Introductions

- Illinois Department of Transportation
- STV Incorporated and Huff & Huff Incorporated
- Community Advisory Group (CAG) Members
  » Please refer to list provided in Binder.
  » Introduce yourself and state the community in which you live and/or which group and/or government agency you represent.
Agenda

- Project Update Since CAG Meeting #4 (May 2012)
- Review Preferred Alternative
- Workshop
- Summary
- Next Steps
Phase I Study Schedule

PROJECT MILESTONES

Establish Problem Statement, Identify Deficiencies
Develop Purpose and Need
Identify Possible Alternatives
Evaluate and Screen Alternative
Preferred Alternative
Environmental and Engineering Report
Design Approval

PUBLIC INVOLVEMENT

2011
Public Meeting #1 (June 2011)
- Overview of study process
- Solicit issues and concerns
- Present public involvement opportunities

2012
Public Meeting #2 (Nov. 2012)
- Present project Purpose & Need
- Review the alternative evaluation process
- Display the Alternatives to be Carried Forward
- Solicit public input

2013

2014

SUMMER 2015
Public Hearing (Winter/Spring 2015)
- Present Preferred Alternative
- Present environmental report
- Solicit public input

We Are Here  CAG Meeting Schedule  NEPA Meeting Schedule  Environmental Interest Group Meeting (Jan. 2014)

November 20, 2014
Alternative Development

Transportation Issues
Purpose and Need
Identify Range of Alternatives
Alternatives Identified for Further Evaluation
Detailed Evaluation
Preferred Alternative

Since CAG #4

Illinois Department of Transportation
Illinois Route 31 • Route 176 to Route 120
Project Update

- CAG Meeting #4
- Public Meeting #2
- Local Agency Coordination
- NEPA/404 Merger Meeting #3 – Alts Carried Forward
- Environmental Interest Group Meeting
- NEPA/404 Merger Meeting #4 – Preferred Alternative
- Technical and Environmental Studies
Summary of CAG Meeting #4

- May 22, 2012
- Presented Alternatives to be Carried Forward and Access Management Workshop
- 20 Attendees
- Comments include:
  - Exhibits were acceptable to present at public meeting; no intermediate build option for IL 120 intersection
  - Preserve surrounding natural features, water quality, and recycle removed trees
  - Speed enforcement in reduced speed areas
  - Minimize impacts to environment, especially wetlands
  - Access at specific driveways and side street locations were discussed
Summary of Public Meeting #2

- November 15, 2012
- Presented Purpose and Need, Range of Alternatives, and Alternatives to be Carried Forward
- 69 Attendees
- 45 Comments; Variety of Topics:
  - Impacts to properties / building removals / land acquisition procedures
  - Barrier median restrict commercial access / request for median openings
  - Favor improvements, especially inclusion of pedestrian accommodations
  - Avoid tree impacts (especially old oak trees) where possible
  - Impacts to environment / water quality
  - Driveway access / design for specific properties
Summary of Local Agency Coordination

- Village of Prairie Grove Coordination
  » Received letter supporting 30’ Raised Median option on April 5, 2013
  » Requests inclusion of water quality features and low maintenance plantings

- City of McHenry Coordination Meetings:
  » April 11, 2013 and October 15, 2013 (City Staff)
  » March 12, 2014 (Public Works Committee – Open to Public)

- McHenry Major Concerns: IL 120 Intersection Impacts, Business Access, Unnamed Tributary Flooding

- Resolution of concerns:
  » IL 120 Intersection Alternative A (Minimum Impact)
  » Extended Flush Median / Two-Way Left Turn Lane (TWLTL) south to High Street
  » Proposed Drainage Improvements at Tributary Crossing
Summary of NEPA/404 Merger Meetings

- June 25, 2013 and June 25, 2014
  - US Fish & Wildlife Service (USFWS), US Environmental Protection Agency (USEPA), US Army Corps of Engineers (USACE), IL Department of Natural Resources (IDNR), IL Department of Agriculture (IDOA)

- Reviewed Alternatives to be Carried Forward and Preferred Alternative

- Refinements to minimize impacts
  - Studied 18’ Raised Median vs. 28’ Raised Median between River Birch and Ames
  - Extend 28’ Raised Median with 11’ Lanes North to Bull Valley Road
  - 11’ Lanes continue through north section, Bull Valley to John Street

- Preferred Alternative Concurrence by USEPA, USACE, and IDNR. Pending USFWS and IDOA.
Summary of Env. Interest Group Meeting

- January 15, 2014
- Presented Environmental Resources in Project Area, Minimization / Mitigation Efforts, and Best Management Practices (BMPs)
- 26 Attendees including:
  - USEPA, USACE, USFWS, Silver and Sleepy Hollow Creeks Watershed Coalition, Sierra Club, Village of Prairie Grove, City of Crystal Lake, Land Conservancy of McHenry County, McHenry County Conservation District, Nunda Township, Terra Cotta Realty
- Comments / discussion include:
  - Chloride impacts to groundwater and surface water
  - Salt spray impacts to wetlands
  - Two-stage channel design for Squaw Creak meandering (secondary filtration)
  - Wetland mitigation at Sternes Fen
  - Re-use of wood resources from tree removal
Technical & Environmental Studies

- Intersection Design Studies (IDSs)
- Drainage / Hydraulic Studies
  - Location Drainage Study (LDS)
  - Sleepy Hollow Creek Hydraulic Report
  - Unnamed Tributary to the Fox River Hydraulic Report
- Traffic Noise Analysis
- Tree Evaluation
- Environmental Surveys
  - Eastern Prairie Fringed Orchid (EPFO)
  - Blanding’s Turtle
  - Northern Long-Eared Bat (NLAB)
  - Avian
Preferred Alternative

30’ RAISED MEDIAN: IL 176 to River Birch Blvd.

28’ RAISED MEDIAN: River Birch Blvd. to Medical Center Dr.

BUILD ALT A: IL 120 Intersection

FIVE LANE FLUSH: High St. to John St.

18’ RAISED MEDIAN: Bank Dr. to High St.
**Preferred Alternative (South)**

### 28’ Raised Median
River Birch Blvd. to South of Bull Valley Rd.

<table>
<thead>
<tr>
<th>Key Features / Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two 11’ Through Lanes in Each Direction</td>
</tr>
<tr>
<td>Barrier Median for Safety</td>
</tr>
<tr>
<td>28’ Wide Median Accommodates Dual Left Turn Lanes</td>
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<tr>
<td>U-Turns Feasible at Median Breaks</td>
</tr>
<tr>
<td>Sidewalk and Shared-Use Path</td>
</tr>
<tr>
<td>Min Impacts to Environmental Resources – Retaining Walls at Various Locations</td>
</tr>
<tr>
<td>Outside Ditches or Swales</td>
</tr>
<tr>
<td>BMP Opportunities</td>
</tr>
</tbody>
</table>

[Image of road layout with key features listed in a table format and a diagram of a road with a 28’ raised median]
Preferred Alternative (North)

18’ Raised Median
North of Bull Valley Rd. to High St.

Key Features / Benefits
- Two 11’ Through Lanes in Each Direction
- Turn Volumes Require Single Left at Intersections
- Barrier Median Provides Greatest Safety Benefit
- Includes Sidewalk and Shared-Use Path

Five Lane Flush Median
High St. to John St.

Key Features / Benefits
- Two 11’ Through Lanes in Each Direction
- Turn Volumes Require Single Left Turns (LT/TWLTL)
- Flush Median Addresses Business and Community Input
- Includes Sidewalk and Shared-Use Path
# Preferred Alternative (IL 120 Intersection)

## Key Features

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Impact Alternative – 2 Commercial Buildings</td>
<td>Damage to Remainder of Property</td>
</tr>
<tr>
<td>Dual Left Turn Lanes With Barrier Median on East Leg</td>
<td></td>
</tr>
<tr>
<td>Narrow 10’, 10.5’, &amp; 11’ Lanes</td>
<td></td>
</tr>
<tr>
<td>Waukegan Road Cul-de-sac</td>
<td></td>
</tr>
<tr>
<td>Eliminates On-Street Parking</td>
<td></td>
</tr>
<tr>
<td>U-Turns Feasible Only for WB Traffic</td>
<td></td>
</tr>
<tr>
<td>Includes Sidewalk, But No Shared-Use Path</td>
<td></td>
</tr>
</tbody>
</table>

*Image of the Preferred Alternative (IL 120 Intersection) showing the key features.*
Preferred Alternative

- Impact Avoidance and Minimizations
  - Urban roadway section (Curb & Gutter)
  - Alignment Shifts at Seep and Cemetery
  - 11-foot Through and Turn Lanes
  - Reduced Median Width
  - Eliminate U-Turn Bump-Outs
  - Retaining Walls

- Drainage and Best Management Practices (BMPs)
  - Bioswales and Vegetated Ditches
  - Infiltration Trench
  - Wildlife Crossings (8 Locations)
    - Natural Bottom Waterway Crossings (4 Locations) & Embedded Box Culvert (4 Locations)
  - Squaw Creek Meandering with Riffle Pools
  - Detention / Water Quality Ponds
  - Unnamed Tributary Improvements
### Preferred Alternative

#### Environmental Impacts Summary:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Impact Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacements / Structure Acquisition</td>
<td>1 - Residence&lt;br&gt;2 - Businesses</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>61.8 acres</td>
</tr>
<tr>
<td>Wetlands</td>
<td>19 Sites, 1.44 acres</td>
</tr>
<tr>
<td>High Quality Aquatic Resources</td>
<td>4 Sites, 0.27 acres</td>
</tr>
<tr>
<td>Floodplains</td>
<td>6.68 acres</td>
</tr>
<tr>
<td>Threatened and Endangered Species</td>
<td>0</td>
</tr>
<tr>
<td>Oak Trees</td>
<td>59</td>
</tr>
<tr>
<td>Parklands (Section 4f)</td>
<td>0</td>
</tr>
<tr>
<td>Cultural Resources / Cemeteries (Section 106)</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Estimated Construction Cost: $66.9 Million (does not include land acquisition)
Residential/Business Acquisitions

Two business displacements

One residential displacement
Wetlands Impacts

Design has been modified to avoid wetland impacts where practicable.

- No seep wetland impacts
- No wetlands with FQI > 20 impacted
- 19 total wetlands impacted (1.4 ac)
- Four ADID/HQAR wetlands impacted (0.27 ac)
- Mitigation with USACE/Section 404 and the Illinois Interagency Wetland Policy Act
Oak Tree Impacts

- **59 Oak Tree Impacts**
- **Approx. 5,400 total tree impacts**
- Tree replacement will follow IDOT policy
  - Native IL species
  - Replacement ratio 1:1 or 3:1 seedlings
- Tree replacement locations to be coordinated with local jurisdictions

November 20, 2014
Traffic Noise

- Receptors in 43 areas were studied for potential noise impacts
  - Future Build noise impacts projected for 22 receptors
  - No barriers found “reasonable and feasible”:
    - Building setbacks
    - Insufficient noise reductions
    - Cost effectiveness
Workshop

- Review Preferred Alternative Plan
- Review Environmental Resource and BMP Map
- Report Back to Group for Summary and Next Steps
Summary

- Preferred Alternative Plan and Environmental Resource Map developed through extensive coordination with Local Agencies and Environmental Interest Groups
- Public Concerns Addressed, as feasible
- Environmental and Property Impacts Minimized, as feasible
- Received Preferred Alternative Concurrence from NEPA/404 Agencies
- Project Purpose and Need met
- Any questions or comments?
Next Steps

- Local Agency Meetings
- Environmental Assessment
- Public Hearing
  - Anticipated Spring 2015
  - Obtain public input on the preferred alternative
- Complete Phase I Study
  - Address comments from public hearing
- Contract Plan Preparation (Phase II)
  - Land Acquisition (Phase II) and Construction (Phase III) not in Department’s FY 2015-2020 MYP
Thank You!

www.ILRoute31.com

Illinois Route 31
ROUTE 176 TO ROUTE 120
McHenry County