-style-type: none"> ▪ Present Problem Statement ▪ Present Purpose and Need Statement ▪ Define initial feasible alternatives ▪ Verify and refine information on community context and study area ▪ Obtain input on evaluation criteria
Open House #3	November 2012 (target)	<ul style="list-style-type: none"> ▪ Present alternatives and identify those to be carried forward ▪ Present results of alternative evaluation ▪ Review impacts, as well as opportunities for mitigation and enhancement ▪ Obtain stakeholder comment on the evaluation of alternatives
#4 (Public Hearing)	June 2013 (Target)	<ul style="list-style-type: none"> ▪ Present alternatives carried forward in the Environmental Assessment and the Preferred Alternative ▪ Review impacts, detailed information on engineering design aspects, and proposed mitigation

		<ul style="list-style-type: none">▪ Obtain stakeholder comment on the preferred alternative and measures to address impacts
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These meetings will utilize various public informational techniques such as project exhibits, handouts, including a CSS process fact sheet and a PowerPoint presentation. Opportunities for the public to provide written comments (comment forms) will be available at the meetings. Translation services will be provided as needed. News releases and meeting announcements will be prepared by the consultant team.

4.6 Other Outreach Activities

In addition to meeting opportunities, other activities will support public involvement and CSS efforts as described in the following sections.

4.6.1 Community Context Audit

A Community Context Audit (CCA) form will be used by the consultant team to engage community participation and will be amended if necessary through discussions with area stakeholders and the PSG. The form will serve as a guide to identify various community characteristics in Romeoville, Bolingbrook and Plainfield unique to its residents, businesses and the public in general. The stakeholders participating in the CAG will be asked to fill out a survey to assist in completing the CCA and comments collected at small group meetings, larger public meetings and submitted via mail will also be reviewed. The information will help identify the project problem statement, as well as the purpose and need for potential transportation improvements based upon community goals and local plans for future development. The CCA is designed to take into account the community's history or heritage, as well as address local concerns related to anticipated mobility and access, safety, economic, aesthetic, and quality of life conditions.

4.6.2 Project Identity

A visual identity (logo, graphics scheme), project name, and short phrase or tag line to describe the purpose of the study has been prepared. Key messages will convey what the current project is about, clarify the various parties involved in the project (IDOT, FHWA and the villages) and clearly outline the role of stakeholders in the CSS process.

4.6.3 Project Mailing List

The Project Mailing List is a separate document maintained throughout the project. The initial Project Mailing List will be developed through the stakeholder identification process described previously with input from Romeoville, Bolingbrook, IDOT, and other project development

partners. It includes resource agencies, residents, elected officials, local community leaders, property owners, business owners, environmental interests, economic development entities, and other stakeholder groups in the area of the project.

It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the study. All stakeholders expressing interest in the project will be added to the project mailing list and will be able to participate in the process through various public outreach opportunities. This mailing list is used to send public meeting and hearing notifications, as well as for distribution of project newsletters.

4.6.4 Project Website

A project website, www.airportand126study.com was created that will be updated bi-monthly and include monthly meeting announcements, exhibits, reports, newsletters and other study related information. The site will be accessed through links on the websites of both the Villages of Romeoville and Bolingbrook.

4.6.5 Newsletters

The purpose of the newsletters is to keep area residents, business and property owners, interested citizens, civic groups, local agency officials, community groups and other stakeholders informed of the status of the project.

It is anticipated that there will be six (6) newsletters developed during the project at appropriate milestones. Possible milestones for newsletters are listed below:

- Newsletter #1 - The first newsletter will be distributed after the first public meeting, and will share information on the community and environmental context, present initial alternatives, describe the NEPA process and inform the public on how to stay involved in the process.
- Newsletter #2 - A second newsletter will be distributed during the alternatives analysis phase to describe the problem statement/project purpose, present the draft Purpose and Need, describe detailed study alternatives, present initial impacts and summarize previous input from the public. This newsletter may be distributed prior to the second public meeting depending on the information developed relative to the timing of the public meeting opportunity.
- Newsletter # 3 – This newsletter will summarize input from the public from the second public Open house related to the draft Purpose and Need and initial study alternatives.

- Newsletter #4 - This newsletter will be distributed prior to the third Open House and will describe the further refinement of alternatives, impacts and mitigation options.
- Newsletter #5 - Prior to the Public Hearing a newsletter will be distributed to announce the hearing place, date and time, summarize the outcomes of the NEPA process, present the Preferred alternative and share refined community/environmental data and potential impacts as well as proposed mitigation and enhancement strategies.
- Newsletter #6 – Upon receiving Design Approval, this newsletter will summarize the Public Hearing and selection of a Preferred Alternative and provide information for the next phase of the project.

In addition to the newsletters, postcard announcements may be used to announce scheduled meetings.

4.6.6 Media Notifications/Relations

All media contact will be coordinated with the Villages of Romeoville and Bolingbrook. Meeting notifications for newspapers will be prepared using IDOT's template. Press releases will also be prepared and reviewed through both Villages prior to each public meeting series. Announcements will be posted on the Village of Romeoville's and Bolingbrook's websites. 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 public input opportunities.

4.6.7 Public Comments

The project team will document stakeholder comments and responses throughout the study. Comments will come in the form of e-mail, standard mail, phone calls and comment forms from meetings and briefings. The Project Mailing List will be continually updated for individuals who request to be added to the distribution list.

5 MEASURING PROGRESS AND SIP EFFECTIVENESS

The SIP will be updated as the study moves forward. The SIP will be made available and explained at public meetings for input. As the project proceeds forward, the SIP will be updated to reflect appropriate changes or additions. All parts, including the stakeholder list, are fluid. It is subject to change, as needed, throughout the project. Modifications may be made to it by the PSG based on their own input and that of other stakeholders.

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The effectiveness and success of the SIP will be monitored throughout the study. Measures will include levels of participation in various public and community meetings, as well as feedback on the effectiveness of outreach (feedback from participants and targeted questions on comment forms). The project team will also review whether public comment is being obtained to support project development and decision-making. Progress will be reviewed through PSG meetings and communications following public meetings.

Evaluation results will demonstrate the usefulness of particular outreach techniques and the benefits achieved in communications with stakeholders. The program design will be modified, as needed, throughout the project to respond to stakeholder feedback and meet project needs. Additional outreach activities may be incorporated or planned activities may be modified as needed.

Appendix A

Table 3-1: Joint-Lead Agencies

Organization	Name	Phone
Village of Romeoville	John Noak	(815)886-7200 Ext. 420
Village of Bolingbrook	Roger C. Claar	(630)226-8412
Illinois Department of Transportation	Diane O'Keefe	(847) 705-4110
Federal Highway Administration	Norm Stoner	(217) 492-492-4641

Table 3-2: Cooperating Agencies

Organization	Name	Phone
Village of Plainfield	Michael P. Collins	(815) 609-6100
City of Crest Hill	Ray Soliman	(815) 741-5104
US Environmental Protection Agency	Newton Eliens	(312) 353-5562
Illinois Department of Natural Resources (IDNR)	Marc Miller	(217) 785-0075
Illinois Environmental Protection Agency	Douglas Scott	(217) 782-3397
Illinois Historic Preservation Agency (IHPA)	Anne Haaker	(217) 785-5027
US Fish and Wildlife Service	Shawn Cirton	(847) 381-2253 ext.11
US Army Corps of Engineers	Kathy Chernich	(312) 846-5530
Chicago Metropolitan Agency for Planning (CMAP)	Randy Blankenhorn	(312) 386-8600
Will County Department of Highways	Bruce Gould	(815) 727-8476
Will County Governmental League	Steven Quigley	(815) 729-3535
Forest Preserve District of Will County	Cory Singer	(815) 727-8700
Illinois Department of Agriculture	Joe Hampton	

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Table 4-4: Project Study Group (PSG)

Organization	Name	Title	Phone	Email
IDOT District 1	Patrick Rinosa	Project Engineer, Bureau of Programming – Consultant Studies Unit	(847) 705-4186	Patrick.Rinosa@illinois.gov
IDOT District 1	John Baczek	Project and Environmental Section Chief	(847) 705-4393	John.baczek@illinois.gov
IDOT District 1	Peter Harmet	Bureau Chief of the Bureau of Programming	(847) 705-4393	Pete.harmet@illinois.gov
IDOT District 1	Jessica Feliciano	Project Manager, Bureau of Programming – Consultant Studies Unit	(847) 705-4087	Jessica.feliciano@illinois.gov
IDOT District 1	Steve Brink	Bureau of Traffic	(847) 705-4155	Steve.Brink@illinois.gov
IDOT District 1	Wayne Chan	Area Permit Engineer for Will County	(847) 705-4146	Wayne.Chan@illinois.gov
IDOT District 1	Sami Daniel	I-55 Resident Engineer		Sami.Daniel@illinois.gov
IDOT District 1	Julia Fox	Expressway Unit	(847)705-4157	Julia.Fox@illinois.gov
IDOT District 1	Tony Quigley	Bureau Chief of Design	(847) 705-4211	Tony.quigley@illinois.gov
IDOT District 1	Catherine Kibble	Consultant Services Section Chief	(847) 705-4269	Catherine.kibble@illinois.gov
IDOT District 1	Jose Dominguez	Design Project Support Engineer	(847) 705-4385	Jose.dominguez@illinois.gov
IDOT District 1	Steve Schilke	Consultant Studies Unit Head	(847) 705-4074	Steven.shilke@illinois.gov
IDOT District 1	Mike Cullian	Property and Management Relocation Chief	(847) 705-4280	Mike.cullian@illinois.gov
IDOT District 1	Rick Wanner	Bureau of Maintenance Roadside Development	(847) 705-4172	Rick.wanner@illinois.gov
IDOT District 1	Sam Mead	Environmental Studies Unit Head	(847) 705-4101	Sam.Mead@illinois.gov
IDOT District 1	Vanessa Ruiz	Environmental Specialist	(847) 705-4627	Vanessa.Ruiz@illinois.gov
IDOT District 1	Rick Wojcik	Section Chief of Hydraulics Unit	(847) 705-4098	Rick.Wojcik@illinois.gov
IDOT District 1	Mehdi Geraminegad	Hydraulics Engineer	(847) 705-4366	Mehdi.Geraminegad@illinois.gov
IDOT District 1	Sarah Wilson	Bureau of Maintenance		Sarah.Wilson@illinois.gov

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IDOT	Walt Zyznieuski	Bureau of Design & Environment		Walter.Zyznieuski@illinois.gov
IDOT	Paul Niedernhofer	Bureau of Design & Environment		Paul.Niedernhofer@illinois.gov
FHWA	Mike Hine	Transportation Engineer	(217) 492-4634	Mike.Hine@fhwa.dot.gov
FHWA	Dennis Bachman	Transportation Engineer	(217) 492-4628	Dennis.Bachman@fhwa.dot.gov
FHWA	Matt Fuller	Environmental Engineer	(217) 492-4625	Matt.Fuller@fhwa.dot.gov

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Table 4-5: Community Advisory Group (CAG)

Name	Organization	Municipality	Phone Number	Email
Jim Sanders	homeowner on 135th	Plainfield	(H)815-436-0620 (C)630-880-1096	jimsa2006@yahoo.com
Laurie McPhillips	Will Co. Board & Forest Preserve District of Will Co.	Plainfield	708-436-3354	LaurieMcPhillips@yahoo.com
Scot Dutler	homeowner on 135th	Plainfield	630-979-8292	downhills@comcast.net
Cameron Bettin	Plainfield Park District	Plainfield	815-439-7940	bettin@plainfieldparkdistrict.com
George M. Milton	Plainfield resident	Plainfield	815-436-3732	
Dennis/Barb Poma	Plainfield residents	Plainfield	815-439-2076	dennis_poma@sbcglobal.net barb_poma@sbcglobal.net
Michael S. Lambert	Plainfield resident	Plainfield	815-436-8133 X12	mlambert@arrisarchitects.com
Bill Lamb	Lakelands Community HOA/ Trustee	Plainfield	815-436-1860	billeileenlamb@aol.com
Tom Mooney	Plainfield resident	Plainfield	815-529-3168	
Dale Howard	Vulcan Materials	Romeoville	815-791-7956	howardd@vmcmail.com
Mark Turvey	Romeoville Chief of Police	Romeoville	815-886-7219	mturvey@romeoville.org
Randall Jessen	Plainfield - superintendent of public works	Plainfield	215-436-3577	rjessen@goplainfield.com
Greg Bott	Plainfield Park District	Plainfield	815-436-8812	bott@plainfieldparkdistrict.com
Nathan Darga	Village of Romeoville - Planner	Romeoville	815-886-5033	ndarga@romeoville.org
Nick Palmer	Will County Executive	Joliet	817-774-7488	npalmer@willcountyillinois.com
Don Hornig	Romeoville resident	Romeoville	815-886-6878	unkledude@aol.com
Eric Olson	Romeoville resident (Fieldstone)	Romeoville	815-254-7669	grimnok@yahoo.com
Suzanne Benedetto	Plainfield resident, Lakelands Club HOA	Plainfield	630-993-5600	Beni333@aol.com
Dave Sniegowski	Property owner at IL126 & Essington leased to gun club	Homer Glen	815-341-9985	d.sniegowski@comcast.net
James H. (Jim) Klick	Airplane Owners and Pilots Association	Crest Hill	815-609-7165 (h) 815-258-0047 (c)	jimklick@sbcglobal.net
Gregory Dover	The GAD Group LLC	Bolingbrook	630-226-1013	gregory.dover@gadgroup.com

Potential I-55 Improvements at Airport Road and at IL 126/Essington Road
Draft Stakeholder Involvement Plan

Table 4-5: Community Advisory Group (CAG) continued . . .

Name	Organization	Municipality	Phone Number	Email
Mike Evans	Bolingbrook Area Chamber of Commerce	Bolingbrook	630-226-8420	mevans@bolingbrookchamber.org
Kevin Calkins	Plainfield resident	Plainfield	480-213-5089	kcalkins@cox.net
Jon Zabrocki	Village Engineer	Romeoville		Jzabrocki@reltd.com
Thomas Pawlowicz	Assistant Village Engineer	Bolingbrook	630-226-8851	tpawlowicz@bolingbrook.com
Andi French	Plainfield Township Official	Plainfield	815-436-8308	jfa@jarglaw.com
John Argoudelis	Plainfield Township Official	Plainfield	815-436-8308	afrench@plainfield-township.com
Jim Wilson	Elmhurst Chicago Stone	Bolingbrook	630-983-6410	
Bridget Domberg	Romeoville Chamber of Commerce	Romeoville	815.886.2076	bdomberg@romeovillechamber.org
Ronda Klocko	Adventist Bolingbrook Hospital	Bolingbrook		ronda.klocko@ahss.org
Matthew J. Grusecki	Northern Builders	Schiller Park	847-875-5060 x299	mgrusecki@northernbuilders.com
Richard Hilliard	Foxridge HOA president and Bolingbrook PD employee	Bolingbrook	630-226-8586 work	Rhilliard@bolingbrook.com
Ron See	Bolingbrook Resident	Bolingbrook	630-234-1119	ronpaula@paulasee.com
Tom Thiakos	Bolingbrook Resident	Bolingbrook	312-992-7802 (w) 630-698-0866 © 815-782-7863 (h)	tom.thiakos@baml.com
Jared Hamilton, PE	Bolingbrook Resident & Stanley Consultants, Inc.	Chicago	773-693-9624 Work, 773-269-8775 Cell	HamiltonJared@stanleygroup.com
Tim Rogers	Bolingbrook Resident	Bolingbrook	815-439-3435 (h) 630-822-1532 ©	timrogers3204@sbcglobal.net
Steve Cross	Foxridge Farms HOA	Bolingbrook		scross@foxridgefarmshoa.com
John Noak	Mayor	Romeoville	815-886-5636	jnoak@romeoville.org
Chris Lawson	EDC Member & Director of the Lewis Airport	Romeoville	815-886-5778 x 114	jrpdlot@aol.com

Potential I-55 Improvements at Airport Road and at IL 126/Essington Road
Draft Stakeholder Involvement Plan

Table 4-5: Community Advisory Group (CAG) continued . . .

Name	Organization	Municipality	Phone Number	Email
Steve Gulden	Village Manager	Romeoville	815-886-5778	sgulden@romeoville.org
Dr. Bernice Holloway	Village Clerk	Romeoville	815-886-5636	bholloway@romeoville.org
Ken Griffin	Village Trustee	Romeoville	815-577-0802	kgriffin@romeoville.org
Kim Allen	Romeoville Resident	Romeoville	815-293-0347	klkcallen@att.net
Judy/Brad Johnstone	Plainfield resident	Plainfield	815-439-0613	imjohnstone@sbcglobal.net
Kathy Chernich	Chicago Dist. Regulatory Function Branch ACOE	Chicago		Kathy.g.chernich@usace.army.mil

Table 4-5: Community Advisory Group (CAG) Alternates

Name	Organization	Municipality	Phone Number	Email
Dave Furmanek	Lakelands Club	Plainfield	815-267-8798	davemail2@aol.com
Tom Gename	Lakelands Club	Plainfield	630-643-9101	lakemary1@comcast.net
Tom Cowan	Lakelands Club	Plainfield	630-507-1830	tcowan49@comcast.net

Table 4-5: Community Advisory Group (CAG) Resource Agencies

Name	Organization	Email
Kathy G. Chernich	Chief, East Branch US Army Corps of Engineers	kathy.g.chernich@usace.army.mil
Kenneth Westlake	USEPA	westlake.kenneth@epa.gov
Shawn Citron	USFWS	shawn_cirton@fws.gov
Terry Savko	IDOA	Terry.Savko@Illinois.gov
Steve Hamer	IDNR	steve.hamer@illinois.gov
Dan Heacock	IEPA	Dan.Heacock@Illinois.gov
Anne Haaker	IHPA	anne_haaker@ihpa.state.il.us

Potential I-55 Improvements at Airport Road and at IL 126/Essington Road
Draft Stakeholder Involvement Plan

Table 4-6: Key Stakeholders

Organization	City	State	Zip Code	Phone	Email or Web Site
Plainfield Township Park District	Plainfield	Illinois	60544	(815) 439-7940	http://plainfieldparkdistrict.com
Chamber of Commerce	Plainfield	Illinois	60544	(815) 436-4431	http://www.plainfieldchamber.com/
Forest Preserve District of Will County	Joliet	Illinois	60433	(815) 727-8700	http://www.reconnectwithnature.org/
Chamber of Commerce	Romeoville	Illinois	60446	(815) 886-2076	http://www.romeovillechamber.org/
Chamber of Commerce	Bolingbrook	Illinois	60440	(630) 226-8420	http://www.bolingbrookchamber.org/
Plainfield Township	Plainfield	Illinois	60544	(815) 436-8308	http://www.plainfield-township.com/
Lakewood Falls Homeowners Association	Romeoville	Illinois	60446	(815) 439-0556	
The Pointe at Fieldstone HOA	Romeoville	Illinois	60446		
Weslake Homeowners Association	Romeoville	Illinois	60446		
Lakewood Falls Homeowners Association	Plainfield	Illinois	60544		
Carillon Homeowners Association	Plainfield	Illinois	60544	(815) 886-6767	
Cambridge at the Reserves HOA	Plainfield	Illinois	60544		
Village of Plainfield	Plainfield	Illinois	60544	(815) 609-6100	www.goplainfield.com
Village of Romeoville	Romeoville	Illinois	60446	(815) 886-7200	http://www.romeoville.org/
Village of Bolingbrook	Bolingbrook	Illinois	60440	(630) 226-8412	http://www.bolingbrook.com/
Lakelands Club Homeowners Assoc.	Plainfield	Illinois	60585	(630) 643-9101	

Table 4-7: Stakeholder Involvement Plan Revision History

Edit	Date	-
Draft, Version 1.0	November 24, 2010	-
Revision	April 28, 2011	-
-	-	-
-	-	-

Potential I-55 Improvements at Airport Road and at IL 126/Essington Road
Draft Stakeholder Involvement Plan

Appendix B
Project Development Schedule

	2010			2011												2012												2013											
	YEAR 1												YEAR 2												YEAR 3														
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12			
Data Collection	■	■	■																																				
Control Survey/Aerial Mapping		■	■	■	■	■	■																																
Traffic Modeling/AJR		■	■	■	■											■	■	■	■	■																			
Miscellaneous Topo Surveys		■	■		■			■	■	■	■	■																											
Environmental Inventory			■	■	■	■	■	■	■	■					■	■	■																						
Purpose & Need/Alternatives			■	■	■	■				■	■	■																											
Hydraulic Analysis		■	■	■	■	■	■																																
Environmental Impacts							■	■	■	■	■	■	■	■	■	■	■	■	■	■																			
Geometric Studies						■	■	■	■		■	■	■	■	■	■	■																						
IDS-Intersection/Interchange																	■	■	■	■							■	■	■										
Environmental Assessment															■	■	■	■	■	■	■	■					■	■	■	■	■		■	■	■	■			
Combined Design Report															■	■	■	■	■	■	■	■					■	■	■	■	■		■	■	■	■			
CSS/Public Involvement	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			
Bridge Inspect/BCR		■	■	■			■							■	■	■				■																			
Section 4(f) Evaluation																			■	■	■	■					■	■	■	■									
Traffic Management Analysis																			■	■	■						■												
Location Drainage Study		■	■	■										■	■	■	■				■	■	■																



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

BDE PROCEDURE MEMORANDUM

NUMBER: 10-01

SUBJECT: New Series of BDE Procedure Memorandums

DATE: November 1, 2010

This memorandum supersedes BDE Procedure Memorandum 1-00, dated April 3, 2000.

With the issuance of the 2010 BDE Manual, we have eliminated the need for most of the BDE Procedure Memorandums because their contents have been incorporated into the Manual. To issue the remaining memorandums and future manual updates, we are hereby initiating a new series of BDE Procedure Memorandums. This new series will have a different format and numbering system. The new format will be the year the PM is issued followed by a sequential number.

Effective with this transmittal, we are deleting all previously issued memorandums in these series, with the exception of those that are still active.

Engineer of Design and Environment _____

Scott Smith

Attachment

Chapter Nineteen

**PUBLIC INVOLVEMENT
GUIDELINES**

BUREAU OF DESIGN AND ENVIRONMENT MANUAL



Illinois Department of Transportation

Departmental Policies

D&E-21
August 1, 2005

CONTEXT SENSITIVE SOLUTIONS

1. POLICY

The Department will utilize a Context Sensitive Solutions (CSS) process in the planning, design, construction and operation of all projects involving new construction, reconstruction and major expansion of transportation facilities. This is pursuant to Public Act 093-0545.

2. PURPOSE

The purpose of this Policy is to provide guidelines for defining the CSS process and its uses.

3. GUIDELINES FOR IMPLEMENTATION

- a. The CSS process seeks to provide cost-effective transportation facilities which involve:
 1. A balance between mobility, community needs and the environment while keeping safety paramount.
 2. Involving stakeholders in the decision-making process early and continuously throughout the development of the project.
 3. Addressing all modes of transportation in the planning and design of the project.
 4. Using all appropriate disciplines to help plan for and design the project.
 5. Applying the flexibility inherent in our design standards to fit a project into its surroundings and add lasting value to the communities it serves.
 6. Incorporating aesthetics as part of basic design.
- b. At the point where a feasibility study or Phase I study will be placed in a Multi-Year Program, a decision shall be made on whether to implement the CSS process for that project.

- c. The CSS process shall include Stakeholder Involvement Processes that are:
 - 1. Applicable to a wide range of projects.
 - 2. Flexible and modular.
 - 3. Simple enough to avoid adding another layer of process to an already lengthy planning and design schedule.
- d. The Department is ultimately responsible for the safety and integrity of the state transportation system and therefore must make the final decisions regarding any and all aspects of the projects.
- e. The Department will establish an internal training program to educate its staff on CSS policy, approaches, and techniques.
- f. Project elements, developed through the CSS process, may require cost participation from sources outside of the Department.
- g. The Department will encourage local agencies to use CSS as a best practice in the development of local projects.
- h. In order to determine the project's scope, elements and funding, the CSS process should commence at the earliest stages of the project's development.
- i. In urbanized areas, the Department will solicit the assistance of the Metropolitan Planning Organizations (MPOs) with the CSS process on eligible state projects within their jurisdictions.
- j. State projects under expedited timeframes may preclude the use of a comprehensive CSS process. However, stakeholders will be involved with such projects to the extent possible under the constrained schedules.
- k. Design elements developed by the CSS process must be constructed and maintained. Changes to the scope of such projects can only be made after additional stakeholder involvement.
- l. The practical aspects of this CSS policy shall be reviewed on an annual basis and revised as a consensus document beginning in July 2006.

4. **RESPONSIBILITIES.**

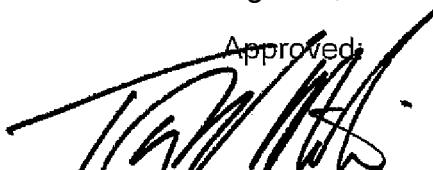
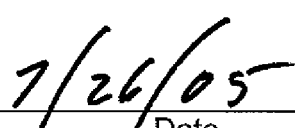
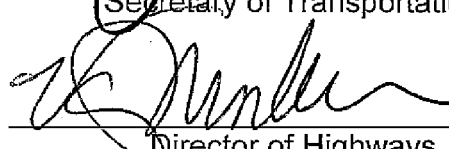
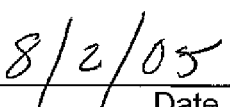

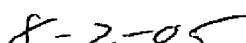
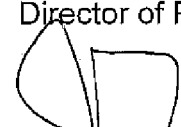


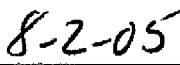
The Bureau of Design and Environment is responsible for preparing and maintaining this Policy. Each signatory Office or Division is responsible for implementing and assuring compliance with the provisions of this policy affecting operations or policies under their jurisdiction.

5. **ACCESSIBILITY.**

Copies of this Policy may be obtained from the Bureau of Design and Environment in the Harry R. Hanley Building. This Policy may be examined in the Hanley Building Library and in each of the nine District Highway Offices. It will also be posted on the Department's CSS website.

CLOSING NOTICE.

Established: August 1, 2005

Approved:	
	
_____ Secretary of Transportation	_____ Date
	
_____ Director of Highways	_____ Date
	
_____ Director of Planning & Programming	_____ Date
	
_____ Director of Public and Intermodal Transportation	_____ Date
	
_____ Director of Aeronautics	_____ Date



Illinois Department of Transportation

Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

OFFICE OF PLANNING & PROGRAMMING CONTEXT SENSITIVE SOLUTIONS

SUBJECT: Implementation Procedures

DATE: March 15, 2007

Background

Public Act 093-0545, which became effective January 1, 2004, provides that the Illinois Department of Transportation . . . shall embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities. This is to ensure that the Department's projects . . . adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve.

Departmental Policy D&E-21, issued on August 1, 2005, formally adopted Context Sensitive Solutions (CSS) as the official policy of the Department for projects utilizing CSS principles. This Departmental Policy was signed not only by the Secretary of Transportation, but also by the Directors of Highways, Planning and Programming, Public and Intermodal Transportation, and Aeronautics. The Departmental Policy requires "Each signatory Office or Division is responsible for implementing and assuring compliance with the provisions of this policy affecting operations or policies under their jurisdiction."

The CSS principles that are the focus of the legislation place renewed emphasis on the importance of an effective stakeholder involvement process for identifying the transportation and community concerns and values that need to be considered on each process. A key to this process can be found in the Department's definition of CSS which states: "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 through which they pass."

The Department's CSS Goals are as follows:

1. Adequately meet the State's transportation needs.
2. Transportation projects exist in harmony with their surroundings.
3. Transportation projects add lasting value to the communities they serve.

Department training on CSS is taking place. Among other items, the training includes information about the Department's planning process and the stakeholder involvement process for achieving effective Context Sensitive Solutions.

Applicability

As stated above, Illinois law and Department Policy require the Department to utilize CSS in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities.

Statewide Planning

Utilization of CSS principles in the Bureau of Statewide Program Planning (SPP) will focus on stakeholder involvement activities in three main areas:

1. Long-Range Transportation Plan.
2. State Transportation Improvement Programs (STIP).
3. Multi-year Highway Improvement Programs (MYP).

The Long Range Transportation Plan is developed periodically by the Department to define long range policies, needs, and goals for transportation in Illinois. The Long Range Transportation Plan is developed with extensive stakeholder involvement pursuant to Federal planning regulation as codified in 23 CFR 450. These regulations require that the Long Range Statewide Transportation Plan be developed in consultation with State, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The law establishes a list of "interested parties" who are to be provided with the opportunity to participate in the statewide planning process.

The role of SPP in long-range planning is to develop the Long Range Transportation Plan using the information gathered in stakeholder involvement forums. The Long Range Transportation Plan will require extensive public input, a review and possible expansion of existing state transportation strategies and policies and the addition of more detailed information concerning current socio-economic and environmental trends and conditions that will impact the future transportation needs of the state and its citizens. The public outreach program is implemented to ensure the Department's vision, priorities and investment strategies address the needs and concerns of the Department's stakeholders.

The STIP is a federally-mandated program of highway and transit projects that is developed from the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) and the IDOT highway and public transportation

improvement programs. The STIP is a four-year program. All of the projects identified in the TIPs developed by the MPOs in the urbanized areas in Illinois are incorporated into the STIP by reference. Each of the MPOs has a federally required and accepted public involvement process that they utilize for the development of their TIPs.

Pursuant to federal law, the STIP is developed in consultation with affected local officials with responsibility for transportation in non-metropolitan areas. The law establishes a list of "interested parties" who are to be provided with the opportunity to participate in the statewide planning process. For all of the non-metropolitan areas of the state, the STIP identifies projects contained in the Department's current annual and multi-year highway improvement programs as well as the five-year public transportation improvement program.

The STIP is published in draft form and is announced via a press release to media outlets. Advertisements are placed in approximately 74 newspapers throughout the state notifying the general public of the availability of the Draft STIP for review and comment. The role of Statewide Program Planning regarding stakeholder involvement and CSS for the STIP is to respond to public comments and to modify the STIP as necessary. The STIP is the subject of continuous and ongoing stakeholder involvement.

Publication of the MYP serves as a starting point for input, commentary, and discussions with the General Assembly, the public, and other interested parties regarding the annual highway program budget appropriation as well as transportation issues in Illinois. Stakeholder involvement with respect to the MYP is continuous and ongoing. Each successive MYP is built on the previous program published the prior year and includes review and modification of funded projects, analysis of need and available funding, priorities for addition of new projects, and the effects of stakeholder involvement from the previous MYP. Announcement of the program generates considerable media interest as well as numerous questions and comments from members of the General Assembly and the public.

Upon announcement, the MYP is available to the general public through the internet on the Department's website, public libraries, and upon request for a printed or compact disc version. The role of Statewide Program Planning regarding stakeholder involvement and CSS is to provide information regarding project status, anticipated program accomplishments and other requested information to all interested parties. After the MYP announcement, the role is to provide information to those who request it by responding to letters, e-mail, and phone calls. Changes made to the program as part of stakeholder involvement activities affect the next published MYP.

Individual highway projects contained within these plans and programs are subject to the CSS implementation procedures adopted by the Department's Division of Highways. These procedures, including extensive stakeholder

involvement requirements can be found in the Bureau of Design and Environment (BDE) Procedure Memorandum 48-06 entitled "Design Flexibility and the Stakeholder Involvement Process for Context Sensitive Solutions (CSS)".

Finally, in order to determine the necessity, viability, and potential scope and cost of transportation solutions, the Department conducts feasibility studies. These studies examine various identified transportation problems in order to seek potential solutions. Feasibility studies may result in CSS projects are subject to the Department's CSS requirements and should be conducted in compliance with the procedures identified in BDE Procedure Memorandum 48-06.

Urban/Metropolitan Planning

Metropolitan transportation planning examines travel and transportation issues and needs in metropolitan areas. The planning process includes an analysis of alternatives to meet projected future demands and for providing a safe and efficient transportation system that meets mobility needs while not creating adverse impacts to the environments.

In metropolitan areas, transportation planning is a collaborative process led by MPOs and other key stakeholders in the regional transportation system. The responsibility for transportation planning lies with designated MPOs. The process is designed to foster involvement by all interested parties such as the business community, community groups, environmental organizations, and the general public through a proactive public participation process conducted by the MPO in coordination with the state department of transportation and transit operators. The process promotes consistency between transportation improvements and state and local planned growth and economic development patterns. Federal funding for transportation projects and programs are channeled through this planning process. Federal planning regulations are codified in 23 CFR 450. MPOs are not the actual implementing agencies for projects but provide an overall coordination role in planning and programming funds for projects and operations.

All federally-funded projects and all regionally significant projects must be included in each metropolitan area's TIP. Each TIP must be consistent with the Long Range Regional Transportation Plan (Plan). These Plans and TIPs are developed by the MPOs. When the Department has CSS projects included in these Plans and TIPs, it is necessary that CSS principles are utilized during their development and adoption. The Plans and TIPs must reflect community input and take into consideration the impacts on both natural and human environments.

By law, this planning process must include an identified public involvement process. Public-involvement meetings during the transportation planning process should include not only representatives from the Department, public transportation operators, special interest groups, and local transportation

agencies but also local land-use partners, federal, state and local environmental, regulatory and resource agencies, community representatives, and modal transportation providers. In addition, an MPO's participation plan should identify required stakeholder involvement as well as next steps for additional involvement needed to support the transportation planning process including the development of the MPO's TIPs. This participation plan must provide reasonable opportunities for all parties to comment. Regulations governing this process can be found at 23 USC 134.

The Department's role in this process is to ensure that plans and TIPs are developed in accordance with these Federal requirements and consistent with the Department's CSS requirements. In addition, in implementing any highway project which has been designated by the Regional Engineer as a CSS project, the Department is required to follow the Division of Highways CSS procedures established in BDE Procedure Memorandum 48-06.

GLOSSARY

A

Aesthetics – How something looks, especially when considered in terms of how pleasing it is. This can be internal, relational, or environmental.

Alternative – One of a number of specific transportation improvement proposals, alignments, options, design choices, etc., in a study. Following detailed analysis, one improvement alternative is chosen for implementation.

Annual Program – The current Fiscal Year Highway Improvement Program. This document is published annually and includes all improvements of the state highway system, including construction, engineering and land acquisition for both state and local funded projects.

Avoidance Alternative – any alignment proposal that has been developed, modified, or shifted specifically to avoid affecting one or more resources regarded as significant.

B

Best Management Practices (BMP) - are generally accepted techniques that, when used alone or in combination, prevent or reduce adverse effects of a project. Examples include erosion control measures and construction management to minimize traffic disruption.

C

Categorical Exclusion (CE) – 1. a classification given to federal aid projects or actions that do not have a significant effect on the environment either individually or cumulatively. Categorical Exclusions do not require extensive levels of environmental documentation. 2. The written documentation to support a Class of Action that satisfies federal criteria describing non-significant impacts.

Charrette – A series of intensive, interactive project workshops involving the Department, agencies, local government officials, and affected citizens.

Citizens Advisory Committee (CAC) – a group of residents, community leaders, and public officials called together by the agency to represent the ideas and attitudes of the study area public. The CAC represents community interests and contributes valuable information to project sponsors about the location, design and implementation of proposed transportation improvements.

Citizen Advisory Group – A group of residents, community leaders, and public officials representing the population of the study areas who assist in formulating transportation planning goals and objectives, evaluating alternative plans, selecting recommended courses of action, and setting priorities. They represent community interests and contribute valuable information to project sponsors about the location, design, and implementation of proposed transportation improvements.

Color Mapping – A workshop technique in which participants are given a topographic map and asked to label significant community features and highlight areas according to usage.

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 as a whole was fair.

Context – 1) The interrelated condition in which something exists, 2) Weaving parts into a whole.

Community Context Audit – A formal process of evaluating various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general.

Context Sensitive Design (CSD) – An initiative of the U.S. Department of Transportation, Federal Highway Administration (FHWA) to encourage states to balance transportation needs with the environment and aesthetic concerns of communities. This is to be accomplished through Context Sensitive Design / Thinking Beyond the Pavement programs. Each state is implementing this new approach to development, staff training, conferences, research and community outreach.

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

D

Design Criteria – Established state and national standards and procedures that guide establishment of roadway functional classifications, layouts, alignments, geometry and dimensions for specified types of highways in certain defined conditions. The principal design criteria for highways are traffic volume, design speed, the physical characteristics of vehicles, the classification of vehicles and the percentage of various vehicle classification types that use the highway.

Design Exception – An approval issued by IDOT or FHWA to permit certain deviation from a specified, accepted standard granted on the basis of a report justifying the need for the exception.

Displacement – A resident or business that will be relocated due to the proposed highway improvement.

Design Vehicle – The applicable vehicle for different intersections. These vehicles are used to determine the pavement edge or curb line. Note that the design vehicle will determine the turning width, vehicular path width or swept-path width. The assumed speed of the vehicle is less than 10 mph.

E

Environmental Assessment (EA) – A document prepared in compliance with the National Environmental Policy Act (NEPA) for federally-funded transportation projects that do not fall under any categorical exclusion category and do not appear to be of sufficient magnitude to require an EIS. An Environmental Assessment provides the analysis and documentation to determine if an EIS or a Finding of No Significant Impact (FONSI) should be prepared.

Environmental Impact Statement (EIS) – An EIS is required by the National Environmental Policy Act (NEPA) of 1969 for projects that may have significant impacts, and is the document that assures that planners, engineers and environmental scientists have studied appropriate alternatives and that citizens are fully aware of the environmental, social, cultural and economic effects of all alternatives. The EIS documents the development and impact analysis of the alternatives as well as the logic for the selection of the preferred alternative.

F

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.

Focus Group – a group of individuals, typical of a particular constituency, gathered together to discuss a specific topic, subject, or item in order to generate a clear image or understanding of the groups' perceptions of the subject. The focus group responds to a set of ideas in order to give a sense of how the larger constituency is apt to respond.

Functional Classification – A transportation facility defined by the traffic service it provides.

H

Halting Point – A part of the Stakeholder Involvement Plan where certain activities can be considered completed.

I

Impacts – Positive or negative effects upon the natural or human environment resulting from transportation projects.

Indirect Effects – Impacts that can be expected to result from a given action that occur later in time or further removed in distance; for example, induced changes to land use patterns, population density, or growth rate.

Intactness - Measures the visual integrity of the natural and built landscape and its freedom from encroaching elements.

Inter-modal Surface Transportation Efficiency Act (ISTEA) – Signed in 1991, this Federal legislation established the policy of developing an economic, efficient, and environmentally sound national transportation system. To further this goal, ISTEA conceives transportation enhancement activities and requires that transportation policy advance the objectives of regional and metropolitan planning by considering the "overall social, economic, energy, and environmental effects" of improvement projects. ISTEA was superseded in 1998 by the Transportation Equity Act for the Twenty-first Century (TEA-21).

L

Landscape Unit - Subunits of a study area that make evaluating the entire study area easier. Visual character and visual continuity define these landscape units.

Legal Notice – One-column text advertisements printed in the "legal" section of a newspaper that announce activities such as Public Hearings and the availability of environmental documents for public review.

Level of Service (LOS) – A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS can apply to vehicles, pedestrians, and bicycles.

M

Mailing List – A list maintained by the Project Study Group containing the names and addresses of persons or organizations desiring information or notification about project activities.

Metropolitan Planning Organization (MPO) – A planning group designated for each urban area with a population of 50,000 or more. Members include both private citizens and local government officials. An MPO addresses federal aid planning mandates by producing local area transportation plans or transportation improvement programs on an annual or biannual basis, or by employing other strategies that make existing systems more efficient.

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

Multi-year Program - The State Transportation Improvement Program for the five to seven years beyond the current fiscal year. This document is published annually and includes all improvements of the state highway system, including construction, engineering and land acquisition for both state and local funded projects.

N

National Environmental Policy Act of 1969 (NEPA) – 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.

Neighborhood Meeting – A special purpose meeting held for a specific neighborhood or community that will be, or has the potential to be, affected by the project.

Newsletter – A printed brochure that conveys news or information of interest to the general public.

No-Build Alternative – A viable alternative for every project. This alternative is included as part of the NEPA process.

Nominal Safety – Safety examined in reference to compliance with standards, warrants, guidelines and sanctioned design procedures.

O

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

P

Press Release – a written announcement to the media of an upcoming event or recent development.

Problem Statement – a concise narrative, prepared at the outset of a project or as part of a project needs study, defining the fundamental situation or circumstance to be solved. A problem statement will generally describe a particular situation in which an expected level of performance is not being achieved, and will list one or more important factors which cause or contribute to the unacceptable performance

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

Public Hearing – The official method for gathering public comments on a project alternatives and environmental impact statements. The format of this 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 (transcript) 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, surveys, committees, presentations, etc.

Public Meeting – An announced meeting conducted by transportation officials designed to facilitate participation in the decision-making process and to assist the public in gaining an informed view of a proposed project at any level of the project development process. Also, such a gathering may be referred to as Public Information Meeting.

Q

Quality – Preparing the design or products to meet criteria and (*customer-defined*) expectations in an efficient, cost effective manner using state-of-the-art engineering practices and sound professional judgment. Achieving quality is the responsibility of each individual performing the work.

R

Rendering – The art of depicting forms, figures, and features on paper to illustrate visual conditions of a specific location or an area. A rendering may be displayed at presentations or included in study documents to portray the conditions that would result from the construction of a specific improvement at a site or in an area.

S

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) – Enacted August 10, 2005, as Public Law 109-59. It authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Significant Impacts – Any number of social, environmental, or economic effects or influences that may result from the implementation of a transportation improvement, classified as direct, secondary, or cumulative. The FHWA mandates environmental clearance documents based upon the significance of impacts. Categorical exclusions, for example, are those actions which do not involve significant effects. In most cases, Environmental Impact Statement projects do involve significant impacts.

Stakeholder – An individual or group with an interest or investment in a way an issue is resolved.

Stakeholder Involvement Plan (SIP) – A process that will facilitate effective identification and understanding of the 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.

State Transportation Improvement Program (STIP) – The highway improvement program for the five to seven years beyond the current fiscal year. This document is published annually and includes all improvements of the state highway system, including construction, engineering and land acquisition for both state and local funded projects. *See also Multi-Year Program.*

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 EIS.

Substantive Safety – the actual crash frequency and severity for a highway or roadway.

T

Task Force – An offshoot of the Citizen Advisory Group composed of representatives from the major interest groups in a project area, its goals are to advise the Project Study Group throughout project development, solve problems in a collaborative fashion, and build consensus on a course of action.

Transportation Equity Act for the 21st Century (TEA-21) – Signed in 1998, this Federal legislation authorizes highway, highway safety, transit and other surface transportation programs for the next six years.

TEA-21 continues and enhances initiatives established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), while assuring an annual level of Federal funding keyed to receipts of the Highway Trust Fund.

Technical Advisory Group (TAG) – Groups composed of stakeholders who volunteer to be in ongoing contact with the project study group, over and above the full public meetings that take place, and will work on analyzing alternatives generated.

U

Unity - Measures the compositional harmony of the landscape or the degree of visual coherence when considered as a whole

V

View - Aspects of the environment that a viewer can see from the study area and what the viewer can see of the project from nearby surroundings.

Viewer - Person who has views of or from the project. We usually discuss viewers in terms of general categories of activities, such as resident, motorist, or pedestrian, and we often refer to them as "viewer groups."

Viewer Exposure - The exposure of a viewshed. This is a function of the number of viewers, number of views seen, distance of the viewers, and viewing duration.

Viewer Sensitivity - The extent of the viewer's concern for a particular view or viewshed.

Viewshed - The area that a viewer can see from the project and surrounding area.

Viewpoint - An identified location and position of a viewer.

Visual Character - Impartially describes what exists within the landscape. Both natural and built landscape features and their relationships make up the character of an area or view. The perception of visual character can vary significantly between seasons and can even vary between hours as weather, light, shadow, and the elements that compose the viewshed change. The basic components used to describe visual character for most visual assessments are the elements of form, line, color, and texture of the landscape features. To further define visual character, the appearance of the landscape is described in terms of its dominant features, scale, diversity, and continuity.

Visual Quality - An assessment of the visual character, which identifies the character-defining features for selected views.

Vividness - Describes how the elements of landform, water, vegetation, and human development combine to form a memorable composition.

W

Workshop – An informal working session at which individuals are given information about specific project issues and asked to generate possible solutions and recommendations.