

Interstate 80 Phase I Study

Ridge Road to US Route 30



Stakeholder Involvement Plan for Agency and Public Involvement



Illinois Department
of Transportation



U.S. Department of Transportation
Federal Highway Administration

AUGUST 2010 • VERSION 1

Table of Contents

Section	Page
1	INTRODUCTION3
1.1	Project Background 3
1.2	Context Sensitive Solutions..... 5
2	GOALS AND OBJECTIVES6
2.1	Stakeholder Involvement Plan Goals 6
2.2	Stakeholder Identification Procedures 6
2.3	Stakeholder Involvement Ground Rules 7
3	PROJECT WORKING GROUPS9
3.1	Project Study Group (PSG) 9
3.2	Corridor Advisory Group (CAG)..... 9
3.3	Technical Task Force (TTF) 10
3.4	Corridor Interest Group (CIG) 11
3.5	Implementation 11
3.6	Stakeholder Involvement..... 11
3.7	Section 106 Consulting Parties.....11
4	TENTATIVE SCHEDULE OF PROJECT DEVELOPMENT ACTIVITIES /STAKEHOLDER INVOLVEMENT12
4.1	Step One: Stakeholder Identification, Development of the SIP, Project Initiation..... 12
4.2	Step Two: Developing Project Problem Statement, Purpose and Need..... 12
4.3	Step Three: Defining Alternatives 13
4.4	Step Four: Approval of Final Alternative..... 13
4.5	Project Development Schedule, and Stakeholder Involvement Activities 14
5	PUBLIC INVOLVEMENT PLAN ACTIVITIES.....15
5.1	Stakeholder Activities..... 15
5.2	Public Outreach Meetings..... 15
5.3	Other Mechanisms for Public Involvement 18
6	PLAN AVAILABILITY AND MONITORING / UPDATES21
6.1	Availability of the Stakeholder Involvement Plan 21
6.2	Modification of the Stakeholder Involvement Plan 21

Appendix A - Tables

- Table 2-1 Lead Agencies
- Table 2-2 Cooperating Agencies
- Table 3-1 Project Study Group (PSG)
- Table 3-2 Corridor Advisory Group (CAG)
- Table 3-3 Section 106 Consulting Parties
- Table 3-4 Technical Task Force (TTF)
- Table 3-5 Corridor Interest Group (CIG)
- Table 5-1 Identified Small Group Meetings
- Table 6-1 Stakeholder Involvement Plan Revision History

Appendix B – Project Development Schedule

- Table 4-1 Project Development Schedule

Appendix C – Glossary, Acronyms, and Abbreviations

1 INTRODUCTION

1.1 Project Background

The Interstate 80 (I-80) study area begins at Ridge Road to the west and ends at U.S. Route 30 to the east, a distance of approximately 16 miles. See Figure 1-1 for Location Map. There are eight interchanges in the study area which include Ridge Road, Interstate 55, Houbolt Road, Larkin Avenue, Central Street/Raynor Avenue, Chicago Street, Richards Street, and Briggs Street. The project does not include the U.S. Route 30 interchange as that is being studied as part of the I-80 project from U.S. Route 30 to U.S. Route 45. The existing freeway cross-section is typically two lanes in each direction with varying width shoulders and a grass median. A six lane section exists in the middle of the project area at the crossing of the Des Plaines River. The additional lane is an auxiliary lane between Raynor Avenue and Richards Street. Included in this corridor are over 40 structures, four waterways including the Des Plaines River and heavy truck traffic. The proposed improvements are anticipated to address some geometric modifications and additional travel lanes, through possibly widening and reconstruction which will accommodate existing traffic and projected 2040 travel demands. The study area traverses six townships (Seward, Aux Sable, Channahon, Troy, Joliet and New Lenox) and involves six municipalities (Minooka, Channahon, Shorewood, Rockdale, Joliet and New Lenox) and three counties (Grundy, Kendall and Will). The corridor encompasses an area of major cultural and economic diversity and includes a mixture of agricultural, residential, commercial and industrial land uses in rural, suburban and urban settings.

Given the potential impacts that a proposed improvement could have, the project has been designated as a Context Sensitive Solutions (CSS) project. CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while improving safety and mobility. A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. The SIP, by its very nature, is a work in progress throughout the life of the project, and thus, subject to revision anytime events warrant. The project life is comprised of three distinct phases. Phase I is the preliminary engineering and environmental study, Phase II includes detailed plan preparation and land acquisition, and Phase III is the actual construction of the project.

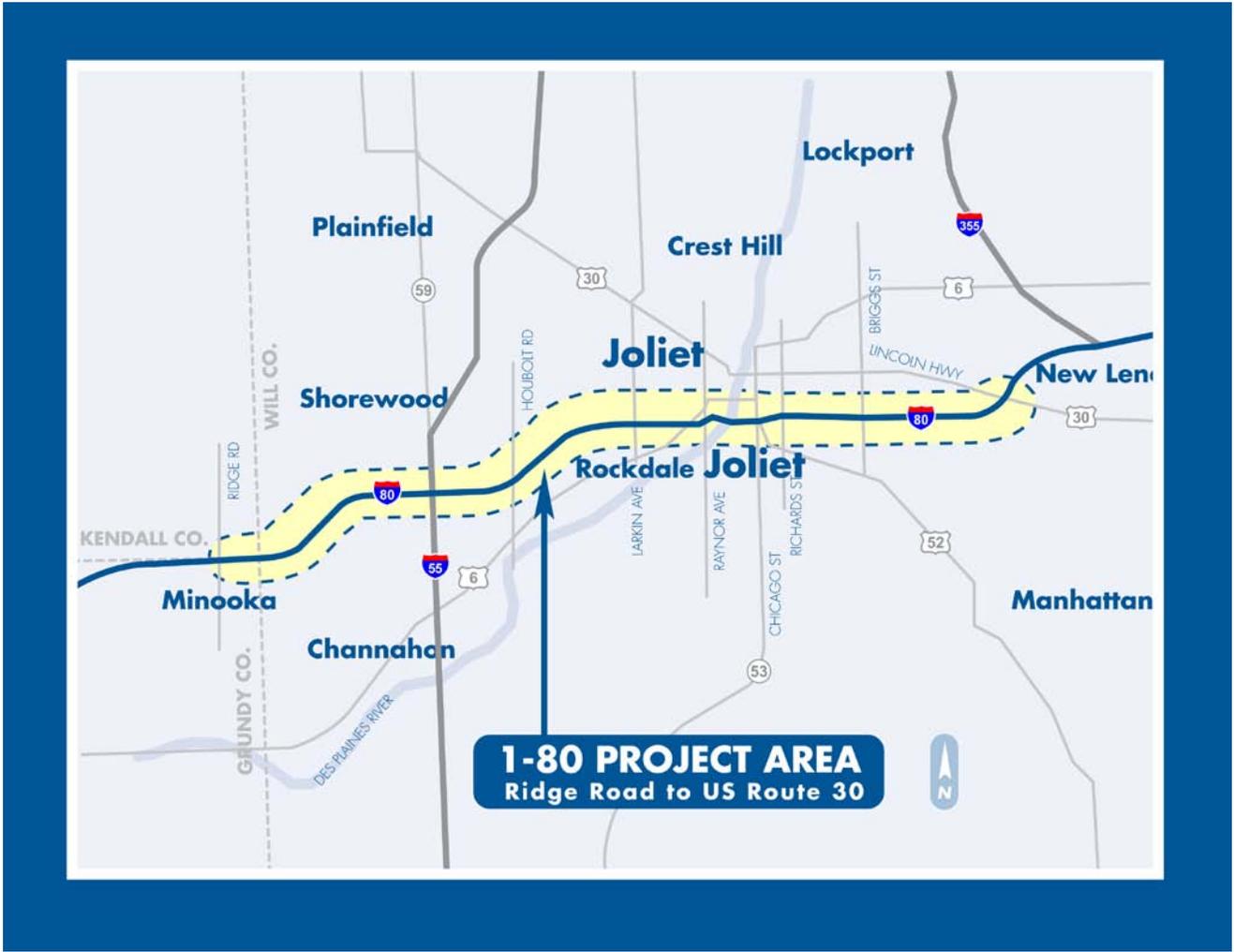


Figure 1-1 Location Map

1.2 National Environmental Policy Act

The Federal Highway Administration and Illinois Department of Transportation (IDOT) will complete an Environmental Assessment for this project in order to satisfy NEPA requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by the National Environmental Policy Act (NEPA) and state regulatory requirements. Opportunities exist for the public to provide input into the alternatives and project-related environmental impacts.

NEPA guides federally funded projects and projects that require a Federal permit to lessen potential damages to the environment. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. IDOT will assess the natural, built, and human environment to determine the extent of impacts that may arise from constructing and operating a project. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources will be assessed. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process. Public comments that are received during the alternative analysis phase are considered in the draft environmental document.

Since the mid-1990s, Illinois has had a Statewide Implementation Agreement (SIA) in place that provides for concurrent NEPA and Section 404 (Clean Water Act) processes on federally aided highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the Corps of Engineers (Corps), the U.S. Coast Guard, the U.S. Environmental Protection Agency (USEPA), and the U.S. Fish and Wildlife Service (USFWS) as early as practical in highway project development. The intent is also to involve these agencies at key decision points early in project development to minimize the potential for unforeseen issues arising during the NEPA or section 404 permitting processes.

State highway projects needing a standard individual permit from the Corps under Section 404 of the Clean Water Act typically are processed under the NEPA/404 SIA. The three key decision points in the NEPA process are:

- 1.) Project Purpose and Need
- 2.) Alternatives to be Carried Forward
- 3.) Preferred Alternative

FHWA and IDOT will seek an opportunity to present at regularly scheduled NEPA/404 meetings at these key decision points. These meetings will be in conjunction with public and agency involvement through the CSS process.

1.3 National Historic Preservation Act

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

This project is considered a Federal undertaking by FHWA. This document describes coordination activities that will occur during the project development process to satisfy the Section 106 requirements.

1.4 Context Sensitive Solutions

This project is being developed using the principles of CSS per the Illinois Department of Transportation Context Sensitive Solutions (CSS) Policy and BDE Manual 48-06.

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

projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings 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. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, 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 community consensus and promote involvement through the study process.

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

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

2 GOALS AND OBJECTIVES

The purpose of this plan is to provide a guide for implementing stakeholder involvement for the I-80 project. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

2.1 Stakeholder Involvement Plan Goals

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

- Identifies stakeholders.
- Identifies the Project Study Group (PSG).
- Identifies the roles and responsibilities of the lead agency (Table 2-1 in Appendix A).
- Identifies cooperating agencies and agency responsibilities (Table 2-2 in Appendix A).
- Identifies Corridor Groups (Corridor Advisory Group, Technical Task Force and Corridor Interest Group – Tables 3-2, 3-3 and 3-4 in Appendix A), and their roles and responsibilities.
- Establishes the timing and type of involvement activities with all stakeholders.
- Establishes stakeholder requirements for providing timely input to the project development process.

2.2 Stakeholder Identification Procedures

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but are not limited to, the following:

- Residents
- Business owners adjacent to the study area
- Churches and schools within the project limits

- Advocates for community and historic interests
- Special interest groups (environmental coalitions, bicycle groups, etc.)
- Elected/community officials
- Government and planning agencies
- Transportation system users and organizations
- Chambers of Commerce
- Neighborhood groups
- Utilities / Telecommunications
- Others outside the study area with an interest in the project

Early coordination and/or meetings will be conducted with communities within the study area as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations within each of the communities, townships, and counties. The identification of stakeholders will be done through a combination of desktop searches and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the project. All stakeholders expressing interest in the project will be added to the project mailing/email list, and will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, the project website, public meetings, newsletters, and press releases (see Section 5). The project mailing/email list will be updated and maintained through the duration of the project.

2.3 Stakeholder Involvement Ground Rules

The public outreach efforts identified in the SIP will be conducted based on a set of ground rules that forms the basis for the respectful interaction of all parties involved in this process. These ground rules will be established initially with the SIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions/additions at any time as events warrant.

- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as “when a majority of the stakeholders agrees on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.”
- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.
- IDOT and FHWA will serve as the lead agencies and make final project decisions.

3 PROJECT WORKING GROUPS

The working group for this project will consist of a Project Study Group (PSG), Corridor Advisory Group (CAG), Technical Task Force (TTF) and Corridor Interest Group (CIG). Membership of these groups may be altered during the project to allow for an optimal multi-disciplinary team.

The CAG, TTF and CIG will generally meet as one group that will interface directly with the PSG. The meetings will be designed to encourage timely and meaningful opportunities for participation. However, based on need, there may be opportunities for these groups to meet independently from the entire group to provide specific policy direction and technical data and analysis.

3.1 Project Study Group (PSG)

Per IDOT's CSS procedures, IDOT has formed a PSG, an interdisciplinary team, for developing the I-80 project. The PSG will make the ultimate project recommendations and decisions on this project. This group consists of a multidisciplinary team of representatives from IDOT, FHWA and the project consultant team. The membership of the PSG will evolve as the understanding of the project's context is clarified.

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

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 consensus among stakeholders.

The individuals listed in Table 3-1 in Appendix A form the PSG for the I-80 project.

3.2 Corridor Advisory Group (CAG)

To assist in the development of the environmental and engineering studies for the I-80 study, IDOT has proposed the establishment of a CAG. The purpose of the CAG is to provide input on the

development of the Purpose and Need statement and the alternatives to be carried forward for evaluation in the Environmental Assessment (EA). The CAG consists of community leaders (Mayors/Village Presidents) from Minooka, Channahon, Shorewood, Rockdale, Joliet and New Lenox and the chief elected officials from Will, Grundy and Kendall Counties and any other communities that are affected by the study, and who have authority to speak on behalf of their communities/counties. The CAG will represent the views of the communities and counties within the project area. The responsibilities of this group include providing input to the study process, and consensus at key project milestones (e.g., project purpose and need, range of alternatives to be advanced for detailed study, and the recommended alternative.) The initial invitation membership of the CAG is presented in Table 3-2 in Appendix A.

Any community outside the study area that shows interest in the project, that is not part of the CAG, will be added to the stakeholder list, ensuring they will receive meeting invitations, newsletters, and project updates. The project team will also be available to meet with organizations on a one-on-one basis throughout the project.

3.3 Technical Task Force (TTF)

The TTF provides a means for obtaining structured input from a diverse set of stakeholders. The three TTF categories (Environmental, Transportation/Engineering and Land Use/Economic Development) will focus on technical aspects of the project development process and will provide external subject-matter information and input with respect to environmental, transportation/engineering, and land use/economic development matters.

The TTF will generally be comprised of transportation/engineering officials, economic development organizations or councils, land use planning agencies, local municipal staff, and environmental groups. The task force members may include CAG members or designated staff and other governmental bodies, transportation agencies, or interest groups. The TTF members will be identified by the PSG, with input from the CAG. The initial invitation membership of the TTF is presented in Table 3-3 in Appendix A.

3.4 Corridor Interest Group (CIG)

Due to the diversity of the study area, a CIG will also be established to provide opportunities for meaningful input by the region's culturally and economically diverse population. This group could

include neighborhood organizations, Aldermen and County Board members whose districts serve the study area, local community outreach programs, and Unity Community Development Corporation, the local certified Community Housing Development Organization (CHDO). The City of Joliet also has a Neighborhood Services Division, which will prove to be a tremendous resource in outreach activities.

3.5 Implementation

Public involvement in the planning process begins as soon as the study starts and continues throughout the project. This report serves as a guide for public involvement in the Phase I study, but includes strategies that can be used through all project phases. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes actions, responsibilities, and timing. The PSG will be responsible for the overall development, implementation and coordination of the Public Involvement Plan (PIP).

3.6 Stakeholder Involvement

Any stakeholder that shows interest in the project will be added to the stakeholder list, ensuring they will receive newsletters, meeting invitations, and project updates. The project team will also be available to meet with stakeholder groups on a one-on-one basis throughout the project, if deemed necessary. In addition, stakeholders will be informed about the project website where they can access information and submit comments.

3.7 SECTION 106 CONSULTING PARTIES

The FHWA is responsible for involving consulting parties in findings and determinations made during the section 106 process. The section 106 regulations identify the following parties as having a consultative role in the section 106 process:

- a) State Historic Preservation Officer
- b) Indian Tribes and Native Hawaiian Organizations
- c) Representatives of local governments
- d) Applicants for Federal assistance, permits, licenses and other approvals
- e) Individuals and organizations with a demonstrated interest in the undertaking

The IDOT is working with FHWA and the SHPO to identify potential section 106 consulting parties, which will be listed in Table 3-3. Individuals or organizations may request to become a consulting party for this project by contacting Jessica Feliciano, Project Engineer, at 847-705-4096. Consulting parties may provide input on key decision points in the section 106 process, including the project's Area of Potential Effect, determinations of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties.

The FHWA and IDOT will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

4 TENTATIVE SCHEDULE OF PROJECT DEVELOPMENT ACTIVITIES / STAKEHOLDER INVOLVEMENT

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

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

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

- Assemble the PSG.
- Develop the SIP and post to the project website.
- Organize and hold one-on-one meetings with stakeholders.
- Prepare community context audits for each municipality and county in the study area (PSG and project stakeholders). The context audits will identify unique community characteristics that contribute to the project's context and will need to be considered in the project development process.
- Identify section 106 consulting parties.
- Organize and hold public kick-off meeting to educate stakeholders on the project process and study area, history, and identify study area issues/concerns.
- Assemble and organize the project working groups (CAG, TTF, CIG).
- Conduct regulatory/resource agency EA scoping activities.

4.2 Step Two: Developing Project Problem Statement, Purpose and Need

This stage of the project consists of the identification of transportation problems in the study area and the development of project goals and objectives. Project purpose discussions will focus on providing stakeholders with background on known traffic safety problems or congestion/operational problems, traffic forecasts, and their anticipated effects on future traffic conditions. This will help set the stage for meaningful discussions about potential solutions.

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

- Commence with an informational meeting of the PSG with stakeholders to explain the ground rules and gather input on issues/concerns and goals and objectives to begin developing a clear statement of the transportation problems to be solved by the project.
- Organize and hold CAG/TTF/CIG meetings.
- Completion of a clear problem statement.
- Development of the project Purpose and Need statement.
- Develop section 106 Area of Potential Effect and coordinate with section 106 consulting parties.
- Organize and hold a public meeting to present the known corridor issues/deficiencies and the draft Problem Statement for comment. Discuss and solicit potential alternatives that could address the Purpose and Need, and present the next steps of the study.
- NEPA-404 Agency's concurrence on the Purpose and Need.

4.3 Step Three: Defining Alternatives

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

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Organize and hold CAG/TTF/CIG meetings to discuss alternatives that meet the Purpose and Need.
- Identification of the alternatives to be carried forward.
- Evaluation of the alternatives to be carried forward.
- Achieve stakeholder consensus on the alternatives.
- NEPA-404 Agency's concurrence with the alternatives to be carried forward.
- Identify historic properties within the project's Area of Potential Effect and coordinate with section 106 consulting parties.

- Organize and hold a public meeting to present the alternatives to be carried forward and screening methods.

4.4 Step Four: Approval of Preferred Alternative

The process will continue with the identification and concurrence of the Preferred Alternative and completion of the EA. Activities in this stage of the project development process include the following:

- Tentative identification of the Preferred Alternative based on stakeholder input.
- Agency concurrence on the Preferred Alternative.
- Make section 106 effect finding and coordinate with section 106 consulting parties. If applicable work with section 106 consulting parties to resolve adverse effect.
- Preparation and approval of the EA.
- Organize and hold a public hearing to present the Preferred Alternative and receive any additional comments from stakeholders.
- Preferred Alternative refinements to address stakeholder comments received at the Public Hearing.
- As appropriate, seek Finding of No Significant Impact and prepare EA Errata.

4.5 Project Development Schedule, and Stakeholder Involvement Activities

The tentative schedule for project development activities and stakeholder involvement activities is presented in Table 4-1 in Appendix B.

5 PUBLIC INVOLVEMENT PLAN ACTIVITIES

The following activities are proposed as the public involvement plan for Phase I of the Interstate 80 project. Unless noted, the PSG is the responsible party for activities and coordination. All activities will be approved by IDOT before proceeding. The designated point of contact at District 1 is Jessica Feliciano. She will coordinate internal IDOT reviews and approvals including consolidating review comments and resolution of conflicting issues.

Each strategy is described, identifies a target audience, and includes an implementation schedule.

5.1 Stakeholder Activities

Stakeholders are identified as all residents and property owners of the study area, and those interested parties who can directly affect the outcome of a planning process. In addition to the general public, key groups of stakeholders identified for this study include those with decision making capabilities related to implementing transportation investments, and those with public standing that speak for the general public and can influence the broader spectrum of public opinion. These representatives, divided into two groups, include:

- Local, regional, state and federal elected and appointed officials and agency representatives with jurisdiction over the transportation planning process and affected environmental, historic, cultural and economic resources; and
- Corridor residents, businesses and property owners, professional associations and local, regional and potentially statewide community, civic and environmental organizations.

Media publication and broadcast groups, critical to informing the public and affecting public opinion, are addressed later in this section.

5.2 Public Outreach Meetings

Stakeholder involvement for the I-80 study will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

Small Group Meetings

Small group meetings will engage stakeholders, share information and foster discussion by addressing specific project issues, allowing for more specialized discussions and input, and aiding the general

public in better understanding the project goals and objectives. Small group meetings will be ongoing throughout the project. As identified in Table 5-1 in Appendix A, these meetings will include the project team, local agencies and organizations, members of the business community, special interest groups, forest preserves, and various property owners. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings.

Agency Coordination

Preparation of an Environmental Assessment (EA) requires compliance with many local, state and federal rules, regulations and laws. In order to ensure compliance, coordination will be carried out with resource agencies periodically throughout the preparation of the EA. Initially, a general meeting will be held with local, state and federal resource agencies as part of the Scoping process. As the project progresses, meetings may be held with individual resource agencies to discuss environmental findings and to obtain concurrence through the NEPA/404 Merger process.

Elected Officials Briefings

Briefings may be conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings may be held just prior to the public meetings/hearing at major milestones in the project. Appropriate project summary materials will be prepared for distribution at these meetings.

Public Meetings

Public involvement for the I-80 project also will include opportunities for broader public involvement in the form of public meetings, stakeholder workshops, and a public hearing. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated. These meetings also will provide a forum for general public input, including concerns and comments regarding project alternatives. Three public information meetings and one public hearing will be held to coincide with major milestones during the project development process. Please note that the dates shown below in parentheses are tentative and therefore subject to change.

- The first meeting (Summer 2010) serves as a project kickoff providing information regarding the study process and objectives, and an opportunity for the public to share its perspectives regarding transportation issues and project concerns.

- The second meeting/workshop (Spring 2011) will present the project Purpose and Need, and solicit input to aid in developing alternatives.
- The third meeting (Winter 2011) will present alternatives to be evaluated, as well as presenting and soliciting feedback on the evaluation methods.
- The fourth meeting, the Public Hearing (Summer/Fall 2012), will present the alternatives evaluation findings and the Preferred Alternative.

These meetings will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by postcard invitations, public notices placed in area newspapers, on the project website, and on 3rd party websites. Opportunities for the public to provide written comments (comment forms) will be available at the meetings. Translation services will be provided as they are requested.

Public Hearing

A public hearing for this project, anticipated as noted above in 2012, will be held as required by NEPA. The signed EA will be available at the Public Hearing. The meeting will be advertised by postcard invitation, public notice placed in area newspapers, on the project website, and 3rd party websites. The Public Hearing will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. Opportunities for the public to provide written (comment forms) and verbal comments via a court reporter will be available at the hearing. Translation services will be provided.

Stakeholder Workshops

Multiple stakeholder workshops, including the CAG, TTF and CIG meetings, will be conducted as a means to obtain stakeholder input regarding various project issues and potential system solutions. Renderings and visualizations will be developed to illustrate concepts and issues that have been raised, developed, and evaluated. The renderings and visualizations will be dependant on the topic of discussion and format of the particular workshop.

5.3 Other Mechanisms for Public Involvement

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

Mailing List

To support public meeting invitations, newsletter distribution and other direct public contact, a mailing list will be developed and updated. Phone numbers and e-mail addresses will be added to the list, as available.

The mailing list will include recipients such as landowners; federal, state, and local officials; special interest groups; resource agencies; businesses; and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. The mailing list will include government and business leaders and addresses in the immediate area. This list will be updated throughout the project through various means of communication, such as sign-in sheets and the project website.

Public Website

In an effort to utilize electronic resources, disseminate information to the public and to receive input and comments, a public website will be developed. This website will provide a centralized source of information, available to anyone with access to the internet at any time. The I-80 website will have the capability of maintaining a history of the project in a cost-effective manner.

To facilitate access to project information, this website will be in addition to the IDOT website, with links between the two. Information posted on the website will include project history, study process and information, maps, photos, reports, and electronic versions of printed material. Key informational pages will be translated in Spanish. The website will also allow for two-way communication (comment forms), through the use of e-mail. For consistency, the website will have major updates on the same schedule as the study's major milestones.

Website Domain: WWW.I-80WILL.COM

Newsletters

A common communication tool for a project is the use of newsletters. To assist with the consistent delivery of information on the progress of this project, four newsletters will be produced and distributed at key project milestones. These newsletters will not only expound upon the basic information found on the website but also update readers on the study's progress. A project logo and communication design theme will be created for printed materials. Newsletters are intended for staff use as well as for the public; staff use will ensure that the correct and consistent information is relayed in response to questions and inquiries.

Media Strategies

An effective method of informing the general public about a project and its results is through broadcast and print media. To effectively use the media, a number of media strategies will be employed to provide accurate and frequent coverage of the project and the study. Media strategies to be used during this study include message development, press releases, publication pieces, media correspondence, and one-on-one briefings with agency-designated spokespersons.

The goal is to issue a number of press releases throughout the study period. Incorporating the key message, these press releases will announce public meetings, study work to date, important results, and next steps.

Public Response and Communication

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

Mail and e-mail responses offer the time to develop a personalized response, yet timeliness is important as well. Four weeks for developing, editing, approving and mailing the response is a proposed time frame throughout the study process.

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

6 PLAN AVAILABILITY AND MONITORING / UPDATES

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

6.1 Availability of the Stakeholder Involvement Plan

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

6.2 Modification of the Stakeholder Involvement Plan

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

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

Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Cooperating agencies should notify IDOT of staffing and contact information changes in a timely manner. Plan updates will be tracked in Table 6-1 in Appendix A.

Appendix A
Tables

**Table 2-1
Lead Agencies**

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency		
Illinois Department of Transportation	Joint-Lead Agency		

**Table 2-2
Cooperating Agencies and Agency Responsibilities**

Agency Name	Role	Cooperating Agency Response	Other Project Roles	Responsibilities
Illinois Department of Natural Resources	Cooperating Agency	Pending		
US Environmental Protection Agency	Cooperating Agency	Pending		
Illinois Historic Preservation Agency	Cooperating Agency	Pending		
US Fish and Wildlife Service	Cooperating Agency	Pending		
US Army Corps of Engineers, Chicago District	Cooperating Agency	Pending		
Illinois Department of Agriculture	Cooperating Agency	Pending		
Illinois Environmental Protection Agency	Cooperating Agency	Pending		
U.S. Coast Guard	Cooperating Agency	Pending		

Table 3-1

Project Study Group Members

Agency Name	Contact Person/Title	E-mail & Mailing Address
Illinois Department of Transportation	Pete Harmet Bureau Chief of Programming	Pete.Harmet@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	John Baczek Section Chief of Project & Environmental Studies	John.Baczek@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Steve Schilke Consultant Studies Unit Head	Steve.Schilke@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mir Mustafa Consultant Studies Project Manager	Mir.Mustafa@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Jessica Feliciano Consultant Studies Project Engineer	Jessica.Feliciano@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Sam Mead Environmental Studies Unit Head	Sam.Mead@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Vanessa Ruiz Environmental Specialist	Vanessa.Ruiz@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Rick Wojcik Section Chief of Hydraulics Unit	Rick.Wojcik@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mehdi Geraminegad Hydraulics Engineer	Mehdi.Geraminegad@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Walt Zyznieuski Bureau of Design & Environment	Walter.Zyznieuski@illinois.gov IDOT 2300 South Dirksen Parkway Springfield, IL 62764

Illinois Department of Transportation	Greg Feeny Bureau of Design & Environment	Greg.Feeny@illinois.gov IDOT 2300 South Dirksen Parkway Springfield, IL 62764
Illinois Department of Transportation	Rick Wanner Bureau of Maintenance - Roadside Development	Rick.Wanner@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mike Cullian Bureau of Land Acquisition	Mike.Cullian@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mark Jenkins Bureau of Traffic Electrical Operations Section	Mark.Jenkins@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Catherine Kibble Consultant Services Section Chief	Catherine.Kibble@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mel Mangoba Field Engineer	Mel.Mangoba@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Sarah Wilson Bureau of Maintenance (Acting Bureau Chief)	Sarah.Wilson@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Steve Travia Bureau Chief of Traffic	Steve.Travia@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Gene Joynt Bureau Chief of Construction	Gene.Joynt@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mel Kirchler Bureau of Materials	Mel.Kirchler@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Federal Highway Administration	Mike Hine	Mike.Hine@fhwa.dot.gov Federal Highway Administration 3259 Executive Park Drive Springfield, IL 62703

Federal Highway Administration	Dennis Bachman Transportation Engineer (Region 1)	Dennis.Bachman@fhwa.dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Federal Highway Administration	Matt Fuller Environmental Programs Engineer	Matt.Fuller@fhwa.dot.gov Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
HBP	Jarrod Cebulski Project Manager Long Range Phase I	JCebulski@patrickengineering.com Patrick Engineering 4970 Varsity Drive Lisle, IL 60532
HBP	John Heim Project Engineer Interim Phase I	JHeim@patrickengineering.com Patrick Engineering 4970 Varsity Drive Lisle, IL 60532
HBP	Tim Faerber Project Director	tfaerber@hntb.com HNTB 111 N. Canal Street, Ste. 1250 Chicago, IL 60606
HBP	Don Wittmer Project Manager Interim Phase I	dwittmer@hntb.com HNTB 111 N. Canal Street, Ste. 1250 Chicago, IL 60606
HBP	Ron Deverman Environmental Engineer	rdeverman@hntb.com HNTB 111 N. Canal Street, Ste. 1250 Chicago, IL 60606
HBP	Dick Stafford Project Engineer Long Range Phase I	rstafford@bbandainc.com Bowman, Barrett & Assoc. Inc. 130 E. Randolph Street, Ste. 2650 Chicago, IL 60601
HBP	Brian Umbright Phase II Project Manager	bumbright@bbandainc.com Bowman, Barrett & Assoc. Inc. 130 E. Randolph Street, Ste. 2650 Chicago, IL 60601
Images, Inc.	Tracy Morse Public Involvement	tracy.morse@imagesinc.net 400 W. Liberty Ste B Wheaton, IL 60187

Images, Inc.	Carrie Hansen Public Involvement	Carrie.Hansen@imagesinc.net 400 W. Liberty Ste B Wheaton, IL 60187
--------------	-------------------------------------	--

Table 3-2
Corridor Advisory Group

Agency Name	Contact Person/Title	Participation	Other Project Role(s)
Village of Minooka	Patrick Brennan / Village President		Pending
Village of Channahon	Joe Cook / Village President		Pending
Village of Shorewood	Richard Chapman / Village President		Pending
Village of Rockdale	Henry Berry / Village President		Pending
Village of New Lenox	Tim Balderman / Mayor		Pending
City of Joliet	Art Schultz / Mayor		Pending
Will County	Jim Moustis / County Board Chairman		Pending
Grundy County	Francis Halpin / County Board Chairman		Pending
Kendall County	Anne Vickery / County Board Chairman		Pending

Table 3-3
Section 106 Consulting Parties

Agency Name	Contact Person/Title	E-mail & Mailing Address
President Ho-Chunk Nation	Wilfred Cleveland	PO Box 667 Black River Falls, WI 54615
Chairman Kickapoo Traditional Tribe of Texas	Juan Garza	HCR 1, Box 9700 Eagle Pass, TX 78852
Vice Chairman Kickapoo Tribe in Kansas	Kenneth Jesepe	1107 Goldfinch Rd. Horton, KS 66439

Chairperson Kickapoo Tribe of Oklahoma	Marlon Frye	PO Box 70 McCloud, OK 74851
THPO Miami Tribe of Oklahoma	George Strack	202 S. Eight Tribes Trail Miami, OK 74354
President Potawatomi Nation	John Barrett	1601 S. Gordon Cooper Dr. Shawnee, OK 74801
Chairperson Forest County Potawatomi	Phillip Shopodock	PO Box 340 Crandon, WI 54520
Chairperson Potawatomi Hannahville Indian Community	Kenneth Meshiguad	N14911 Hannahville Blvd. Rd.
Chairperson Pokagon Band of Potawatomi Indians	Matthew Wesaw	58620 Sink Rd. Dowagiac, MI 49047
Prairie Band Potawatomi Nation	Steve Ortiz	Government Center 16281 Q Rd. Mayetta, KS 66509
Chairman Sac and Fox Tribe of Mississippi in Iowa	Homer Bear, Jr.	349 Meskwkai Rd. Tama, IA 52339
Chairperson Sac and Fox Nation of Missouri	Twen Barton	305 N. Main St. Reserve, KS 66454
Principal Chief Sac and Fox Nation of Oklahoma	Kay Rhoads	Route 2, Box 246 Stroud, OK 74079

**Table 3-4
Technical Task Force**

TTF Category	Agency Name	Contact Person / Title	Other Project Role(s)
Environmental			
TBD			

**Table 3-4
Technical Task Force**

TTF Category	Agency Name	Contact Person / Title	Other Project Role(s)
Transportation			
TBD			

**Table 3-4
Technical Task Force**

TTF Category	Agency Name	Contact Person / Title	Other Project Role(s)
Land Use/Economic Development			
TBD			

**Table 3-5
Corridor Interest Group**

Agency Name	Contact Person / Title	Participation	Other Project Role(s)
--------------------	-------------------------------	----------------------	------------------------------

TBD

**Table 5-1
Identified Small Group Meetings**

Category	Agency Name	Contact Person/Title	Other Project Role(s)
Geographic Interests	Adjacent Property Owners & Renters	Pending	
	Institutional (Education, Religious)	Pending	
	Joliet Municipal Airport	Pending	
	Private Developers	Pending	
	Homeowners Associations	Pending	
Transportation/Emergency Service Providers	Emergency Services (Fire, Police, Hospitals, Sheriff)	Pending	
U.S. / State / Regional / Local Officials	Will County Board Chairman	Jim Moustis	CAG
	Will County Board Members	Pending	
	Village of Minooka	Patrick Brennan / Village President	CAG
	Grundy County Board Chairman	Francis Halpin	CAG
	Kendall County Board Chairman	Anne Vickery	CAG
	Village of Channahon	Joe Cook / Village President	CAG

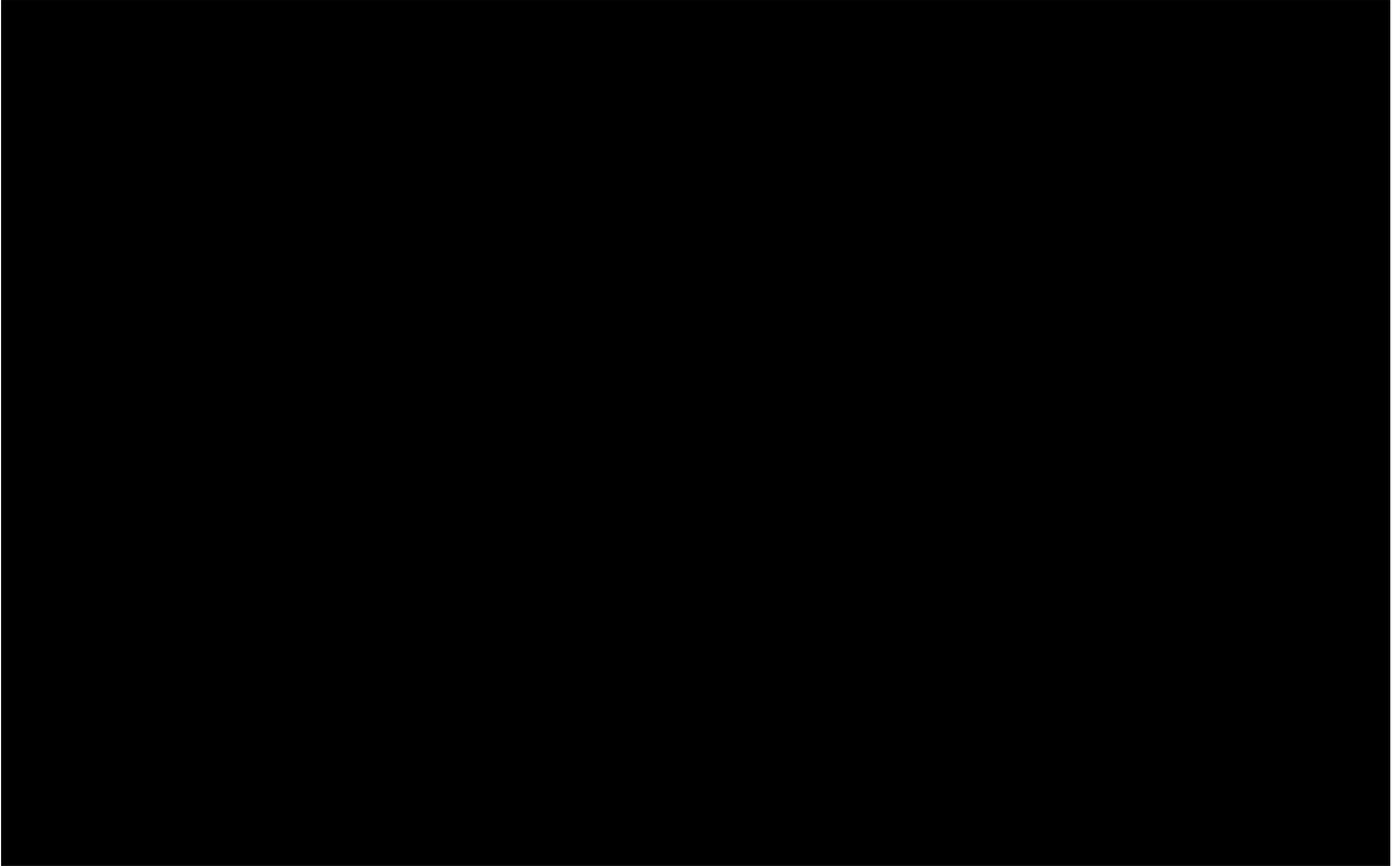
	Village of Shorewood	Richard Chapman / Village President	CAG
	Village of Rockdale	Henry Berry / Village President	CAG
	Village of New Lenox	Tim Balderman / Mayor	CAG
	City of Joliet	Art Schultz / Mayor	CAG
	Congressional Elected Officials	Pending	
	State Elected Officials	Pending	
	Forest Preserve District of Will County	Pending	
	Will County Highway Department	Pending	
	Local Municipal Economic Development Professionals	Pending	
	Council of Mayors (through Will County Governmental League)	Pending	
Permitting Agencies	Corps of Engineers	Mitch Isoe / Branch Chief	
	U.S. Coast Guard	Pending	
	US Fish and Wildlife	Pending	
	US EPA	Pending	
	Illinois Historic Preservation Agency	Pending	
Transportation Professionals	CMAP	Randy Blankenhorn / Executive Director	
	PACE	Pending	
	FHWA/BDE/NEPA/IDOT (bi-monthly)	Pending	
	Private Transportation Providers	Pending	
	Will County Center for Economic Development	Pending	
	Will County Chamber of Commerce	Pending	
	Will County Governmental League	Pending	
	Will County Historical Society	Pending	
	Active Transportation Alliance (formerly Chicagoland Bicycle Federation)	Pending	
	Empress Casino	Pending	
	Harrah's Casino	Pending	
	Chicagoland Speedway/Route 66 Raceway	Pending	
	Urban Sprawl Interest Group	Pending	

Table 6-1
SIP Revision History

Version	Date	Document Name	Revision Description
1	August, 2010	Stakeholder Involvement Plan	Original

Appendix B
Project Development Schedule

Appendix B
Table 4-1



Appendix C
Glossary, Acronyms, and Abbreviation

Appendix C

Glossary, Acronyms, and Abbreviations

Glossary

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.
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 Sensitive Solutions	Balance between mobility, community needs and the environment while developing transportation projects that improve safety and mobility. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.
Environmental Assessment	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 sufficient in magnitude to require an EIS.
National Environmental Policy Act (NEPA)	The federal law that requires the preparation of an Environmental Impact Policy Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE) for a federally-funded action.

Acronyms

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CA	Cooperating Agency
CAG	Corridor Advisory Group
CIG	Corridor Interest Group
CMAP	Chicago Metropolitan Agency for Planning
CSS	Context Sensitive Solutions
EA	Environmental Assessment
FHWA	Federal Highway Administration
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
NEPA	National Environmental Policy Act
PSG	Project Study Group
SIP	Stakeholder Involvement Plan
TTF	Technical Task Force