47TH STREET AT EAST AVENUE STUDY

The Illinois Department of Transportation (IDOT) welcomes you to the website for the Phase 1 study for the intersection improvements at 47th Street and East Avenue.

Location Map

Presentation to the Village of La Grange Board of Trustees

MONDAY, JUNE 23, 2014
7:30 PM
LA GRANGE VILLAGE HALL
53 S. LA GRANGE ROAD
LA GRANGE, IL 60525

SHARE YOUR OPINION

We want to hear from you. Your comments are important to the project process. We are seeking your input for Community Context Audit and the Project's Purpose and Need Statement. You can submit comments on the Study Documents Page or by emailing info@47eastavestudy.com.

Illinois Department of Transportation

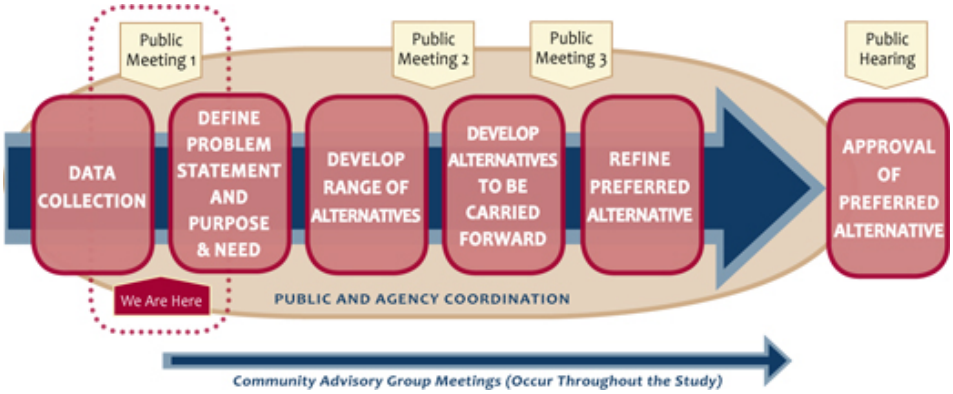
47th Street at East Avenue Study

ABOUT THE STUDY

Who is Involved?

IDOT will lead the Phase I Study process in conjunction with the Federal Highway Administration (FHWA). Stakeholder outreach efforts will be performed by the consultant team to ensure the users of 47th Street and East Avenue and the surrounding roadway network have the opportunity for meaningful input into the project's development.

Phase I Study Process



The planning process is based on guidelines prescribed by the Federal Highway Administration (FHWA) which follows the National Environmental Policy Act (NEPA).

The **first public meeting** is held to identify general issues, develop information on the community context, and to introduce the public involvement process. A problem statement is defined. The problem statement serves as a basis for development of the Project's Purpose & Need statement.

During the **second public meeting** the Purpose and Need is presented, full range of alternatives are introduced and feedback is solicited.

To reach a preferred alternative all of the alternatives will pass through four separate evaluations.

- *A fatal flaw analysis will be performed on the alternatives that will evaluate land impacts and some geometric requirements.*
- *Next the alternatives will be screened against the project's Purpose and Need statement.*
- *The alternatives will then be evaluated based on operational factors or characteristics.*
- *The remaining alternatives will then be considered for their social/community and environmental factors.*

A third public meeting may be held during the evaluation process to seek stakeholder input.

A **final public hearing** is held to present the preferred alternative for the project.

Illinois Department of Transportation

47TH STREET AT EAST AVENUE STUDY

STUDY PROGRESS

IDOT projects progress through 3 phases

Phase I: *Transportation needs and deficiencies are identified, alternatives will be developed and evaluated, and a preferred plan will be selected and necessary Right-of-Way identified.*

Phase II: *Detailed Construction Plans are developed and any Right-of-Way acquisition necessary to complete the work takes place.*

Phase III: *Implementation of the proposed improvement.*

Project History & Funding: In 1998 Joliet Road was closed between East Avenue and 55th Street due to safety and structural integrity concerns. On May 17, 2010, the State of Illinois was awarded 40 million dollars in a settlement with Vulcan Materials as a result of the closure of Joliet Road. Later that year the Department revisited a 2003 Traffic Impact Study of this area to determine how to mitigate traffic impacts from the closure of Joliet Road. The updated study identified and analyzed intersections and roadway segments in the study area to determine how safety and capacity could be improved.

This information helped to group intersection improvements by priority based on safety issues, opportunities to improve capacity, and proximity to the improvement to the Joliet Road Closure. The study grouped 12 intersection improvements into two groups, Priority I and Priority II,

according to these criteria. A Public Meeting was held on June 27, 2011 presenting these improvements to the public. The Department is committed to funding 40 million dollars for highway improvements throughout the entire Joliet Road study area. The 47th Street at East Avenue project was one of the Priority I improvements.

Although the improvement of 47th Street at East Avenue is not currently included in the Department's FY 2013-2018 Proposed Multi-Modal Transportation Improvement Program, the Department is committed to funding 40 million dollars for highway improvements in the study area, including engineering, land acquisition, construction, and construction engineering. Construction and preconstruction activities will continue to be prioritized for inclusion in future multi-year transportation improvement programs as projects are developed and readied for construction.

Illinois Department of Transportation

47TH STREET AT EAST AVENUE STUDY

DOCUMENTS FROM CAG & PUBLIC MEETINGS

If you do not have Adobe Reader, please click here to download a free version. You will need this to view the PDF documents.

Comments can be submitted through the eletronic form below or you can email them to: info@47eastavestudy.com.

Updated Exhibits - March 24, 2015

Boards: Preferred Alternative Board – Updated

Bluff Exhibit - Updated

General Documents

Handout: Stakeholder Involvement Plan (SIP) Draft

CAG Meeting 3 - May 15, 2014

Agenda: Agenda

Presentation: Power Point

Boards: Preferred Alternative Board

Bluff Exhibit

Evaluation Matrix

Crash Statistics Updated

CAG Meeting 2 - May 29, 2013

Summary: Meeting Summary

Presentation: Power Point

Handouts: Community Context Audit Report

Draft Problem Statement

CAG Meeting 1 - March 12, 2013

Summary: Meeting Summary

Presentation: Power Point

Handouts: Binder Contents (All Combined)

Public Information Meeting 1 - January 31, 2013

Presentations: Full Presentation with Audio

Presentation Slides and Notes (PDF)

Handouts: Brochure

Survey (Electronic version - fill out and submit online)

Survey (Word version) - please fill out and email or mail in

Survey (PDF version) - please fill out and mail in

Comment Form (Electronic version - fill out and submit online)

Comment Form (Word version) - please fill out and submit

Comment Form (PDF version) - please fill out and submit

Exhibit Boards: Aerial Exhibit

Projected Average Daily Traffic

Project Process

Stakeholders

Community Advisory Group (CAG) Commonly Asked Questions

Capacity Analysis

Crash Statistics

Joliet Road Feasibility

Phase I Study Process

Illinois Department of Transportation

47TH STREET AT EAST AVENUE STUDY

GET INVOLVED

HAVE YOUR VOICE HEARD - JOIN THE COMMUNITY ADVISORY GROUP (CAG)

The CAG is:

- *Composed of volunteer stakeholders*
- *An active part of the decision making process*
- *A Group that will provide stakeholder insight*

CAG members are asked to attend approximately six, 2 – hour workshops located near the project.

If you are interested in joining the CAG, please send your inforamation to: info@47eastavestudy.com

CSS POLICY

This study is being conducted using IDOT's Context Sensitive Solutions (CSS) policy, which will assist in clearly defining potential environmental impacts, as well as engaging stakeholders during the transportation decision making process. The product sought from the CSS process is the coordinated development of a feasible, cost effective design that satisfies the purpose and need and is supported by the project stakeholders. A project stakeholder is anyone who could be affected by the project and has a stake in its outcome.

A Draft Stakeholder Involvement Plan (SIP) has been developed by the Project Study Group (PSG) and is available for comment as part of this Public Informational Meeting. The Project Study Group or PSG consists of a multi-disciplinary team of representatives from IDOT, FHWA and the consultant team. The SIP will help identify the project stakeholders, establish clear lines of communication, and set the decision-making process among the various stakeholders. As part of the SIP, a Community Advisory Group (CAG) will be created and comprised of stakeholders who have community, jurisdictional, environmental, and/or land use planning interest or expertise. The CAG is a working group that helps the PSG identify community issues and helps determine community characteristics which should be taken into consideration in the planning

process. Anyone interested in serving on the CAG may apply at this meeting, or by contacting the IDOT contact on the back of this brochure.

The Public Meetings component of the CSS process will consist of a series of meetings structured around the Phase I Engineering Study Milestones. In addition, project newsletters will be distributed several times throughout the project along with regular updates to the project website.

Illinois Department of Transportation

47th Street at East Avenue Study

PROJECT BACKGROUND

Project History & Funding: In 1998 Joliet Road was closed between East Avenue and 55th Street due to safety and structural integrity concerns. On May 17, 2010, the State of Illinois was awarded 40 million dollars in a settlement with Vulcan Materials as a result of the closure of Joliet Road. Later that year the Department revisited a 2003 Traffic Impact Study of this area to determine how to mitigate traffic impacts from the closure of Joliet Road. The updated study identified and analyzed intersections and roadway segments in the study area to determine how safety and capacity could be improved.

This information helped to group intersection improvements by priority based on safety issues, opportunities to improve capacity, and proximity to the improvement to the Joliet Road Closure. The study grouped 12 intersection improvements into two groups, Priority I and Priority II, according to these criteria. A Public Meeting was held on June 27, 2011 presenting these improvements to the public. The Department is committed to funding 40 million dollars for highway improvements throughout the entire Joliet Road study area. The 47th Street at East Avenue project was one of the Priority I improvements.

The study area is centered at the intersection of 47th Street and East Avenue. The intersection is bordered by La Grange along the west side of East Avenue, Brookfield in the northeast quadrant and McCook in the southeast quadrant.

The Indiana Harbor Belt Railway has two crossings near the intersection. The IHB crosses 47th Street approximately 140’ west of the intersection and crosses East Ave approximately 120’ south of the intersection. There are approximately 45 to 50 freight trains a day on these tracks.

This project will investigate a range of solutions from installing a traffic signal at the intersection and the potential for a grade separation of the roadways and the railroad to accommodate existing and projected 2040 travel demands.

The Joliet Road closure has increased traffic volumes on the surrounding roadway network. Joliet Road was closed between 55th Street and East Ave in 1998 due to pavement failure.

This closure has increased traffic volumes on the surrounding roadway network

	including East Ave and 47th Street. Travel delays and safety concerns have been experienced due to the number of freight trains and increased traffic volumes. This Phase I study of the intersection is being conducted to determine the best alternative for addressing congestion and safety concerns associated with the two at grade crossings close to the intersection. IDOT has designated this project as one that will utilize principals of Context Sensitive Solutions (CSS) as part of a robust public involvement process. It is unlikely that this project will be able to be constructed totally within the existing right-of-way and therefore some land may need to be acquired.

47th Street at East Avenue Study

IN THE NEWS

The following links are to published articels related to this intersection and/or the study.

7/9/14	*Riverside Brookfield Landmark - "Rollover vrash shuts down 47th and East - No one seriously hurt, police say"*
6/4/13	*Riverside Brookfield Landmark - "Brookfield residents need their say on 47th Street and East Avenue intersection"*

Illinois Department of Transportation

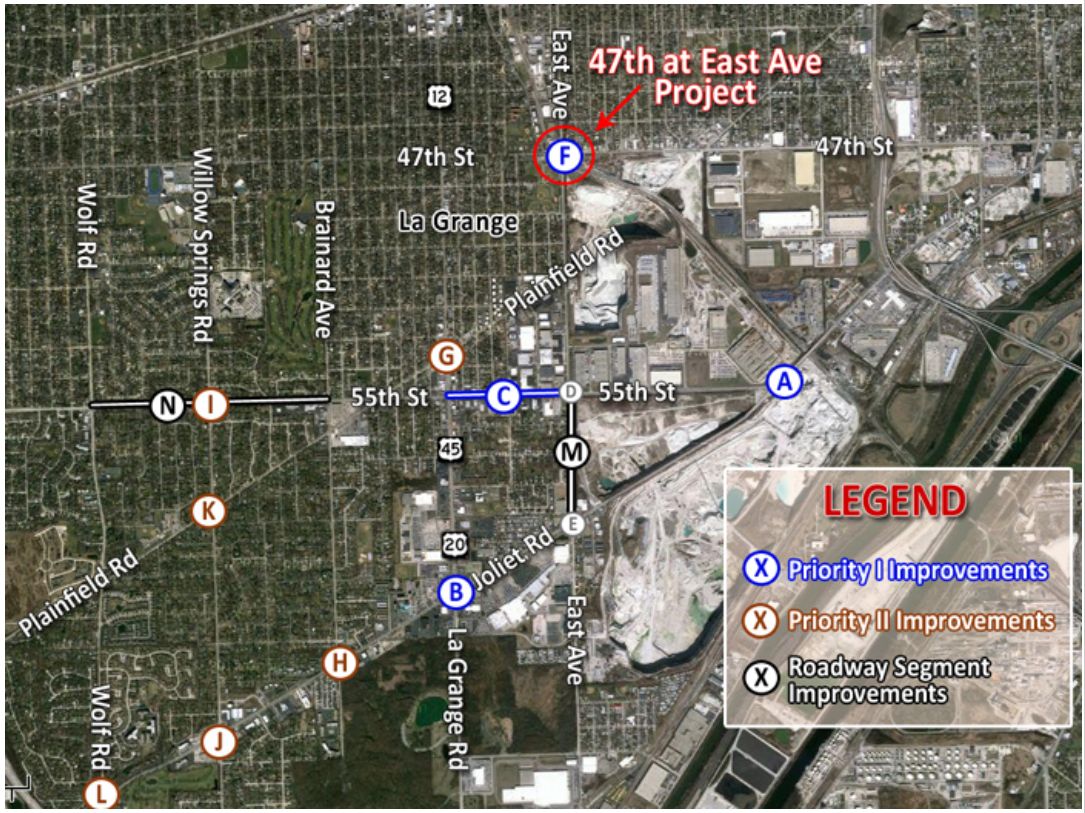
47TH STREET AT EAST AVENUE STUDY

JOLIET ROAD CLOSURE STUDY

If you do not have Adobe Reader, please click here to download a free version. You will need this to view the PDF documents.

Click here to view the project background.

Click on the project name or the corresponding letter on the map below to see the recommended improvements from the April 2012 Joliet Road Feasibility Study.



Explanation of IDOT Phases: http://www.47eastavestudy.com/progress

Priority I Improvements

Location	Phase/Status	Type	Description
A. 55th Street at Joliet Road - McCook	Study not started.	Intersection Reconstruction	Realign intersection to better accomodate the current traffic pattern.

B. Joliet Road at LaGrange Road - Countryside/Hodgkins	Target construction starting in 2014.	Intersection Reconstruction	Add northbound and southbound dual left turn lanes and a westbound right turn lane, and modernize traffic signals.
C. 55th Street from LaGrange Road to East Avenue - Countryside	Public Hearing for Phase I Study anticipated in Summer of 2013.	Widening & Resurfacing, Intersection Improvement	Add westbound and northbound dual left turn lane and right turn lanes on all legs. Add barrier median along 55th Street and modernize traffic signals.
D. 55th Street at East Avenue - Countryside/ McCook			Combined with project C.
E. Joliet Road at East Avenue - Countryside/ Hodgkins/McCook			Combined with project M.
F. 47th Street at East Avenue - Brookfield/ LaGrange/McCook	Ongoing Phase I Study.	Intersection Improvement	The Phase I Study involves the evaluation of a highway/railroad separation, as well as an interim project to install traffic signals.
Priority II Improvements			
G. Plainfield Road at LaGrange Road - Countryside/LaGrange	Study not started.	Intersection Improvement	Add southbound right turn lane. Modernize traffic signals.
H. Joliet Road at Brainard Road - Countryside	Study not started.	Intersection Improvement	Add southbound and westbound right turn lanes. Modernize traffic signals.
I. 55th Street at Willow Springs Road - Countryside	Study not started.	Intersection Improvement	Add southbound right turn lane. Modernize traffic signals.
J. Joliet Road at Willow Springs Road - Countryside/Indian Head Park	Study not started.	Intersection Improvement	Modernize traffic signals.
K. Plainfield Road at Willow Springs Road - Countryside	Study not started.	Intersection Imprvoement	Add southbound and northbound right turn lanes. Modernize traffic signals.
L. Joliet Road at Wolf Road - Indian Head Park	Ongoing Phase I Study.	Traffic Signal Modernization	Implement radius improvements and modernize traffic signals.
Roadway Segment Improvements			
M. East Avenue: Joliet Road to 55th Street - Countryside/McCook	Ongoing Phase I Study.	Intersection Reconstruction	For Joliet Road at East Avenue, add eastbound dual left turn lanes, a westbound through lane and right turn lane, and possibly a southbound through lane. Add a median at East Avenue. For 55th Street at East Avenue, increase northbound capacity by adding a through lane and/or free-flow right turn lane. Add westbound dual left turn lanes. Modernize traffic signals.
N. 55th Street: Wolf Road to Brainard - LaGrange / McCook	Study not started.	Misc (Median Installation)	Install median.

Last updated: 4/25/2013

47TH STREET AT EAST AVENUE STUDY

CONTACT US

QUESTIONS, COMMENTS & INFORMATION

We invite you to submit comments about the project at the public meetings or by mail to:

Ilinois Department of Transportation
Bureau of Programming
Attn: Ojas Patel, P.E.
201 West Center Court
Schaumburg, Illinois 60196-1096
Email: info@47eastavestudy.com

Comments are welcome at any time, but to be included in the First Public Meeting record, comments must be received by February 14, 2013.

Illinois Department of Transportation

47th Street at East Avenue Study

Linked Documents

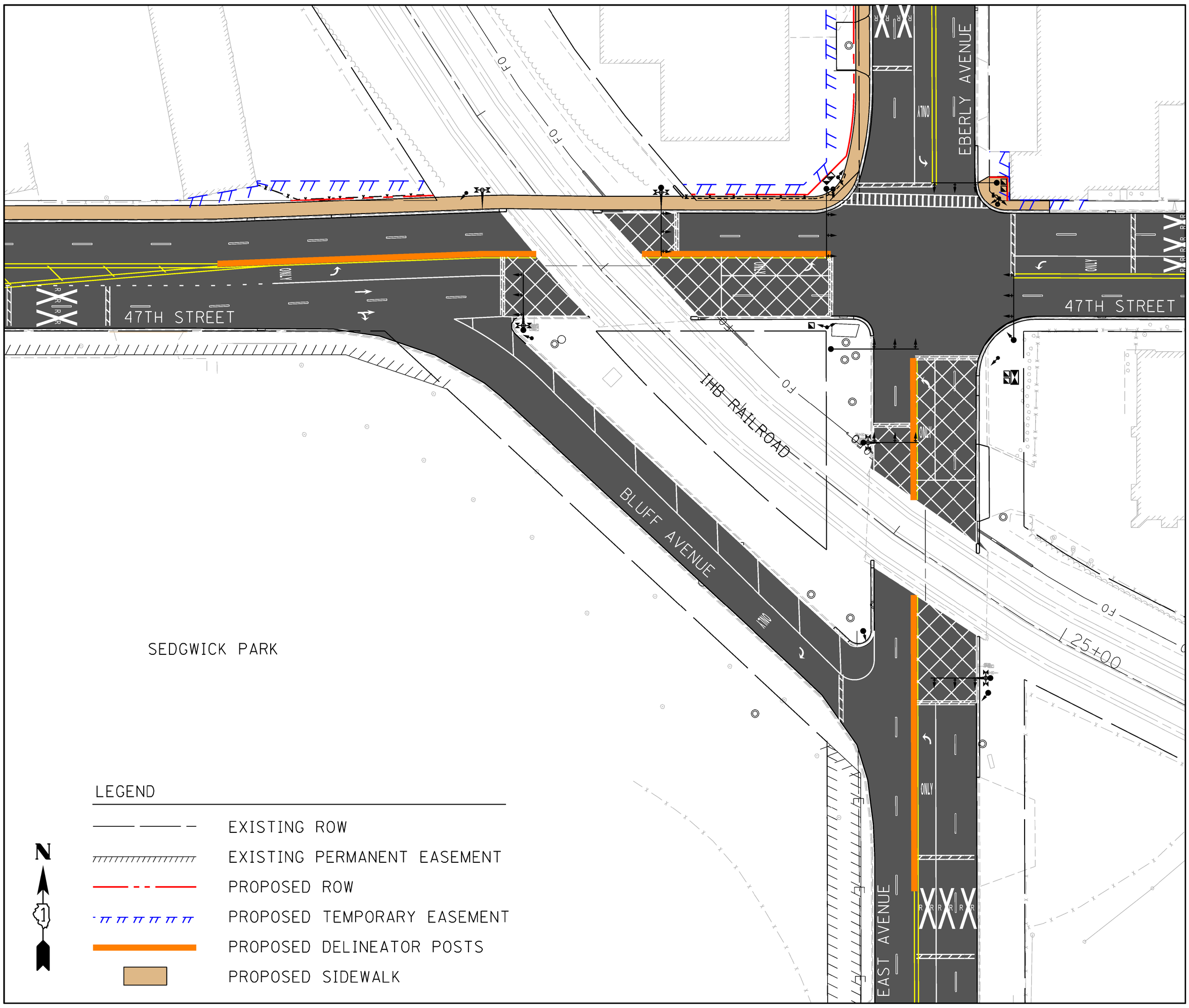
RECOMMENDED PREFERRED ALTERNATIVE

PARK DISTRICT OF LAGRANGE
EXISTING ROW
EBERLY AVE
EXISTING ROW
SAHLER AVE
PROPOSED 7' SIDEWALK
PROPOSED TEMP EASEMENT
PROPOSED ROW
PROPOSED TEMP EASEMENT
PROPOSED ROW
BLANCHAN AVE
DUBOIS BLVD
EXISTING ROW
BLUFF AVE
PROPOSED 7' SIDEWALK
EXISTING ROW
PROPOSED DELINEATOR POSTS
47TH ST
47TH ST
EXISTING ROW
EXISTING ROW
EXISTING PERMANENT EASEMENT
EXISTING PERMANENT EASEMENT
PROPOSED TEMP EASEMENT
BLUFF AVE
IHB RAILROAD
S 10TH AVE
PROPOSED DELINEATOR POSTS
SEDGWICK PARK
EXISTING ROW
EXISTING ROW
EXISTING PERMANENT EASEMENT
EAST AVE
N
DRAFT

LEGEND

- EXISTING ROW
- EXISTING PERMANENT EASEMENT
- PROPOSED ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED DELINEATOR POSTS

BLUFF AVENUE LAYOUT



EXAMPLE DELINEATOR POSTS

RETURN TO STUDY DOCUMENTS

Stakeholder Involvement Plan

March 6, 2013

Version 1.2

Job No. P-91-013-12

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1. INTRODUCTION

1.1 Project Background

The Phase I study is being performed to evaluate potential improvements to the 47th Street and East Avenue intersection including traffic signals and a grade separation with the Indiana Harbor Belt Railroad (IHB) crossings on the west and south approaches to the intersection. The project is located within the three Cook County Villages of La Grange, Brookfield and McCook. The proposed improvements are anticipated to address safety and traffic delay concerns due to increased train volumes and to accommodate existing and projected 2040 travel demands.

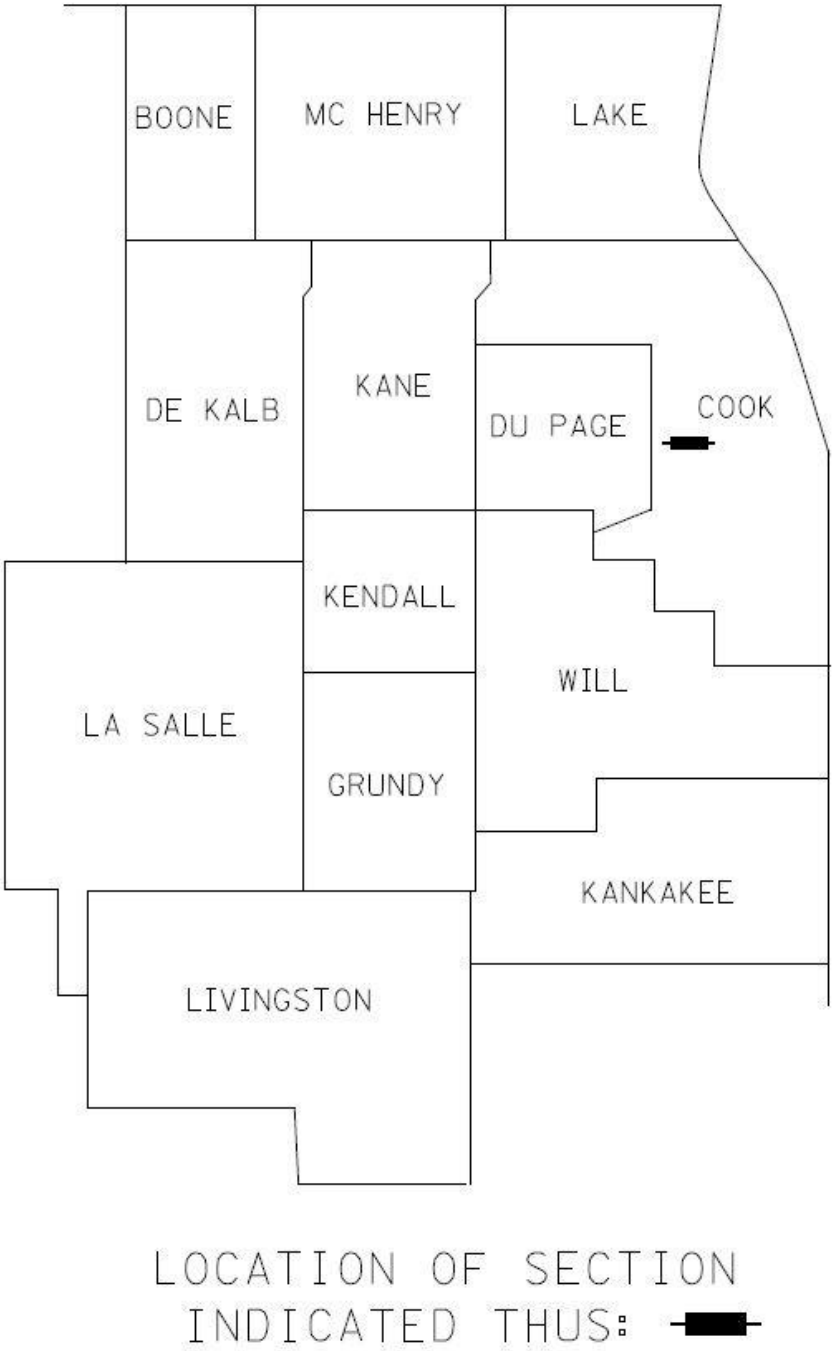
Currently the IHB Railroad crosses both 47th Street and East Avenue near the intersection of these two streets. The two crossings are about 120 and 100 feet from the intersection, respectively. Both crossing have crossing gates and flashing signals.

1.2 Community Context

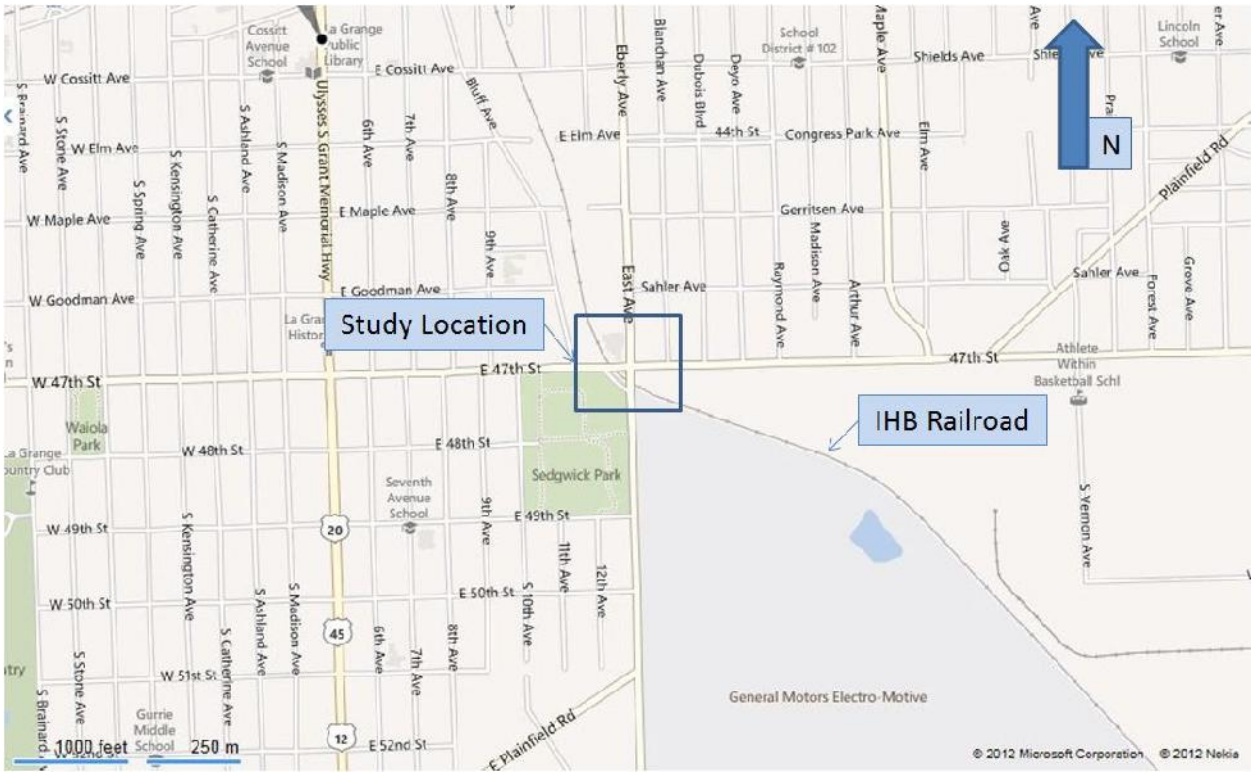
Given the potential impacts that the proposed improvement could have, the study has been designated as a Context Sensitive Solutions (CSS) project by the Illinois Department of Transportation (IDOT). The project intersection is surrounded by a mature, fully developed, suburban community. Sedgwick Park, Masonic Children's Home, and a number of homes and businesses are located near the study area. Access, operations, land acquisition, noise and safety both during and upon completion of construction are issues that are of concern. Also, views from the La Grange Historic District located north of 47th Street and west of 9th Avenue and may be impacted by a grade separation structure.

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.


BOONE
MC HENRY
LAKE
DE KALB
KANE
DU PAGE
COOK
KENDALL
WILL
LA SALLE
GRUNDY
KANKAKEE
LIVINGSTON
LOCATION OF SECTION
INDICATED THUS:

AREA MAP



PROJECT LOCATION MAP

1.4 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 agency officials 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 and 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.

1.5 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 potential intersection improvements including traffic signals and a grade separation between the 47th Street and East Avenue Intersection from the IHB Railroad. 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.
- 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

IDOT will act as joint lead agency with the Federal Highway Administration (FHWA). Throughout the project coordination will be required with the IHB Railroad, utility companies, La Grange Park District, West Central Municipal Conference, CREATE Program, Cook County Highway Department, Joliet Road Task Force, Villages of La Grange, Brookfield and McCook and the general public.

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.

- 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

3.3 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 FHWA has worked with IDOT and the SHPO to identify potential Section 106 consulting parties, which are listed in Table 3-3. Individuals or organizations may request to become a consulting party for this project by contacting Heidi Voirol by email at hvoirol@v3co.com. 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 IDOT and FHWA will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

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 the Phase I Study of the potential intersection improvements and grade separation at the intersection of 47th Street at East Avenue and the IHB Railroad. All activities and presentation material will be approved by IDOT before proceeding. The designated IDOT project contact is Mir Mustafa, 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, Technical Advisory 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, and the 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 understanding 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

The persons listed in Appendix A, Table 4-4 will form the PSG for the study of the potential intersection improvements and grade separations between 47th Street at East Avenue and the

IHB Railroad crossings. 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	October, 2012	▪ Introduce project to BDE/FHWA ▪ Review agenda for 1st Public Meeting and CAG meeting #1
#2	January, 2013	▪ Review results of 1st Public Meeting ▪ Present agenda for CAG #1
#3	March, 2013	▪ Review results of CAG #1 ▪ Present draft Problem Statement ▪ Present draft Purpose and Need Statement
#4	May, 2013	▪ Present range of feasible alternatives ▪ Present possible evaluation criteria ▪ Review agenda for 2nd Public Meeting
#5	September, 2013	▪ Review results of 2nd Public Meeting ▪ Review potential environmental effects
#6	November, 2013	▪ Present alternatives to be carried forward ▪ Present measures to minimize harm to the affected environment
#7	January, 2014	▪ Review evaluation of alternatives carried forward ▪ Review agenda for 3rd public meeting
#8	April, 2014	▪ Review results of 3rd public meeting ▪ Present evaluation factors for remaining alternatives
#9	August, 2014	▪ Present findings of environmental assessment
#10	November,2014	▪ Review agenda for public hearing

#11	February, 2015	▪ Review results of public hearing ▪ Review remaining project issues ▪ Review Design Exceptions
#12	May, 2015	▪ FONSI Approval Anticipated
#13	June, 2015	▪ 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 for the 47th Street at East Avenue project.

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 facility preferences and in understanding the impact of potential infrastructure improvements.

Table 4-2: CAG Meetings

CAG Meeting	Tentative Date	Purpose/Goal of Meeting
#1	March, 2013	▪ Define CSS study process & ground rules ▪ Determine transportation related needs, issues and constraints in the study area ▪ Obtain understanding of community concerns and potential issues
#2	May, 2013	▪ Present/Refine Problem Statement ▪ Present/Refine Purpose and Need ▪ Present results of Community Context Audit
#3	July, 2013	▪ Review potential alternatives & design criteria ▪ Define measures to evaluate alternatives
#4	October, 2013	▪ Review Potential Environmental Effects ▪ Present Options to Avoid, Minimize & Mitigate Impacts ▪ Obtain CAG input on alternatives to be carried forward
#5	March, 2014	▪ Provide description of alternative refinements ▪ Obtain CAG input on evaluation factors for selecting preferred alternative
#6	November, 2014	▪ 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 may 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 in the immediate vicinity of the study intersection or related to proposed alternatives. 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 La Grange's Mayor and Trustees
- Village of Brookfield's Mayor and Trustees
- Village of McCook's Mayor and Trustees
- Cook County Highway Department
- State and federal legislative representatives
- Representative(s) of the West Central Municipal Conference 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 will be held to introduce the general public to the study and the CSS process. The goal of the meeting will be to identify general issues with the potential intersection improvements, develop information on project and community context, gather information related to project Purpose and Need and to solicit

volunteers from the local communities to serve on the Community Advisory Group. 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.

Table 4-3: Public Meetings/Hearing

Meeting	Tentative Date	Purpose/Objectives of Meeting
Public Informational Meeting #1	January 31, 2013	▪ Introduce the project and CSS process, provide project background and present information on study process to stakeholders ▪ Identify general issues with the existing intersection as well as information on project and community context audit (CCA). ▪ Confirm project study area ▪ Provide an opportunity for stakeholders to communicate issues/concerns
Public Meeting #2	August, 2013 (target)	▪ 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
Public Meeting #3	March, 2014 (target)	▪ 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

Public Meeting #4	January, 2015 (target)	▪ Present alternatives carried forward in the Environmental Assessment and the Preferred Alternative ▪ Review impacts, detailed information on engineering design aspects, and proposed mitigation ▪ Obtain stakeholder comment on the preferred alternative and measures to address impacts

These meetings will utilize various public informational techniques such as project exhibits and handouts 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 La Grange, Brookfield and McCook 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 are being 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 the Villages of La Grange, Brookfield, and McCook, 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.47eastavestudy.com, will be created that will be updated bi-monthly and include monthly meeting announcements, exhibits, reports, newsletters and other study related information.

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 four 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 prior to the third Public Meeting to describe the problem statement/project purpose, present the draft Purpose and Need and Problem Statement, describe detailed study alternatives, present initial impacts and summarize previous input from the public.

- Newsletter #3 - 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 #4 – 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**

Meeting notifications for newspapers will be prepared using IDOT's template. Press releases will also be prepared prior to each public meeting series. 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.

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
Illinois Department of Transportation	John Fortmann	(847) 705-4110
Federal Highway Administration	Norm Stoner	(217) 492-4641

Table 3-2: Additional Agencies

Organization	Name	Phone
Village of La Grange	Elizabeth Asperger	(708) 579-2313
Village of Brookfield	Michael J. Garvey	(708) 485-1400
Village of McCook	Jeffrey R. Tobolski	(708) 447-9030
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
Illinois Department of Agriculture	Robert Flider	(217) 782-2172
Chicago Metropolitan Agency for Planning (CMAP)	Randy Blankenhorn	(312) 386-8600
Cook County Highway Department	David Betts	(218) 387-3014
West Central Municipal Conference	Richard F. Pellegrino	(708) 453-9100
Forest Preserve District of Cook County	Arnold Randall	(800) 870-3666
Park District of La Grange		(708) 352-1762
Indiana Harbor Belt Railroad	Rickie Grover	(219) 989-4941

Table 3-3: Section 106 Consulting Parties

Organization	Address	Phone
Illinois Historic Preservation Agency (IHPA)	Preservation Services Division, 1 Old State Capitol Plaza, Springfield, IL 62701	217-785-5027
Ho-Chunk Nation	P.O. Box 667, Black River Falls, WI 54615	715-284-7181
Citizen Potawatomi Nation	1601 S. Gordon Cooper Drive, Shawnee, OK 74801	405-275-3121
Forest County Potawatomi	P.O. Box 340, Crandon, WI 54520	715-478-7200
Hannahville Indian Community	N14911 Hannahville Boulevard Road, Wilson, MI 49896	
Pokagon Band of Potawatomi Indians, Mr. Matthew Wesaw, Chairperson	58620 Sink Road, Dowagiac, MI 49047	800-517-0777
Prairie Band Potawatomi Nation Government Center Mr. Steve Ortiz	16281 Q Road, Mayetta, KS 66509	785-966-4000
Sac and Fox Tribe of Mississippi in Iowa Chairperson, Mr. Homer Bear, Jr.	349 Meskwkai Road Tama, IA 52339	641-484-3185
Sac and Fox Nation of Missouri Chairperson Ms. Twen Barton	305 N. Main Street Reserve, KS 66454	785-742-7471
Sac and Fox Nation of Oklahoma Principal Chief, Ms. Kay Rhoads	Route 2, Box 246 Stroud, OK 74079	918-968-3526
Brookfield Historical Society	8820 ½ Brookfield Avenue Brookfield, IL 60513	
La Grange Area Historical Society	444 South LaGrange Road, La Grange, IL 60525	708-482-4248

Table 4-4: Project Study Group (PSG)

Organization	Name	Title	Phone	Email
IDOT District 1	Andy Rabadi	Railroad Engineer	(847) 705-4256	Andy.Rabadi@illinois.gov
IDOT District 1	Kimberly Murphy	Consultant Studies Unit Head	(847 705-4791	Kimberly.Murphy@illinois.gov
IDOT District 1	John Baczek	Project and Environmental Section Chief	(847) 705-4393	John.Baczek@illinois.gov
IDOT District 1	Earl Dunn	Area Programmer for Cook County	(847) 705-4082	Earl.dunn@illinois.gov
IDOT District 1	Ken Eng	Acting Bureau Chief of Design	(847) 705-4211	Ken.Eng@illinois.gov
IDOT District 1	Catherine Kibble	Consultant Services Section Chief, Design	(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	Hydraulics Unit Head	(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
IDOT	Walt Zyznieuski	Bureau of Design & Environment	(217) 785-4245	Walter.Zyznieuski@illinois.gov
IDOT	Scott Stitt	Bureau of Design & Environment		Scott.Stitt@illinois.gov
FHWA	Mike Hine	Transportation Engineer	(217) 492-4634	Mike.Hine@fhwa.dot.gov
FHWA	Chris Byars	Transportation Engineer	(217) 492-4628	Chris.Byars@fhwa.dot.gov
FHWA	Matt Fuller	Environmental Engineer	(217) 492-4625	Matt.Fuller@fhwa.dot.gov

Table 4-5: Community Advisory Group (CAG)

Name	Organization	Municipality	Phone Number	Email
Diane Barnes	La Grange Resident, Urban Planner	La Grange	312-798-0306	dcbarnes@hntb.com
Anne Bennett	La Grange Neighborhood and Family	La Grange	708-354-5776	abennettone@hotmail.com
Dave Bier	La Grange Resident	La Grange		beirdn@hotmail.com
Charles Brown	Residents and Community of La Grange	La Grange	708-354-5394	Charliee.brown2@comcast.net
Mara Devitt	Self	La Grange		mara.devitt@comcast.net
Ellen Frantzen	Joe's Saloon	Brookfield	708-485-7042	joessaloon@yahoo.com
Ryan Gallingham	La Grange Resident	La Grange	708-579-2328	rgillingham@villageoflagrange.com
Gloria Gunkelman	Brookfield Resident	Brookfield		gloria.gunkelman@mygait.com
Michelle Halm	Area Parent Groups, Self, Neighborhood.	La Grange	773-425-9616	halm114@yahoo.com
Wayne Harej	La Grange Resident	La Grange		wharej21@gmail.com
Harlan Hirt	La Grange Resident	La Grange	708-354-3306	hdh39@sbcglobal.net
Joan Hoigard	La Grange Resident	La Grange	708-352-3969	jmhoigard@gmail.com
George Johnson	La Grange Resident	La Grange		geo-johnson@att.net
Mark Langan	La Grange Resident	La Grange	708-203-4200	mlangan@villageoflagrange.com
Tom Lemaster	La Grange Resident	La Grange	708-354-4551	tomandsandilemaster@gmail.com
Steven Lifka	Brookfield Resident	Brookfield	708-846-9637	stevenlifka@yahoo.com
Pat Macleod	Owner	Brookfield	708-705-2904	Patporterccrn@aol.com
David May	La Grange Resident	La Grange	708-579-3107	dmay@welshgroup.com
Mimi Meagher	La Grange Resident	La Grange	708-354-4551	mimi_meagher@hotmail.com
Teri Pappas	La Grange Resident	La Grange		terip@comcast.net
Joe Pardo	La Grange Resident	La Grange	708-354-5773	cpjpisok@sbcglobal.net

James Pluta	Brookfield Resident	Brookfield	630-621-8104	jtpluta@yahoo.com
Don Prigwano	Brookfield Resident	Brookfield	708-387-9479	donp63@sbcglobal.com
Alex Severino	La Grange Resident	La Grange	708-354-5034	alex.severino@sbcjlobal.net
Richard Shinsako	La Grange Resident	La Grange		rshinsako@arslist.info
Robert Vear	La Grange Resident	La Grange		robertvear@gmail.com
Ofelia Walker	Neighborhood and Family	Brookfield	708-296-5689	
Edward Wolf	La Grange Resident	La Grange	708-579-1927	EWolf@ebryit.com
Kathy Chernich	Chief, East Branch, Army Corps of Engineers			kathy.g.chernich@usace.army.mil
Kenneth Westlake	US Environmental Protection Agency			westlake.kenneth@epa.gov
Shawn Cirton	US Fish and Wildlife Services			shawn_cirton@fws.gov
Terry Savko	IL Department of Agriculture			Terry.Savko@Illinois.gov
Steve Hamer	Department of Natural Resources			steve.hamer@illinois.gov
Dan Heacock	IL Environmental Protection Agency			Dan.Heacock@Illinois.gov
Anne Haaker	IL Historic Preservation Agency			anne_haaker@ihpa.state.il.us

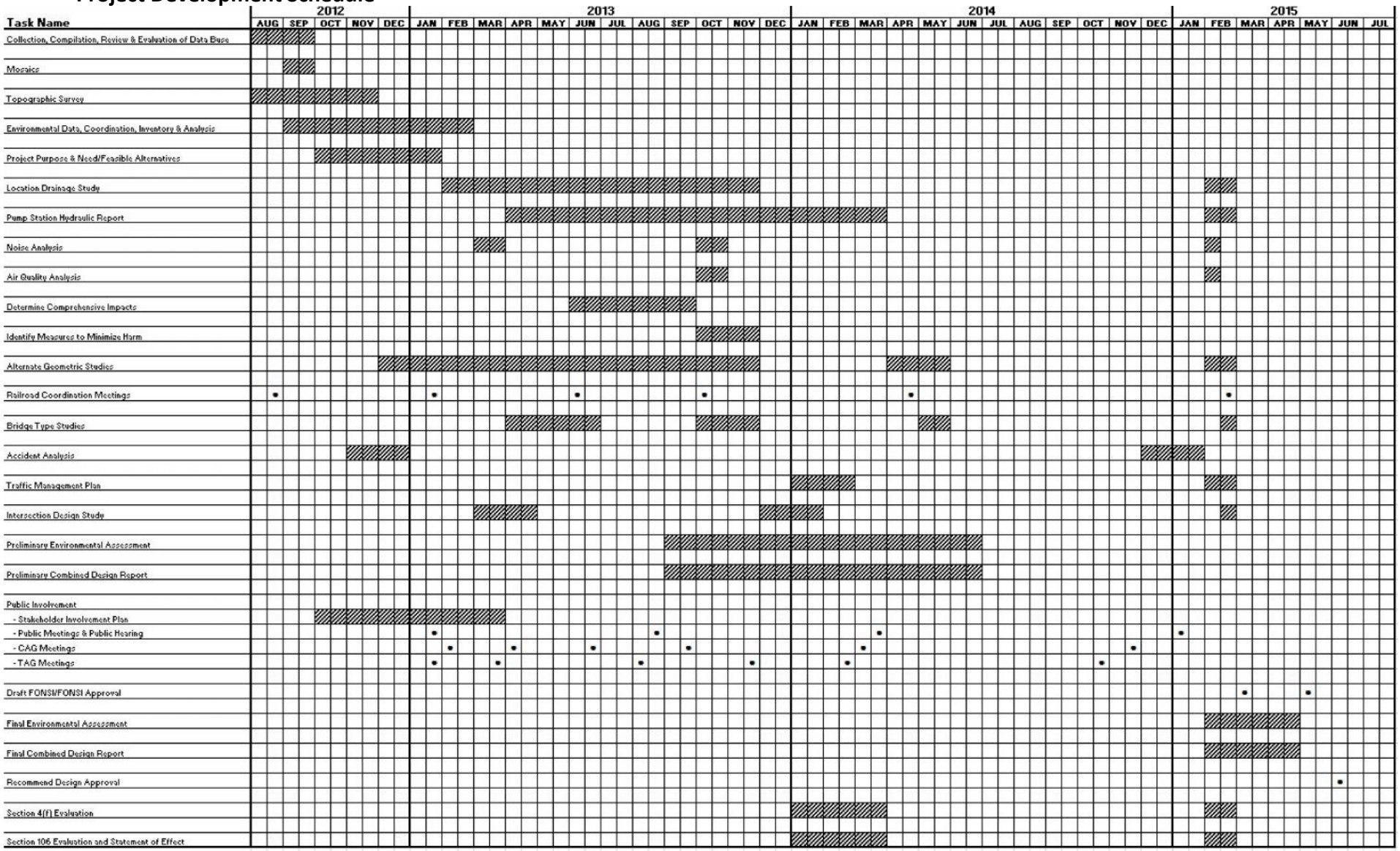
Table 4-6: Key Stakeholders

Organization	City	State	Zip Code	Phone	Email or Web Site
Brookfield Chamber of Commerce	Brookfield	Illinois	60513	708-268-8080	info@brookfieldchamber.net
Don's 47th Street Garage	Brookfield	Illinois	60513	708-387-9479	don@47thstreetgarage.com
Care Sheet Metal	Brookfield	Illinois	60513	708-387-9784	caresheetmetal@gmail.com
Nu Tech	Brookfield	Illinois	60513	708-387-2222	
Tailored Draperies Inc	Brookfield	Illinois	60513	708-387-9854	tailoreddraperies@att.net
Accurate Automotive	Brookfield	Illinois	60513	708-485-1108	www.accurateautomotiveincil.com
Globe Electrical Contractors	Brookfield	Illinois	60513	708-487-2400	
Swan Cleaners	Brookfield	Illinois	60513	708-485-5795	
Licitra Roofing	Brookfield	Illinois	60513	708-485-4848	www.licitraroofing.com
Springrove Metal Fabricating	Brookfield	Illinois	60513	708-485-4710	
Pump Specialties Inc	Brookfield	Illinois	60513	708-387-3170	
Bluder's Tree Service	Brookfield	Illinois	60513	708-485-5284	
Unique Plumbing Co.	Brookfield	Illinois	60513	708-485-8860	www.uniquplbg.com
Western Suburbs Concrete, Inc.	Brookfield	Illinois	60513	708-387-1773	
Four S Car Wash	Brookfield	Illinois	60513	708-387-9300	
Brookfield Water Department	Brookfield	Illinois	60513	708-485-7344	
Andrews Converting	La Grange	Illinois	60525	708-352-2555	www.andrewsconverting.com
Quality Reducer Service	La Grange	Illinois	60525	708-354-8080	info@qualityreducer.com
Nicor Gas	La Grange	Illinois	60525	888-642-6748	
Park District of La Grange	La Grange	Illinois	60525	708-352-1762	www.Pdlginfo.org
Mega Handlers	La Grange	Illinois	60525	708-482-8990	
Masonic Children's Home	La Grange	Illinois	60525	708-352-4240	Imchkids.org
Indiana Harbor Belt Railroad	Hammond	Indiana	46323	(219) 989-4941	www.ihbrr.com

Table 4-7: Stakeholder Involvement Plan Revision History

Edit	Date	Editor(s)-
Draft, Version 1.0	October, 2012	V3 Companies
Draft, Version 1.1	December, 2012	V3 Companies
Draft, Version 1.2	March 6, 2013	V3 Companies

Appendix B
Project Development Schedule



RETURN TO STUDY DOCUMENTS

Agenda

Potential Intersection Improvements
at 47th Street and East Avenue

May 15, 2014
Community Advisory Group (CAG) Meeting #3

1. Welcome
    a. Introductions
    b. Meeting agenda

2. Project History
    a. Joliet Road History
    b. Review of CAG #2

3. Project Goals

4. Alternatives Evaluated

5. Evaluation Matrix

6. Moving Forward

7. Meeting Adjourned

8. Open for Public Comments

RETURN TO STUDY DOCUMENTS

47TH STREET AT EAST AVENUE

47TH STREET AT EAST AVENUE

COMMUNITY ADVISORY GROUP MEETING 3

MAY 15, 2014

Illinois Department of Transportation

INTRODUCTIONS

CAG Members

Illinois Department of Transportation

47TH STREET AT EAST AVENUE

MEETING AGENDA

- Project History
- Project Goals
- Alternatives Evaluated
- Evaluation Matrix
- Moving Forward

47TH STREET AT EAST AVENUE

STUDY HISTORY

- Joliet Road History
- CREATE's involvement
- CSS process

47TH STREET AT EAST AVENUE

CAG MEETING #2 RECAP

Meeting objectives:

- Problem Statement Development
- Purpose & Need Statement Development
- Alternative Evaluation Measures
  - Transportation Performance Measures
  - Environmental Measures

47TH STREET AT EAST AVENUE

PROJECT GOALS

- Improve Safety
- Increase Capacity of the Intersection
- Decrease Delay
- Multi-Modal Accommodations

47TH STREET
AT EAST AVENUE

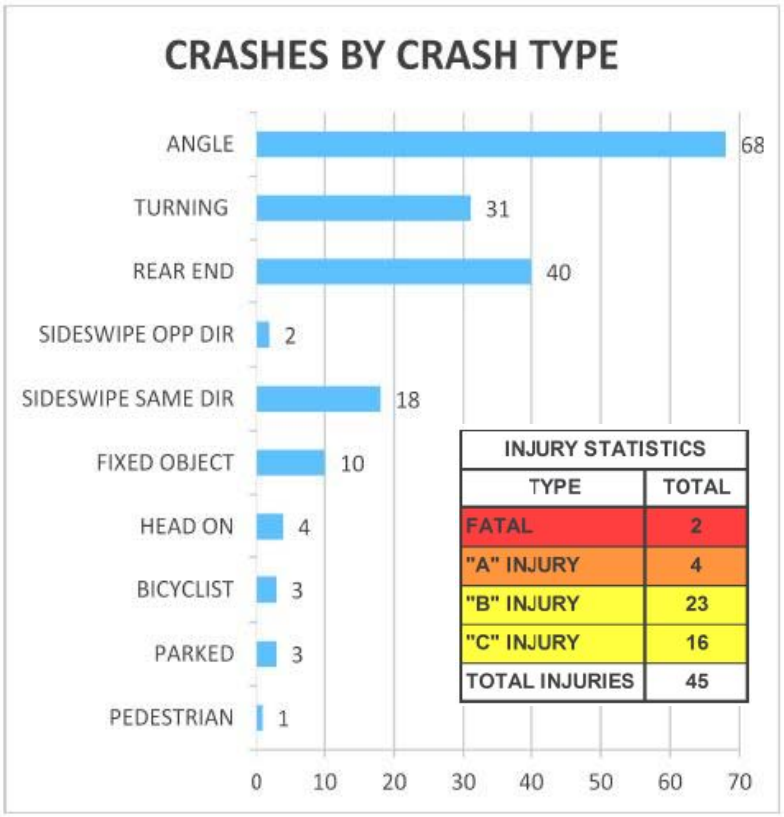
SAFETY CONCERNS

IDOT Crash Data (2007-2012):

- Listed as a 5% location
- High number of angle and rear-end crashes as a result of a 4-way stop controlled intersection
- 2 Fatalities (1 pedestrian, 1 head-on collision)

Illinois Commerce Commission (ICC) Data (1975-2006):

- Total of 12 crashes with IHB railroad crossings (most recent crash in 2006)
  - 5 occurred at 47th Street
  - 7 occurred at East Avenue
  - 2 fatalities (1 in 1975 and 1 in 1977)



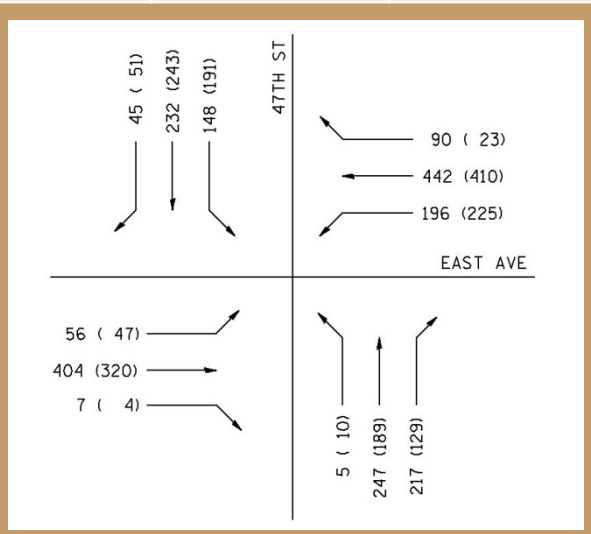
INJURY STATISTICS	
TYPE	TOTAL
FATAL	2
"A" INJURY	4
"B" INJURY	23
"C" INJURY	16
TOTAL INJURIES	45

47TH STREET AT EAST AVENUE

EXISTING TRAFFIC DELAY

Level of Service (no train event)

MOVEMENT	AM PEAK	PM PEAK
EB	E (46.0)	C (24.6)
WB	E (46.6)	D (30.0)
NB	F (56.7)	C (22.7)
SB	D (26.1)	C (23.5)
OVERALL	**E (44.6)**	**D (25.9)**



Peak Hour Field Observation During Train Event

- Immediately upon start of flashing RR lights, vehicles:
  - fail to stop at intersection,
  - make u-turns to avoid intersection,
  - divert their course to Bluff Ave,
  - or cut-through neighborhood streets/businesses.
- Amount of time for queues to diminish back to 'normal' conditions ranged between 5-10 min.

MULTI-MODAL ACCOMMODATIONS

Pedestrian / Bicyclist Generators near intersection:

★ Sedgwick Park

★ Park District Facility

★ Residential Properties

47TH STREET AT EAST AVENUE

ALTERNATIVES EVALUATED

- No-Build Alternative
- 4 Grade Separation Alternatives
  - Alt 1A: Roadway Over
  - Alt 1B: Roadway Under
  - Alt 2A: Railroad Over
  - Alt 2B: Railroad Under
- At-Grade Alternative

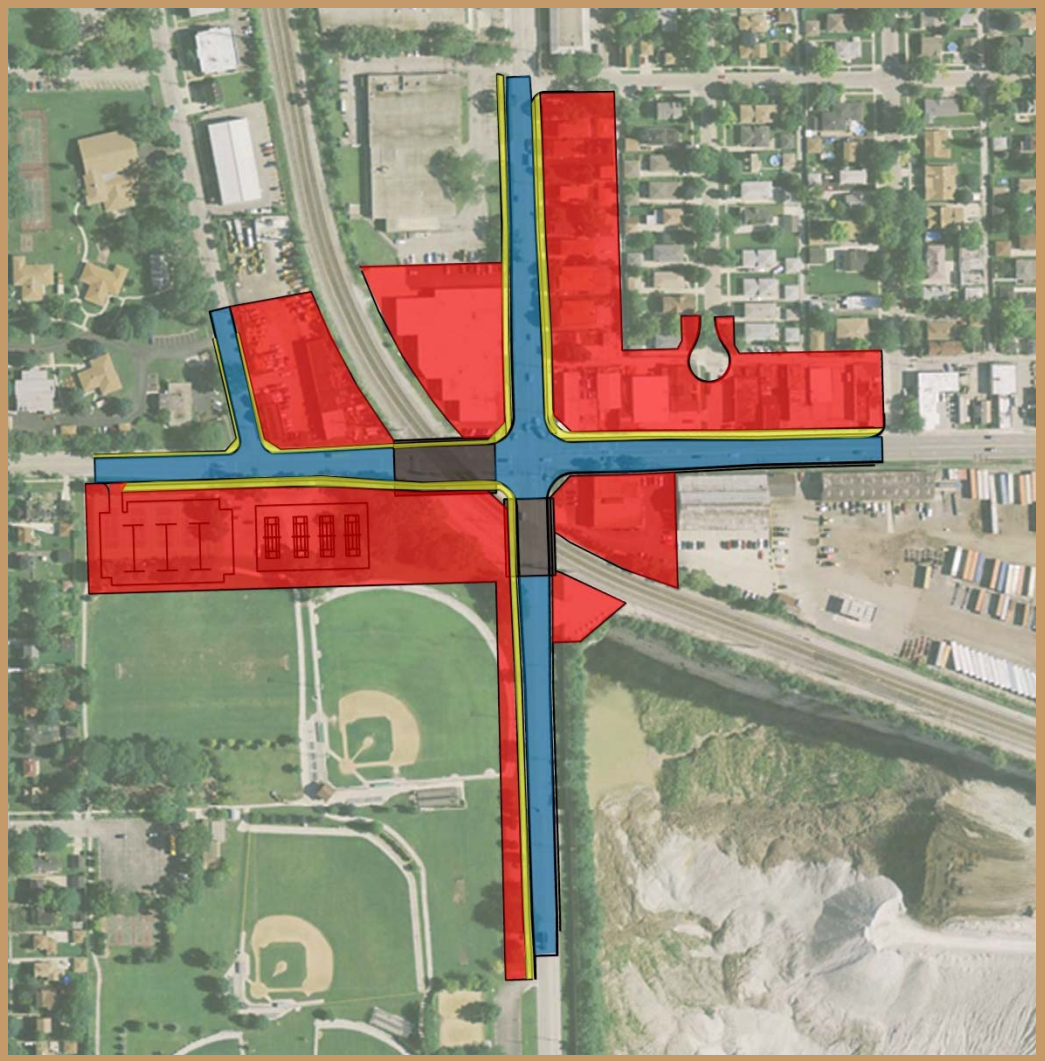
47TH STREET AT EAST AVENUE

NO BUILD ALTERNATIVE

COMMUNITY IMPACTS

- 0 Residential Displacements
- 0 Business Displacements
- No impact to Park Space

ALTERNATIVE 1A & 1B: ROADWAY OVER/UNDER IHB RAILROAD



LEGEND

- Impacts
- Roadway improvements
- New sidewalk
- Bridge structure

COMMUNITY IMPACTS

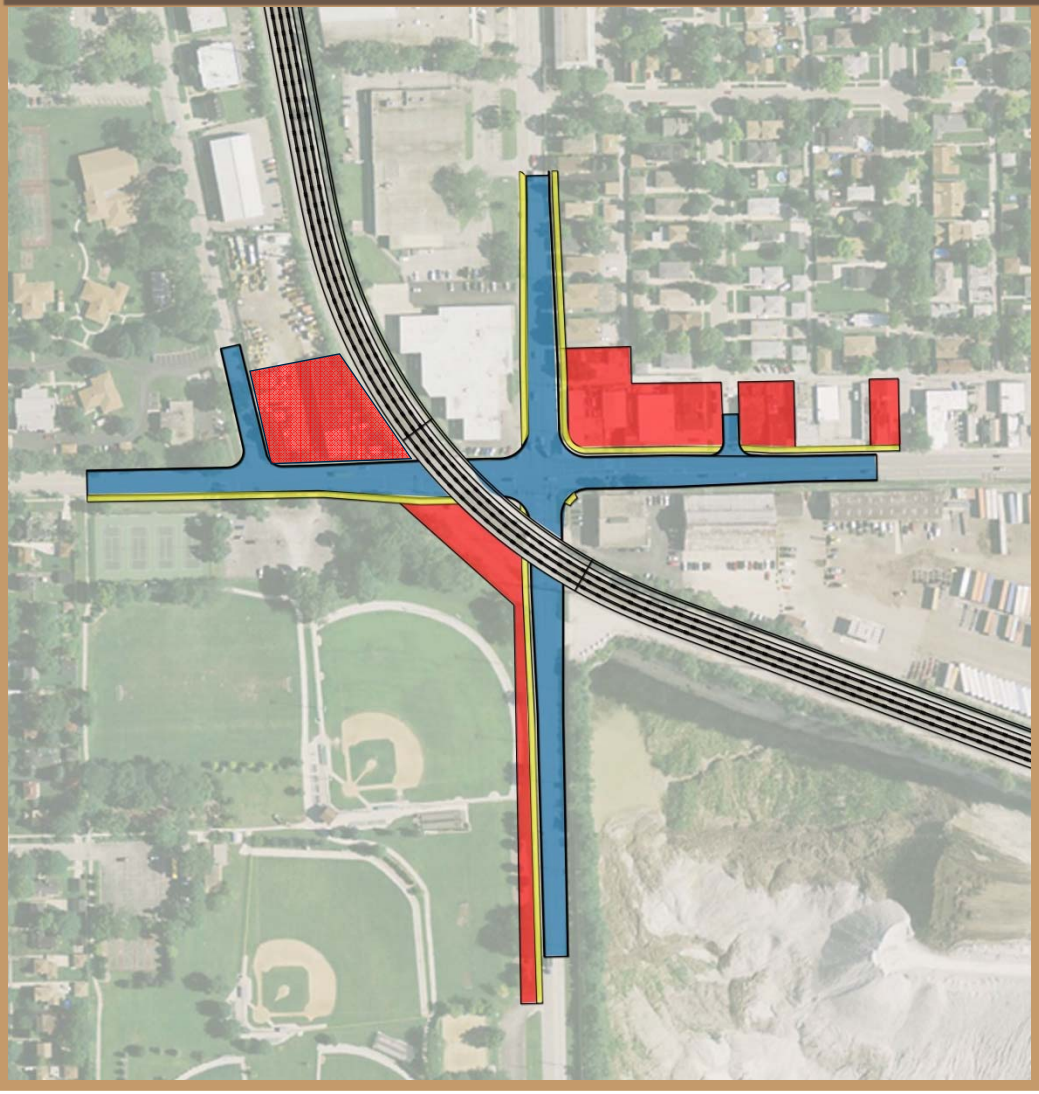
5 Residential Displacements

11 Business Displacements

High Impact to Park Space

47TH STREET AT EAST AVENUE

ALTERNATIVE 2A & 2B: IHB RAILROAD OVER/UNDER ROADWAY



LEGEND

- Impacts
- Roadway improvements
- New sidewalk
- Bridge structure

COMMUNITY IMPACTS

1 Residential Displacements

6 Business Displacements

Impact to Park Space

47TH STREET AT EAST AVENUE

AT-GRADE ALTERNATIVE

LEGEND

- Impacts
- Roadway improvements
- New sidewalk
- Bridge structure

COMMUNITY IMPACTS

0 Residential Displacements

0 Business Displacements

No Impact to Park Space

47TH STREET AT EAST AVENUE

ADDITIONAL CONCERNS: TRAIN DELAY

According to CREATE, train traffic will double over the next 20 years. By 2039, there will be an average of 97 trains per day at this intersection.

V3 ran a simulation of current train events that modeled existing and at-grade alternatives.

Delay per Vehicle

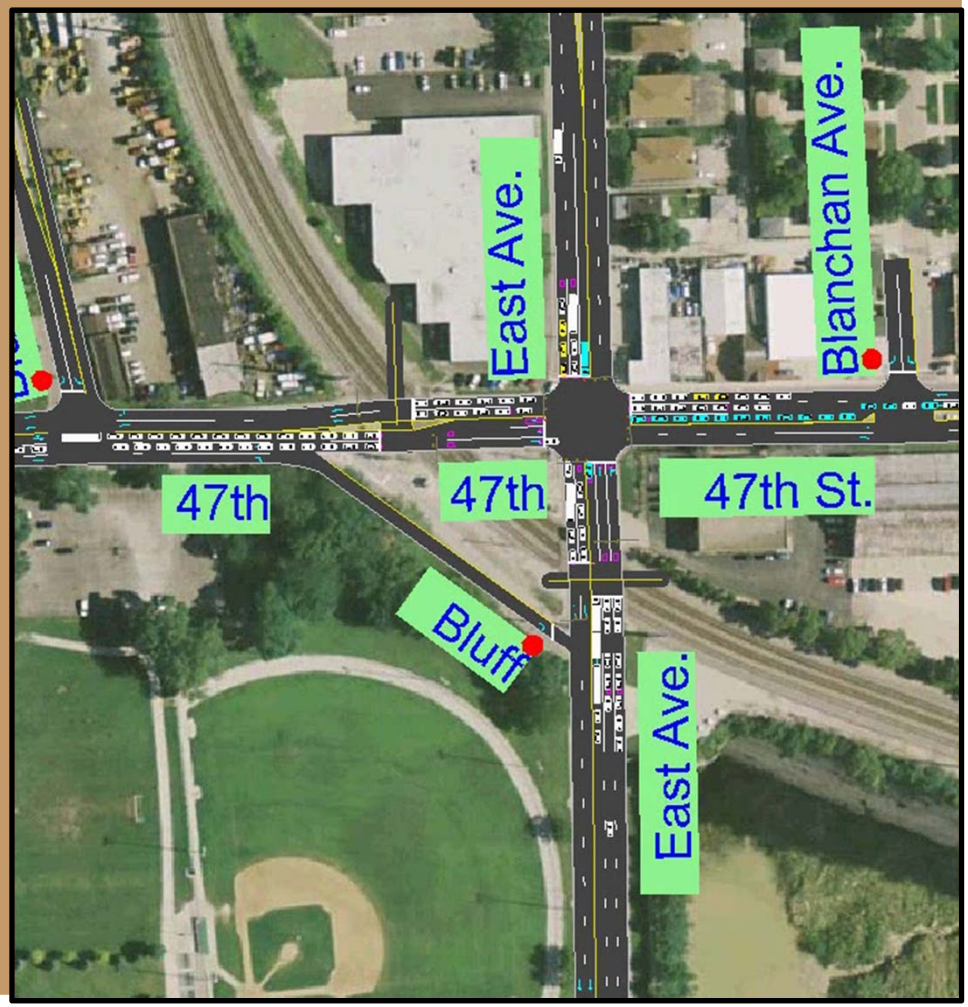
ALTERNATIVE	47th/East	NETWORK
No Build (4-way stop)	201.2 sec (3.4 min)	463.4 sec (7.7 min)
At-Grade (Traffic Signals)	43.2 sec	56.8 sec
Delay Reduction	79%	88%

*Analysis: Two train events during a 1 hour period.

INTERSECTION SIMULATIONS

UNSIGNALIZED INTERSECTION

SIGNALIZED INTERSECTION



ADDITIONAL CONCERNS: PUBLIC FEEDBACK

- The majority oppose the grade separation alternative.
- The Village of LaGrange approved a resolution to oppose a grade separation.

47TH STREET AT EAST AVENUE

EVALUATION MATRIX

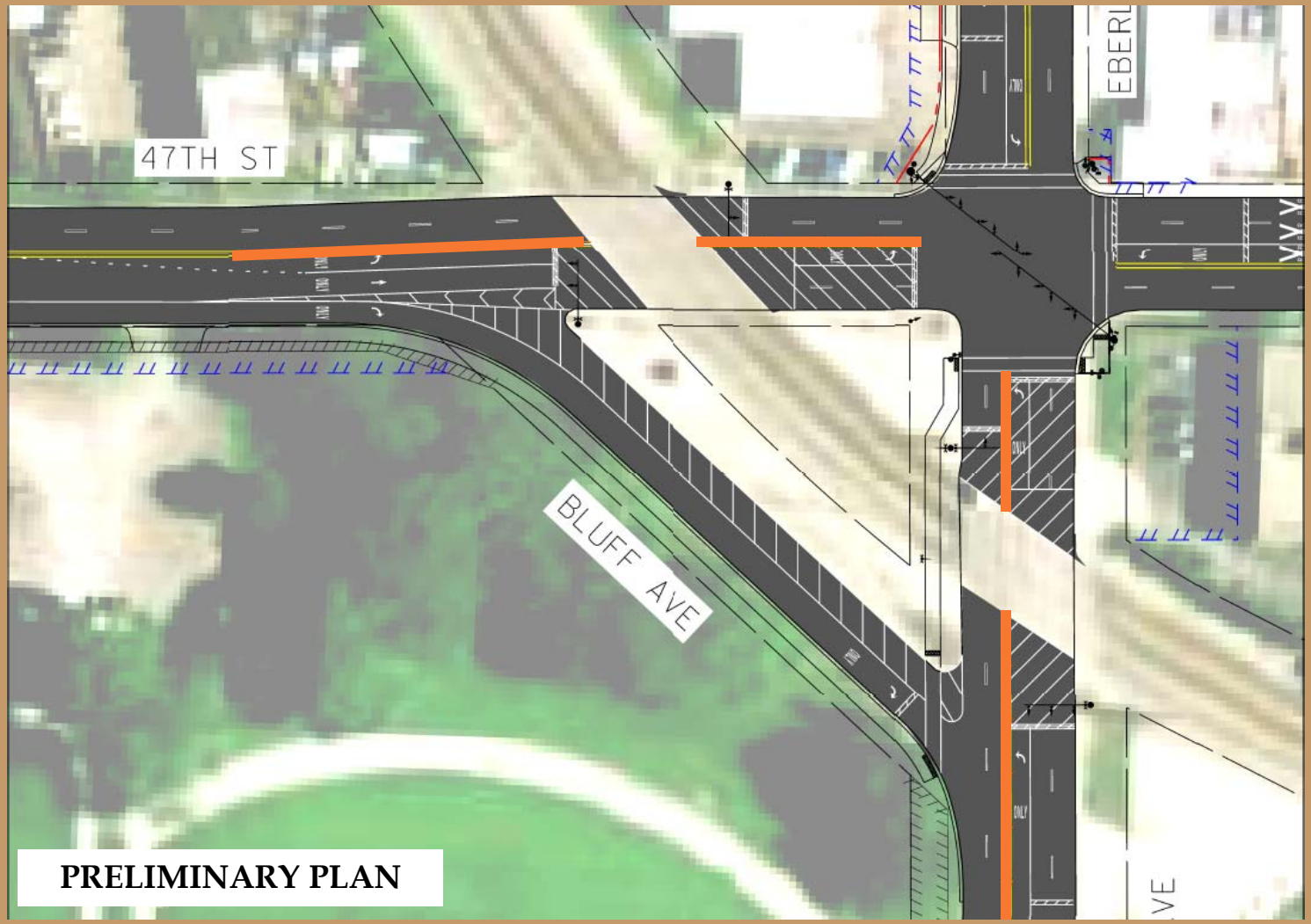
Category	Evaluation Factor	Standard	Measurement	No Build	Grade Separation	At-Grade Improvement
SAFETY	Pedestrian and Bicyclists Facilities	Alternative provides safe mobility for pedestrian and bicyclist through project site	Mobility Provided			
	Vehicular safety	Alternative provides safe access for vehicles through project site	Crash Data, Roadway Standards			
DELAY	Traffic Congestion	Alternative reduces traffic congestion	Traffic Delay			
COMMUNITY CONCERNS	Community Support	Alternative has greater support from residents, businesses, within project site and local community leaders	Community Feedback			
	Aesthetics	Alternative has visual impacts on properties adjacent to 47th/East	Visibility of Roadway/Railway			
	Drainage Issues	Alternative has greater reliability to prevent flooding of roadway	Reliability			
	Environmental Impacts	Alternative has less impact on the natural environment	Culmulative Environmental Impacts			
	Residential Property Displacements	Alternative displaces a lower number of residential properties	# of Residential Properties Displaced			
	Business Property Displacements	Alternative displaces a lower number of business properties	# of Business Properties Displaced			
CONSTRUCTION ISSUES	Utility Relocation	Alternative causes less disruption to utility operations during construction	Days disruption to Utility Operations			
	Traffic Disruption during Construction	Alternative minimized impacts to traffic operations during construction	Estimated time for lane closures			
	Disruption to Railroad Operations during Construction	Alternative causes less disruption to railroad operations during construction	Days of operational impacts			
	Construction Duration	Alternative can be constructed in shorter time period	Time			
COST	Total Project Cost	Alternative has lower total project cost	Cost			
	Operation and Maintenance Costs	Alternative has lower operation and maintenance cost	Annualized Cost			

Legend	
	Large Impact
	Moderate Impact
	Small Impact

47TH STREET AT EAST AVENUE

RECOMMENDED PREFERRED ALTERNATIVE

BLUFF AVENUE



PRELIMINARY PLAN

47TH STREET
AT EAST AVENUE

REVISED PROJECT SCHEDULE

Public Informational Meeting - 1/13/2013

CAG #1 - 3/12/2013

CAG #2 - 5/29/2013

CAG #3 - 5/15/2014

Presentation to the Village of LaGrange - 6/23/2014

47TH STREET AT EAST AVENUE

PHASES OF AN IDOT PROJECT

WE ARE HERE

PHASE I

Preliminary Engineering & Environmental Study

PHASE II

Contract Plan Preparation

Right-of-Way Acquisition

18-24 months

PHASE III

Construction

12 months

47TH STREET AT EAST AVENUE

LAND ACQUISITION

- Fee Simple (Property purchase)
- Permanent Easement (Permanent use of the property acquired by IDOT)
- Temporary Easement (Short term use of the property acquired by IDOT)

47TH STREET AT EAST AVENUE

RIGHT OF WAY

Former Nicor (Vacant) Property:

ROW & Temporary Easement:

- New 7' sidewalk connection to Park District Property

NW Commercial Property:

ROW & Temporary Easement:

- New 7' sidewalk connection to Park District Property
- Traffic Signals

NE Commercial Property:

ROW & Temporary Easement:

- Sidewalk improvements
- Traffic Signals

SE Commercial Property:

Temporary Easement for constructability purposes

Sedgwick Park:

Temporary Easement for driveway improvements

NEXT STEPS

- IDOT preliminary review
- Continue project updates through project website or newsletter (TBD)
- Village Board Presentation of preferred alternative

47TH STREET
AT EAST AVENUE

OPEN MEETING

Open for Public Comment

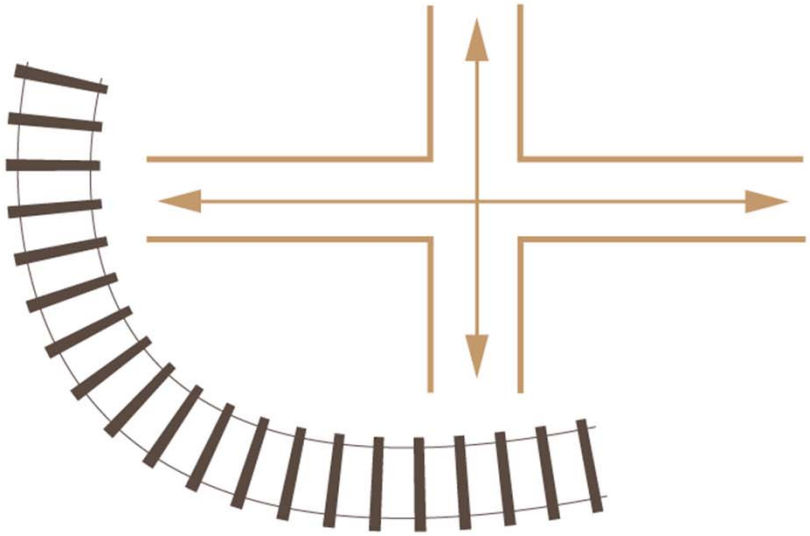
Project Updates:

www.47eastavestudy.com

47TH STREET AT EAST AVENUE

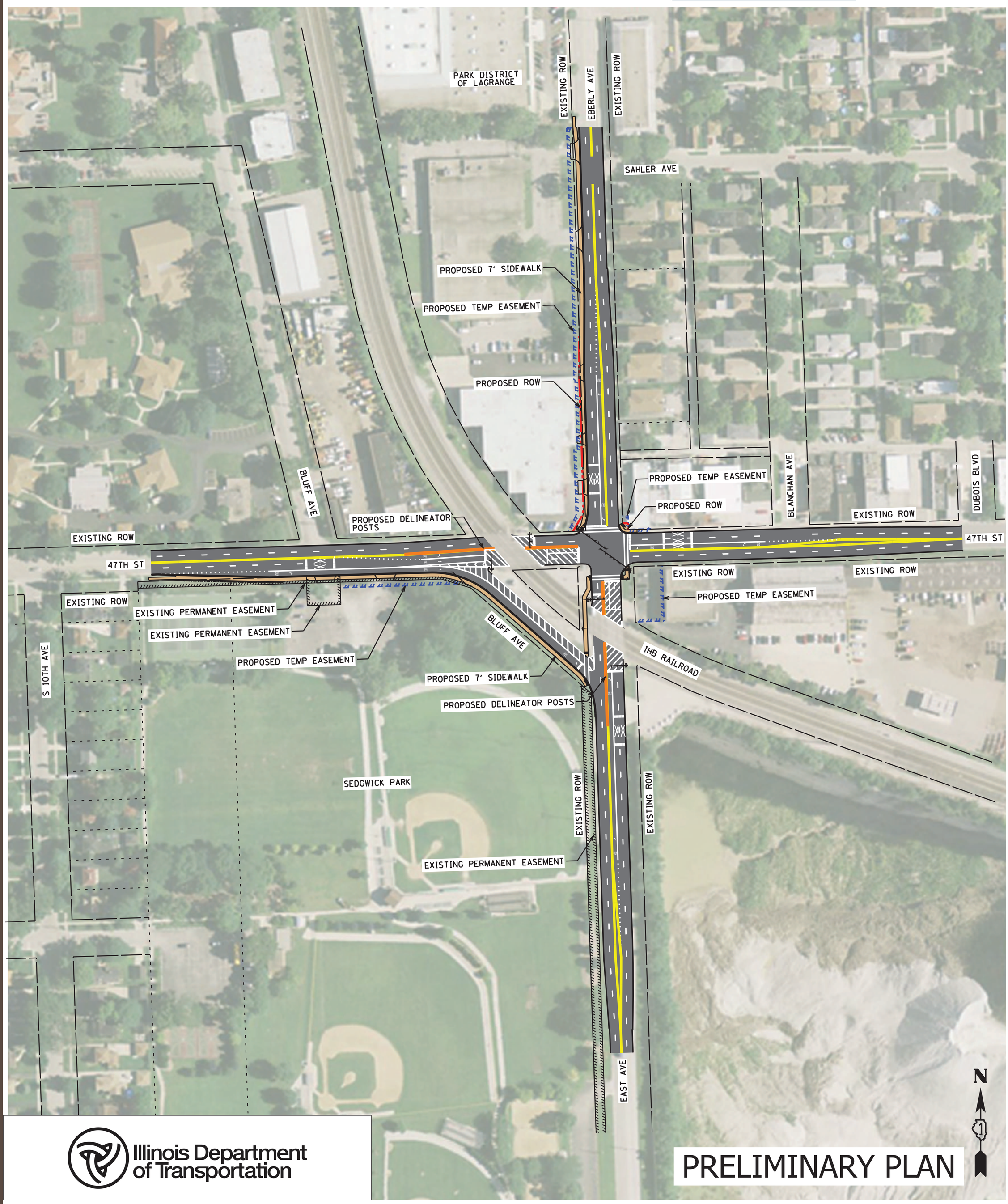
THANK YOU

47TH STREET



AT EAST AVENUE

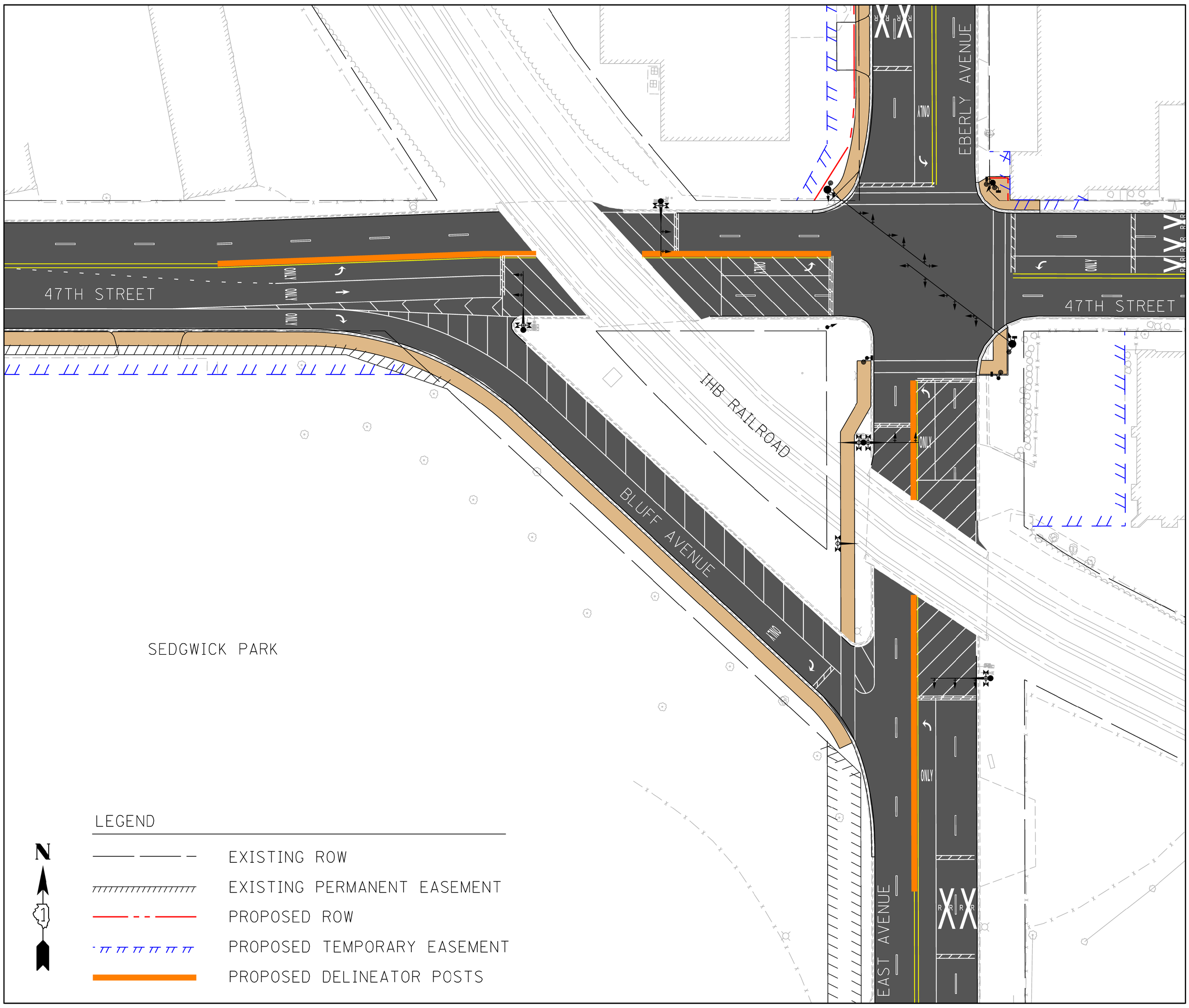
RECOMMENDED PREFERRED ALTERNATIVE



LEGEND

- EXISTING ROW
- EXISTING PERMANENT EASEMENT
- PROPOSED ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED DELINEATOR POSTS

BLUFF AVENUE LAYOUT



EXAMPLE DELINEATOR POSTS

Evaluation Matrix

47TH STREET AT EAST AVENUE

Category	Evaluation Factor	Standard	Measurement	No Build	Grade Separation	At-Grade Improvement
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	Operation and Maintenance Costs	Alternative has lower operation and maintenance cost	Annualized Cost	Small Impact	Large Impact	Moderate Impact

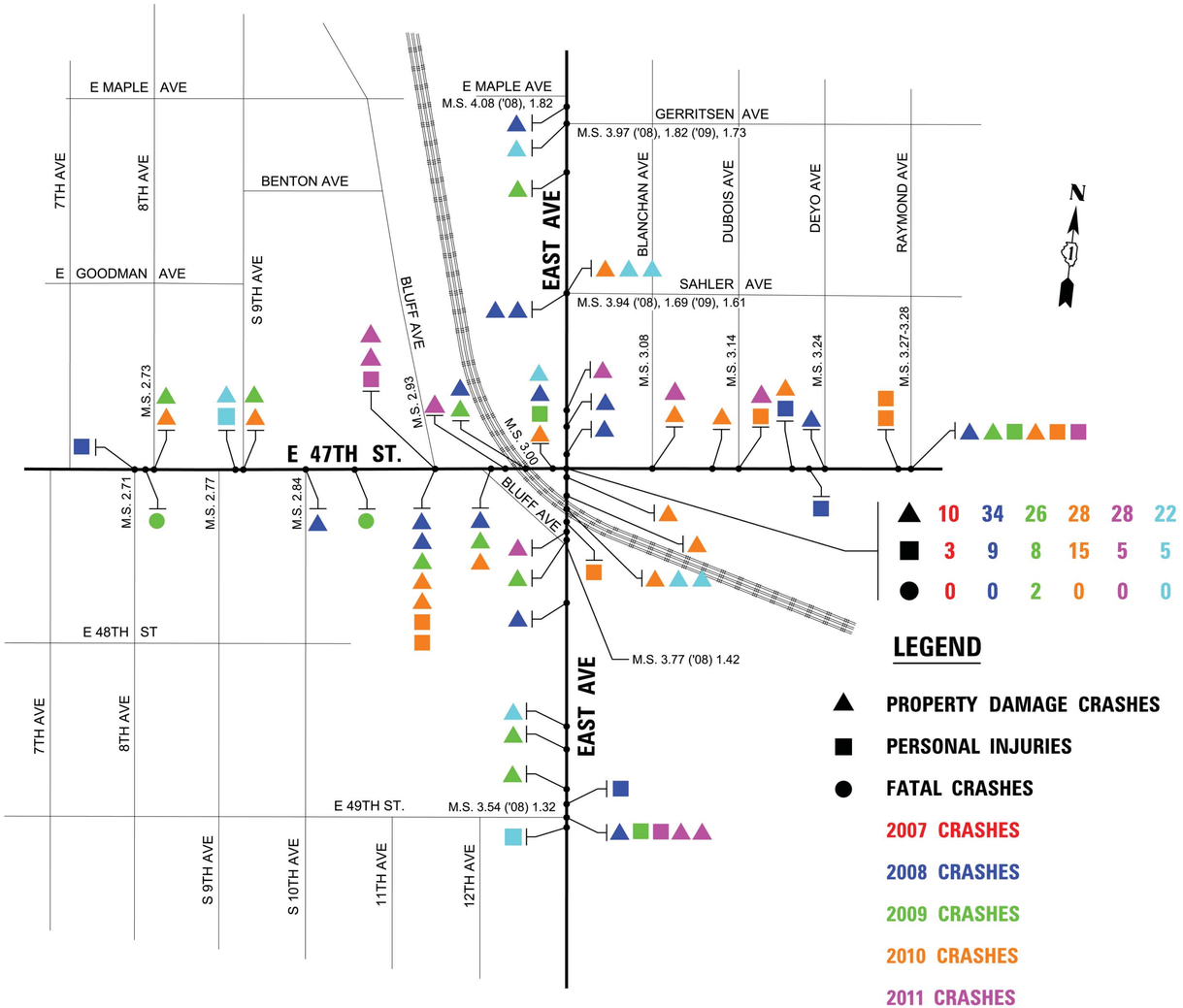
Legend	
	Large Impact
	Moderate Impact
	Small Impact

Illinois Department of Transportation

2007-2012 Crash Statistics

47TH STREET AT EAST AVENUE

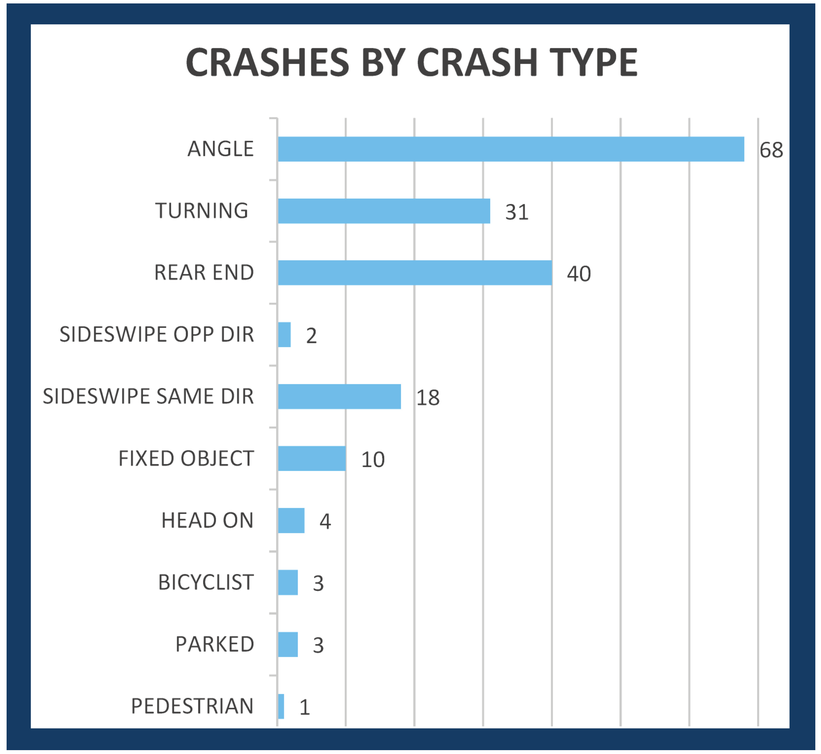
The 47th Street at East Avenue intersection has been identified in the Department's Annual Five Percent Reports for 2008 – 2012. The annual reports capture those highway locations experiencing a higher crash severity when compared to similar locations across the state.



Illinois Department of Transportation

Injury Statistics	
Fatal	2
A Incapacitating	4
B Non-Incapacitating	23
C Possible Injury	16
Total Injuries	**45**

Total Injuries by Year	
2007	3
2008	9
2009	8
2010	15
2011	5
2012	5
Total Injuries	**45**



RETURN TO STUDY DOCUMENTS

47th Street at East Avenue Phase 1 Study

Community Advisory Group Meeting #2 Summary

Overview

The Illinois Department of Transportation is conducting a Phase I Preliminary Engineering & Environmental study for potential improvements at the intersection of 47th Street at East Avenue and the Indiana Harbor Belt Railroad. The public involvement portion of this study will follow the guidelines set forth by the National Environmental Policy Act (NEPA) and the Illinois Department of Transportation's (IDOT) Context Sensitive Solutions (CSS). A key component of the success of the study is public involvement. As part of the robust public involvement process, a Community Advisory Group (CAG) was created. The CAG is a voluntary group of stakeholders that includes residents, business owners and users of the intersection of 47th Street at East Avenue. The CAG serves an active part of the decision making process. The role of the group is to provide detailed insight of community and stakeholder interests. Volunteers for the CAG were solicited during the first Public Informational Meeting.

Community Advisory Group Meeting #2

The second CAG meeting for the 47th Street at East Avenue potential intersection improvements was held on May 29, 2013 at the Park District of La Grange Recreation Center located at 536 East Avenue in La Grange from 10:00 am – 12:00 pm. The meeting included introductions, distribution of updated content for the CAG binders, a PowerPoint presentation, and small group exercises. The exercises were created to facilitate discussions about the project's Problem Statement and Purpose and Need Statement.

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The following CAG members were in attendance:

Diane Barnes, La Grange Resident
Sheri Barrette, La Grange Resident
Anne Bennet, La Grange Resident
Charles Brown, La Grange Resident
Mara Devitt, La Grange Resident
Ellen Frantzen, Brookfield Resident
Michelle Halm, La Grange Resident
Wayne Harej, La Grange Resident
Jon Harrison, La Grange Resident
Harlan Hirt, La Grange Resident
Joan Hoigard, La Grange Resident
George Johnson, La Grange Resident
Mark Langan, Village of La Grange Trustee
Tom Lemaster, La Grange Resident
David May, La Grange Resident
Richard Shinsako, La Grange Resident
Mrs. Vear, La Grange Resident
Ofelia Walker, Brookfield Resident

Also present at the meeting were 17 members of the general public, including four representatives from the local newspapers. Ojas Patel, Aren Kriks, Danielle Stewart, and Jakita Trotter from IDOT were present, along with Michael Hurley from DLZ Engineering and Kathy Chernich from the US Army Corp of Engineers. Dave Heslinga, Eric Lindemann, Heidi Voirol, Elora Ibay and Carl Schwarzer of V3 Companies presented the meeting and facilitated the small group exercises. Richard Ray from Huff & Huff, Inc. was present as the environmental sub consultant for the study.

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Summary of Activities

The meeting began with a welcome and introductions of the project team members, CAG members and the general public. CAG members were divided into four groups for upcoming group exercises and each was given more information for their binders and a copy of the draft problem statement.

The meeting began with several questions and comments from CAG members:

- A CAG member wanted clarification on the status of meeting minutes from the first CAG meeting. While the member was satisfied with the minutes, he wanted to know more about the review and finalization process since CAG members did not formally vote to approve minutes. *Reply: The meeting summaries on the website will be open for comment. Since no formal vote is made on the minutes, the minutes from the first CAG meeting and all subsequent CAG meetings will be labeled as draft for two weeks. Comments may then be incorporated and a final version will be posted.*
- A CAG member announced that there is a 47th Street/East Avenue Community group on Facebook. The goal of the group is to disseminate information regarding this phase I study. The CAG member went on to state that there is an online and paper petition noting that while improvements are necessary there is a concern that a grade separation may negatively impact the community. The CAG member stated that approximately 250 signatures had been collected.
- A CAG member asked for more information about the status of the other projects that are related to the Joliet Road closure, as requested at the previous CAG meeting. *Reply: A new section has been added to the project website and the location and status of other projects could be found there.*
- A CAG member noted that the Villages of Brookfield and McCook seem to be underrepresented on the CAG. The CAG member asked if outreach has been made and speculated that the daytime (10:00 AM to 12:00 PM) meetings could be difficult for residents and business owners from Brookfield and McCook to attend. *Reply: The study team has attempted to actively recruit more members of the McCook and Brookfield communities but has not been successful. More representation from those communities would is desired and current CAG members are encouraged to reach out to friends and family they may have in those communities. IDOT has standard meeting times that are generally followed for Phase I studies. V3 Companies will discuss possible late afternoon meeting times with IDOT for future CAG meetings.*
- A CAG member noted that some documents on the project website mention "grade separation and interim improvements" as potential alternatives for this intersection, making it seem as though grade separation is the desired outcome. *Reply: No alternatives have been identified, and grade separation is not the predetermined*

ultimate goal. Everything is on the table at this point, ranging from full grade separation to installing a traffic signal to no improvement at all.

- A CAG member asked for more information about how the Joliet Road settlement will be used. *Reply: The settlement is being used to fund a number of Phase I studies, Phase II engineering, and land acquisition at locations affected by the Joliet Road closure.*
- A CAG member pointed out that a railroad grade separation is located at Ogden Road less than a mile from this location. The member asked if the layout (size, footprint, geometry, configuration, etc.) of a potential grade separation at 47th Street and East Avenue would be similar to the one on Ogden Road. *Reply: Certain design elements are controlled by national and state design standards, so there would be similarities. An example of this is the vertical clearance between the railroad tracks and a bridge. However, it is too early to speculate what any alternative at 47th Street and East Avenue would look like.*
- A CAG member questioned what percent of respondents were opposed to an overpass. *Reply: Of the respondents that spoke directly to an overpass an estimated 90% spoke against it however that was not a direct question on the Community Context Audit (CCA) so support or opposition for a grade separation cannot be measured based on the CCA.*

Following the initial comments, Mr. Heslinga spoke briefly to clarify the distinction between this IDOT Phase I study and the CREATE Program. The Chicago Region Environmental and Transportation Efficiency (CREATE) Program is a partnership between the US DOT, State of Illinois, City of Chicago, Metra, Amtrak, and freight railroads that identifies and works to fund projects that will improve rail safety and efficiency in the region. CREATE has designated the intersection of 47th Street at East Avenue as a location to be addressed. The CREATE website incorrectly listed the project status as a Phase I study location. The website has been corrected to reflect that there is no separate CREATE Phase I study occurring for this location. CREATE will only be involved at this location if grade separation is the final recommendation of this IDOT study.

Following the comment period, a presentation began with a review of the Phase I study process and project schedule. The discussion then moved on to a review of the first CAG meeting. There was a brief review of the CAG #1 meeting objectives and the results of the group exercises. The full results can be seen in the CAG #1 Summary available on the project website, www.47eastavestudy.com.

The next portion of the presentation focused on the results of the Community Context Audit. The results reflect the opinion of the surveys received to date. Based on the

responses a majority of responders felt that there are operational and safety problems at the intersection. There were many opinions about the best options for correcting those problems ranging from a no-build option to a grade separation.

Next, the CAG was presented with a draft copy of the problem statement and small group discussions were conducted to provide feedback on the statement. Facilitators collected the group feedback and presented the information to the entire audience present.

Draft Problem Statement Presented:

The intersection of 47th Street and East/Eberly Avenue currently experiences transportation problems including congestion, safety concerns, and traffic delays. With a forecasted increase of approximately 24% in traffic by the design year 2040, these issues will likely be compounded.

Operational issues at the four-way stop controlled intersection currently result in congestion and high delay times. The delay times are exacerbated during train crossing events due to the two adjacent railroad crossings. The congestion around the intersection results in motorist delays, encourages traffic to cut through residential areas and prevents efficient access to local businesses, residences and parks.

The intersection has been identified in IDOT's Annual Five Percent Reports for 2008 through 2012 which lists locations experiencing a higher crash occurrence/severity rate when compared to similar locations across the state.

A sidewalk is only present on the north side of 47th Street east of the intersection and on the east side of Eberly Avenue. The limited amount of multi-modal accommodations does not promote the use of alternative modes of transportation and is not conducive to pedestrian safety.

The existing configuration and stop control condition of the 47th Street at East/Eberly Avenue intersection negatively impacts the safety and mobility of local residents and the business community, as well as commuters passing through the site daily.

Summary of comments received:

- The first sentence should read "experiences transportation *and pedestrian mobility* problems."
- The 24% increase in traffic seems too high. CAG members would like to see the assumptions that CMAP based their projections on.

- A different word should be used instead of "compounded" in the last sentence of the first paragraph.
- The first sentence of the second paragraph should state the intersection is "four-lane, four-way stop controlled".
- Include more language about the importance of community integrity. For example, "The congestion around the intersection results in motorist delays, *causes damage to neighborhoods,* encourages traffic to cut through residential areas, and…"
- Change "prevents" to "limits" in the final sentence of the second paragraph.
- The CAG would like more information about what the Annual Five Percent Report is, and what it means for an intersection to be included on the list.
- Add flooding issues to the Problem Statement.
- Problem statement should place more emphasis on the difficulties caused by trains.
- The last sentence of the fourth paragraph should mention bicycle as well as pedestrian safety.
- Overall tone of problem statement should include more focus on alternative modes of travel (i.e. pedestrian and bicycle).

The comments will be considered and a revised draft problem statement will be presented to CAG members via email for review prior to the next CAG meeting.

After the draft problem statement workshop, a brief discussion was held regarding the purpose and need and the alternative evaluation process. In another small group exercise, each table was given a list of potential criteria that alternatives could be judged by. Each table was asked to identify the most important elements. Some of the commonly cited items include:

- Reduce congestion
- Improve safety
- Increase capacity
- Facilitate alternative modes of transportation
- Maintain parks
- Limit impacts on businesses
- Improve flooding issues

CAG members also noted additional evaluation criteria including:

- Residential property values
- Residential quality of life

The CAG meeting was closed and then the floor was opened to public comment. The following is summary of the comments received:

- What is the breakdown of the 24% increase in future traffic? Where is this growth occurring? Is it mostly commercial or residential? *Reply: The CMAP models do not specify if the increases are related to commercial or residential growth. However, V3 Companies will follow up with CMAP to see if they can provide a more detailed explanation of where and why growth is occurring.*
- What are the projected traffic increases for other nearby intersection studies resulting from the closure of Joliet Road? *Reply: IDOT will provide information for the other year 2040 traffic projections from CMAP in the area that it currently has.*
- It was noted again that McCook is not represented on the CAG. A member of the general public stated his opinion that the project impacts McCook less than the other communities.
- How were the current and future train numbers obtained? *Reply: Discussions with the IHB Railroad resulted in the train figures that were reported. IHB says that there is currently an average of 45 trains per day, and that number is not expected to increase in the future but it may depending on track improvements. IHB cannot guarantee that there will be no increase. The IHB has been contacted within the last 30 days so the information is current.*

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RETURN TO STUDY DOCUMENTS

47TH STREET AT EAST AVENUE

47TH STREET AT EAST AVENUE

COMMUNITY ADVISORY GROUP MEETING 2
MAY 29, 2013

Illinois Department of Transportation

INTRODUCTIONS

CAG Members

Illinois Department of Transportation

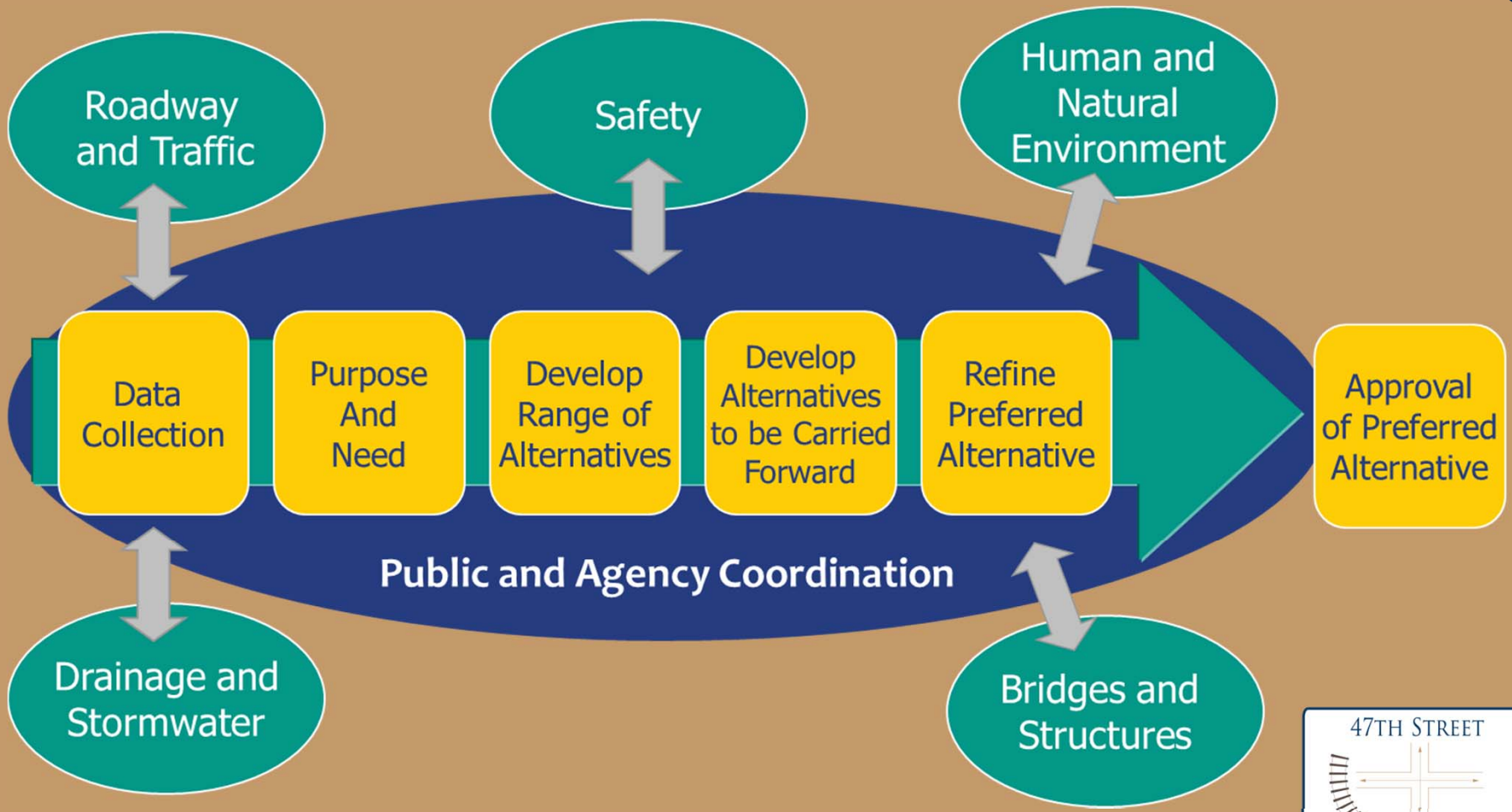
47TH STREET AT EAST AVENUE

MEETING AGENDA

- Project Status Update
- Problem Statement
- Purpose & Need Statement
- Alternative Evaluation Measures
- Recap and Next Steps
- Open to Public Comments

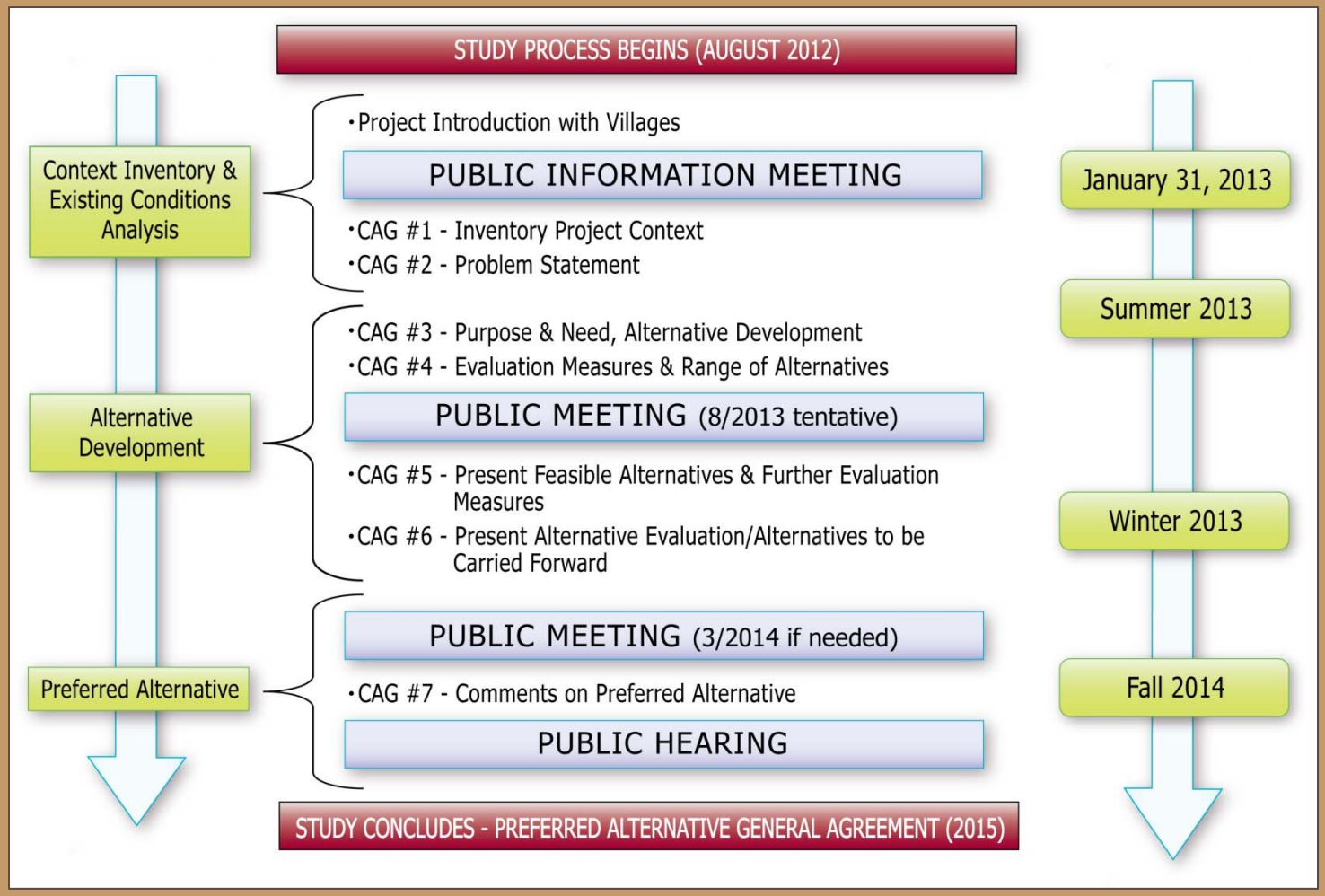
47TH STREET AT EAST AVENUE

PHASE I STUDY PROCESS



47TH STREET AT EAST AVENUE

PROJECT SCHEDULE



47TH STREET AT EAST AVENUE

CAG MEETING #1

Meeting objectives:

- Review public input process
- CAG ground rules
- Introduced Context Sensitive Solutions
- CAG goals

Begin to define Community Context

- Public Meeting comments
- Original Context Community Context Audit results
- Facilitated discussion – Is there a need for improvements at 47th Street and East Avenue - What community context should be considered?

47TH STREET AT EAST AVENUE

IS THERE A NEED?

Is there a need for intersection improvements at the 47th and East intersection?

Why or Why Not?

Reasons "Why Not":

- Improvements could draw more traffic through area
- May increase hazards to school children
- May negatively impact local roadways
- May contribute to noise and air pollution
- Could create visual or physical barrier

IS THERE A NEED?

The majority answered "yes"

Reasons "Why":

- Improve safety for pedestrian, bicyclists and drivers
- Current lack of pedestrian accommodations
- Congestion present during peak hours and train crossings
- Trains stopping on tracks and equipment failures disrupt traffic for long periods of time
- Traffic cuts through neighborhoods (particularly during train crossings) to avoid congestion
- Flooding occurs within the intersection
- Existing lane configuration creates confusion and unnecessary conflicts

COMMUNITY CONTEXT

If improvements 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?

47TH STREET AT EAST AVENUE

COMMUNITY CONTEXT

Community Values	Environmental Resources	Economic Interests
Recreational areas, parks including Sedgwick Park	Noise and air quality	Property acquisition could impact businesses near intersection
Improved residential access	Aesthetic quality of area	Improvements may disrupt operations at quarry southwest of the site
Preserve neighborhood identity	Wooded area and green space near Sedgwick Park	Better access and less congestion could encourage business growth
Safety is a priority	Drainage and flooding problems	Negative impacts on business could impact tax revenue
Preserve property and access to Children's Home, Nursing Home and Recreation Center		Positive and negative effects to property values
Walkability		
Do not want to create a physical division between North and South LaGrange		
Mobility		
Truck traffic should be limited in residential neighborhoods		
Encourage neighborhoods to be destinations		

47TH STREET AT EAST AVENUE

COMMUNITY CONTEXT AUDIT

Potential Intersection & Grade Crossing Improvements at
47th Street at East Avenue

COMMUNITY CONTEXT AUDIT

Your feedback is vital. Please assist the study team in assessing the need for and purpose of potential improvements at the 47th Street and East Avenue intersection including grade separation with the Indiana Harbor Board Railroad crossings on the west and south approaches to the intersection. 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:	You Work in:	You Attend School in:
Brookfield	Brookfield	Brookfield
La Grange	La Grange	La Grange
McCook	McCook	McCook
Cook County	Cook County	Cook County
Other _____	Other _____	Other _____

2. How frequently do you travel through the intersection of 47th Street and East Avenue?
   Daily | 1-2 times per week | Less
   Multiple Times a Day | 3-4 times per week

3. Why do you travel through the intersection of 47th Street and East Avenue?
   Commute to work | School | Visiting Family/Friends
   Shopping | To get to Midway | Other_____

4. How often do you experience traffic congestion or delays at the intersection of 47th Street and East Avenue?
   Every time | Most of the time | Some of the time | Rarely | Never

   How often do you encounter a delay due to train traffic at this intersection?
   Every time | Most of the time | Some of the time | Rarely | Never

   Comments:_____

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

6. Do you ever take an alternate route to avoid this intersection? If so, please list the roads you use.
   _____

7. Do you have safety concerns at or near the existing intersection or railroad crossings?
   Please Explain: _____

47TH STREET AND EAST AVENUE | 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

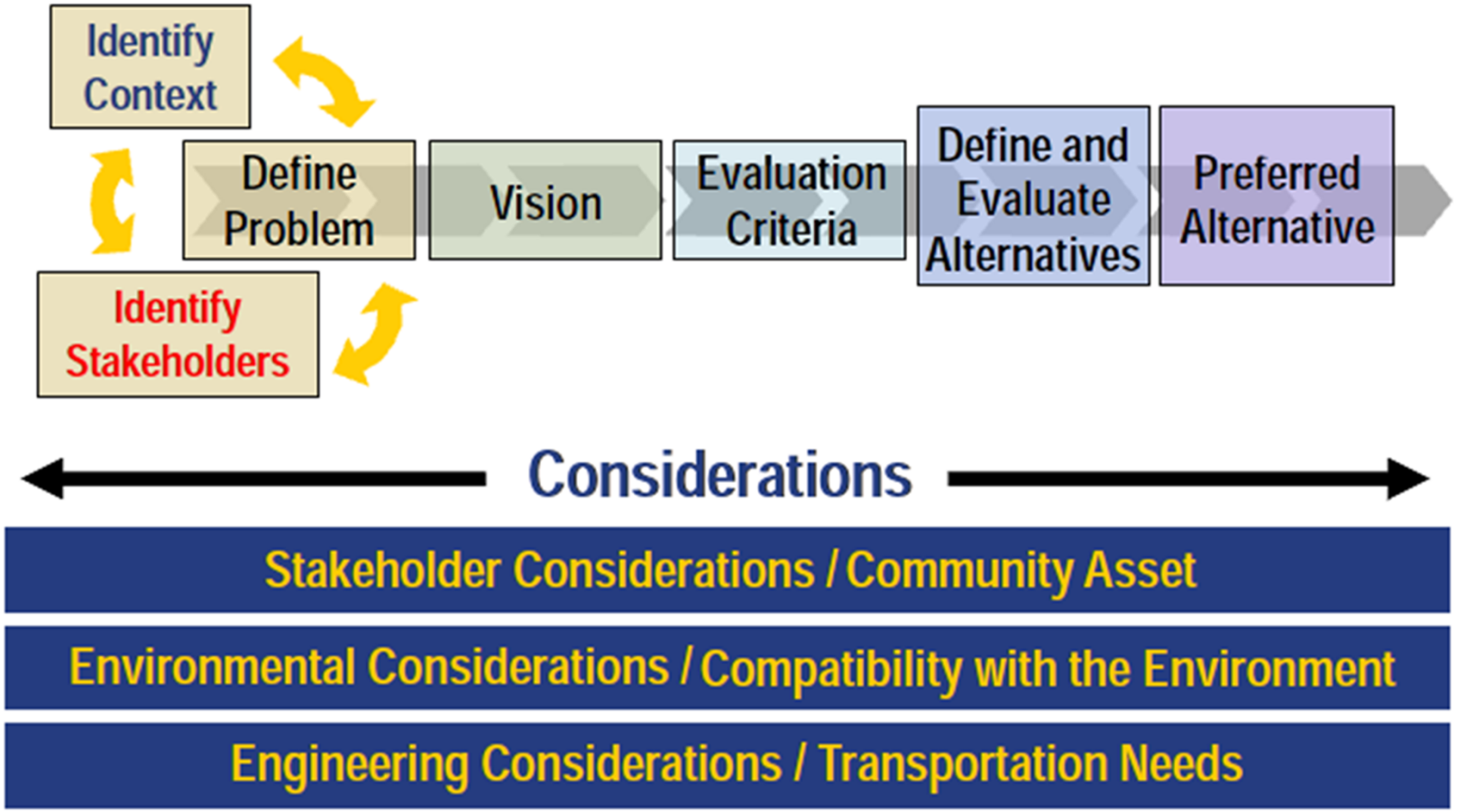
47TH STREET AT EAST AVENUE

Results of Context Audit

- 62 Community Context Audits received
- Percentage of responders by community:
  - La Grange 98%
  - Brookfield 2%
  - McCook 0%
- 32% use intersection daily
- 75% of the responses indicate there are safety concerns at or near the existing intersection or railroad crossings
- Many opinions for what improvements should be but majority is in agreement that there are issues with the current intersection and improvements are desired

47th Street at East Avenue

PROBLEM STATEMENT DEVELOPMENT



WHAT IS A PROBLEM STATEMENT?

- Concise Narrative
- Defines a transportation situation or circumstance to be solved
- Expresses a desired condition not being achieved
- Identifies factors that contribute to the unacceptable performance
- Does not describe specific solutions

47TH STREET AT EAST AVENUE

DRAFT PROBLEM STATEMENT

The intersection of 47th Street at East/Eberly Avenue currently experiences transportation problems including congestion, safety concerns, and traffic delays. With a forecasted increase of approximately 24% in traffic by the design year 2040, these issues will likely be compounded.

47TH STREET AT EAST AVENUE

DRAFT PROBLEM STATEMENT

Operational issues at the four-way stop controlled intersection currently result in congestion and high delay times. The delay times are exacerbated during train crossing events due to the two adjacent railroad crossings. The congestion around the intersection results in motorist delays, encourages traffic to cut through residential areas and prevents efficient access to local businesses, residences and parks.

DRAFT PROBLEM STATEMENT

The intersection has been identified in IDOT's Annual Five Percent Reports for 2008 through 2012 which lists locations experiencing a higher crash occurrence/severity rate when compared to similar locations across the state.

47TH STREET

AT EAST AVENUE

DRAFT PROBLEM STATEMENT

A sidewalk is only present on the north side of 47th Street east of the intersection and on the east side of Eberly Avenue. The limited amount of multi-modal accommodations does not promote the use of alternative modes of transportation and is not conducive to pedestrian safety.

47TH STREET AT EAST AVENUE

DRAFT PROBLEM STATEMENT

The existing configuration and stop control condition of the 47th Street at East/Eberly Avenue intersection negatively impacts the safety and mobility of local residents and the business community, as well as commuters passing through the site daily.

47TH STREET
AT EAST AVENUE

DRAFT PROBLEM STATEMENT

Discussion

WHAT IS THE PURPOSE & NEED STATEMENT?

- Need is a tangible fact based problem – example, low Level of Service
- Purpose is an overarching statement of why to pursue the project; objectives that will be met to address the need

The Purpose and Need explain the "why" of a project. It combines the Community Context Audit with Transportation Needs

47TH STREET AT EAST AVENUE

OUTLINE OF PURPOSE & NEED

The purpose of the proposed action is to identify traffic solutions that will improve mobility for motorists and pedestrians to meet existing and future needs.

The specific needs to be addressed include:

- Improve Safety
- Increase Capacity of the Intersection
- Decrease Delay

47TH STREET AT EAST AVENUE

ALTERNATIVE EVALUATION MEASURES

Transportation Performance Measures

- Reduce Congestion
- Increase Capacity of the Intersection
- Improve Safety
- Provide for alternative modes of transportation

Environmental Measures

- Social
- Cultural
- Natural

47TH STREET AT EAST AVENUE

TRANSPORTATION PERFORMANCE MEASURES

Reduce Congestion

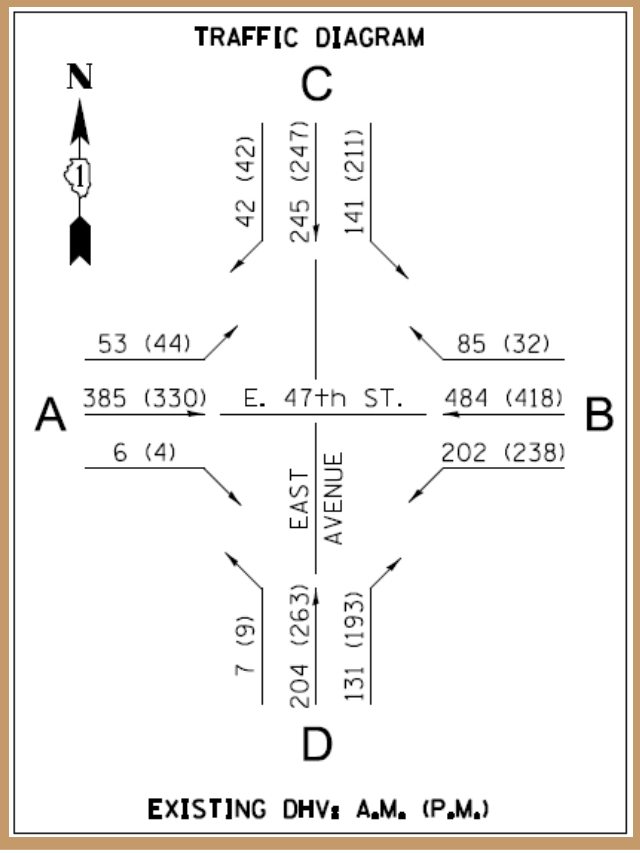
Existing and Projected 47th Street and East Avenue Average Daily Traffic

APPROACH	2010 ADT	2040 ADT	% INCREASE
47th Street – East Leg	20,100	26,000	29%
47th Street – West Leg	13,400	19,000	42%
East Avenue – North Leg	17,600	22,000	25%
East Avenue – South Leg	17,600	18,000	2%

47TH STREET AT EAST AVENUE

TRANSPORTATION PERFORMANCE MEASURES

Increase Capacity of the Intersection



Existing 2012 LOS				
Movement	Delay		Level of Service (LOS)	
	AM	PM	AM	PM
A-B	150.9	45.1	F	E
A-C	34.6	36.0	E	E
A-D	41.4	20.9	E	C
B-A	72.7	35.0	F	D
B-C	25.2	18.9	D	C
B-D	17.5	15.6	C	C
C-D	31.5	21.5	D	C
C-A	22.6	18.5	C	C
C-B	15.4	14.4	C	B
D-C	29.6	23.6	D	C
D-A	26.6	33.3	D	D
D-B	22.1	18.5	C	C

47th Street and East Avenue Movement Level of Service

TRANSPORTATION PERFORMANCE MEASURES

Improve Safety

- 5% location 2008-2012
- 153 crashes from 2007 to 2011
- Included fatalities and serious injuries
- 5 crashes involving trains (1978 – 2003), no injuries or fatalities

Injury Statistics	
Fatal	2
Type A Incapacitating	4
Type B Non-Incapacitating	18
Type C Possible Injury	16
Total Injuries	38

47TH STREET AT EAST AVENUE

TRANSPORTATION PERFORMANCE MEASURES

Alternative Modes of Transportation

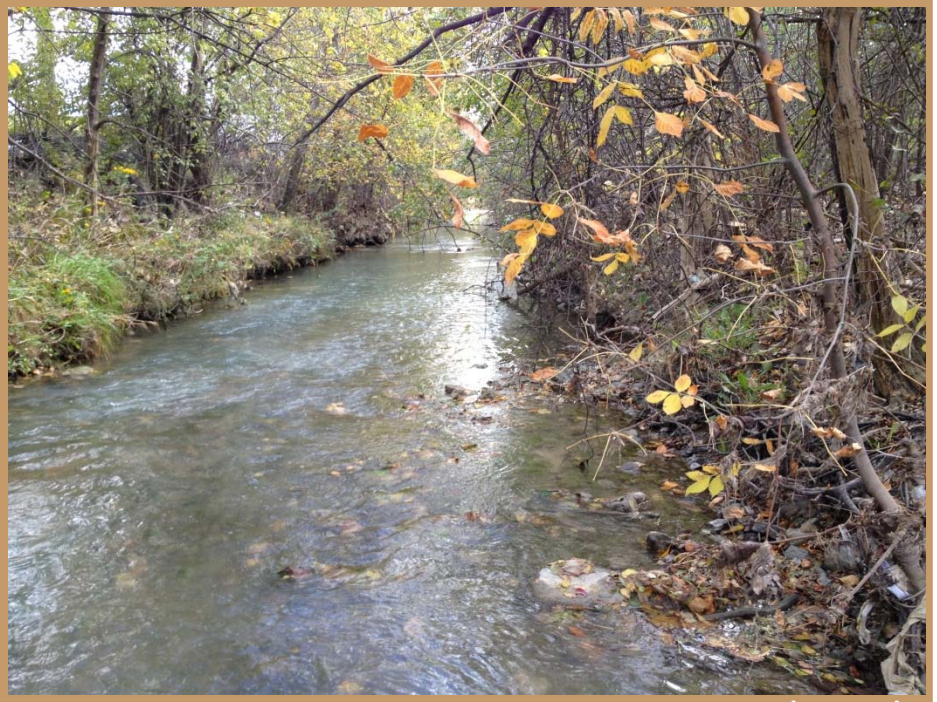
- Sidewalks
- Pedestrian Crossings
- Multi-Use Paths

47TH STREET AT EAST AVENUE

ENVIRONMENTAL MEASURES

SOCIAL AND NATURAL RESOURCES

- Floodplains
- Parks/Recreation Areas
- Groundwater
- Special Wastes
- Economic and Business
- Public Facilities
- Air Quality
- Traffic Noise
- Trees and Vegetation
- Surface Water Resources

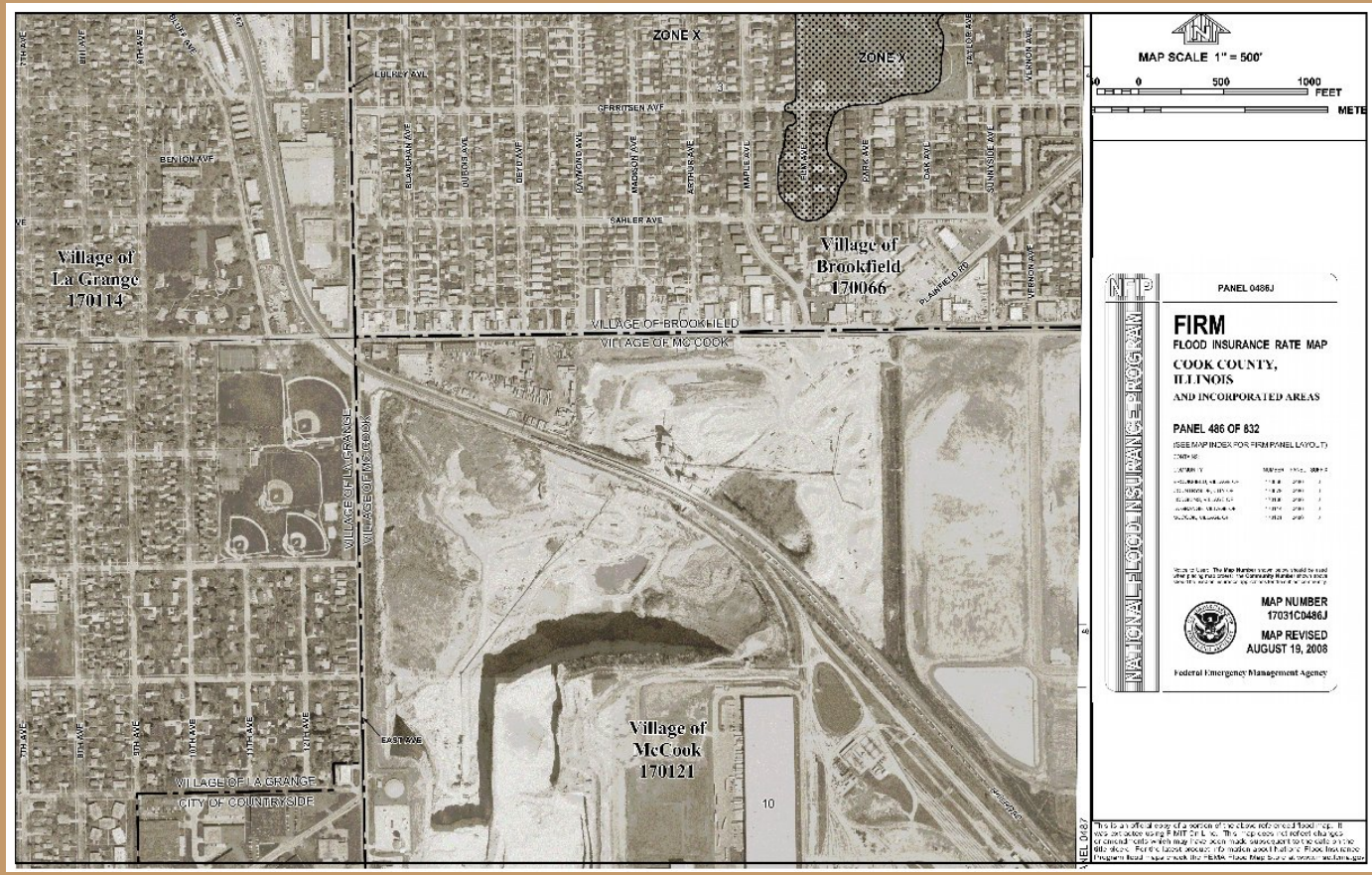


McCook Ditch

47TH STREET AT EAST AVENUE

FLOODPLAIN

Floodplain - Areas that store floodwater during flood events



47TH STREET AT EAST AVENUE

RECREATIONAL AREAS

Any publicly owned park, recreational area, or wildlife and waterfowl refuge or a historic site (publicly or privately owned) of national, state, or local significance

47TH STREET AT EAST AVENUE

GROUNDWATER

Groundwater - Water located below surface in such a quantity the soil pore spaces become saturated with water. Class I – drinking water, Class II – other groundwater

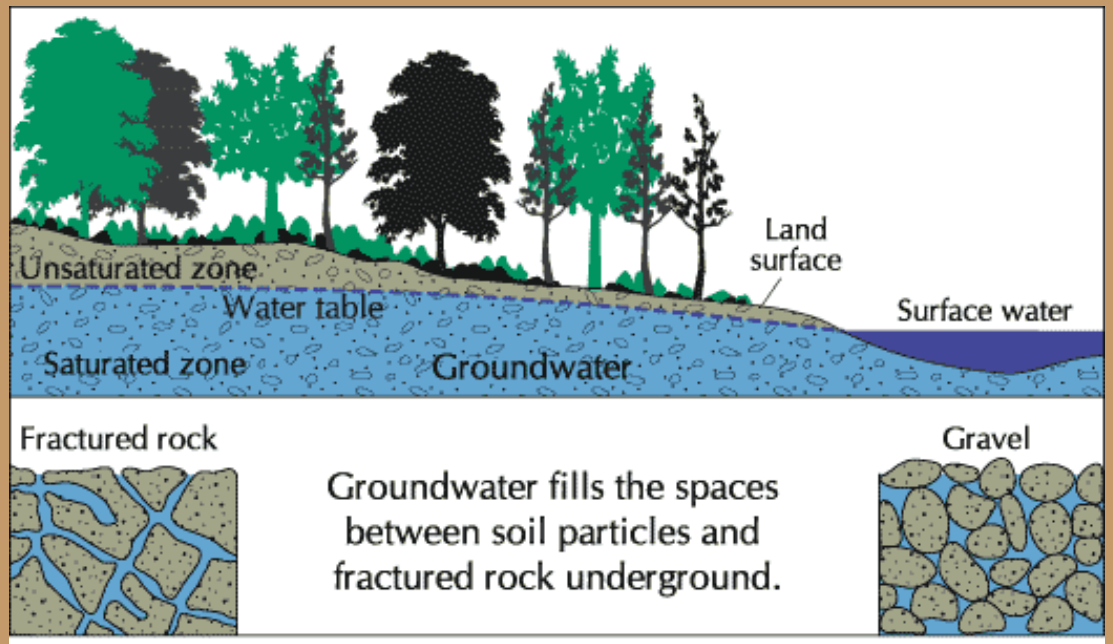


Image compliments of US Geological Survey, adapted by The Groundwater Foundation.

47TH STREET AT EAST AVENUE

SPECIAL WASTE SITES

- Avoidance of special waste sites preferred
- Special waste sites may include:
  - Underground storage tanks
  - Leaking underground storage tank sites
  - Hazardous waste generated sites
- Illinois State Geological Survey will identify sites

47TH STREET AT EAST AVENUE

ECONOMIC AND BUSINESS GUIDELINES

The Phase I study must evaluate businesses, industry, employment, and income effects in communities.

The study team should take all reasonable actions to avoid business relocation, job loss, parking impacts, or other actions that could result in damaging an area's economy

47TH STREET AT EAST AVENUE

PUBLIC FACILITIES, SCHOOLS, & PLACES OF WORSHIP

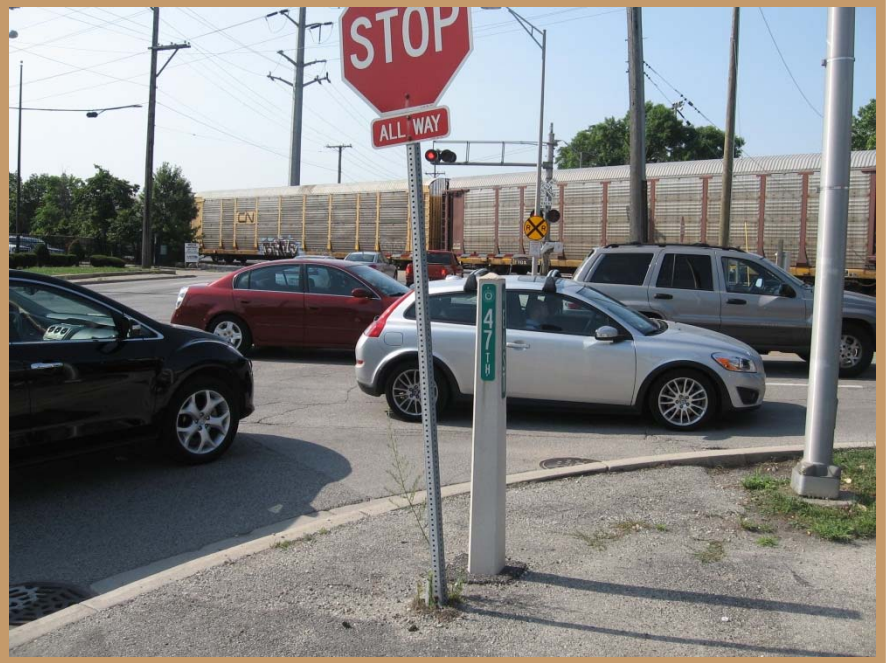
Project improvements should avoid impacting these resources, if possible.

47TH STREET AT EAST AVENUE

ALTERNATIVE EVALUATION MEASURES

Are there other evaluation factors that should be considered?

Which factors should be the most influential in the evaluation process?



47TH STREET AT EAST AVENUE

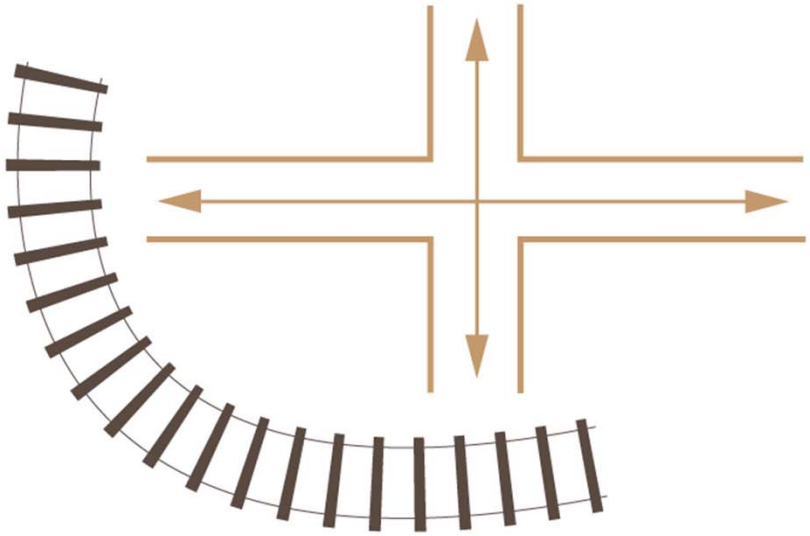
WRAP UP

- Meeting Recap
- Next Steps
- Future Meeting Schedule

47TH STREET AT EAST AVENUE

THANK YOU

47TH STREET



AT EAST AVENUE

OPEN MEETING

Open for Public Comment

Comments received by 6/12/13 will become part of the public meeting record

www.47eastavestudy.com

47TH STREET AT EAST AVENUE

Community Context Audit Report

Version 1.0

Potential 47th Street and East Avenue Intersection Improvements

JOB NO. P-91-013-12
PTB #161-002

April 30, 2013

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Executive Summary

1.1 Overview

The purpose of the Community Context Audit (CCA) is to understand the character of the community near the 47th Street and East Avenue study area. The CCA is vital in the development of the Project Problem Statement and Purpose and Need Statement. The Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) are using a collaborative approach that involves stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. Stakeholders are defined as any person, group or organization that has a direct or indirect impact due to the project.

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 project 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 throughout the study process.

1.2 Methodology

The Community Context Audit is an assessment of five key community context elements including:

- Regional Mobility
- Transportation & Infrastructure
- Community Resources
- Economic Development
- Natural Resources

This Community Context Audit has been shaped by comments regarding these five topic areas from various community outreach methods and techniques. Information was obtained primarily through community research, meetings with Villages of Brookfield, La Grange, and McCook staff, as well as the Community Advisory Group (CAG), Project Study Group (PSG), and the general public through the community context audit forms, the public meeting and comments received from stakeholders. The first public meeting was help on January 31, 2013 and the CAG #1 was conducted on March 12, 2013.

1.3 Key Findings

Key regional mobility considerations:

- Surrounding roadway and rail networks
- Existing congestion and travel delays
- Access for emergency responders

Key transportation and infrastructure considerations:

- All way stop condition creates congestion and driver confusion
- Two adjacent railroad crossings with frequent trains running at reduced speeds
- Existing congestion and travel delays
- 5% Location (2008-2012) – identified as having a higher crash severity /occurrences than similar intersections
- Access for emergency responders is limited by train crossings
- Lack of pedestrian accommodations
- Proximity to Metropolitan Water Reclamation District of Greater Chicago "Deep Tunnel" drop shaft
- Inefficient access to adjacent park and businesses
- Shallow bedrock
- Overhead power lines
- Existing drainage concerns

Key community resources and land use considerations:

- Recreational Areas – Sedgwick Park, Park District of La Grange Rec Center
- Natural Areas – Wooded area and open space around Sedgwick Park
- Residential neighborhoods
- Masonic Children's Home
- Historic districts and homes
- Local businesses
- Schools
- Concern that increased traffic will pose safety hazards
- Concern that a grade separation may further divide communities
- Proximity to Vulcan Quarry

Key economic development considerations:

- Better access promotes economic development
- Reduction in congestion promotes business development
- Intersection and grade-crossing improvements may create negative or positive changes to property values
- Right-of-Way acquisition could adversely impact existing businesses, residences and park space

Key natural resource considerations:

- Possible impacts to noise, light, air and water quality
- Impacts to open space in park area
- Area has flooding issues, improvements may impact hydrology

Community Context Audit

2.1 Project Overview

The Phase I study is being performed for potential improvements to the 47th Street and East Avenue intersection. North of the intersection East Avenue is known as Eberly Avenue. The project is located within the Cook County Villages of La Grange, Brookfield and McCook. The IHB Railroad crosses 47th Street approximately 140 feet west of the intersection and East Avenue approximately 120 feet south of the intersection. Both crossing have crossing gates and flashing signals. A location map is provided in Figure 1.

A range of alternatives from the addition of a traffic signal to a grade separation of the roadway and the railroad will be evaluated. The proposed improvements are anticipated to address safety and traffic delay concerns due to high traffic volumes, existing transportation infrastructure and train crossings to accommodate existing and projected 2040 travel demands.

This study is independent of the CREATE program which has listed this intersection as under study on their website. CREATE is not currently conducting a study and will update the website to reflect that.

2.2 Regional Context

Land use adjacent to the study area varies near the intersection of 47th Street and East Avenue. The primary use west and northeast of the intersection is residential. The Vulcan quarry and industrial uses are located southeast of the intersection. Several other land uses are located in the area, including Sedgwick Park, Park District of La Grange Recreation Center, and Masonic Children's Home, as well as businesses located on 47th Street.

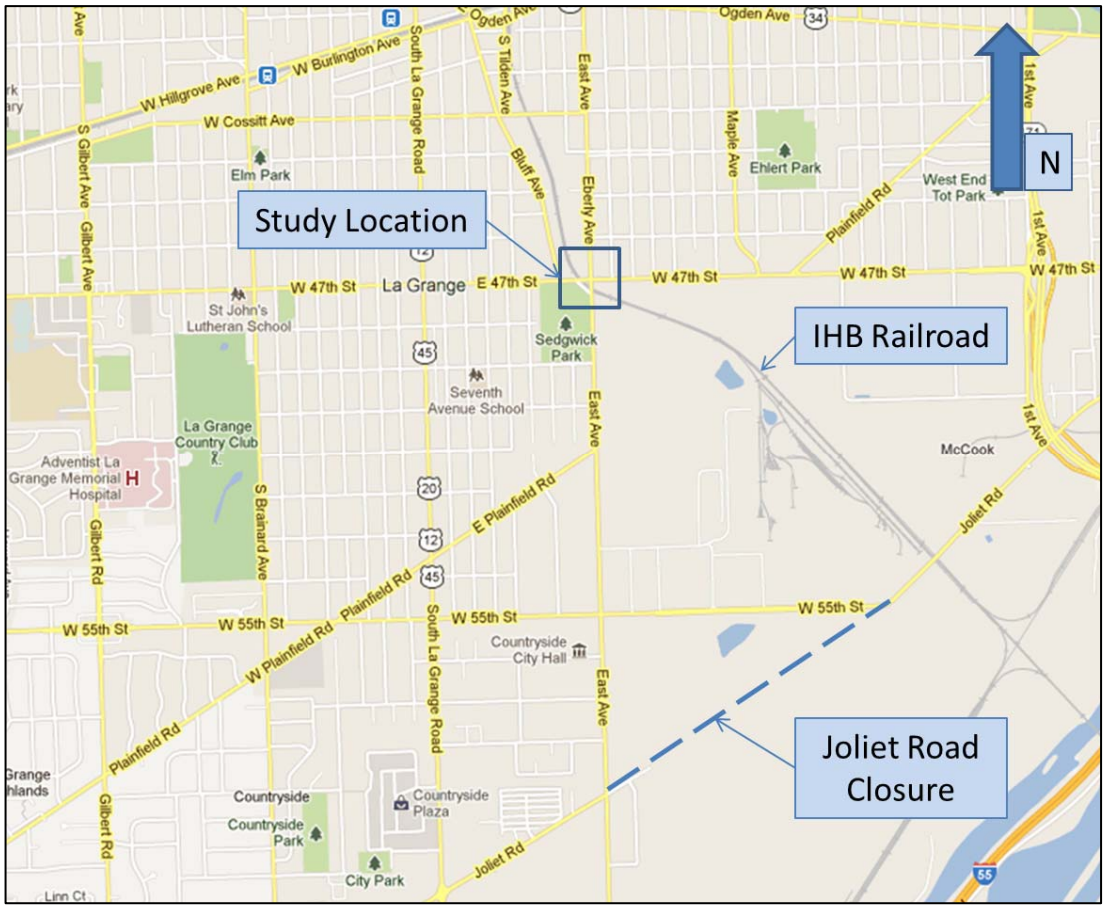
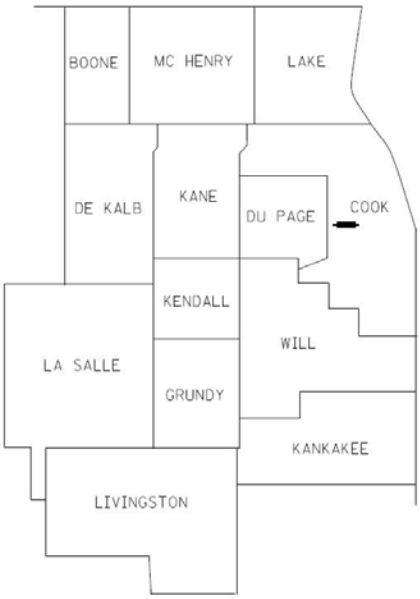


Figure 1
Study Location Map
47th Street and East Avenue Improvements



Community Context Elements

The intersection of 47th and East/Eberly Avenue is an important intersection for the region. The following categories are elements identified as significant by the CSS project process for 47th Street and East Avenue improvements study.

- Regional Mobility
- Transportation & Infrastructure
- Community Resources
- Economic Development
- Natural Resources

3.1 Regional Mobility

The intersection of 47th Street and East/Eberly Avenue serves the communities of Brookfield, La Grange, and McCook, as well as the greater region. This intersection has become even more important for the region following the closure of Joliet Road between East Avenue and 55th Street. 47th Street intersects with 1st Avenue east of the project intersection. Eberly Avenue intersects with Ogden Avenue north of the project intersection. IDOT designates 47th Street as a minor arterial and East/Eberly Avenue as a major collector. Both 1st Avenue and Ogden Avenue are classified as principal arterials.

Key regional transportation concerns were revealed by the Community Advisory Group discussions, public comments and context audit surveys received. Key points were identified as:

- Existing congestion and travel delays were noted during normal and peak periods. Congestion is worsened by frequent train crossings on the Indiana Harbor Belt Rail Road.
- Better access for emergency responders is desired. Emergency responders from Brookfield and McCook avoid the intersection.
- When the gates are down, traffic often reroutes onto the residential streets

Projected 2040 traffic volumes for 47th Street and East/Eberly Avenue have been developed by CMAP and show a significant increase from 2010 traffic volumes. Table 1 provides the existing and projected traffic on the four approaches to the intersection. Significant increases in Average Daily Traffic (ADT) are anticipated.

Table 1
Existing and Projected 47th Street and East Avenue Average Daily Traffic

APPROACH	2010 ADT	2040 ADT	% INCREASE
47th Street – East Leg	20,100	26,000	29%
47th Street – West Leg	13,400	19,000	42%
East Avenue – North Leg	17,600	22,000	25%
East Avenue – South Leg	17,600	18,000	2%

Design Hourly Volume (DHV) counts are provided in Figure 2. AM and PM peak hour volumes are illustrated. Based on these volumes, the level-of-service (LOS) of each of the moments can be calculated. The LOS results are shown in Table 2. Several movements operate at a poor level of service with present day traffic levels. Excessive delay is observed on the eastbound approach in particular. Delays will increase as volumes grow in the future. This analysis excludes the impact of the railroad at the intersection.

The overall LOS of the intersection, including the impact of train crossings, is displayed in Table 3. The intersection LOS is E during the morning peak hour when no trains are present. When trains are accounted for, both the AM and PM peak hours experience very high delays. The typical queue lengths with and without trains is displayed in fig. 3. Queue lengths will likely increase with the growth in future volumes.

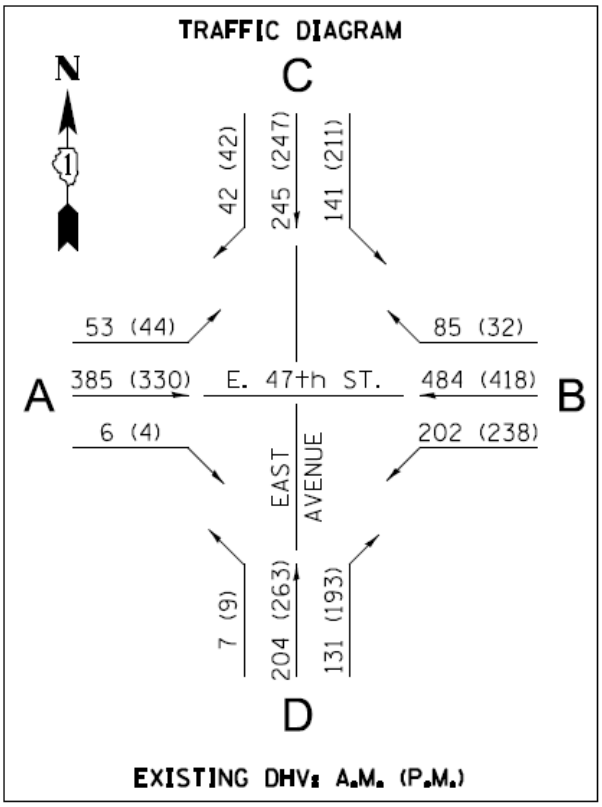


Figure 2
47th Street and East Avenue Movement Volumes

Table 2
47th Street and East Avenue Movement Level of Service

Existing 2012 LOS				
Movement	Delay		Level of Service (LOS)	
	AM	PM	AM	PM
A-B	150.9	45.1	F	E
A-C	34.6	36.0	E	E
A-D	41.4	20.9	E	C
B-A	72.7	35.0	F	D
B-C	25.2	18.9	D	C
B-D	17.5	15.6	C	C
C-D	31.5	21.5	D	C
C-A	22.6	18.5	C	C
C-B	15.4	14.4	C	B
D-C	29.6	23.6	D	C
D-A	26.6	33.3	D	D
D-B	22.1	18.5	C	C

Table 3
47th Street and East Avenue Intersection Level of Service

Scenario	AM		PM	
	Delay	LOS	Delay	LOS
No Trains Present	47.8 sec	E	28.5 sec	D
Two Trains Per Hour	201.2 sec	F	96.4	F

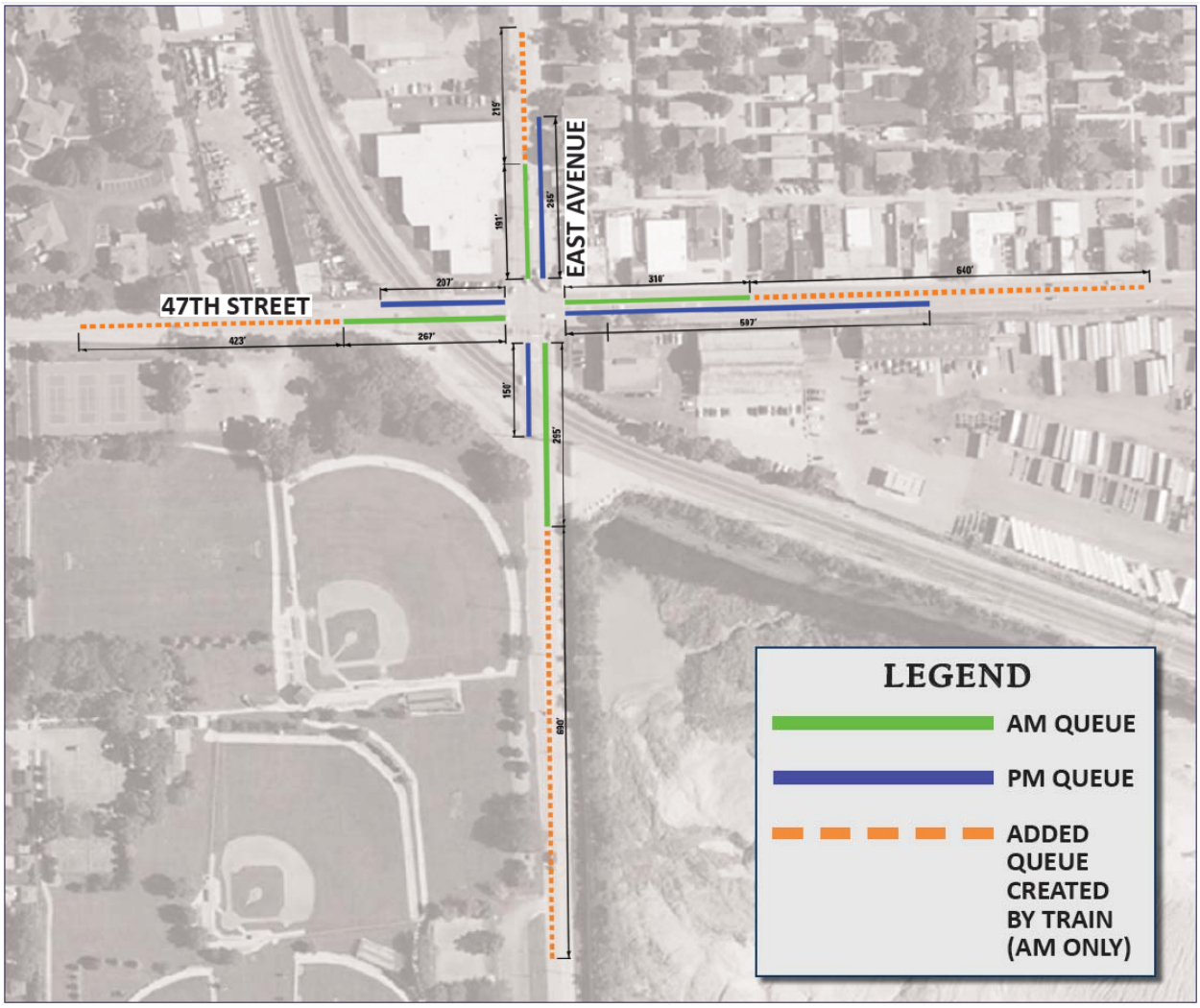


Figure 3
47th Street and East Avenue Typical Queue Lengths

3.2 Transportation and Infrastructure

As part of the community context audit form, community members were asked to evaluate the importance of various infrastructure features. The features that were rated with the highest level of importance in descending order were traffic signals, pedestrian accommodations, street lighting and ADA accessibility and improvements conducive to commuting patterns. Rated with the lowest importance were bicycle lanes, improvements for trucking operations and bus routes.

Intersection Geometrics

The existing intersection of 47th Street and East/Eberly Avenue is restricted by the two IHB crossings and an all way stop condition that creates driver confusion, congestion and delay. Respondents frequently cited concerns regarding motorist and pedestrian safety. This intersection has been identified in IDOT's Annual Five Percent Report for 2008-2012. The annual report lists those highway locations experiencing a higher crash occurrences and severity when compared to similar locations across the state.

Improvements to the intersection will have to consider the existing infrastructure in the area including the Metropolitan Water Reclamation District of Greater Chicago (MWRDCG) Tunnel and Reservoir Plan Deep Tunnel Project, overhead power lines, shallow sewer, poor drainage, shallow bedrock and the proximity to the Vulcan Quarry.

Pedestrian Mobility

Based on the results of the Community Context Audit and comments received, some of the infrastructure features that rated the highest level of importance were related to pedestrian safety and mobility. Many people noted that pedestrians would like to cross through the intersection of 47th and East Avenue to travel to and from Sedgwick Park and the Park District of La Grange building but often choose to drive instead due to safety concerns. Several comments from CAG members and the general public suggested a pedestrian bridge should be considered. Several pedestrian bridge locations were suggested, with the most common being a bridge over 47th Street located to the west of East Avenue.

Impact to Local Roadways

Stakeholders expressed concerns that any improvements, and particularly grade separation, would increase traffic along local roadways and direct more vehicles through residential neighborhoods. Other common concerns listed were that any improvements would cause traffic to travel at higher speeds and would increase truck traffic in the area.

3.3 Community Resources

As part of the first CAG meeting, participants were asked to identify community resources that should be valued during the study process. These responses were coupled with the comments received as part as the first public informational meetings and the results of the Community Context Audit to develop a partial list of important community resources to be considered. The list contains both physical properties as well as intangible qualities of the community. The key resources community resources

identified by stakeholders can be categorized as public and private recreation areas and community values.

Public and Private Recreational Areas

The intersection is located in mature communities. Sedgwick Park is a large public park located in the southwest quadrant of the 47th Street and East Avenue intersection. The survey respondents ranked Sedgwick Park as a community feature with high importance. The Park District of La Grange Recreation Center is located on Eberly Avenue approximately 800 feet north of 47th Street.

Community Values

Another important consideration presented was the community feel of neighborhoods. Residents cited the tranquility, neighborhood identity, safety, quality of life and historic designation as important factors that should be considered as the study moves forward. Included in those factors are the scenic and environmental resources of the communities, and preservation of the Masonic Children's Home located northwest of the intersection.

A large number of respondents to the survey cited concerns that an overpass would have a negative impact on the quality of the residential neighborhood, aesthetics and safety of the surrounding community. Concerns were raised that an overpass would physically divide the communities and impact the community cohesion.

3.4 Economic Development

The area around the intersection of 47th Street and East/Eberly Avenue is a mature community that is built-out. Residential neighborhoods occupy the area to the west and northeast. Several businesses are located on 47th Street east of the intersection. The quarry to the southeast of the intersection has significant operational life remaining.

Key economic development considerations as identified by the community:

- Better access promotes economic development
- Reduction in congestion promotes business development
- Intersection and grade-crossing improvements may create negative and positive changes to property values
- Right-of-way acquisition could adversely impact existing businesses and residences

3.5 Natural Resources

The intersection of 47th Street and East/Eberly Avenue is located in a densely urbanized area. Sedgwick Park and the surrounding green spaces are prominent features in the community. Comments received after the first Public Informational Meeting and from CAG participants indicated that the limited resources that are present are very important to stakeholders.

Community members did express concerns that some potential improvements may impact the natural resources. Some of the concerns identified by the community:

- Impacts to noise, light, air and water quality
- Loss of green space
- Possible flooding and impacts on hydrology

Planned Transportation Projects

This Phase 1 Study is funded by a portion of the Joliet Road Closure Settlement. The settlement is also being used to fund similar studies at other locations in the area. Potential interactions between this study and all other studies in the area will be considered.

Conclusion

The information obtained in the Community Context Audit (CCA) will be used by the project team throughout the project development process. The CCA is essential in defining the key community characteristics that are instrumental in the CSS process and in evaluating potential alternatives.

The majority of responses from the community indicate that intersection improvements are needed to relieve congestion, reduce travel delays, and to improve pedestrian accommodations.

Of utmost importance to the community members, business owners and representatives from the Villages is safety for motorists, cyclists and pedestrians. This may include improvements with sidewalks and other pedestrian accommodations. Maintaining the community and recreational areas while promoting economic development is also important to stakeholders.

This input is now a part of the project development process. With it, the CSS process can continue to evaluate the effects that any 47th Street and East Avenue improvements may have on the community as well as assisting in developing alternatives.

47th STREET AT EAST AVENUE
JOB NO. P-91-013-12 PTB #161-002
COOK COUNTY, DISTRICT ONE

DRAFT PROBLEM STATEMENT

PROBLEM STATEMENT

The intersection of 47th Street at East/Eberly Avenue currently experiences transportation problems including congestion, safety concerns, and traffic delays. With a forecasted increase of approximately 24% in traffic by the design year 2040, these issues will likely be compounded.

Operational issues at the four-way stop controlled intersection currently result in congestion and high delay times. The delay times are exacerbated during train crossing events due to the two adjacent railroad crossings. The congestion around the intersection results in motorist delays, encourages traffic to cut through residential areas and prevents efficient access to local businesses, residences and parks.

The intersection has been identified in IDOT's Annual Five Percent Reports for 2008 through 2012 which lists locations experiencing a higher crash occurrence/severity rate when compared to similar locations across the state.

A sidewalk is only present on the north side of 47th Street east of the intersection and on the east side of Eberly Avenue. The limited amount of multi-modal accommodations does not promote the use of alternative modes of transportation and is not conducive to pedestrian safety.

The existing configuration and stop control condition of the 47th Street at East/Eberly Avenue intersection negatively impacts the safety and mobility of local residents and the business community, as well as commuters passing through the site daily.

47th Street at East Avenue Phase 1 Study

Community Advisory Group Meeting #1 Summary

Overview

The Illinois Department of Transportation is conducting a Phase I Preliminary Engineering & Environmental study for potential intersection improvements and a potential grade separation at the intersection of 47th Street and East Avenue and the Indiana Harbor Belt Railroad. The public involvement portion of this study will follow the guidelines set forth by the National Environmental Policy Act (NEPA) and the Illinois Department of Transportation's (IDOT) Context Sensitive Solutions (CSS). A key component of the success of the study is public involvement. As part of the robust public involvement process, a Community Advisory Group (CAG) was created. The CAG is a voluntary group of stakeholders that includes residents, business owners and users of the intersection of 47th Street and East Avenue. The CAG serves an active part of the decision making process. The role of the group is to provide detailed insight of community and stakeholder interests. Volunteers for the CAG were solicited during the first Public Informational Meeting.

Community Advisory Group Meeting #1

The first CAG meeting for the 47th Street and East Avenue potential intersection improvements and grade separation study was held on March 12, 2013 at the Park District of La Grange Recreation Center located at 536 East Avenue in La Grange from 10:00 am – 12:00 pm. The meeting included introductions, distribution of the CAG binders, a PowerPoint presentation, and small group exercises. The exercises were created to facilitate discussions aimed at creating the project's Problem Statement and Purpose and Need Statement.

Meeting Notification

To announce the March 12, 2013 CAG meeting, a save the date e-mail was sent to CAG members and resource agencies on February 20, 2013. A formal invitation letter was mailed out on February 20, 2011 to all CAG members.

February 19, 2013

Name
Address
City, State Zip

Dear Mr. NAME,

On behalf of the Illinois Department of Transportation, we would like to invite you to serve as a member of the Community Advisory Group (CAG) being assembled for the study of intersection improvements at 47th Street and East Avenue. As a member of the CAG, you will play a vital role in assisting the project team throughout the planning phase of this important project.

Recognizing the project history and regional significance of the area, we have implemented a public involvement effort based on IDOT's Context Sensitive Solutions process. This is a collaborative and interdisciplinary approach that includes a public involvement strategy focused on stakeholder outreach. The primary goal is to develop a transportation improvement solution that fits within the context of the surrounding human and physical environment.

Throughout the planning and environmental review for the project, the CAG will address many challenging and important issues. The project team is committed to utilizing extensive public involvement, both from this CAG and the general public, as future recommendations are made regarding this project. The CAG will assist the project team in setting goals for the project corridor, reviewing traffic and environmental information, and providing feedback on design alternatives.

The group is expected to meet six times over the course of the next 24 to 36 months. These meetings usually last approximately 2 hours and will be held within the vicinity of the study location. Throughout the process, we would like you to help the project team engage and inform the public and key stakeholders about this project.

The first CAG meeting will be held on March 12, 2013 from 10 AM to 12 PM at the LaGrange Park District Building at 536 East Avenue, LaGrange, IL 60525. Please let this serve as your formal invitation to participate as a member of the CAG for this project. At the first meeting, there will be a presentation on the study process, schedule, public outreach program, and CAG roles and responsibilities, as well as group exercises.

Thank you for your willingness and commitment to serve in this vital capacity. If you have any questions or require any additional information, please contact me, Dave Heslinga, with any questions or comments. I can be reached at 630-724-9200 or via email at info@47eastavestudy.com.

Sincerely,

David P. Heslinga
Project Manager
V3 Companies

The following CAG members were in attendance:

Diane Barnes, La Grange Resident
Anne Bennet, La Grange Resident
Dave Bier, La Grange Resident
Charles Brown, La Grange Resident
Mara Devitt, La Grange Resident
Michelle Halm, La Grange Resident
Wayne Harej, La Grange Resident
Joan Hoigard, La Grange Resident
George Johnson, La Grange Resident
Mark Langan, Village of La Grange Trustee
Tom Lemaster, La Grange Resident
David May, La Grange Resident
Mimi Meagher, La Grange Resident
Joe Pardo, La Grange Resident
Richard Shinsako, La Grange Resident
Mrs. Vear, La Grange Resident
Ofelia Walker, Brookfield Resident
Edward Wolf, La Grange Resident

Also present at the meeting were two members of the general public. Ojas Patel and Aren Kriks from IDOT were present. Dave Heslinga, Eric Lindemann, Heidi Voirol, and Carl Schwarzer of V3 Companies and Linda Huff from Huff &Huff, Inc. presented the meeting and facilitated the small group exercises.

Summary of Activities

The meeting began with a welcome and introductions of the project team members, CAG members and the general public. CAG members were divided into four groups for upcoming group exercises and each was given a binder with information.

The presentation began with a review of CAG ground rules, NEPA overview, project schedule, Context Sensitive Solutions (CSS) process and role of the CAG, project history and a summary of comments received from the project's first Public Information Meeting held on January 31, 2013. Participants were next given instructions for Exercise 1a and invited to discuss the question "Is there a need for intersection improvements at the 47th and East Intersection? Why or why not?" Facilitators collected the group feedback and presented

the information to the entire audience present. The clear majority of the CAG participants agreed that intersection improvements were needed within the study area.

Summary of comments received:

Why is it needed?

- To improve safety for pedestrian, bicyclists and drivers.
- Current lack of pedestrian accommodations (sidewalks, crosswalks, lighting)
- Congestion present during peak hours and train crossings
- Confusion exists with current four way stop
- Trains stopping on tracks and equipment failures create disrupt traffic for long periods of time.
- Traffic cuts through neighborhoods to avoid congestion
- Flooding occurs within the intersection
- Existing lane configuration creates confusion and unnecessary conflicts

Why not?

- Do not want to increase capacity drawing more traffic through the area.
- May increase traffic volumes, speeds and other hazards to school children
- May negatively impact local roadways
- May contribute to noise and air pollution
- Alternatives that could be proposed in the future may create physical or visual barriers.
- Concerns with cost of potential improvements

The small groups were then asked to consider the question in Exercise 1b "If improvements 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?" The group was asked to categorize their responses into community values, environmental resources and economic interests and presented to the larger audience. The results are categorized in the following table.

CAG Meeting 1 – Group Exercise Results 1b

Community Values	Environmental Resources	Economic Interests
Recreational areas, parks including Sedgwick Park	Noise and air pollution	Property acquisition could impact businesses near intersection
Improved residential access	Aesthetic quality of area	Improvements may disrupt operations at quarry southwest of the site
Preserve neighborhood identity	Wooded area and green space near Sedgwick Park	Better access and less congestion could encourage business growth
Safety is a priority	Drainage and flooding problems	Negative impacts on business could impact tax revenue
Preserve property and access to Children's Home, Nursing Home and Recreation Center		Positive and negative effects to property values
Walkability		
Do not want to create a physical division between North and South LaGrange		
Mobility		
Truck traffic should be limited in residential neighborhoods		
Encourage neighborhoods to be destinations		

Following the small group exercises the Community Advisory Group meeting was opened to public comment. The following is a list of some of the comments made during the meeting and when the meeting was opened to public comment:

- What percent of Public Meeting #1 survey respondents were for or against an overpass?– *Reply: V3 will check those numbers*
- How many trains per day are there? - *Reply: 45-50/day*
- Does the IHB try to avoid rush hour crossings? – *Reply: IHB most likely runs the trains independent of vehicular traffic. The IHB has not indicated that they plan to increase the number of trains.*

- Does the CSS process always take so long, can it be accelerated? *Reply: This Phase I study includes an Environmental Assessment. There is a regimented review process including approvals from multiple agencies so the process may only be accelerated only by 6 months at the most.*
- Who would pay for a pedestrian path? – *Reply: IDOT would look to the Villages for some cost participation including some pathways, aesthetics and lighting.*
- How much say do the Villages have?- *Reply: IDOT will meet with the Villages and work with them to determine the preferred alternative.*
- Is an Environmental Impact Statement (EIS) included in the estimated 36 month Phase I schedule? *Reply: This project is being processed as an Environmental Assessment (EA) and therefore, an EIS is not required. The EA is included in the estimated 36 month process.*
- Thanks for providing the opportunity for being heard.
- Can you outline the impact area for the project? – *Reply: The preferred alternative has not been selected yet so that boundary cannot be defined. If there will only be intersection improvements the project boundaries would be smaller than the limits affected by a grade separation.*
- A well timed traffic signal might provide bigger breaks for pedestrians to cross.
- Improving traffic flow and increasing capacity has negative impacts to the community but it also may make it safer which is desirable.
- The local roadway network does not have the capacity to accommodate the traffic from I-55. If this intersection is improved it will pull in more traffic. We need to improve the entire network and find a balance.
- If this intersection is improved it could cause stress to adjacent intersections by pulling in more traffic.
- Where is this project in relation to all the other Priority I improvements resulting from the Joliet Road closure? – *Reply: All Priority I projects are currently being studied by IDOT. IDOT and V3 will work to post information about the other intersections (Priority I and II) to the project website.*
- Preference to host the next CAG meeting before the end of the school year.

DRAFT

47TH STREET AT EAST AVENUE

COMMUNITY ADVISORY GROUP MEETING 1
MARCH 12, 2013

Illinois Department of Transportation

INTRODUCTIONS

Illinois Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES GOVERNMENT

CAG Members

V3

MEETING AGENDA

- Distribute CAG Binders
- Review the Public Involvement Process
- Present a Project Overview
- Discuss the Community Context Audit
- Next Meeting
- Open to Public Comments

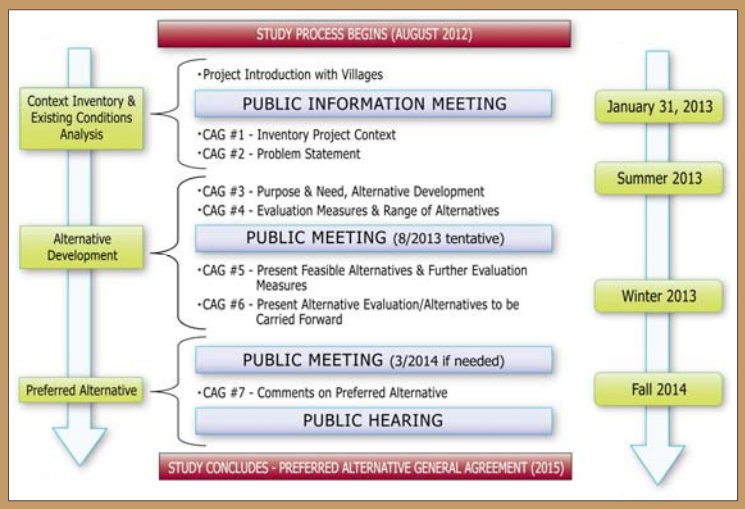
47TH STREET AT EAST AVENUE

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

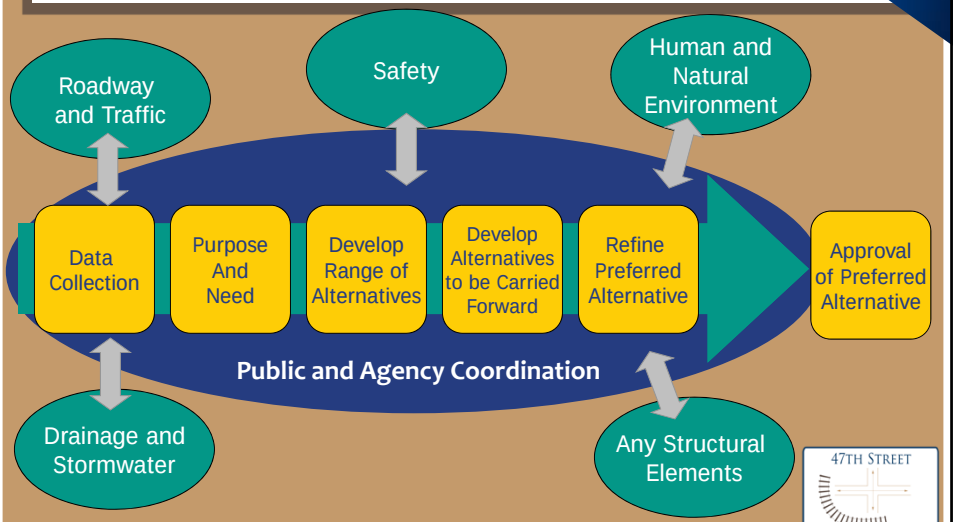
47TH STREET AT EAST AVENUE

PROJECT SCHEDULE



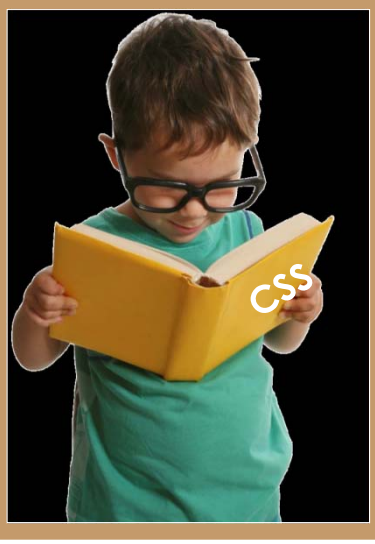
47TH STREET AT EAST AVENUE

PHASE 1 STUDY PROCESS



47TH STREET AT EAST AVENUE

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

47TH STREET AT EAST AVENUE

CSS GUIDING PRINCIPLES

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

47TH STREET AT EAST AVENUE

CSS ELEMENTS

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

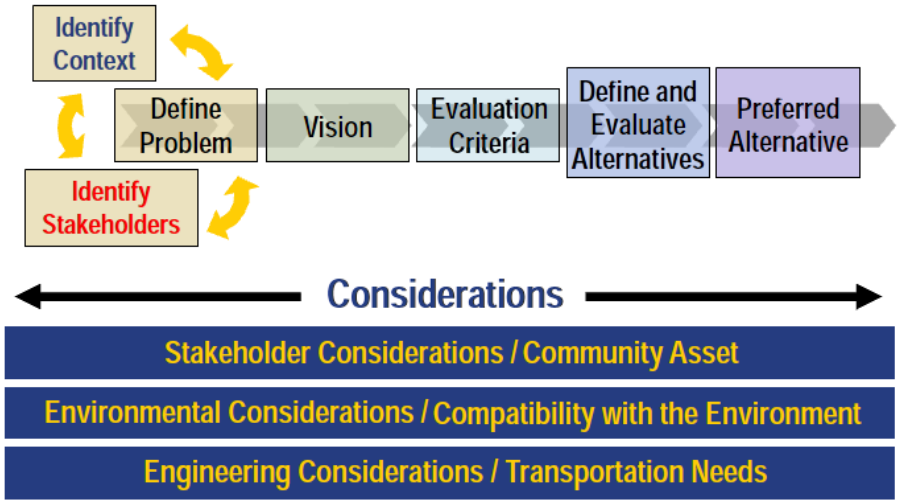
47TH STREET AT EAST AVENUE

WHY CSS?

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

47TH STREET AT EAST AVENUE

CSS PROCESS



COMMUNITY ADVISORY GROUP (CAG)

WHAT / WHO?

- Group of 28 stakeholder representatives and 7 resource agencies
- Broad community cross section and interests

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

47TH STREET AT EAST AVENUE

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

47TH STREET AT EAST AVENUE

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.

47TH STREET AT EAST AVENUE

CAG GROUND RULES CONTINUED …

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.

47TH STREET AT EAST AVENUE

CAG GROUND RULES CONTINUED …

8. The overall goal is to develop a general agreement for intersection improvements at 47th and East. However, general agreement may or may not be achieved on every issue.
9. Once a decision has been made by the PSG it will not be revisited.

47TH STREET AT EAST AVENUE

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.

47TH STREET AT EAST AVENUE

WHAT IS THE PSG?

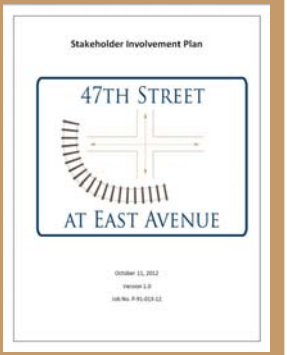
The primary objectives of the PSG are to:

- 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.

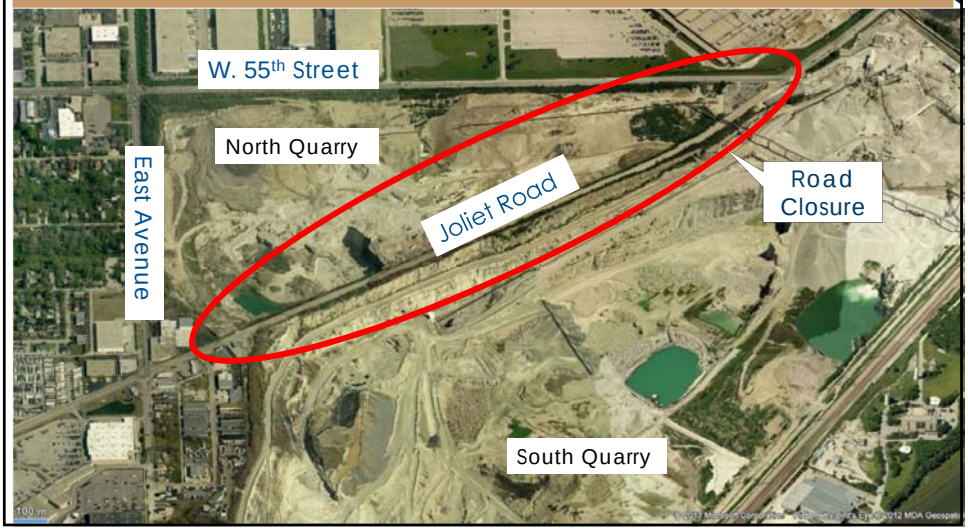
47TH STREET AT EAST AVENUE

STAKEHOLDER INVOLVEMENT PLAN (SIP)

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



PROJECT HISTORY
JOLIET ROAD CLOSURE



PROJECT HISTORY

- The Joliet Road closure has increased traffic volumes on the surrounding roadway network
- A Traffic Impact Study was updated in 2011
- The 47th and East Avenue intersection was assigned Priority 1

47TH STREET AT EAST AVENUE

PUBLIC MEETING #1

- The first public meeting was held January 31, 2013 at the La Grange Village Hall
- 76 members of the public signed in
- The project background and goals were presented
- The study process was defined
- Public input was received through 65 comment cards, 71 surveys, and 5 comments left on the aerial exhibit

47TH STREET AT EAST AVENUE

SAMPLE OF COMMENTS RECEIVED

- Both support and opposition were expressed for a traffic signal
- Both support and opposition for a grade separation (overpass)– mostly opposition
- Belief that traffic and safety are major concerns
- Some had no concerns about the intersection
- Pedestrian/bicycle safety is a major concern
- There are flooding concerns

47TH STREET AT EAST AVENUE

SAMPLE OF COMMENTS RECEIVED

- Sedgwick Park is an important community resource that should be preserved
- Impacts to the children's home should be minimized
- Concerns about the stability of the bedrock in the area
- Concerns with land acquisition
- Questions about the safety at the existing pedestrian crossing at 47th and 9th

47TH STREET AT EAST AVENUE

BREAK

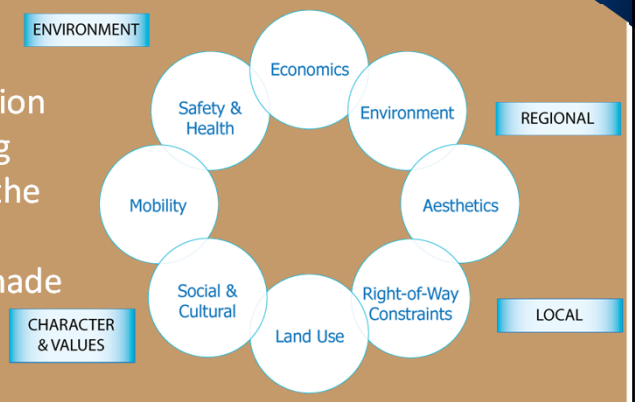
GENERAL AGREEMENT

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.

47TH STREET AT EAST AVENUE

IDENTIFYING CONTEXT

Context is the interrelated condition in which something exists. It includes the environment, both natural and man-made and the character and values of the community



47TH STREET AT EAST AVENUE

REGIONAL CONTEXT

Roadway and Railway Networks

47TH STREET AT EAST AVENUE

LOCAL CONTEXT

Businesses, Sedgwick Park, Residential Areas, Train Lines, Quarry

47TH STREET AT EAST AVENUE

COMMUNITY CONTEXT AUDIT

Potential Intersection & Grade Crossing Improvements at
47th Street at East Avenue

COMMUNITY CONTEXT AUDIT

Your feedback is vital. Please assist the study team in assessing the need for and purpose of potential improvements at the 47th Street and East Avenue intersection including grade separation with the Indiana Harbor Board Railroad crossings on the west and south approaches to the intersection. 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:	You Work in:	You Attend School in:
Brookfield	Brookfield	Brookfield
La Grange	La Grange	La Grange
McCook	McCook	McCook
Cook County	Cook County	Cook County
Other _____	Other _____	Other _____

2. How frequently do you travel through the intersection of 47th Street and East Avenue?
   Daily — 1-2 times per week — Less
   Multiple Times a Day — 3-4 times per week

3. Why do you travel through the intersection of 47th Street and East Avenue?
   Commute to work — School — Visiting Family/Friends
   Shopping — To get to Midway — Other_____

4. How often do you experience traffic congestion or delays at the intersection of 47th Street and East Avenue?
   Every time — Most of the time — Some of the time — Rarely — Never

   How often do you encounter a delay due to train traffic at this intersection?
   Every time — Most of the time — Some of the time — Rarely — Never

   Comments:_____

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

6. Do you ever take an alternate route to avoid this intersection? If so, please list the roads you use.

7. Do you have safety concerns at or near the existing intersection or railroad crossings?
   Please Explain: _____

47th Street and East Avenue | 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

47TH STREET AT EAST AVENUE

INITIAL SURVEY RESPONSES

- 60% respondents encounter traffic congestion or delays "some of the time" - 20% encounter it "most of the time"
- Average time that congestion/delay adds to the travel time of those that responded – 8 minutes
- Over 80% of responders felt they would benefit from improvements at the intersection
- Many take alternate routes to avoid the intersection
- Strong concerns regarding safety
- The things rated with the highest importance with stakeholders: Community Parks & Open Space, Traffic Signals and Pedestrian Accommodations

47TH STREET AT EAST AVENUE

EXERCISE #1A SMALL GROUP

Is there a need for intersection improvements at the 47th and East intersection?

Why or Why Not?

47TH STREET AT EAST AVENUE

EXERCISE #1B
SMALL GROUP

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

47TH STREET AT EAST AVENUE

EXERCISE RESULTS

Summarize Results

47TH STREET AT EAST AVENUE

WRAP UP

- Meeting Recap
- Next Steps
- Future Meeting Schedule

THANK YOU

47TH STREET AT EAST AVENUE

www.47eastavestudy.com

OPEN MEETING

Open for Public Comment

47TH STREET AT EAST AVENUE

RETURN TO STUDY DOCUMENTS

47TH STREET AT EAST AVENUE

COMMUNITY ADVISORY GROUP

Location Map

WWW. 47EASTAVESTUDY.COM

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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 intersection improvements at 47th Street & East Avenue. 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 Intersection and Grad Crossing Improvements
At 47th Street and East Avenue
Community Advisory Group (CAG)

Name	Representing
Diane Barnes	Resident, Urban Planner
Anne Bennett	Neighborhood and Family
Dave Bier	Self
Charles Brown	Residents and Community of La Grange
Mara Devitt	Self
Ellen Frantzen	Joe's Saloon
Ryan Gallingham	La Grange
Gloria Gunkelman	Self
Michelle Halm	Area Parent Groups, Self, Neighborhood.
Wayne Harej	Self
Harlan Hirt	Citizen or Village of La Grange
Joan Hoigard	Self
George Johnson	Self
Mark Langan	Village of La Grange
Tom Lemaster	Retiree, Construction Sales
Steven Lifka	Brookfield
Pat Macleod	Owner
David May	Self
Mimi Meagher	Self
Teri Pappas	Self
Joe Pardo	Resident
James Pluta	Self, Neighborhood
Don Prigwano	Brookfield
Alex Severino	Family
Richard Shinsako	Self
Robert Vear	Self
Ofelia Walker	Neighborhood and Family
Edward Wolf	Self

Name	Representing
Kathy G. Chernich	Chief, East Branch US Army Corps of Engineers
Kenneth Westlake	US Environmental Protection Agency
Shawn Citron	USFWS
Terry Savko	IDOA
Steve Hamer	IDNR
Dan Heacock	IEPA
Anne Haaker	IHPA

Potential Intersection & Grade Crossing Improvements at

47th Street at East Avenue

COMMUNITY CONTEXT AUDIT

Your feedback is vital. Please assist the study team in assessing the need for and purpose of potential improvements at the 47th Street and East Avenue intersection including grade separation with the Indiana Harbor Belt Railroad crossings on the west and south approaches to the intersection. Written comments where indicated are welcome.

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

You Reside in:	You Work in:	You Attend School in:
Brookfield	Brookfield	Brookfield
La Grange	La Grange	La Grange
McCook	McCook	McCook
Cook County	Cook County	Cook County
Other _____	Other _____	Other _____

2. How frequently do you travel through the intersection of 47th Street and East Avenue?

Daily	1-2 times per week	Less
Multiple Times a Day	3-4 times per week	

3. Why do you travel through the intersection of 47th Street and East Avenue?

Commute to work	School	Visiting Family/Friends
Shopping	To get to Midway	Other_____

4. How often do you experience traffic congestion or delays at the intersection of 47th Street and East Avenue?

Every time Most of the time Some of the time Rarely Never

How often do you encounter a delay due to train traffic at this intersection?

Every time Most of the time Some of the time Rarely Never

Comments:_____

_____

_____

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

_____

6. Do you ever take an alternate route to avoid this intersection? If so, please list the roads you use.

_____

_____

7. Do you have safety concerns at or near the existing intersection or railroad crossings?

Please Explain: _____

_____

_____

8. Do you feel that intersection improvements at this location would benefit you? (Circle answer)
   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.) and 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:	☐	☐	☐	☐	☐
B. ADA accessible (i.e. crosswalks, sidewalks, etc.) Please explain:	☐	☐	☐	☐	☐
C. Bicycle Lanes/Multi-use paths Please explain:	☐	☐	☐	☐	☐
D. Bus service Please explain:	☐	☐	☐	☐	☐
E. Street lighting Please explain:	☐	☐	☐	☐	☐
F. Pedestrian accommodations (e.g. crosswalks, pedestrian traffic signals, etc.) Please explain:	☐	☐	☐	☐	☐

G. Improved roadways conducive to commuting patterns Please explain:	☐	☐	☐	☐	☐
H. Traffic signals (indicate location(s) where needed) Please Explain:	☐	☐	☐	☐	☐
I. Improved access for trucking operations Please Explain:	☐	☐	☐	☐	☐

3. What, if any, potential negative effects do you foresee happening if a grade separation between 47th Street, East Avenue and the IHB Railroad is completed at this location:

_____

_____

_____

_____

_____

_____

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			**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:	☐	☐	☐	☐	☐
B. Is commercial/industrial development underway or planned for this area? If yes, how does the development impact proposed roadways or intersections in the study area? Please explain:	☐	☐	☐	☐	☐

C. Are visitors attracted to this area? Please explain:	☐	☐	☐	☐	☐
D. Are there business or advocacy groups that have an interest in improving the intersection and grade crossings at 47th Street and East Avenue? Please explain:	☐	☐	☐	☐	☐
E. Will intersection improvements at the 47th Street and East Avenue lead to more economic development? Please explain:	☐	☐	☐	☐	☐

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:	☐	☐	☐	☐	☐
B. Are community parks and open spaces important within the study area? Please explain:	☐	☐	☐	☐	☐
C. Are there any locations where access to a recreational facility or space is important within the study area? Please explain:	☐	☐	☐	☐	☐
D. Are there any seasonal events that may be affected by improvements in the study area? (e.g. fairs, sports, etc) Please explain:	☐	☐	☐	☐	☐
E. Are there any areas prone to flooding in the study area? Please explain:	☐	☐	☐	☐	☐

F. Are there any environmentally sensitive areas (e.g. wetlands, lakes, forest preserves, etc) in the study area? Please explain:	☐	☒	☐	☐	☐

Closing

Thank you for participating in this survey. Your input is important to the project team in the development and evaluation of potential intersection and grade crossing improvements at 47th Street and East Avenue. Comments are welcome at any time, but to be included in the First Public Meeting record, comments must be received by February 14, 2013.

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.47eastavestudy.com or you can scan it and email it to David Heslinga at the following address:

V3 Companies
Attn: David Heslinga, P.E.
Email: info@47eastavestudy.com
7325 Janes Avenue
Woodridge, Illinois 60517

If you would like to be added to the project's mailing list or receive email 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 Intersection Improvements
at 47th Street and East Avenue

March 12, 2013

Community Advisory Group (CAG) Meeting #1

1. Welcome
    a. Introductions
    b. Meeting agenda

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. Survey Results
    b. Small Group Exercise #1A
    c. Small Group Exercise #1B
    d. Categorize and Prioritize Results

5. Recap and Future Meetings

6. Meeting Adjourned

7. Open for Public Comments

47TH STREET AT EAST AVENUE

COMMUNITY ADVISORY GROUP MEETING 1
MARCH 12, 2013

Illinois Department of Transportation

INTRODUCTIONS

Illinois Department of Transportation

DEPARTMENT OF TRANSPORTATION UNITED STATES GOVERNMENT

CAG Members

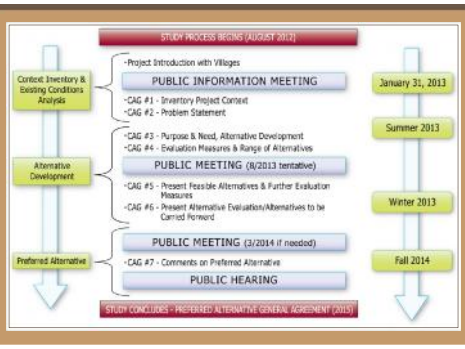
MEETING AGENDA

- Distribute CAG Binders
- Review the Public Involvement Process
- Present a Project Overview
- Discuss the Community Context Audit
- Next Meeting
- Open to Public Comments

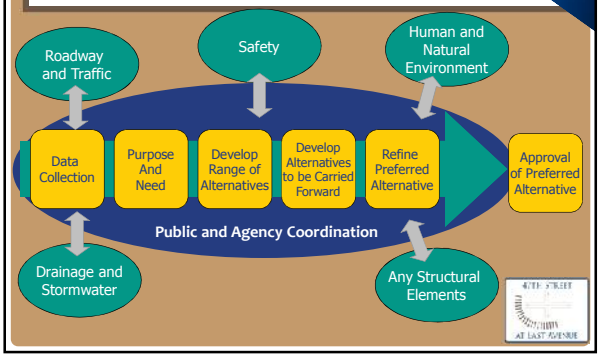
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

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

PROJECT SCHEDULE



PHASE 1 STUDY PROCESS



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

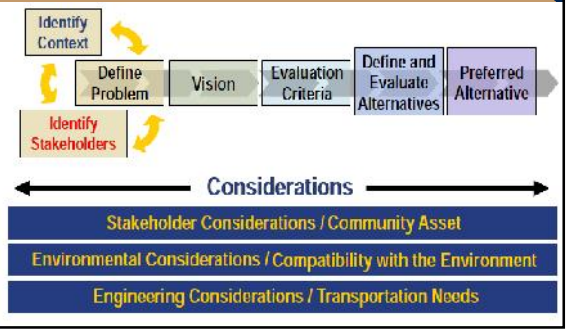
CSS ELEMENTS

- 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

CSS PROCESS



COMMUNITY ADVISORY GROUP (CAG)

WHAT/WHO?

- Group of 28 stakeholder representatives and 7 resource agencies
- Broad community cross section and interests

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

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.

CAG GROUND RULES CONTINUED …

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.

CAG GROUND RULES CONTINUED …

8. The overall goal is to develop a general agreement for intersection improvements at 47th and East. However, general agreement may or may not be achieved on every issue.
9. Once a decision has been made by the PSG it will not be revisited.

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.

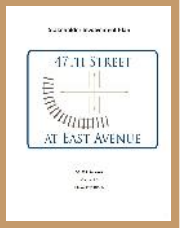
WHAT IS THE PSG?

The primary objectives of the PSG are to:

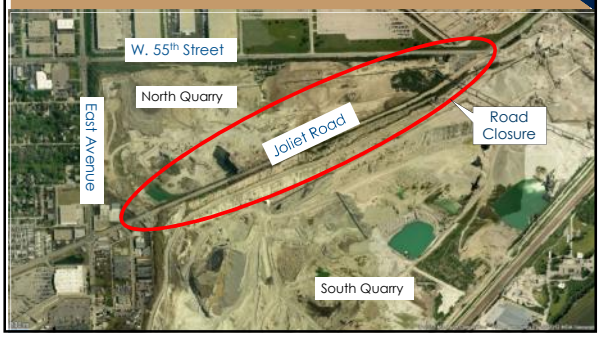
- Expedite the project development process.
- Identify project development issues.
- Provide guidance to developing solutions to issues identified.
- Promote partnership with stakeholders to address identified project needs.
- Render ultimate recommendations based on the general agreement of stakeholders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

STAKEHOLDER INVOLVEMENT PLAN (SIP)

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



PROJECT HISTORY
JOLIET ROAD CLOSURE



PROJECT HISTORY

- The Joliet Road closure has increased traffic volumes on the surrounding roadway network
- A Traffic Impact Study was updated in 2011
- The 47th and East Avenue intersection was assigned Priority 1

PUBLIC MEETING #1

- The first public meeting was held January 31, 2013 at the La Grange Village Hall
- 76 members of the public signed in
- The project background and goals were presented
- The study process was defined
- Public input was received through 65 comment cards, 71 surveys, and 5 comments left on the aerial exhibit

SAMPLE OF COMMENTS RECEIVED

- Both support and opposition were expressed for a traffic signal
- Both support and opposition for a grade separation (overpass)– mostly opposition
- Belief that traffic and safety are major concerns
- Some had no concerns about the intersection
- Pedestrian/bicycle safety is a major concern
- There are flooding concerns

SAMPLE OF COMMENTS RECEIVED

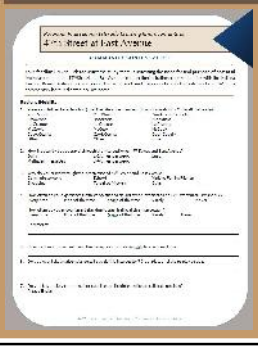
- Sedgwick Park is an important community resource that should be preserved
- Impacts to the children's home should be minimized
- Concerns about the stability of the bedrock in the area
- Concerns with land acquisition
- Questions about the safety at the existing pedestrian crossing at 47th and 9th

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

INITIAL SURVEY RESPONSES

- 60% respondents encounter traffic congestion or delays "some of the time" - 20% encounter it "most of the time"
- Average time that congestion/delay adds to the travel time of those that responded – 8 minutes
- Over 80% of responders felt they would benefit from improvements at the intersection
- Many take alternate routes to avoid the intersection
- Strong concerns regarding safety
- The things rated with the highest importance with stakeholders: Community Parks & Open Space, Traffic Signals and Pedestrian Accommodations

IDENTIFYING CONTEXT

Context is the interrelated condition in which something exists. It includes the environment, both natural and man-made and the character and values of the community

LOCAL CONTEXT

Businesses, Sedgwick Park, Residential Areas, Train Lines, Quarry

REGIONAL CONTEXT

Roadway and Railway Networks

EXERCISE #1A
SMALL GROUP

Is there a need for intersection improvements at the 47th and East intersection?

Why or Why Not?

EXERCISE #1B
SMALL GROUP

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

EXERCISE RESULTS

Summarize Results

WRAP UP

- Meeting Recap
- Next Steps
- Future Meeting Schedule

THANK YOU

47TH STREET AT EAST AVENUE

www.47eastavestudy.com

OPEN MEETING

Open for Public Comment

Exercise 1a

The CAG's first task is to help develop the Problem Statement and identify the Purpose & Need for the 47th at East Phase I study. The CAG members are asked to brainstorm and identify potential reasons for or against improvements at 47th and East. You will work individually and in small groups to generate input.

Is there a need for intersection improvements at the 47th and East intersection? Why or Why not?

Keep in mind the following when answering this question:

- 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 area. 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 improvements 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

47TH STREET

AT EAST AVENUE

~~October 11~~March 6, 201~~2~~3

Version 1.~~0~~2

Job No. P-91-013-12

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1. INTRODUCTION

1.1 Project Background

The Phase I study is being performed to evaluate potential improvements to the 47th Street and East Avenue intersection including traffic signals and a grade separation with the Indiana Harbor Belt Railroad (IHB) crossings on the west and south approaches to the intersection. The project is located within the three Cook County Villages of La Grange, Brookfield and McCook. The proposed improvements are anticipated to address safety and traffic delay concerns due to increased train volumes and to accommodate existing and projected 2040 travel demands.

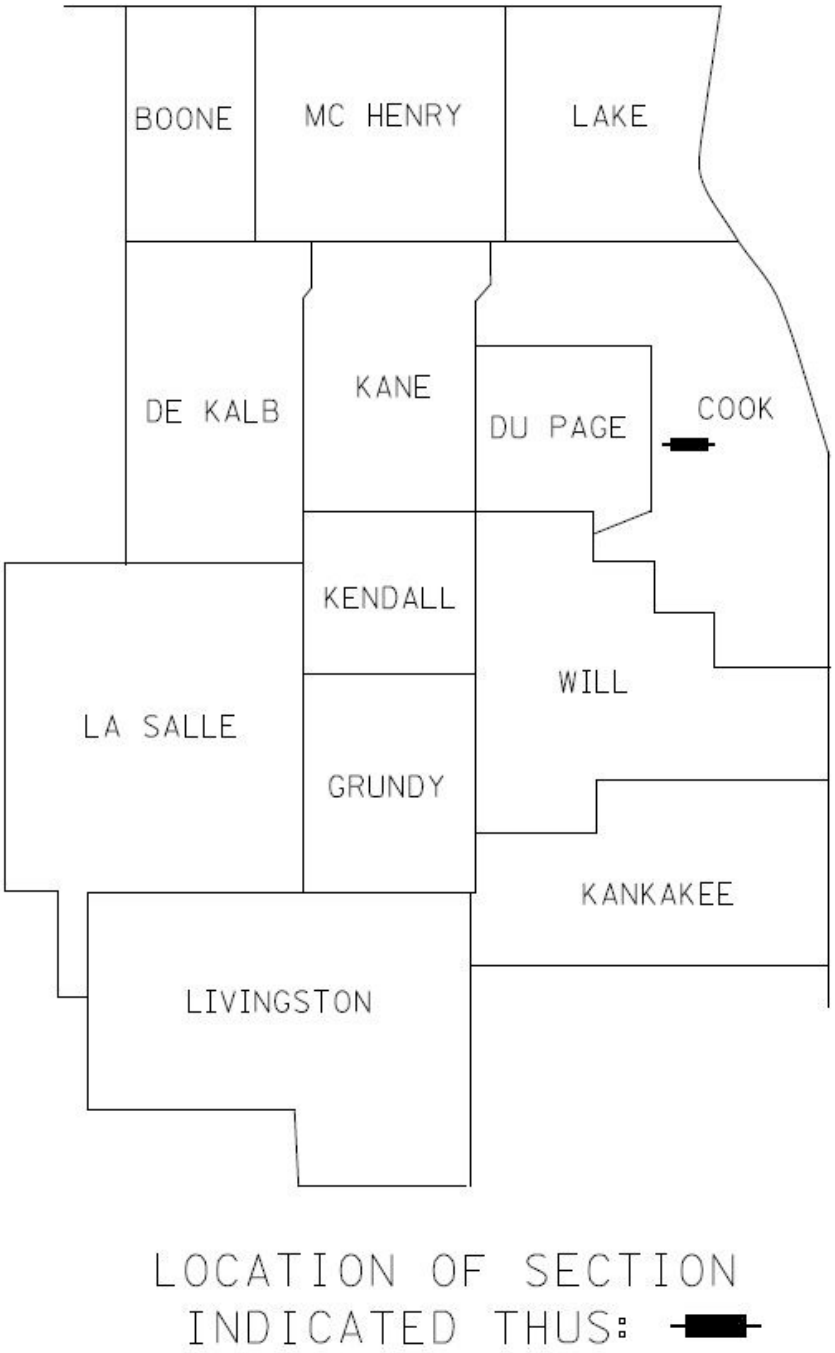
Currently the IHB Railroad crosses both 47th Street and East Avenue near the intersection of these two streets. The two crossings are about 120 and 100 feet from the intersection, respectively. Both crossing have crossing gates and flashing signals.

1.2 Community Context

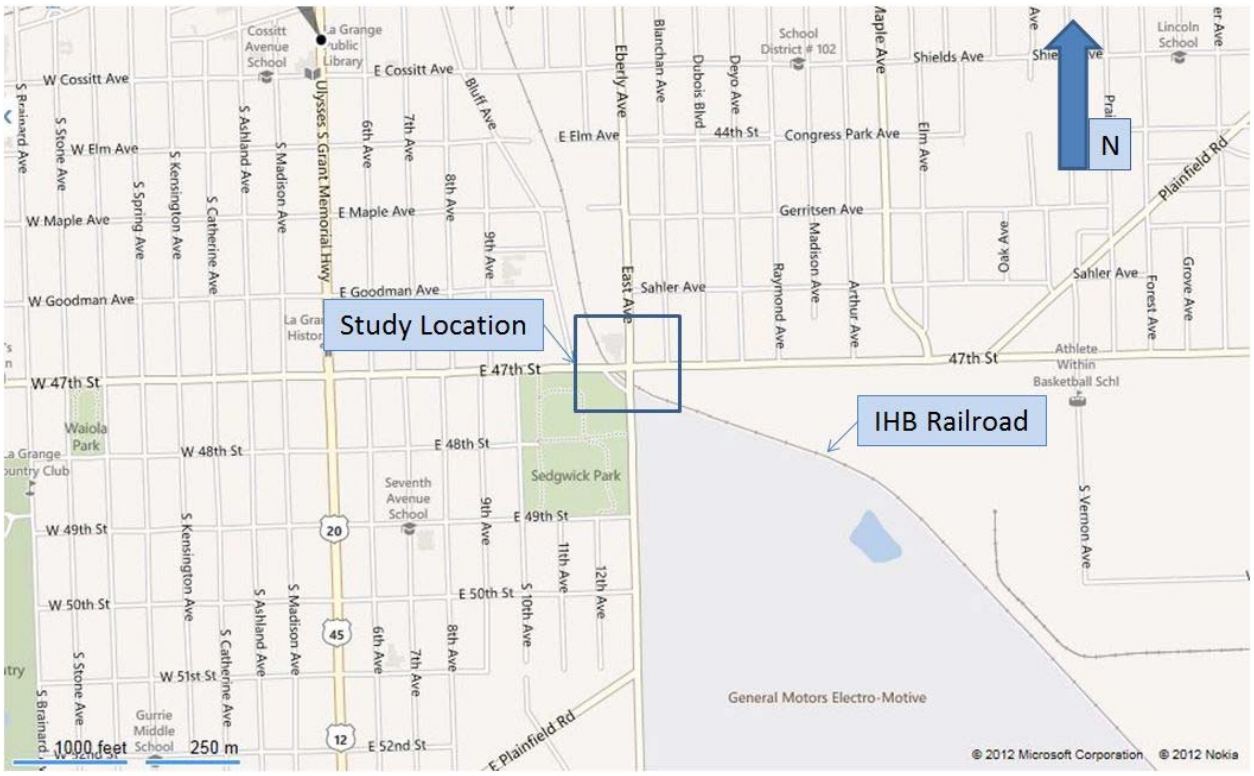
Given the potential impacts that the proposed improvement could have, the study has been designated as a Context Sensitive Solutions (CSS) project by the Illinois Department of Transportation (IDOT). The project intersection is surrounded by a mature, fully developed, suburban community. Sedgwick Park, Masonic Children's Home, and a number of homes and businesses are located near the study area. Access, operations, land acquisition, noise and safety both during and upon completion of construction are issues that are of concern. Also, views from the La Grange Historic District located north of 47th Street and west of 9th Avenue and may be impacted by a grade separation structure.

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.


BOONE
MC HENRY
LAKE
DE KALB
KANE
DU PAGE
COOK
KENDALL
WILL
LA SALLE
GRUNDY
KANKAKEE
LIVINGSTON
LOCATION OF SECTION
INDICATED THUS:

AREA MAP



PROJECT LOCATION MAP

1.4 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 agency officials 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 and 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.

1.5 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 potential intersection improvements including traffic signals and a grade separation between the 47th Street and East Avenue Intersection from the IHB Railroad. 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.
- 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

IDOT will act as joint lead agency with the Federal Highway Administration (FHWA). Throughout the project coordination will be required with the IHB Railroad, utility companies, La Grange Park District, West Central Municipal Conference, CREATE Program, Cook County Highway Department, Joliet Road Task Force, Villages of La Grange, Brookfield and McCook and the general public.

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.

- 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

3.3 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 FHWA has worked with IDOT and the SHPO to identify potential Section 106 consulting parties, which are listed in Table 3-3. Individuals or organizations may request to become a consulting party for this project by contacting Heidi Voirol by email at hvoirol@v3co.com. 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 IDOT and FHWA will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

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 the Phase I Study of the potential intersection improvements and grade separation at the intersection of 47th Street at East Avenue and the IHB Railroad. All activities and presentation material will be approved by IDOT before proceeding. The designated IDOT project contact is Mir Mustafa, 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, Technical Advisory 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, and the 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 understanding 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

The persons listed in Appendix A, Table 4-4 will form the PSG for the study of the potential intersection improvements and grade separations between 47th Street at East Avenue and the

IHB Railroad crossings. 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	October, 2012	▪ Introduce project to BDE/FHWA ▪ Review agenda for 1st Public Meeting and CAG meeting #1
#2	January, 2013	▪ Review results of 1st Public Meeting ▪ Present agenda for CAG #1
#3	March, 2013	▪ Review results of CAG #1 ▪ Present draft Problem Statement ▪ Present draft Purpose and Need Statement
#4	May, 2013	▪ Present range of feasible alternatives ▪ Present possible evaluation criteria ▪ Review agenda for 2nd Public Meeting
#5	September, 2013	▪ Review results of 2nd Public Meeting ▪ Review potential environmental effects
#6	November, 2013	▪ Present alternatives to be carried forward ▪ Present measures to minimize harm to the affected environment
#7	January, 2014	▪ Review evaluation of alternatives carried forward ▪ Review agenda for 3rd public meeting
#8	April, 2014	▪ Review results of 3rd public meeting ▪ Present evaluation factors for remaining alternatives
#9	August, 2014	▪ Present findings of environmental assessment
#10	November,2014	▪ Review agenda for public hearing

#11	February, 2015	▪ Review results of public hearing ▪ Review remaining project issues ▪ Review Design Exceptions
#12	May, 2015	▪ FONSI Approval Anticipated
#13	June, 2015	▪ 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 for the 47th Street at East Avenue project.

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 facility preferences and in understanding the impact of potential infrastructure improvements.

Table 4-2: CAG Meetings

CAG Meeting	Tentative Date	Purpose/Goal of Meeting
#1	~~February~~March, 2013	▪ Define CSS study process & ground rules ▪ Determine transportation related needs, issues and constraints in the study area ▪ Obtain understanding of community concerns and potential issues
#2	~~April~~May, 2013	▪ Present/Refine Problem Statement ▪ Present/Refine Purpose and Need ▪ Present results of Community Context Audit
#3	~~June~~July, 2013	▪ Review potential alternatives & design criteria ▪ Define measures to evaluate alternatives
#4	October, 2013	▪ Review Potential Environmental Effects ▪ Present Options to Avoid, Minimize & Mitigate Impacts ▪ Obtain CAG input on alternatives to be carried forward
#5	March, 2014	▪ Provide description of alternative refinements ▪ Obtain CAG input on evaluation factors for selecting preferred alternative
#6	November, 2014	▪ 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 may 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 in the immediate vicinity of the study intersection or related to proposed alternatives. 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 La Grange's Mayor and Trustees
- Village of Brookfield's Mayor and Trustees
- Village of McCook's Mayor and Trustees
- Cook County Highway Department
- State and federal legislative representatives
- Representative(s) of the West Central Municipal Conference 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 will be held to introduce the general public to the study and the CSS process. The goal of the meeting will be to identify general issues with the potential intersection improvements, develop information on project and community context, gather information related to project Purpose and Need and to solicit

volunteers from the local communities to serve on the Community Advisory Group. 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.

Table 4-3: Public Meetings/Hearing

Meeting	Tentative Date	Purpose/Objectives of Meeting
Public Informational Meeting #1	January 31, 2013 ~~(target)~~	▪ Introduce the project and CSS process, provide project background and present information on study process to stakeholders ▪ Identify general issues with the existing intersection as well as information on project and community context audit (CCA). ▪ Confirm project study area ▪ Provide an opportunity for stakeholders to communicate issues/concerns
Public Meeting #2	August, 2013 (target)	▪ 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
Public Meeting #3	March, 2014 (target)	▪ 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

Public Meeting #4	January, 2015 (target)	▪ Present alternatives carried forward in the Environmental Assessment and the Preferred Alternative ▪ Review impacts, detailed information on engineering design aspects, and proposed mitigation ▪ Obtain stakeholder comment on the preferred alternative and measures to address impacts

These meetings will utilize various public informational techniques such as project exhibits and handouts 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 La Grange, Brookfield and McCook 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 are being 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 the Villages of La Grange, Brookfield, and McCook, 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.47eastavestudy.com, will be created that will be updated bi-monthly and include monthly meeting announcements, exhibits, reports, newsletters and other study related information.

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 four 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 prior to the third Public Meeting to describe the problem statement/project purpose, present the draft Purpose and Need and Problem Statement, describe detailed study alternatives, present initial impacts and summarize previous input from the public.

- Newsletter #3 - 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 #4 – 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**

Meeting notifications for newspapers will be prepared using IDOT's template. Press releases will also be prepared prior to each public meeting series. 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.

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
Illinois Department of Transportation	John Fortmann	(847) 705-4110
Federal Highway Administration	Norm Stoner	(217) 492-4641

Table 3-2: Additional Agencies

Organization	Name	Phone
Village of La Grange	Elizabeth Asperger	(708) 579-2313
Village of Brookfield	Michael J. Garvey	(708) 485-1400
Village of McCook	Jeffrey R. Tobolski	(708) 447-9030
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
Illinois Department of Agriculture	Robert Flider	(217) 782-2172
Chicago Metropolitan Agency for Planning (CMAP)	Randy Blankenhorn	(312) 386-8600
Cook County Highway Department	David Betts	(218) 387-3014
West Central Municipal Conference	Richard F. Pellegrino	(708) 453-9100
Forest Preserve District of Cook County	Arnold Randall	(800) 870-3666
Park District of La Grange		(708) 352-1762
Indiana Harbor Belt Railroad	Rickie Grover	(219) 989-4941

Table 3-3: Section 106 Consulting Parties

Organization	Address	Phone
Illinois Historic Preservation Agency (IHPA)	Preservation Services Division, 1 Old State Capitol Plaza, Springfield, IL 62701	217-785-5027
Ho-Chunk Nation	P.O. Box 667, Black River Falls, WI 54615	715-284-7181
Citizen Potawatomi Nation	1601 S. Gordon Cooper Drive, Shawnee, OK 74801	405-275-3121
Forest County Potawatomi	P.O. Box 340, Crandon, WI 54520	715-478-7200
Hannahville Indian Community	N14911 Hannahville Boulevard Road, Wilson, MI 49896	
Pokagon Band of Potawatomi Indians, Mr. Matthew Wesaw, Chairperson	58620 Sink Road, Dowagiac, MI 49047	800-517-0777
Prairie Band Potawatomi Nation Government Center Mr. Steve Ortiz	16281 Q Road, Mayetta, KS 66509	785-966-4000
Sac and Fox Tribe of Mississippi in Iowa Chairperson, Mr. Homer Bear, Jr.	349 Meskwkai Road Tama, IA 52339	641-484-3185
Sac and Fox Nation of Missouri Chairperson Ms. Twen Barton	305 N. Main Street Reserve, KS 66454	785-742-7471
Sac and Fox Nation of Oklahoma Principal Chief, Ms. Kay Rhoads	Route 2, Box 246 Stroud, OK 74079	918-968-3526
Brookfield Historical Society	8820 ½ Brookfield Avenue Brookfield, IL 60513	
La Grange Area Historical Society	444 South LaGrange Road, La Grange, IL 60525	708-482-4248

Table 4-4: Project Study Group (PSG)

Organization	Name	Title	Phone	Email
IDOT District 1	Andy Rabadi	Railroad Engineer	(847) 705-4256	Andy.Rabadi@illinois.gov
IDOT District 1	Kimberly Murphy	Consultant Studies Unit Head	(847 705-4791	Kimberly.Murphy@illinois.gov
IDOT District 1	John Baczek	Project and Environmental Section Chief	(847) 705-4393	John.Baczek@illinois.gov
IDOT District 1	Earl Dunn	Area Programmer for Cook County	(847) 705-4082	Earl.dunn@illinois.gov
IDOT District 1	Ken Eng	Acting Bureau Chief of Design	(847) 705-4211	Ken.Eng@illinois.gov
IDOT District 1	Catherine Kibble	Consultant Services Section Chief, Design	(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	Hydraulics Unit Head	(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
IDOT	Walt Zyznieuski	Bureau of Design & Environment	(217) 785-4245	Walter.Zyznieuski@illinois.gov
IDOT	Scott Stitt	Bureau of Design & Environment		Scott.Stitt@illinois.gov
FHWA	Mike Hine	Transportation Engineer	(217) 492-4634	Mike.Hine@fhwa.dot.gov
FHWA	Chris Byars	Transportation Engineer	(217) 492-4628	Chris.Byars@fhwa.dot.gov
FHWA	Matt Fuller	Environmental Engineer	(217) 492-4625	Matt.Fuller@fhwa.dot.gov

Table 4-5: Community Advisory Group (CAG)

Name	Organization	Municipality	Phone Number	Email
Diane Barnes	La Grange Resident, Urban Planner	La Grange	312-798-0306	dcbarnes@hntb.com
Anne Bennett	La Grange Neighborhood and Family	La Grange	708-354-5776	abennettone@hotmail.com
Dave Bier	La Grange Resident	La Grange		beirdn@hotmail.com
Charles Brown	Residents and Community of La Grange	La Grange	708-354-5394	Charliee.brown2@comcast.net
Mara Devitt	Self	La Grange		mara.devitt@comcast.net
Ellen Frantzen	Joe's Saloon	Brookfield	708-485-7042	joessaloon@yahoo.com
Ryan Gallingham	La Grange Resident	La Grange	708-579-2328	rgillingham@villageoflagrange.com
Gloria Gunkelman	Brookfield Resident	Brookfield		gloria.gunkelman@mygait.com
Michelle Halm	Area Parent Groups, Self, Neighborhood.	La Grange	773-425-9616	halm114@yahoo.com
Wayne Harej	La Grange Resident	La Grange		wharej21@gmail.com
Harlan Hirt	La Grange Resident	La Grange	708-354-3306	hdh39@sbcglobal.net
Joan Hoigard	La Grange Resident	La Grange	708-352-3969	jmhoigard@gmail.com
George Johnson	La Grange Resident	La Grange		geo-johnson@att.net
Mark Langan	La Grange Resident	La Grange	708-203-4200	mlangan@villageoflagrange.com
Tom Lemaster	La Grange Resident	La Grange	708-354-4551	tomandsandilemaster@gmail.com
Steven Lifka	Brookfield Resident	Brookfield	708-846-9637	stevenlifka@yahoo.com
Pat Macleod	Owner	Brookfield	708-705-2904	Patporterccrn@aol.com
David May	La Grange Resident	La Grange	708-579-3107	dmay@welshgroup.com
Mimi Meagher	La Grange Resident	La Grange	708-354-4551	mimi_meagher@hotmail.com
Teri Pappas	La Grange Resident	La Grange		terip@comcast.net
Joe Pardo	La Grange Resident	La Grange	708-354-5773	cpjpisok@sbcglobal.net

James Pluta	Brookfield Resident	Brookfield	630-621-8104	jtpluta@yahoo.com
Don Prigwano	Brookfield Resident	Brookfield	708-387-9479	donp63@sbcglobal.com
Alex Severino	La Grange Resident	La Grange	708-354-5034	alex.severino@sbcjlobal.net
Richard Shinsako	La Grange Resident	La Grange		rshinsako@arslist.info
Robert Vear	La Grange Resident	La Grange		robertvear@gmail.com
Ofelia Walker	Neighborhood and Family	Brookfield	708-296-5689	
Edward Wolf	La Grange Resident	La Grange	708-579-1927	EWolf@ebryit.com
Kathy Chernich	Chief, East Branch, Army Corps of Engineers			kathy.g.chernich@usace.army.mil
Kenneth Westlake	US Environmental Protection Agency			westlake.kenneth@epa.gov
Shawn Cirton	US Fish and Wildlife Services			shawn_cirton@fws.gov
Terry Savko	IL Department of Agriculture			Terry.Savko@Illinois.gov
Steve Hamer	Department of Natural Resources			steve.hamer@illinois.gov
Dan Heacock	IL Environmental Protection Agency			Dan.Heacock@Illinois.gov
Anne Haaker	IL Historic Preservation Agency			anne_haaker@ihpa.state.il.us

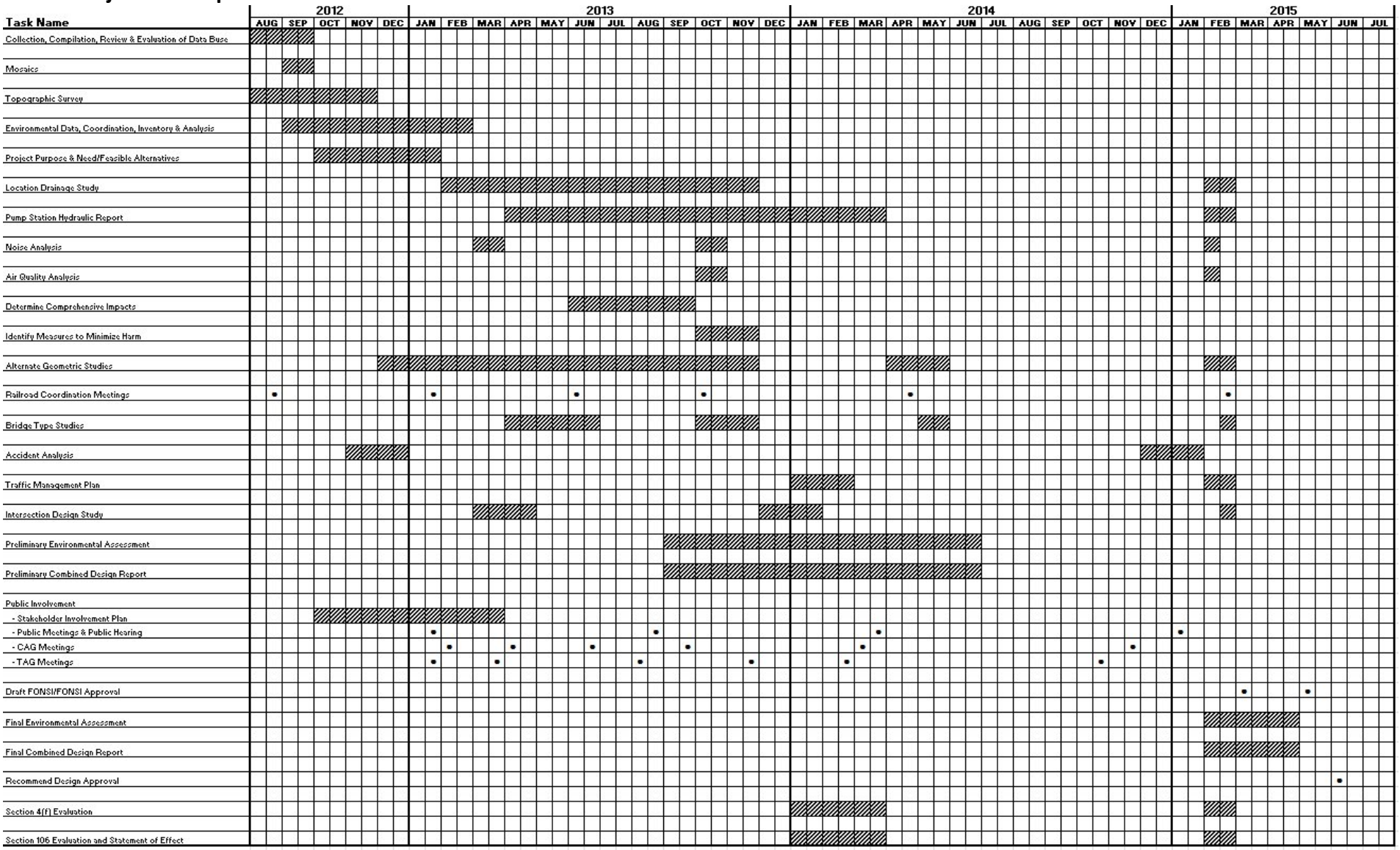
Table 4-6: Key Stakeholders

Organization	City	State	Zip Code	Phone	Email or Web Site
Brookfield Chamber of Commerce	Brookfield	Illinois	60513	708-268-8080	info@brookfieldchamber.net
Don's 47th Street Garage	Brookfield	Illinois	60513	708-387-9479	don@47thstreetgarage.com
Care Sheet Metal	Brookfield	Illinois	60513	708-387-9784	caresheetmetal@gmail.com
Nu Tech	Brookfield	Illinois	60513	708-387-2222	
Tailored Draperies Inc	Brookfield	Illinois	60513	708-387-9854	tailoreddraperies@att.net
Accurate Automotive	Brookfield	Illinois	60513	708-485-1108	www.accurateautomotiveincil.com
Globe Electrical Contractors	Brookfield	Illinois	60513	708-487-2400	
Swan Cleaners	Brookfield	Illinois	60513	708-485-5795	
Licitra Roofing	Brookfield	Illinois	60513	708-485-4848	www.licitraroofing.com
Springrove Metal Fabricating	Brookfield	Illinois	60513	708-485-4710	
Pump Specialties Inc	Brookfield	Illinois	60513	708-387-3170	
Bluder's Tree Service	Brookfield	Illinois	60513	708-485-5284	
Unique Plumbing Co.	Brookfield	Illinois	60513	708-485-8860	www.uniquplbg.com
Western Suburbs Concrete, Inc.	Brookfield	Illinois	60513	708-387-1773	
Four S Car Wash	Brookfield	Illinois	60513	708-387-9300	
Brookfield Water Department	Brookfield	Illinois	60513	708-485-7344	
Andrews Converting	La Grange	Illinois	60525	708-352-2555	www.andrewsconverting.com
Quality Reducer Service	La Grange	Illinois	60525	708-354-8080	info@qualityreducer.com
Nicor Gas	La Grange	Illinois	60525	888-642-6748	
Park District of La Grange	La Grange	Illinois	60525	708-352-1762	www.Pdlginfo.org
Mega Handlers	La Grange	Illinois	60525	708-482-8990	
Masonic Children's Home	La Grange	Illinois	60525	708-352-4240	Imchkids.org
Indiana Harbor Belt Railroad	Hammond	Indiana	46323	(219) 989-4941	www.ihbrr.com

Table 4-7: Stakeholder Involvement Plan Revision History

Edit	Date	Editor(s)-
Draft, Version 1.0	October, 2012	V3 Companies
Draft, Version 1.1	December, 2012	V3 Companies
Draft, Version 1.2	March 6, 2013	V3 Companies

Appendix B
Project Development Schedule



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 the 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 E Sork

Attachment

Chapter Nineteen

PUBLIC INVOLVEMENT GUIDELINES

BUREAU OF DESIGN AND ENVIRONMENT MANUAL

Chapter Nineteen
PUBLIC INVOLVEMENT GUIDELINES

The procedures in Chapter 19 are intended to provide a full opportunity for effective public participation and consideration of highway location and design proposals. In general, they provide for free and open discussion on project alternatives to encourage early resolution on controversial issues. The procedures also reflect coordination with other public agencies, private organizations, and individuals. The public involvement process ensures that potential adverse economic, social, and environmental effects are fully considered in project development. This should result in final decisions that reflect the best overall public interest in providing safe, economic, and efficient transportation with minimal adverse effects.

Chapter 19 applies to the development of all highway projects initiated by the Illinois Department of Transportation.

19-1 REQUIREMENTS FOR PUBLIC INVOLVEMENT PROGRAMS

19-1.01 Federal Law

Section 128 of Title 23 of the United States Code specifically requires:

> *Any State highway department which submits plans for a Federal-aid highway project involving the bypassing of, or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Secretary that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic and social effects of such a location, its impact on the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community. Any State highway department which submits plans for an Interstate System project shall certify to the Secretary that it has had public hearings at a convenient location, or has afforded the opportunity for such hearings, for the purpose of enabling persons in rural areas through or contiguous to whose property the highway will pass to express any objections they may have to the proposed location of such highway. Such certification shall be accompanied by a report that indicates the consideration given to the economic, social, environmental, and other effects of the plan or highway location or design and various alternatives which were raised during the hearing or which were otherwise considered.*

Federal law thus requires that public hearings be held or offered under certain circumstances, whether or not the public displays an interest in the project.

19-1.02 Definition and Application

For the Division of Highways to determine when a public hearing or an offer for a public hearing is required to comply with the first part of Section 128 of Title 23 USC, the Division must define what is meant by the *bypassing of or going through any city, town, or village*. The Department interprets the phrase to denote three characteristics of projects to which it will apply:

- large size and effect,
- involvement of long-distance through traffic, and
- involvement of population centers or concentrations of people.

Projects that pass through or bypass communities involve a considerable amount of traffic which is not local but which is passing through the area. This is typical of routes with classifications of trunk highway or major highway (i.e., arterials) and perhaps, in some cases, area service roads when small towns or villages are involved. These projects generally involve the choice of different corridors or locations for the improvement. The Department interprets that lesser projects were not intended for inclusion. Because the reference is to projects that affect cities, towns, and villages, the law seems to be concerned with a project's effect on a community as a whole. The concern for populated areas is further emphasized by the requirement to comply or coordinate with urban planning.

For the purpose of determining the need for the holding or offering of a public hearing on projects proposed by the Division of Highways, Section 128 of Title 23 of the US Code is defined to mean that a public hearing shall be held or offered on all projects that involve the relocation of marked route (State highway system) traffic through or around any city, town, or village. This is interpreted as requiring the holding or offering of a public hearing on projects such as:

- a new bypass around a community,
- a new marked route going through a community,
- the relocation of an existing marked route from one street to another which did not previously carry marked route traffic (with or without additional right-of-way),
- changing to a one-way couple which will use a street that did not previously carry marked route traffic (with or without additional right-of-way), and
- the reconstruction of an existing marked route with additional through traffic lanes through town (included because a reasonable alternative would be a bypass or one-way couple).

Projects such as the following will not require the holding or offering of a public hearing as a result of 23 USC 128:

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- upgrading an existing marked route to current design criteria for 20-year traffic including the acquisition of additional right-of-way, but not including additional through traffic lanes;
- intersection improvements including signals, throat widening, adding turn lanes, and other channelization;
- widening less than a one-lane width and resurfacing, with or without additional right-of-way;
- changing from open ditches to closed drainage; and/or
- projects in rural areas which do not pass through or bypass a city, town, or village.

Department policy is to provide all interested persons an opportunity to become acquainted with highway proposals of concern to them and to express their views at those stages of a proposed development when the flexibility to respond to those views still exists. Accordingly, the Illinois DOT may require public involvement activities in addition to the holding or offering of public hearings on Federal-aid projects. Also, the Department requires other public involvement activities on Federal-aid projects which require additional right-of-way, even though Federal law does not require the holding or offering of a public hearing.

19-1.03 FHWA Environmental Regulations

FHWA regulations require that each State must have procedures approved by FHWA to carry out a public involvement/public hearing program pursuant to 23 USC 128, 23 USC 139 and the *CEQ Regulations*. Chapter 19 of the *BDE Manual* describes the public involvement/public hearing program for IDOT projects. FHWA approved the program when it approved the use of the *BDE Manual*.

In accordance with the FHWA Regulations on Environmental and Related Procedures (23 CFR 771), the Department will hold one or more public hearings or offer the opportunity for hearing(s) to be held at a convenient time and place for any Federal-aid project which:

- requires significant amounts of right-of-way (see Section 19-1.04);
- substantially changes the layout or functions of connecting roadways or of the facility being improved (see Section 19-1.05); or
- has a substantial adverse impact on abutting property, otherwise has a significant social, economic, environmental or other effect or for which FHWA determines that a public hearing is in the public interest (see Section 19-1.06).

In accordance with 23 CFR 771.111, if a public hearing is held, the following information should be explained at the hearing:

- the project's purpose, need, and consistency with the goals and objectives of any local urban planning;
- the project's alternatives, and major design features;
- the social, economic, environmental, and other impacts of the project;
- the relocation assistance program, and the right-of-way acquisition process; and
- the Department's procedures for receiving both oral and written statements from the public.

The following sections provide further guidance on the application of these criteria. If the district determines that the application of these criteria does not indicate sufficient impacts or changes to warrant a public hearing, consider the need for other forms of public involvement and provide opportunities as appropriate (see Section 19-2). The district will document in the project file the basis for its decision to not hold a public hearing.

19-1.04 Significant Right-of-Way

When a project is planned for new location, it will involve a significant amount of right-of-way and have considerable impact on the area in which it is located. For those projects that basically use the existing alignment with minor relocations or require additional strips of right-of-way, the district must consider several factors in determining whether or not the taking is significant. When it is determined to be significant, a public hearing must be held or offered.

19-1.04(a) Quantity

The first factor to consider is the quantity of land to be acquired. The significance of the quantity will vary depending upon the character of the surrounding land. In rural areas, the acquisition of 10 to 20 acres (4 to 8 hectares) for a project several miles (kilometers) in length may be insignificant. In urbanized areas, takings involving less than one acre (one-half hectare) might be significant if high-cost properties will be affected. In suburban areas each location must be evaluated separately considering the density of population, the remaining open space available, and the impact on improvements that might be located on any of the properties affected.

19-1.04(b) Number of Owners

There is no specific number of affected property owners for which a public hearing is required; however, the number does affect the scope of work required for involvement activities. As a minimum, the district must contact individual property owners from whom land will be acquired during the project development stage. At some point, it is practical to hold one meeting rather than to separately contact all of the property owners involved.

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19-1.04(c) Usage

The use of the property to be acquired can result in a significant impact even if the number of owners is small. If a property proposed for acquisition is used as a recreational area or a wildlife refuge, or if it is part of a historic site, it may be protected by Federal law. The acquisition of such protected properties requires specific procedures (see Chapter 26) that are designed to protect and preserve the character and use of these properties. Other effects that might be considered significant are takings that will impact improvements on the property. A typical example is the taking of storage tanks or pumps from service stations at intersections. Although the property taking might be minimal, the impact on the business, and perhaps the neighborhood, may be considered significant. Other situations might involve water supplies or power supplies feeding particular communities or neighborhoods, or small takings along a street that might affect a neighborhood or community commercial area.

19-1.05 Changes in the Layout or Function

Projects that change the layout of a facility or the layout of the roads and streets that connect to it could have considerable impact upon abutting properties and users of the facility. Generally, changes in layout will involve the acquisition of additional right-of-way, and the district should consider the factors discussed in Section 19-1.04. Another factor includes adverse travel and service to abutting properties, which usually result in considerable public interest. The development of a public involvement program is warranted to address these impacts and, if substantial changes will occur, a public hearing must be held or offered.

Changes in the function of a street or highway, especially when not accompanied by the acquisition of additional right-of-way, result in more subtle impacts to abutting property owners and other citizens. These impacts may be more difficult to recognize and, whether real or perceived, may create considerable public interest in a particular highway project. The district should carefully consider this when determining the need for a public involvement program or public hearing.

There are several changes that are sufficient to cause a change in the function of a facility or connecting roads and streets. These changes do not necessarily require the acquisition of additional right-of-way, but they alter the character of use such as changing from local access to through traffic. The following is a list of typical actions that are considered changes in function:

- changing from two lanes to four or more lanes,
- changing from no median or a flush median to a raised median,
- changing to a one-way couple that involves a street not previously carrying through traffic,
- changing access control,
- addition of a tall median barrier restricting pedestrian crossings,
- fencing the right-of-way line, and

- removal of on-street parking.

The reverse of these actions also constitutes a change in the function.

Changes in the function may result in a number of impacts that create considerable controversy or public interest. The following lists typical impacts that may result from the changes in the function of a facility or its connecting roads and streets:

- change in traffic volume;
- change in the type and character of traffic (e.g., volume of trucks, local or through traffic, low- or high-speed traffic);
- change in commercial or residential development affecting the neighborhood character;
- change in property values;
- change in pedestrian accessibility; and
- change in travel patterns or distance.

19-1.06 Social, Economic, and Environmental Effects

Any project that will cause a substantial change in the social, economic, or environmental setting in which the project is located could be considered sufficient cause for designing and implementing a public involvement program. In determining whether or not a hearing is warranted consider the following factors:

1. The effect on regional and community growth of the area including general plans, proposed land use, total transportation requirements, and the status of the planning process.

2. The conservation and preservation of natural resources (e.g., wetlands, floodplains, natural areas, threatened and endangered species and their habitat) and our national heritage including park and recreational facilities, wildlife and waterfowl areas, historic and natural landmarks, prime farmland, and the ecology of the project area.

3. The effect on local government and public facilities and services including religious, health, and educational facilities, public utilities, fire protection and other emergency services, and local transportation facilities.

4. Community cohesion including residential and neighborhood character and stability, highway impacts on minority, low-income, and other specific groups and interests, and effects on tax base and property values.

5. Displacement of people, businesses, and farms including relocation assistance, and the business and economic climate of the area including employment gains and losses and access to work locations.

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6. Air, noise, and water pollution including consistency with approved air quality implementation plans, noise abatement criteria, and water quality standards.

7. Aesthetic and other values including visual quality (e.g., “view of the road” and “view from the road”) and the joint development and multiple use of space.

The district should consider the impact of construction activities including detours and road closures and the resultant impact after completion of the improvement.

If adverse impacts, which are considered significant, occur in any of these categories, a public hearing must be held or offered. For additional guidance on evaluating impacts, see Part III of the *BDE Manual*, the *BDE Community Impact Assessment Manual,* and the *IDOT Highway Traffic Noise Assessment Manual*.

19-1.07 General Public Interest

Public interest in a project or program of projects can be sufficient to warrant the development of a public involvement program, including a public hearing not otherwise warranted under Sections 19-1.04, 19-1.05, or 19-1.06. This is more likely to occur when a program of projects is involved. Although individual projects may not be critical, the program as a whole may cause cumulative impacts sufficient to warrant a separate involvement program. Significant program impacts generally relate to communities as a whole with effects across the spectrum of social, economic, and environmental character. A program of projects in this case may include several projects in and/or near a single urban area or within a single county and need not encompass the entire district.

When a program or series of projects will be initiated in a general locality, much of the controversy or antagonism can be averted by providing some advance notice and a public forum for the citizenry to receive information about the projects and to comment where appropriate. An effective public involvement program can consolidate overall public support and contribute significantly to the early completion of projects with the additional benefit of a positive attitude towards the Department.

19-1.08 Road Closures

When the Department proposes to close a road to eliminate an at-grade crossing or junction with an Interstate highway or a highway where the authority to control access has been exercised to permit access only at certain public roads, 605 ILCS 5/8-106 (Illinois Compiled Statutes) requires that a public hearing be held to consider the road closure. Such a road closure hearing must be held in the county where the closing is situated and must consider the needs of local traffic and the effect of the closing on other highways in the locality. The preparation of final construction plans shall not begin until road closure hearings have been held. See Chapter 11 for more information on road closures.

Road closure hearings may be held in conjunction with other required hearings. If the discussion of road closures will extend the length of the presentation beyond the time limits discussed in this Section, separate hearings may be necessary. Because road closures should be discussed in environmental reports, the district should schedule road closure hearings prior to the preparation of the final report if not combined with other hearings. Changes in proposed road closures may be sufficient grounds for preparing revised or supplemental environmental reports. Hearing announcements should be in conformance with Section 19-3.01.

19-1.09 Corridor Protection

Section 4-510 of the *Illinois Highway Code* (605 ILCS 5/4-510) provides a means of protecting the right-of-way for future additions to State highways from future developments through the preparation and filing of a map showing the location and approximate widths of the rights-of-way needed for future additions; see Section 12-6. When the Department intends to invoke this provision, it must hold a public hearing in or near the county or counties where the land to be used is located and must publish notice of the hearing in a newspaper or newspapers of general circulation in the county or counties involved. If a public hearing will be held in conjunction with the location and design studies for a project, it can also serve as the hearing required for corridor protection under 605 ILCS 5/4-510. As an alternative, the Department may hold a separate hearing specifically to receive testimony regarding the corridor protection map. For any hearing intended to fulfill the requirements of 605 ILCS 5/4-510, the notice(s) announcing the hearing should indicate that intent; see Section 19-3.01(c).

Not more than ten years after a protected corridor is established, and not later than the expiration of each succeeding ten year period, the Department shall hold public hearings to discuss the viability and feasibility of the protected corridor. The Department shall retain the discretion to maintain any protected corridor but shall give due consideration to the information obtained at the public hearing. If the Department in its discretion determines that the construction of the roadway is no longer feasible, the Department shall abolish the protected corridor.

The *Land Acquisition Manual* describes the procedures and exhibits needed to file a Corridor Protection Map.

19-1.10 Accessibility

Executive Order #5 (1979) requires all meetings or conferences conducted by Departments under the jurisdiction of the Governor to be held in a public or private place that is accessible to persons with a disability consistent with the Accessibility Standards prepared by the Capital Development Board unless there are compelling reasons dictating otherwise. The Order further requires that notices advise persons with a disability to promptly inform those responsible for conducting the meeting or conference of their anticipated attendance. Upon notification, meeting organizers shall provide qualified interpreter services for the hearing-impaired and shall make essential materials available in a form usable by the visually impaired as needed.

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19-2 DESIGNING PUBLIC INVOLVEMENT PROGRAMS

In accordance with 23 CFR 771.111(h)(2)(vi), anytime a public hearing is held, the Department must submit to FHWA a transcript of the public hearing and a certification that a required hearing or hearing opportunity was offered. Along with the transcript, the Department must provide copies of all written statements from the public, both submitted at the public hearing or during an announced period after the public hearing. 23 CFR 771.111 provides that each State must have procedures approved by FHWA to implement a public involvement/public hearing program pursuant to 23 USC 128 (public hearing provisions of the Highway Code) and 40 CFR 1500 through 1508 (CEQ Regulations). States have latitude in designing their public involvement programs provided they meet the requirements of 23 CFR 771.111.

Because Federal requirements do not specify the exact number, format, or timing of the public hearings for all highway projects, the States may determine the need for public hearings and their format based on their approved public involvement procedures. Other public involvement activities may be used where hearings are not specifically required by law or in addition to public hearings. This *Manual* does not provide a fixed format or schedule of public involvement activities because a tailored approach is recommended to fit each project and achieve maximum effectiveness. An early activity of the location team will likely be to design and schedule a public involvement program for the project. The program should be prepared in writing and made a part of the project file. The program may range from personal contacts with affected property owners to a series of formal public hearings. For an individual project, it may involve any one format or combination of formats as discussed in Section 19-2.02. The location team may design other formats when special measures are needed to meet a specific situation and to elicit the greatest response from the public. A public involvement program should be dynamic and flexible. Following the completion of each activity, the district should study the results to determine if the original assessment of the needs is accurate and whether the remaining portions of the program will adequately address those needs. When a change is proposed, revise the written program in the project file accordingly.

19-2.01 <u>Scheduling the Program</u>

Public involvement activities may begin shortly after the initiation of the Corridor Study and continue through the Corridor and Design Study to near the completion of the Design Study Report and through the *National Environmental Policy Act* (NEPA) compliance process. The activities may be to gather information from the public, inform the public, confirm the accuracy of information, and determine public reaction. Some formats will require the use of a meeting place in the vicinity of the improvement. Because an inappropriate meeting can have a significant adverse effect on public involvement activities, the district must make available adequate space and meeting facilities for accommodating the public. Facilities of the size necessary to accommodate public involvement activities for highway projects usually are in such demand that making a reservation well in advance of the scheduled use is recommended. Accordingly, the location team must develop a proposed schedule for both the Corridor and Design Study and determine tentative dates for conducting public involvement activities. The

team should check with the facility operator to determine how early the hall should be scheduled to ensure its availability.

19-2.01(a) The Stakeholder Involvement Process for Use With Context Sensitive Solutions (CSS)

Once a project has been scoped and included in the Department's Proposed Highway Improvement Program, the Regional Engineer will determine if it is to be developed using the principles of CSS. This decision should be based on the preliminary scope of the project and if it falls under the types of projects Public Act 093-0545 specifies for the use of CSS — new construction, reconstruction, or major expansion of existing transportation facilities. All CSS projects must use the stakeholder involvement process for public involvement. At the discretion of the Regional Engineer, this process and the CSS approach may also be used for other State highway improvement projects besides those meeting the criteria for required use of CSS in Public Act 093-0545.

The stakeholder involvement process will facilitate effective identification and understanding of the concerns and values of all stakeholders (i.e., persons and entities that have a stake in the outcome of a highway project, see Figure 19-2.B) as an integral part of the project development process. It includes a formal written plan, the Stakeholder Involvement Plan (SIP) (see Figure 19-2.C), explaining how stakeholders input and comments will be obtained. Formal hearings may be included as a component of the involvement process as necessary and appropriate for particular projects.

The purpose of the stakeholder involvement process is to promote a proactive and responsive CSS approach that seeks the input of the full range of concerned stakeholders early and often, and that provides for appropriate consideration of stakeholder input at key points in the project decision-making process (e.g., project purpose, range of alternatives, selection of a preferred alternative).

The involvement and coordination activities associated with the environmental process are an integral part of the stakeholder involvement process. Schedule stakeholder involvement process activities to coordinate with and accommodate the key milestones in the environmental process and, as applicable, the concurrence points for the NEPA/404 merger process (described in Section 22-4). For projects subject to the NEPA/404 merger process, consideration of the outcomes of the concurrence point meetings with the environmental regulatory and resource agencies should be a part of the iterative processes for achieving stakeholder consensus on project purpose and need, range of alternatives, and the preferred alternative.

The stakeholder involvement process is flexible and modular, and should be designed to fit the size and complexity of each project. The stakeholder involvement process model (see Figure 19-2.A) includes the complementary concepts of "omission points" and "halting points." The "omission points" show where and why certain activities may be omitted from the process for a particular project. The "halting points" show under what conditions certain activities can be considered completed. Decisions made for each of these points may be found in a particular

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SIP, where certain activities are excluded as being unnecessary while others are continued until a result is reached. Project study groups should tailor the stakeholder involvement process to meet the needs of a particular project and its stakeholders.

Step 1: Stakeholder Identification and Development of the SIP

Once a project is designated for CSS, a project study group should be formed. In addition to appropriate district and consultant staff, the group may include representatives from other offices/entities, including, but not limited to, the following:

- FHWA,
- Office of Planning and Programming,
- Bureau of Design and Environment, and
- Metropolitan Planning Organizations.

If the project is likely to involve bicycle and pedestrian issues, the district's bicycle and pedestrian coordinator also should be a part of the project study group.

Once the preliminary engineering study is started, other disciplines can be added to the project study group, or consulted as necessary to respond to issues involved with the project and to promote identification and evaluation of the full range of possible project options. The disciplines to be included or consulted should be determined early in the process and should be reflected in the SIP.

For projects involving preparation of an Environmental Impact Statement, which are subject to the requirements of 23 USC 139 "Efficient Environmental Reviews for Project Decision-Making," at approximately the same time the district forms the project study group, BDE sends a signed Project Initiation Letter (see Chapter 25 for example) to FHWA.

The project study group should research correspondence and other information leading to the initiation of the project and start making a list of stakeholders (e.g., individuals, organizations, agencies, that are on record as supporting or opposing a proposed improvement to address the transportation issue). This initial stakeholder list should expand as the preliminary engineering study proceeds, and can grow into a contacts list for specific issues or projects; see Section 19-3.02.

For EIS projects, the project study group will identify entities to be invited to become Participating Agencies in accordance with 23 USC 139. For EIS and EA projects, the project study group should identify Cooperating Agencies and Section 106 consulting parties. The project study group should coordinate with BDE to identify the appropriate Tribal governments to include in project coordination.

Each district should maintain such a contacts list of concerned citizens, public officials, organizations, agencies, and others who want to be involved or informed on transportation issues in their areas. The district should determine from this list the possible stakeholders that may desire to be involved in helping the Department proceed with a preliminary engineering study on the transportation issue and should add those names to the list of stakeholders for the

project. The stakeholder list will be expanded as information is gathered from contacts or meetings with local officials, chambers of commerce, planning commissions, affected property owners, environmental resource agencies, the motoring public, special interest groups, etc.

Unless previous records or contact lists already exist, the best way to identify many of the stakeholders for a particular project is to meet with the elected officials and agency representatives for the project area. The project study group can ask these officials and representatives about the groups and types of people likely to be interested and/or affected, and ask them to identify any organizations through which these stakeholders can be contacted. For larger and more complex projects, it is suggested that other sources of stakeholder information (e.g., neighborhood and business organizations, environmental and preservation interest groups, transportation and growth management groups) be consulted to supplement the information received from elected officials and agency representatives.

Figure 19-2.B lists various types of stakeholders. Not all of these types will necessarily be affected on any specific project, and a particular group of stakeholders may belong in more than one category. This listing is intended to aid the project study group in formulating potential stakeholder contact lists. It is not meant to be an exhaustive checklist that must be followed in strict order.

Although State and Federal Resource Agencies may be identified as stakeholders on any project, if it is known that the project will be subject to the NEPA/404 Merger Process (see Section 22-4), the Resource Agencies shall be considered stakeholders and involved in the process early on.

After a preliminary list of stakeholders is compiled, the project study group will develop an SIP that identifies who the stakeholders are, how they are going to be reached, and a tentative schedule of meetings. The SIP does not need to be extremely detailed and can be modified as the process develops. The plan does not need to be time or date driven, but could be linked to milestones or decision points that occur throughout the course of a study. The SIP should also contain the tentative ground rules under which the stakeholder involvement process will be conducted. An example SIP (see Figure 19-2.C) is included for reference.

For projects subject to 23 USC 139, the CSS study group must develop a draft Coordination Plan for working with Participating Agencies in development of the environmental document. The district should contact BDE for examples of the Coordination Plan. The CSS study group should integrate the Coordination Plan requirements within the SIP to provide a single document that addresses both the SIP and Coordination Plan requirements. FHWA and the Department, as joint lead agencies, must agree upon the content of this plan before it is distributed to external stakeholders, including participating agencies.

For projects subject to 23 USC 139, after FHWA publishes a Notice of Intent in the *Federal Register*, the Department and FHWA initiate external coordination activities. FHWA invites appropriate Federal agencies to be Participating Agencies or Cooperating Agencies. FHWA invites Tribal governments to become Participating Agencies and Section 106 consulting parties. FHWA also invites State agencies that have jurisdiction by law or special expertise to be Cooperating Agencies. The Department invites State and local agencies to be Participating

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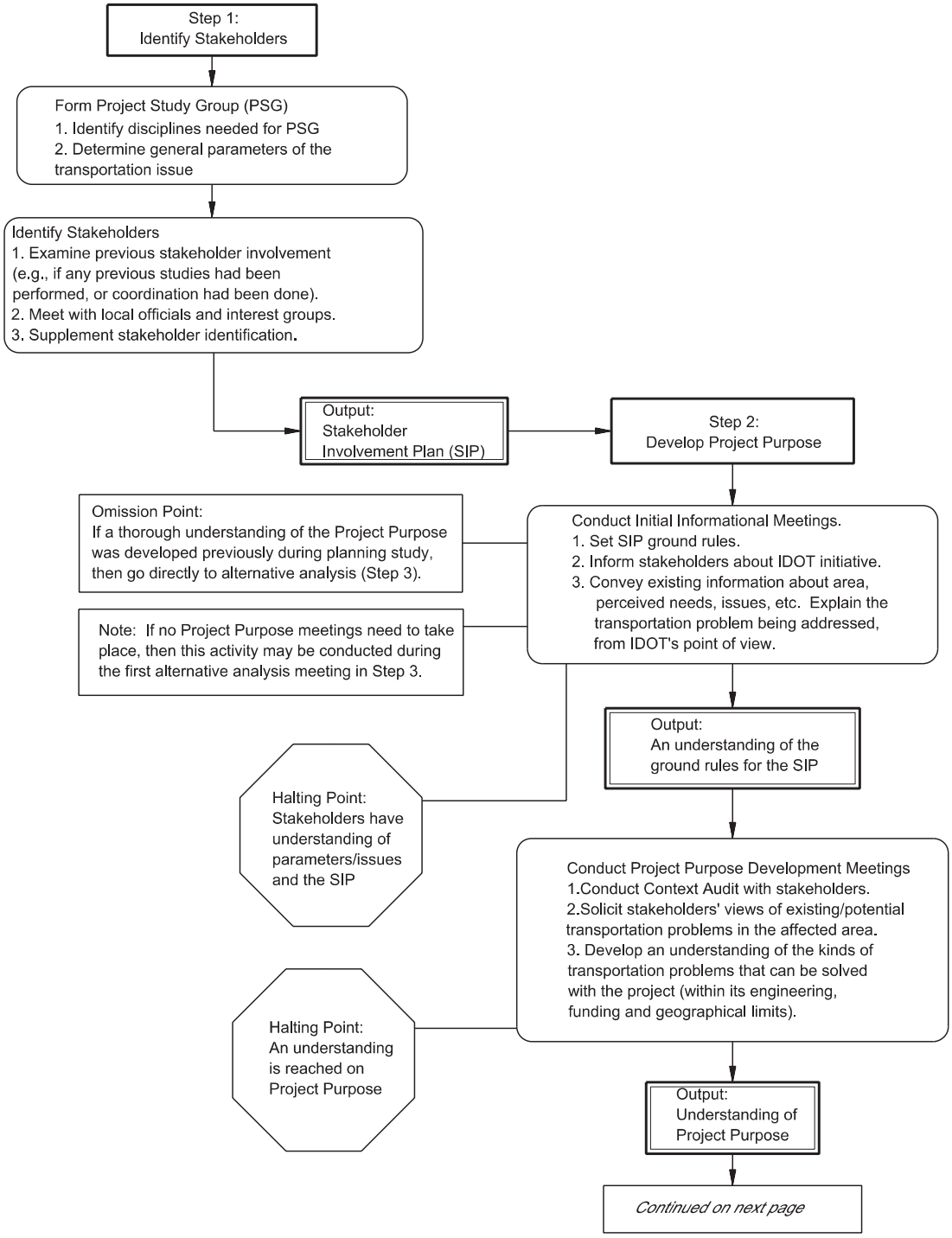
Agencies, as applicable. The Department sends invitations to potential Section 106 consulting parties asking them to participate in the process. See Chapter 25 for sample agency invitation letters. The invitations to Federal, State and local agencies will include a copy of the draft SIP and will request comments. The request for comments on the SIP will be revisited as new stakeholders are identified throughout project development.



STAKEHOLDER INVOLVEMENT PROCESS
Figure 19-2.A

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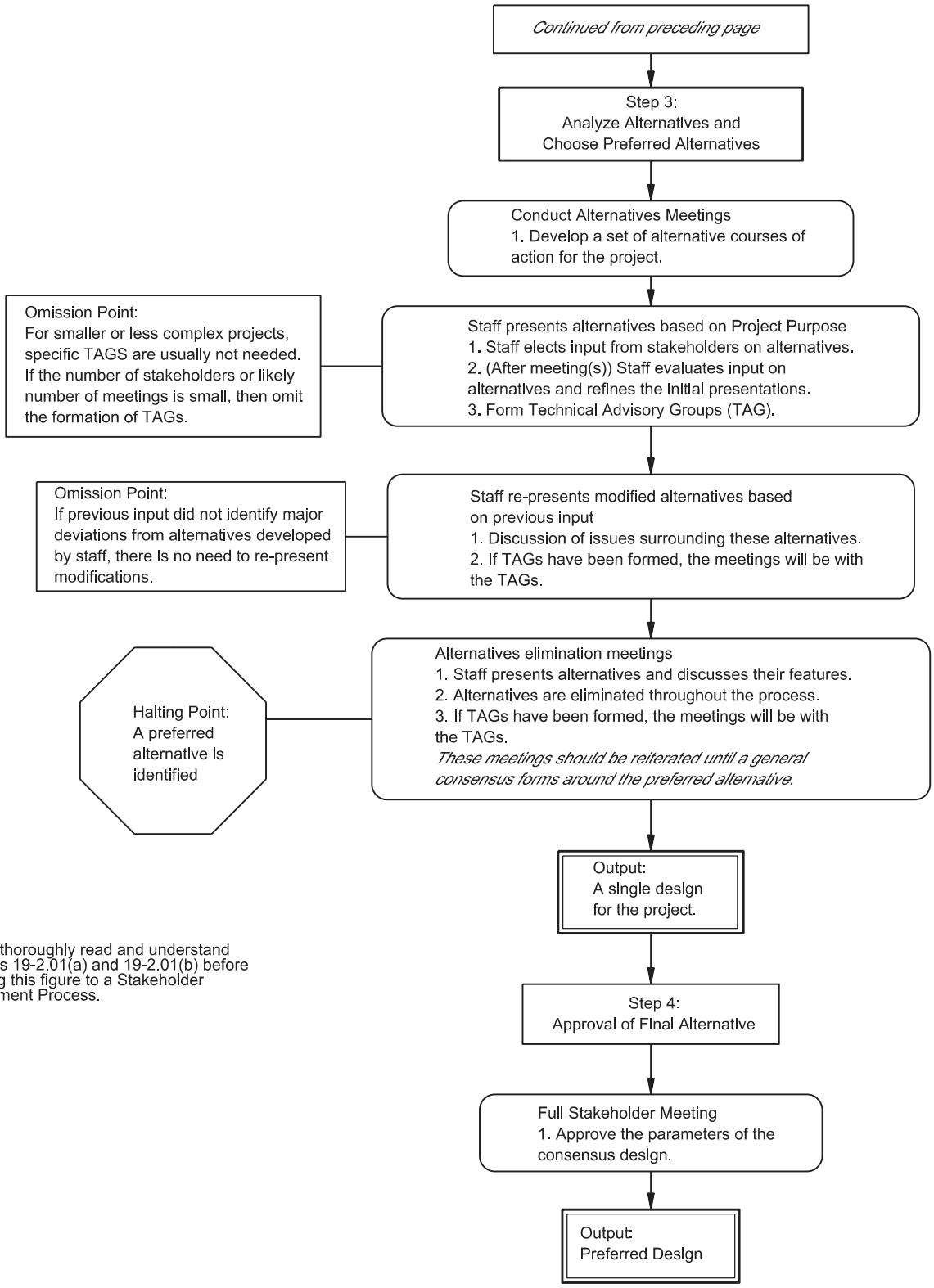

Note:
Please thoroughly read and understand Sections 19-2.01(a) and 19-2.01(b) before applying this figure to a Stakeholder Involvement Process.

STAKEHOLDER INVOLVEMENT PROCESS
Figure 19-2.A
(Continued)

Geographic Interests

- Adjacent property owners
  - Residential
  - Commercial
  - Industrial
  - Institutional: education, religious, government, non-profit
- Adjacent property renters
  - Residential
  - Commercial
  - Industrial
  - Institutional
- Transportation Service Providers
  - Public Transportation Agencies
  - Airports
  - Marine Ports
- Neighborhood Organizations
  - Homeowners Associations
  - Local Interest Groups

Local and Regional Officials

- Local jurisdiction elected and appointed officials
  - Mayors
  - Aldermen/City Council
  - County Board Members
  - County Commissioners
  - Township Boards
  - Planning Commissions
- Local jurisdiction transportation or technical professionals
  - Public Safety Officials
  - Public Works Directors
  - Traffic Engineers
  - Planning Directors
- Permitting Agencies
  - Corps of Engineers
  - US Environmental Protection Agency
  - Ill. Environmental Protection Agency
  - Coast Guard
  - US Fish and Wildlife Service
  - Ill. Department of Natural Resources

Transportation Professionals

- Regional Transportation Professionals
  - Metropolitan Planning Organization transportation planners
  - Council of Government Planners
  - Transportation Management Associations
- State Transportation Professionals
  - State DOT Highway designers
  - Traffic Engineers
  - Environmental Planners
- Federal Transportation Professionals
  - Federal Highway Administration
  - Federal Transit Administration

Interest Groups

- Facility users
  - Commuters
  - Truckers
  - Business Customers
  - Major Regional Employers
  - Tourists
- Transportation Interest Groups
  - Transit
  - Bicycle
  - Pedestrian
  - Highway
- Business Organizations
  - Local and Regional Chambers of Commerce
  - Economic Development Agencies
  - Industry Associations
- Environmental Interest Groups
- Historic Preservation and Scenic Conservation Groups
- Growth Management Interest Groups
- Traditionally underserved communities
  - Local advocates for low income facility users
  - Local racial and ethnic minority advocacy groups
  - Local advocacy groups for people with disabilities

STAKEHOLDER TYPES

Figure 19-2.B

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STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

INTRODUCTION

The section of Illinois Route 999 through the Village of Hooterville has been studied and debated for many years. The existing route runs through downtown Hooterville, and serves as its Main Street. It carries 40,000 ADT with 30% trucks on two narrow 10 feet wide lanes. It is the location of a perennial high accident location segment on IL999 and has become a serious bottleneck for traffic between the burgeoning towns of Pixley and Crabwell Corners on either side of Hooterville. There are considerable impediments to widening IL999 through town, including an historic district, adjacent 4(f) properties, parking concerns and minimal building setbacks. There is also much opposition to a bypass of Hooterville, particularly from the business interests in town. There are also resource issues which greatly complicate any possible bypass route, including extensive high-quality wetlands, Indian mounds and other historic and archaeological resources and identified threatened and endangered species habitats. The preliminary scope, schedule and budget of the project assumes some sort of bypass of Hooterville, but this scope is open to revision based on input from stakeholders.

Given the potential for controversy, the likelihood for resource impacts and the nature of any probable improvement, Deputy Director / Region 9 Engineer Mike Agnew opted to designate this project to use the principles of Context Sensitive Solutions (CSS) for its development upon its inclusion into the Department's Proposed Highway Improvement Program in April of 2000.

CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic and environmental resources while maintaining 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 and thus subject to revision anytime events warrant.

GOALS AND OBJECTIVES

- Identify all stakeholders of the project, and ensure their opportunity for meaningful input into the project's development from beginning to end.
- Determine project context, with stakeholder input and concurrence.
- Identify transportation problems which can and should be solved by the project, with stakeholder input and concurrence.
- Identify reasonable alternative solutions to solve identified transportation problems, with stakeholder input and concurrence.
- Choose a preferred alternative solution to identified transportation problems for the project, with stakeholder input and concurrence.
- Treat all involved parties with respect and dignity, in a transparent manner and in a way that ensures their input was duly heard and considered.

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C

STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

PROJECT STUDY GROUP (PSG)

A PSG was formed for this project upon its inclusion in the Multi-Year Program. The PSG is the multi-disciplinary team which will develop the project for the district. The disciplines within the PSG will depend on the context of the project. The membership of the PSG is not static, but can and will evolve as the understanding of the projects context does. From the initial scoping of the project and its apparent context components, the following persons were assigned to the PSG.

PROJECT STUDY GROUP			
NAME	POSITION	ADDRESS	PHONE
Bill Albright	IDOT Project Engineer	123 First Street Lone Waddie, IL 99999	888/555-0000
Steve Allen	IDOT Environmental Studies Supervisor	123 First Street Lone Waddie, IL 99999	888/555-0000
Tammy Allison	IDOT Landscape Architect	123 First Street Lone Waddie, IL 99999	888/555-0000
Allan Andrews	IDOT Bike &Ped Coordinator	123 First Street Lone Waddie, IL 99999	888/555-0000
Janette Blazier	IDOT Archaeologist	2300 S. Dirksen Parkway Springfield, Il 62764	217/785-0000
Kevin Brown	IDOT Biological Specialist	2300 S. Dirksen Parkway Springfield, Il 62764	217/785-0000
Tom Carroll	IDOT Historic Specialist	2300 S. Dirksen Parkway Springfield, Il 62764	217/785-0000
Dan Cheek	IDOT Wetland Specialist	2300 S. Dirksen Parkway Springfield, Il 62764	217/785-0000
Edwina Cole	IDOT Geometrics Engineer	123 First Street Lone Waddie, IL 99999	888/555-0000
Rene Echevaria	IDOT Construction Field Engineer	123 First Street Lone Waddie, IL 99999	888/555-0000
Rajiv Kumar	IDOT Maintenance Field Engineer	123 First Street Lone Waddie, IL 99999	888/555-0000
Bert Collazo	Consultant Project Manager	XYZ, LLC 123 Infinity Avenue Milagro, IL 88888	888/555-9999

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C
(Continued)

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STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

PROJECT STUDY GROUP, CONTINUED

PROJECT STUDY GROUP			
NAME	POSITION	ADDRESS	PHONE
Brandon Parks	Consultant Environmental Lead	XYZ, LLC 123Infinity Avenue Milagro, IL 88888	888/555-9999
Doug Delaney	Consultant Engineering Lead	XYZ, LLC 123 Infinity Avenue Milagro, IL 88888	888/555-9999
Lisa Khosrow	IDOT Land Acq. Condemnation Engineer	123 First Street Lone Waddie, IL 99999	888/555-0000
Jeff Fleming	Illinois DNR Wildlife Specialist	1 Natural Resources Way Springfield, Il 62702	217/782-0000
Charles Graves	Army Corps of Engineers Wetland Specialist	123 Second Street Red Rock, IL 98989	999/555-0000
Lori Kirby	FHWA Transportation Engineer	3250 Executive Park Drive Springfield, Illinois 62703	217/555-9999

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C
(Continued)

STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

STAKEHOLDER IDENTIFICATION

The Project Study Group (PSG) first examined the district's list of concerned citizens, public officials, organizations, agencies to begin to compile a preliminary list of project stakeholders. Next, the PSG contacted the following local elected officials and agency representatives:

NAME	AFFILIATION	ADDRESS	PHONE
Floyd Smoot	State Senator	16 Eminence Drive Pixley, IL 62994	888/555-1234
Homer Bedlow	State Representative	23 Longbranch Lane Crabwell Corners, IL 62995	888/555-2345
Oliver Wendell Douglas	Mayor of Hooterville	1 Municipal Boulevard Hooterville, IL 62996	888/555-3456
Charlie Pratt	Hooter County Executive	32 Waterworks Drive Hooterville, IL 62996	888/555-4567
Alf Monroe	Greater Hooterville Regional Planning Commission	34 Planning Way Hooterville, IL 62996	888/555-5678

Between these sources and research of correspondence pertaining to the project from the past, the following list of stakeholders was developed by the PSG, in addition to the public officials named above:

STAKEHOLDERS			
NAME	AFFILIATION	ADDRESS	PHONE
Sam Drucker	Hooterville Chamber of Commerce	1 Main Street Hooterville, IL 62996	888/555-6789
Eustis Haney	The Bottoms Neighborhood Association	123 Flood Plain Drive Hooterville, IL 62996	888/555-7890
Alan Longmire	The Heights Historic District	333 Bluff Circle Hooterville, IL 62996	888/555-8901
Lisa Douglas	Hooterville Center for Independent Living	222 Second Avenue Hooterville, IL 62996	888/555-9012
Newt Kiley	Friends of the Slough	321 Star Route Hooterville, IL 62996	888/555-0123

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C
(Continued)

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STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

STAKEHOLDER IDENTIFICATION, CONTINUED

STAKEHOLDERS			
NAME	AFFILIATION	ADDRESS	PHONE
Ken Marsh	Hooter County Wheelpeople	Wright Brothers Circle Hooterville, IL 62996	888/555-9876
Hank Kimball	Citizen	44 Main Street Hooterville, IL 62996	888/555-8765
Joe Carson	Small Business Owner	981 Main Street Hooterville, IL 62996	888/555-7654
Fred Ziffel	Hooterville Senior Citizens	333Main Street Hooterville, IL 62996	888/555-6543
Kate Bradley	Hooter County Engineer	400 County Highway 1 Hooterville, IL 62996	888/555-5432
Roy Settle	Spindletop Oil Company	804 Rockefeller Lane Hooterville, IL 62996	888/555-4321
Andre Torbett	Hooterville Tourism Council	5 Main Street Hooterville, IL 62996	888/555-3210
Michael Tursen	Hooterville Public Schools	456 Reading Road Hooterville, IL 62996	888/555-2109
Judy Steele	Lick Skillet Township Supervisor	509 Boogie Blacktop Hooterville, IL 62996	888/555-1098
Richard Black Dog	Mound Builders Tribal Repatriation Association	999 Rain-In-the-Face Road Bone Hill, IL 61999	618/555-0123
Derrick Tibbs	Protectors of the Embarras Longnose Sucker	Rural Route 1 Level Pebble, IL 62499	618/555-3210
Edwin Quinn	Illinois SHPO	1 Old State Capitol Springfield, IL 62701	217/785-9999
Dave Ruller	Muddy Branch Township Supervisor	666 Shaman Court Crabwell Corners, IL 62995	888/555-0987
Nancy Sanchez	La Raza of Hooter County	77 Zapata Lane Hooterville, IL 62996	888/555-9898
Leigh Ann Tribble	Illinois Road Users	4300 Comanche Drive Springfield, IL 62711	217/555-2222

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C
(Continued)

STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

STAKEHOLDER IDENTIFCATION, CONTINUED

STAKEHOLDERS			
NAME	AFFILIATION	ADDRESS	PHONE
Nathan Vaughn	US Fish & Wildlife Service	1499 Bradfordton Road Springfield, IL 62711	217/555-3333
Eb Dawson	Citizen	Rural Route 99 Hooterville, IL 62996	888/555-8787
Arnold Ziffel	Artist	441 Main Street Hooterville, IL 62996	888/555-7878

Initial stakeholder identification was completed in June of 2000.

TENTATIVE GROUND RULES FOR THE STAKEHOLDER INVOLVEMENT PROCESS

The PSG must establish ground rules under which the SIP will operate. These will be established tentatively with the initiation of the SIP, but must be agreed to by the stakeholders. As such, they are not immutable. Following are the tentative rules:

- The purpose of the SIP is to gather and duly consider input on the project from all stakeholders, in order to produce the best solutions to any problems identified by the process.
- All input from all participants in the process is valued and considered.
- The role of the stakeholders is to advise the PSG, which will make the ultimate decisions on this project. A consensus of stakeholder concurrence on project choices is sought, but the ultimate decisions remain in the hands of the PSG and the State of Illinois.
- All participants must come to the process with an open mind and participate openly and honestly.
- Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.
- The PSG will make all final decisions, with the goal of seeking stakeholder consensus thereon.
- All participants in the process must treat each other with respect and dignity.
- The list of stakeholders is subject to revision at any time events warrant.
- Minutes of all stakeholder contacts will be maintained by the PSG, with the content subject to stakeholder concurrence.
- The project must progress at a reasonable pace, based on the original project schedule.

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C
(Continued)

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STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

TENTATIVE GROUND RULES FOR THE STAKEHOLDER INVOLVEMENT PROCESS, CONTINUED

- All decisions made by the State of Illinois must be arrived at in a clear and transparent manner and stakeholders should agree their input has been duly considered.
- Members of the media are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

TENTATIVE SCHEDULE OF INVOLVEMENTS

- The first meeting with all stakeholders will include gaining stakeholder consensus on the ground rules of the SIP including descriptions of roles, a description of the IDOT project development process and an introduction to the stakeholders of the preliminary project concept. Further, the project study group must explain the role the requirements of the National Environmental Policy Act (NEPA) will play in the development of the project. Finally, the PSG will conduct a context audit with the stakeholders to determine characteristics contributing to the project's context. The format for this meeting, like all stakeholder meetings for this SIP, will be in a workshop format to facilitate collaboration. It should precede definition of preliminary purpose & need, and its target date will tentatively be August 2000.
- The second stakeholder meeting will draw upon the completed context audit, and will have as its goal the development of a comprehensive statement of the transportation problem to be solved by the project. The statement must be realistic under the constraints placed by engineering considerations, available funding and geographic limitations. The statement must also represent a consensus view. This meeting should also precede definition of preliminary purpose & need, and its target date is January 2001
- The third meeting with all stakeholders is to define several possible alternatives for further consideration, and is complete once consensus is reached. It should take place after preliminary purpose & need and determination of reasonable alternatives. Its target date is June 2001.
- The fourth stakeholder meeting has the goal of attaining consensus on a preferred alternative for the project. It should be held after in-depth analysis of reasonable alternatives and before a recommended alignment is chosen. Its target date is January 2002.
- The fifth and final stakeholder meeting is intended to formally approve the final preferred alternative, and should precede official design approval. There should be a formal and comprehensive statement outlining the purpose of the project, its scope specific design elements of the final alternative. The target date for this meeting is June 2002.

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C
(Continued)

STAKEHOLDER INVOLVEMENT PLAN (SIP)
ILLINOIS ROUTE 999 STUDY
SILVER DOLLAR CITY ROAD TO GRINDERS SWITCH BLACKTOP

OTHER METHODS OF CONTACT

The PSG will also use the following methods to keep stakeholders regularly informed about the project:

- A newsletter will be published and mailed quarterly to all identified stakeholders and any others expressing the desire to receive it. It will contain the most up-to-date information regarding the project.
- A website (www.dot.il.gov/hoot) will be established to disseminate information on the project on the internet. It will include text, photos and illustrations. It will also allow opportunities for immediate feedback from both the stakeholders and the general public. It will be updated as new information becomes available.
- A toll free number (800/555-HOOT) will be established for those without access to a computer, or without access to the internet, or who simply prefer to use the telephone. The number will contain summaries of project activities and decisions, to be updated as activities indicate. There will also be voicemail capability to garner feedback and collect questions for later disposition.

CHANGES TO STAKEHOLDER INVOLVEMENT PROGRAM

This SIP is only tentative. All parts, including the stakeholder list, are fluid. It is subject to change any time events or individuals warrant.

EXAMPLE STAKEHOLDER INVOLVEMENT PLAN

Figure 19-2.C
(Continued)

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Step 2: Developing Project Problem Statement

The first general contact with stakeholders is to introduce the transportation issues to be resolved to the public, exchange information, and identify issues. This contact starts the process of coordinating with the public so they can begin to understand that their involvement is vital to the development of the project.

The contact should commence with a large initial informational meeting of the project study group with the stakeholders to explain the ground rules under which the SIP will be conducted. The following questions must be addressed by explicit ground rules, and agreed upon by the stakeholders:

- What is the code of conduct for the group?
- What are the purpose and goals of the process?
- What will be the method of decision making?
- What are the accountabilities of the participants?
- How is consensus defined?
- How will transparency of the process be ensured?

Once SIP ground rules are established and accepted by the stakeholders, the project study group should present its vision of the transportation problem or problems to be solved and the preliminary proposed solutions resulting from the scoping process. It is also helpful at that time to explain departmental procedures for choosing and developing projects to stakeholders.

For projects subject to 23 USC 139, the Department and FHWA collaborate with Participating Agencies on the methodologies and level of detail planned for analyzing environmental effects of project alternatives. (FHWA and the Department may agree to revisit methodologies and level of detail when new information warrants doing so. If this occurs, FHWA and the Department will re-coordinate with Participating Agencies for their input.) FHWA and the Department will finalize the SIP after receiving input from Participating and Cooperating Agencies and the public.

> **Halting Point:** This activity is finished when the stakeholders understand and agree with the stakeholder involvement process ground rules and understand the Department's preliminary definition of the transportation problems and solutions for the project.

Next, the project study group should undertake an effort to complete a context audit for the project in concert with the stakeholders. These audits are intended to help identify various characteristics that define the context of each project. This will aid in defining the project purpose or the transportation problem to be addressed. The audit is designed to consider not only the area's history and heritage, but environmental conditions and community goals. Figure 19-2.D provides a sample Context Audit Form.

Illinois Department of Transportation

Community Context Audit Form

Purpose:

The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general. This information will help to define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. The audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (vehicular, non-vehicular and transit modes), safety, local and regional economics, aesthetics and overall quality of life.

PROJECT INFORMATION		
Key Route:	PPS No.:	
F.A. Route:	Marked Route:	County:
Section:	Project Length:	
Job Number:	Contract No.:	Program No.:
Limits:		
Municipalities:		
General Description of Existing Facility:		
Need for Proposed Improvement:		
Design Policies Used: ☐ New Construction ☐ Reconstruction ☐ 3R ☐ Other		
General Description of Proposed Improvement:		
Estimated Program Cost: (in FY Dollars) Fund Type:		
Construction Cost:	ROW Cost:	
Utility Relocation Cost:	Consultant P.E. Cost:	

Contact Person: _____

Telephone #: _____

Individual Completing Context Audit Form: _____

Date: _____

COMMUNITY CONTEXT AUDIT FORM

Figure 19-2.D

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Illinois Department of Transportation

Community Context Audit Form

Section 1: Community Characteristics/ Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community's perception of importance for each characteristic currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established city center?	☐	☐	☐	☐	☐
Is this place a multi-modal transportation center?	☐	☐	☐	☐	☐
Is this place a commercial center?	☐	☐	☐	☐	☐
Is this place a residential center?	☐	☐	☐	☐	☐
Is this place a mixed residential /commercial center?	☐	☐	☐	☐	☐
Is this place an industrial center?	☐	☐	☐	☐	☐
Is this place a rural/agricultural area? Comments	☐	☐	☐	☐	☐
Are there important cultural features or identifiers which convey information about the community within the project area? If yes, list:	☐	☐	☐	☐	☐
Are there social/community features or identifiers within the project area? If yes, list:	☐	☐	☐	☐	☐
Are there important architectural features within the project area? If yes, list:	☐	☐	☐	☐	☐
Are there important natural features within the project area? If yes, list:	☐	☐	☐	☐	☐
Is this place of historical significance to the community? If yes, list:	☐	☐	☐	☐	☐

Overall assessment of community characteristics and setting:

☐ **Urban ..** ☐ **Suburban ..** ☐ **Rural**

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

COMMUNITY CONTEXT AUDIT FORM

Figure 19-2.D
(Continued)

Illinois Department of Transportation

Community Context Audit Form

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Infrastructure	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	☐	☐	☐	☐	☐
ADA Compliance Comments:	☐	☐	☐	☐	☐
Bicycle Lanes/Paths/Facilities Comments:	☐	☐	☐	☐	☐
On-street Parking Comments:	☐	☐	☐	☐	☐
Transit Connections Comments:	☐	☐	☐	☐	☐
Transit Shelters Comments:	☐	☐	☐	☐	☐
Street Lighting Comments:	☐	☐	☐	☐	☐
Pedestrian Lighting Comments:	☐	☐	☐	☐	☐
Pedestrian Crossings Comments:	☐	☐	☐	☐	☐
Signals (Traffic. Directional & Pedestrian) Comments:	☐	☐	☐	☐	☐
Crosswalks Comments:	☐	☐	☐	☐	☐

Other Comments:

_____

_____

_____

COMMUNITY CONTEXT AUDIT FORM

Figure 19-2.D
(Continued)

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Illinois Department of Transportation

Community Context Audit Form

Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a yes response) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a no response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known / planned future conditions.

Resource	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks /Open Space /Civic Areas Comments:	☐	☐	☐	☐	☐
Benches Comments:	☐	☐	☐	☐	☐
Trash Containers Comments:	☐	☐	☐	☐	☐
Street Trees Comments:	☐	☐	☐	☐	☐
Landscaping Comments:	☐	☐	☐	☐	☐
Wayfinding Signage Comments:	☐	☐	☐	☐	☐
Community Safety Issues Comments:	☐	☐	☐	☐	☐
Traffic Safety Comments:	☐	☐	☐	☐	☐

Please list any seasonal events affected by proposed improvements at this location.

_____

_____

_____

Overall Comments:

_____

_____

_____

COMMUNITY CONTEXT AUDIT FORM

Figure 19-2.D
(Continued)

Illinois Department of Transportation

Community Context Audit Form

Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of
importance for each indicator currently and based upon known / planned future conditions.

Resource	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development.	☐	☐	☐	☐	☐
Are visitors attracted to this area? If yes, indicate why?	☐	☐	☐	☐	☐
Is the local economy supported by historic, natural, cultural and entertainment resources?	☐	☐	☐	☐	☐
Does the roadway serve as a commuter corridor?	☐	☐	☐	☐	☐
Does the roadway serve as a gateway?	☐	☐	☐	☐	☐
Do stakeholders include business or other advocacy groups? (in addition to public agencies and residential associations)	☐	☐	☐	☐	☐
Is limiting sprawl a regional concern applicable to this place?	☐	☐	☐	☐	☐
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	☐	☐	☐	☐	☐

Other Comments:

_____

_____

_____

COMMUNITY CONTEXT AUDIT FORM

Figure 19-2.D
(Continued)

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Illinois Department of Transportation

Community Context Audit Form

Section 5: Community Planning

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality, county or regional planning authority have a comprehensive plan? If yes, indicate the date of the plan.	☐	☐
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how.	☐	☐
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies.	☐	☐
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area.	☐	☐
Does this project have regional significance? If so, explain.	☐	☐
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s).	☐	☐
Identify planning and project development partners for this project:	☐	☐
	☐	☐

Other Comments:

_____

_____

_____

COMMUNITY CONTEXT AUDIT FORM

Figure 19-2.D
(Continued)

Context audit meetings can be large and include all stakeholders or can be conducted as multiple smaller meetings if the project is large in scale and affects a great many stakeholders of varied interests or affects many communities. It is often helpful to conduct these smaller meetings with groups of stakeholders that have common interests, for example, based on geography or specific issues. The smaller meetings should be informal in nature, designed to learn about each group's issues. At the end of a multi-meeting process, it is recommended that a full public meeting be held to compile and complete the overarching context audit for the project.

This audit process should be simple and should deal with broad, problem-defining issues. Staffing at the meetings should be adequate for stakeholders to have their questions answered in a timely fashion. For larger projects, public affairs consultants may be involved in this type of outreach instead of, or in addition to, Department staff.

After the context audit is completed, the project study group should meet with the stakeholders to develop a clear statement of the transportation problem(s) to be solved by the project. This can occur at a context audit meeting, or may require a meeting or meetings subsequent to the context audit meeting on projects with a more complex context. The project study group should seek input on current transportation problems in the area the stakeholders believe need to be solved, and how the project, as preliminarily proposed, might help alleviate them. If stakeholder solutions are suggested that are technically or financially infeasible, the project study group should determine what the underlying problems the suggestions were attempting to solve, and whether or not there is a feasible way to address them within the project's anticipated scope.

Translate the input into a clear statement of the transportation problems, which should, and can be, solved by the project. The project study group should ensure the stakeholders understand that this statement is of perceived transportation problems, not of the preferred project scope of work. Care must be taken to make the statement realistic within the limits imposed by engineering considerations, available funding, and the logical termini (see Section 11-3.02) of the project. Once a clear problem statement is completed, it must be accepted by consensus of the stakeholders.

The project study group should ensure that the stakeholders understand that these issues will be revisited on projects during formal development of Purpose and Need under the *National Environmental Policy Act* (NEPA) process, if applicable. Further, Federal and State Resource Agencies (e.g., US Environmental Protection Agency, US Army Corps of Engineers) must concur in the Purpose and Need for projects subject to the NEPA/404 Merger process. For EIS projects, Participating Agencies and the public must be afforded an opportunity for involvement in defining the Purpose and Need.

> **Omission Point:** The project study group should ensure that the stakeholders understand that these issues will be revisited on projects during formal development of Purpose and Need under the NEPA process, if applicable. Further, Federal Resource Agencies (e.g., US Environmental Protection Agency, US Army Corps of Engineers) must concur in the Purpose and Need for projects subject to the NEPA/404 Merger process. For EIS projects, Participating

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Agencies and the public must be afforded an opportunity for involvement in defining the Purpose and Need. Purpose and Need also should be revisited for EIS projects subject to 23 USC 139 that requires that Participating Agencies and the public be afforded an opportunity for involvement in defining the Purpose and Need. It would be prudent to hold a meeting to verify that all stakeholders agree with the revised Purpose and Need.

Halting Point: This Step is finished when both the Department and the stakeholders arrive at an understanding as to the purpose of the project. If the project is subject to the NEPA/404 Merger Process, this will include concurrence on the Purpose and Need from the Resource Agencies. For projects subject to 23 USC 139, this will include having afforded Participating Agencies and the public an opportunity for involvement in defining the Purpose and Need. This Step can also be concluded if the consensus is to not proceed with the project.

Developing the project purpose is the first, fundamental step in the overall project development process. Central to this concept is the understanding by all stakeholders that a transportation problem has been identified, and the Department is committing resources to address that problem. At the onset, outreach focuses on understanding community viewpoints on the nature of transportation issues associated with the identified problem. Outreach should also focus on finding out the specific values associated with the local context.

The point of this outreach is to assure congruence between the Department's assessment of the problem(s) to be addressed and those recognized by the community. If these views are different, it can become very difficult for stakeholders to agree to make trade-offs during the planning and design process. The absence of general endorsement of the problem's definition at this point is a strong indication that the process is not ready to proceed to the next step. A clear understanding between stakeholders and the Department regarding a transportation need, including what transportation issues and problems are to be addressed, is needed for progress toward solving the transportation problem.

Step 3: Defining Alternatives

The intent of this Step is to develop project alternatives or options and to ask for input into the development process for the preliminary study alternatives. The Purpose and Need for the project that was developed in Step 2, is the driving force for the identification of the alternatives or options and concerns identified from Step 2, and should be considered during this process. For EIS projects, Participating Agencies and the public must be afforded an opportunity for involvement in defining the range of alternatives.

On larger and more complex projects (e.g., new construction, major reconstruction), this is usually the appropriate time to form one or more "technical advisory groups" (TAGs). These groups are 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. For larger and more complex projects, several groups could be created and could each be responsible for analyzing the alternatives according to a particular subject

matter (e.g., economic development, aesthetics). For smaller and less complex projects, a single group that handles all relevant subjects could be convened instead.

> **Omission Point:** For smaller and/or less complex projects on which the number of stakeholders or the likely number of meetings is small, the formation of TAGs can be omitted.

On larger and more complex projects, consultant staff may assume these responsibilities, overseen by the project study group.

Staff should approach stakeholder suggestions from the standpoint of determining what problems and issues are being addressed. If suggested proposals are either technically or financially infeasible (or both), explain this plainly and respectfully. Staff should work with stakeholders to determine the underlying issues and should try to identify alternative solutions that would address the concerns within the engineering and budgetary constraints. Input obtained from these meetings generally will result in revisions to the alternatives being considered at this time. Ideally, the range of alternatives retained for further study will be narrowed at this point in the process, based on the comments received, the results of preliminary surveys, and the design analyses conducted to date.

> **Halting Point:** Once a reasonable range of alternatives have been developed and all issues that are reasonably related to the project have been identified, the process can move on to the environmental documentation and review stage. The alternatives and their respective environmental impacts will be made available for public and agency review through the environmental process.

> **Omission Point:** The process can proceed directly to the environmental documentation and review stage if, at the initial meeting(s), stakeholders did not identify any significant differences or issues omitted from previously developed alternatives.

After the environmental documentation has been made available for public and agency review, the alternatives elimination stage can begin, giving appropriate consideration to comments received.

For all but the smallest or least complex projects, several meetings for analyzing alternatives are likely to be necessary. The purpose of follow-up “alternative analysis” meetings is to present the refined alternatives generated from the first round of meetings and to begin to reduce the number of alternatives carried forward. Concerns from previous meetings, along with any current conflict resolution results, are discussed. If concerns cannot be incorporated, staff must indicate why and attempt to offer solutions that address the issues underlying these concerns.

Technical advisory groups, if formed, would continue their analysis and help make the presentation at the full meeting(s). In fact, subsequent alternative analysis meetings are best conducted with the technical advisory groups themselves. This saves time, space, budget, and is consistent with the purpose for which the technical advisory groups were created. At this

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stage, full public meetings should only happen if a new issue emerges, or an issue not previously considered relevant becomes important.

For large or complex projects, there may be a need for several rounds of meetings for refining and reducing the number of alternatives; whereas, if the project is simple, elimination of alternatives can occur in one meeting. On larger projects, consultant staff can assume these responsibilities, under the supervision of the project study group.

> **Halting Point:** Meetings are reiterated until a preferred alternative is reached. If a preferred alternative is being identified during a corridor or feasibility study, and the project is later subject to NEPA compliance, the preferred alternative identification process will be revisited if or when the NEPA process is initiated for the project. Further, Federal Resource Agencies (e.g., US Environmental Protection Agency, US Army Corps of Engineers) must concur in the alternatives to be carried forward for further analysis and the preferred alternative on projects subject to the NEPA/404 Merger process. For EIS projects, Participating Agencies and the public must be afforded an opportunity for involvement in defining the range of alternatives.

Step 4: Preferred Alternative

This is the last stakeholder involvement activity during initial design/NEPA and its intent is to reach consensus with the public. In order to reach this point, all reasonable concerns should have been addressed and all conflicts resolved.

The purpose of this activity is to formalize the agreed-upon consensus for the project scope. The watchwords should be “no outstanding issues” and “no surprises.” Staff should carefully determine whether issues remain unresolved or unidentified. If so, more rounds of alternative definition, analysis, and selection should be conducted before a public hearing.

A good goal to work toward throughout the entire SIP is the creation of a consensus document outlining the following:

- the purpose of the project,
- project scope, and
- design elements that each stakeholder group and the Department feel comfortable approving at this end-point.

If staff does not feel that the process has reached such a point, deal with outstanding issues before scheduling the final meeting. If a corridor study is conducted and a corridor is chosen, the preferred alternative within that corridor will be selected through the NEPA process, if applicable. The decisions made in the corridor study process will be carried forward into the NEPA document to explain why the corridor was selected and others were eliminated.

Resource Agencies (e.g., US Environmental Protection Agency, US Army Corps of Engineers) must concur in the preferred alternative on projects subject to the NEPA/404 Merger process.

1. Documentation of the Stakeholder Involvement Process for CSS Projects. A critical element to the success of the CSS stakeholder involvement process is documentation. The project study group should clearly note and explain all major decisions made during the stakeholder involvement process. This includes all choices made from the selection of stakeholders, the definition of stakeholder involvement process ground rules, other parameters of the stakeholder involvement process (e.g., type and frequency of meetings), the selection of alternatives to be studied, and the selection of the preferred alternative. Any exceptions to established departmental design criteria must be clearly and completely justified. Any design features requiring special treatment during Phase II, construction or maintenance during the project's design life should be noted and passed on to the entities responsible for those. Include this documentation in the project file for future reference.

2. Stakeholder Involvement Subsequent to Phase I Project Development on CSS Projects. There may be instances where changes to design features are proposed subsequent to Phase I Engineering and the stakeholder involvement process as outlined above. The changes can occur during Phase II Project Development, construction, or operation of the project. In the case where the change represents a major departure from the design resulting from the stakeholder involvement process, the project study group is required to meet again with the stakeholders to discuss and obtain consensus on the changes to be made. Any original design features, as well as any other commitments made during Phase I, will be contained in the project's commitment file; see Section 4-2.07.

There may also be occasions where the project study group will be required to approach the stakeholders on new issues that arise during Phase II Engineering, construction, or operation of the project. The issues will generally relate to decisions including, but not limited to, architectural design features, landscaping, aesthetics, management of traffic, maintenance of access, or public health. Stakeholder consensus must be obtained on such issues before any such feature is included in the project.

19-2.01(b) Implementing the Stakeholder Involvement Process for CSS Projects

The activities outlined above should lead to greater integration of stakeholder ideas and opinions into project development. These activities should be aimed at providing stakeholders, most of whom are not going to be transportation or engineering professionals, with a good understanding of the issues, limitations, and purpose of the project being considered. Districts should not feel that the process outlined above is a rigid checklist of activities that must be followed to the letter; rather, they should use their judgment in applying the steps in the framework to determine how best to contact and engage stakeholders.

The following are additional considerations that can guide the planning of a constructive stakeholder involvement process:

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1. Choosing an Approach. For most of the stakeholder involvement activities detailed above, the "open house" format of meeting is generally considered to be the most conducive towards public understanding and input. However, specific involvement activities may utilize a number of other formats in providing information to and receiving input from stakeholders.

   There are many types of meetings and activities that can be used to help plan for or follow-up on large-scale stakeholder meetings. It is important to reach a wide variety of stakeholders during the planning and design process and to create an atmosphere that encourages the free-and-open exchange of information. The following are brief descriptions of several stakeholder involvement techniques that can be used to achieve this end (Section 19-2.02 provides further details on several of these techniques):

   a. Group Briefings. These are informal meetings with stakeholders and are effective for circulating information on various issues and gaining valuable input.

   b. Open Houses. These are held in the immediate area of the project and provide an informal setting for the public to meet and interact with Department representatives on project issues in a format that offers considerable flexibility for interested persons to attend when it fits their schedule.

   c. Workshops. These are meetings where participants are given basic transportation requirements and various constraints related to a problem, and are then asked to study the problem and suggest a solution. In a workshop format, participants are requested to analyze the provided information, identify impacts that may have been overlooked, work with other participants, and offer solutions and explanations for their suggestions.

   d. Information Meetings. These meetings are informal public gatherings that blend the opportunity for individual discussions, as occurs at open houses, with more structured group interaction through project presentations and question-and-answer sessions.

   e. Advisory Committees. These committees identify key stakeholders and organize them into a community resource council as an advisory group to the study team. They provide input and response and serve to focus the views, concerns, and values of the communities.

   f. Technical Advisory Groups. These groups are a specific and structured form of the advisory committee. They are assembled to review specific planning and design materials and advise the study team at key milestones, before the information is finalized.

   g. Elected Official Meetings. These meetings serve to brief the elected officials on the issues at hand and solicit input from them. Elected officials represent a variety of constituents and, therefore, provide a unique perspective into the issues or problems being discussed.

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h. Interest Group Meetings. These meetings target a wide variety of groups (e.g., service clubs, city councils, county boards, chambers of commerce, homeowners associations, local and regional planning agencies, farm bureaus, State officials, environmental organizations, minority organizations). Each of these groups provides a unique perspective into the issues being discussed (e.g., access, loss of property, job creation, impacts to environmental resources, economic development).

i. Focus Groups. Focus groups are a tool to gauge public opinion. They provide for small group discussion with professional leadership that is intended to solicit sample opinions on a single topic involving a few specific questions. The emphasis is on gathering perspectives, insights, and opinions of participants through conversation and interaction.

j. Public Opinion Surveys. These surveys can be used to scientifically gauge public opinion, once the focus groups have identified the major issues, and a range of opinions and solutions to transportation issues has been solicited.

k. Charrettes. These meetings resolve a specific problem or an issue. Within a specified time limit, participants work together intensely to reach resolution. A leader brings out all points of view from the various stakeholders and participants.

l. Speakers (or Listeners) Bureaus. Groups of specially trained representatives who can speak about a process or a program. They can be community people or Department staff. They meet with public and private organizations and provide information, listen to concerns, answer questions, and seek continued participation and input.

m. Newsletters. Newsletters can be issued regularly throughout the project development process to announce new developments, upcoming public involvement opportunities, and the results of involvement activities.

n. Information Hotlines and Websites. These are used to provide a way for interested citizens to gain information from the study team, get questions answered, and provide input and feedback.

It must be made clear that none of the above activities are intended to immediately produce final decisions. Rather, they will provide a forum for discussion and comment on various project-related issues to assist the Department and other decision-makers. Final decisions will be made during the final acceptance hearing (Step 4). Throughout the process, maintain stakeholder mailing lists to include all citizens who have had a contact with the study team, whether by attending a meeting, calling in, leaving a comment on-line, or sending in a letter.

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o. Follow-up. For the meeting activities described in the preceding section, prompt and open follow-up on issues raised during these meetings is necessary. The appropriate type of follow-up will partially depend on public or stakeholder attitudes at the public involvement activity. If the public has been generally supportive of the material presented at the meeting, it is probably not necessary to initiate a large-scale follow-up. It may suffice to write individual letters to those who asked questions that were not answered and to release information to the news media, via project newsletters, or through updates on the project website for any changes that were made as a result of stakeholder input.

A greater amount of follow-up is required when a particular meeting has not resolved the issues to a reasonable degree. If there was opposition or a lack of understanding regarding what the Department is trying to accomplish with the project, a more extensive follow-up program is appropriate. In this case, additional follow-up stakeholders meetings are an effective means of achieving better stakeholder understanding of issues at hand. These meetings can range from large-scale community briefings to one-on-one discussions with a particular stakeholder.

2. Working Towards Stakeholder Understanding. "Project Purpose" discussions involving the community should focus on providing the community with background on known traffic safety problems or congestion/operational problems, traffic forecasts, and their anticipated effect on future traffic conditions. These help explain the Department's perspective on problems and needs, and set the stage for discussions about potential solutions. District staff should take advantage of any and all methods and opportunities to interact with the local citizens, public officials, and any other identified stakeholders. Efforts should focus on gathering data, developing a rapport and good working relationship with the local community, and obtaining a sense of what solutions to the identified transportation needs are in the context of the involved community.

a. Consensus Building Efforts. It should be noted that more than one of the meeting types listed above may need to be used and may require repetition, depending on the following:

- the number of stakeholders or stakeholder groups involved,
- the scope of the problems and issues discussed, and
- the positions and views of the stakeholders on the various issues.

Keep in mind the "halting points" outlined in the SIP flowchart (Figure 19-2.A) if a consensus resolution of these issues has not been achieved, then further meetings are probably necessary. Department staff and elected officials involved in project development may find this frustrating or time consuming. However, problems and issues raised by stakeholders do not go away if left unaddressed. Often, relatively minor problems can become major impediments to progress if ignored or left unattended.

Throughout the SIP, project development staff should seek out activists and other participants with differing viewpoints from the team members, and engage in good faith discussions with them. An important component of conflict resolution is full disclosure of all information and discussions needed to manage and resolve conflicting values of stakeholders. When parties disagree, it is sometimes due to a misunderstanding or lack of information. It is important that both sides disclose relevant information to resolve or at least manage conflict between competing values.

An essential component of the stakeholder involvement process is the concept of "consensus." The most serviceable definition of consensus is when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair. The stakeholder involvement process seeks consensus on all decisions driving the project development process, and allows for multiple iterations of each step in order to achieve it. However, there may be occasions when consensus on one or more issues is impossible. Further, there may be occasions when the consensus decision of stakeholders is infeasible on engineering, environmental, funding, operational, safety, or other grounds.

If consensus is impossible or infeasible, the project study group must take the issue back to the Regional Engineer, and confer with FHWA, as necessary, to determine how to proceed with the project. Ultimately, the Department, acting in accordance with applicable State and Federal requirements, is responsible for project development decisions on State highway improvement projects.

b. Stakeholder Understanding of the Alternative Solutions. The Context Sensitive Solutions approach varies as to how the Department handles this step. In one approach, the district can develop a range of alternatives that meet identified needs and that consider identified concerns. These alternatives are then reviewed in a public outreach process. New alternatives or variations on the original alternatives can be suggested by the stakeholders and should be analyzed and addressed by the district.

In a different approach, alternatives can be developed during the various stakeholder meetings and activities. Alternatives developed in this manner are refined and analyzed by district staff and presented broadly for public review and comment. This approach often fits best in situations involving a new facility, a significant change in the nature of a facility, or where a variety of configurations are possible for the project.

The project study group considers the issues involved, along with the time and resources available, in order to make a choice about the proper approach to use.

Stakeholders can be involved in the screening and evaluation of alternatives in many ways. The results of the district's analyses are shared broadly with the stakeholders for review and comment. Stakeholders can also be involved in

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conducting screening and evaluation. For example, stakeholders can be asked to conduct an exercise where they rate project criteria and then weigh alternatives. Technological tools are available for conducting this kind of interactive analysis. Using such tools can give both the project study group and the stakeholders a much clearer view of everyone's preferences.

One of the issues in soliciting stakeholder input as it pertains to technical issues is how to convey a large amount of technical data to the public in a manner and language they can understand, and in a relatively short period of time. The majority of citizens involved in these processes do not have the time to become conversant in the technical language and engineering concepts that are typically used by team personnel in studies of particular issues. Visualization aids (especially newer computer-assisted visual renderings) can significantly improve public understanding, enabling stakeholders to quickly analyze the information being presented. As a result, the use of effective visualization techniques can be a major asset to the successful implementation of public involvement activities.

c. Stakeholder Understanding of the Recommendation. If clear communication with stakeholders has occurred during the alternatives analysis stage, stakeholder understanding of the benefits and impacts of various transportation solutions should clear the way to a consensus option. Results of effective stakeholder involvement may include agreement that further study is needed, support for a solution or approach, revision of design right-of-way or construction details, or even the delay, postponement, or cancellation of the project. A true measure of the success of a SIP, regardless of the solution implemented, is the degree the community at large, and each stakeholder, can feel a sense of involvement and ownership of the recommended solution.

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	7/26/05 Date
Director of Highways	8/2/05 Date
Director of Planning & Programming	8-2-05 Date
Director of Public and Intermodal Transportation	8-2-05 Date
Director of Aeronautics	8-2-05 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.

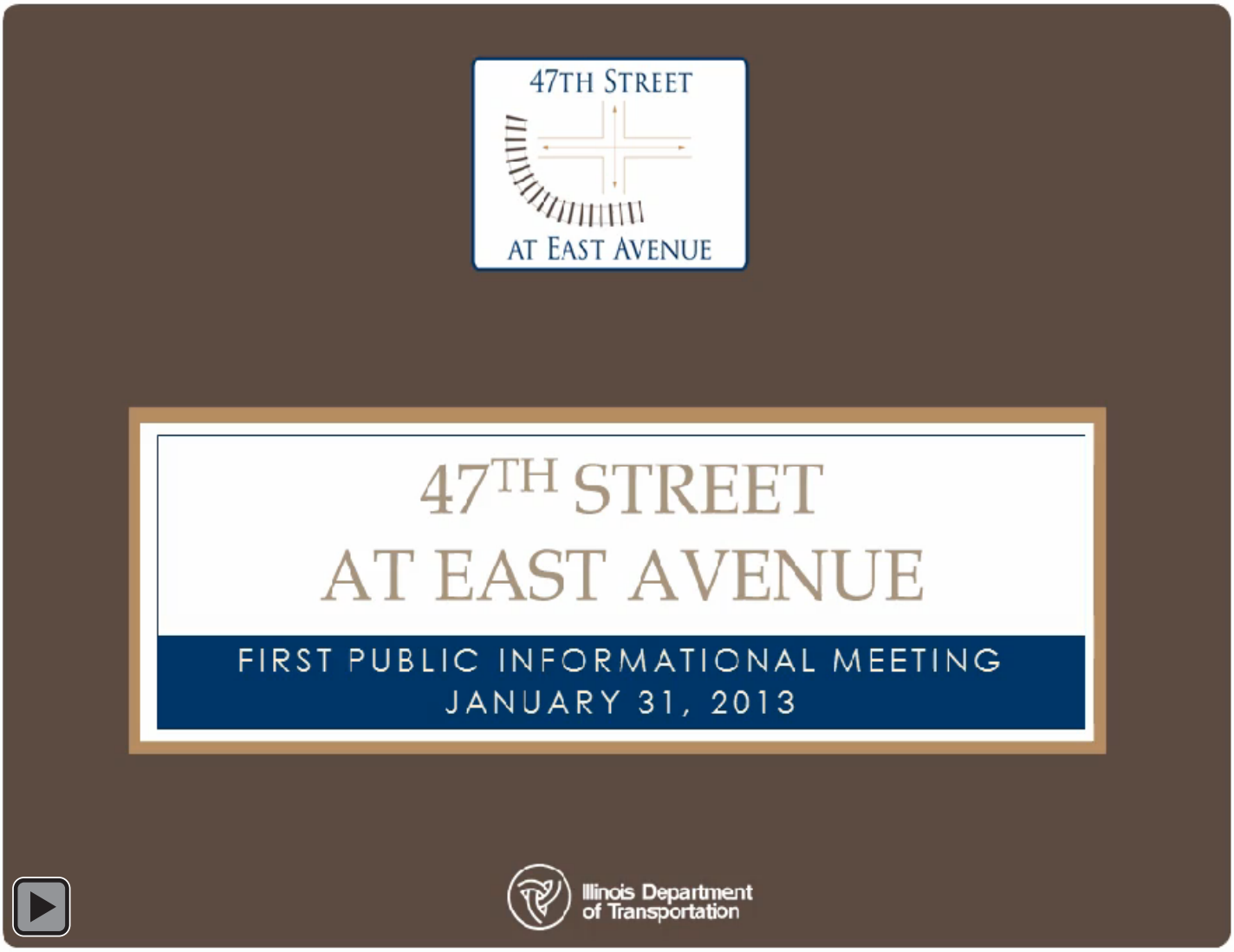
By law, this planning process must include an identified public involvement process. Public-involvement meetings during the transportation planning process should include not only representatives from the Department, public transportation operators, special interest groups, and local transportation

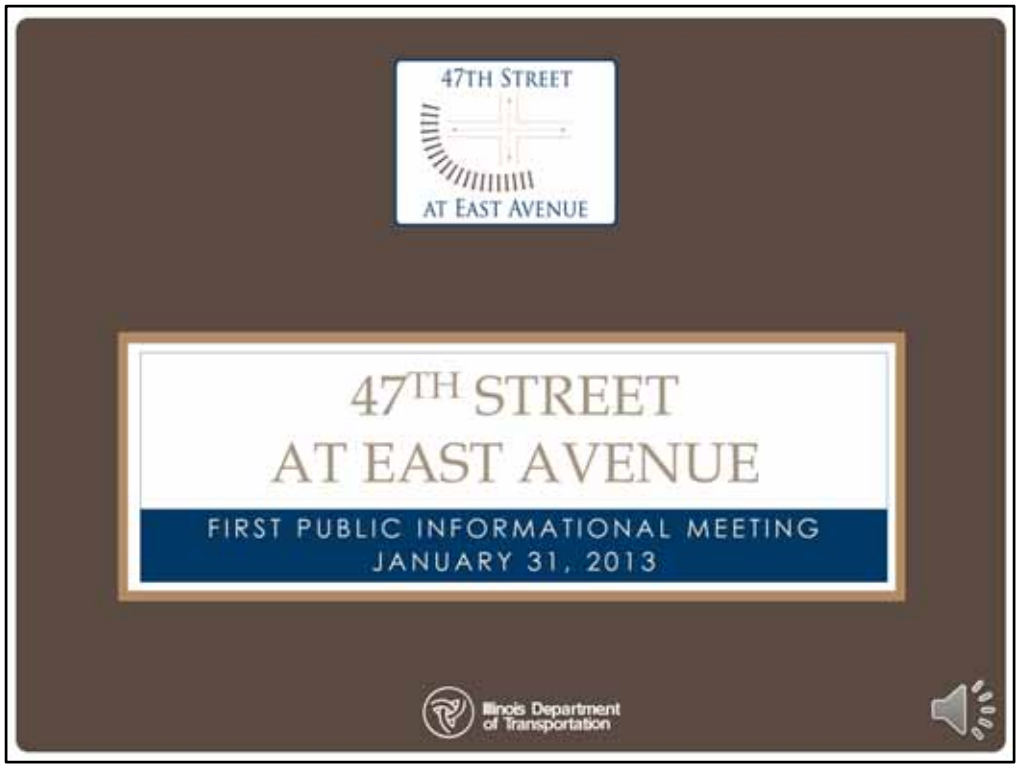
agencies but also local land-use partners, federal, state and local environmental, regulatory and resource agencies, community representatives, and modal transportation providers. In addition, an MPO's participation plan should identify required stakeholder involvement as well as next steps for additional 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.

RETURN TO STUDY DOCUMENTS

Full Presentation with Audio





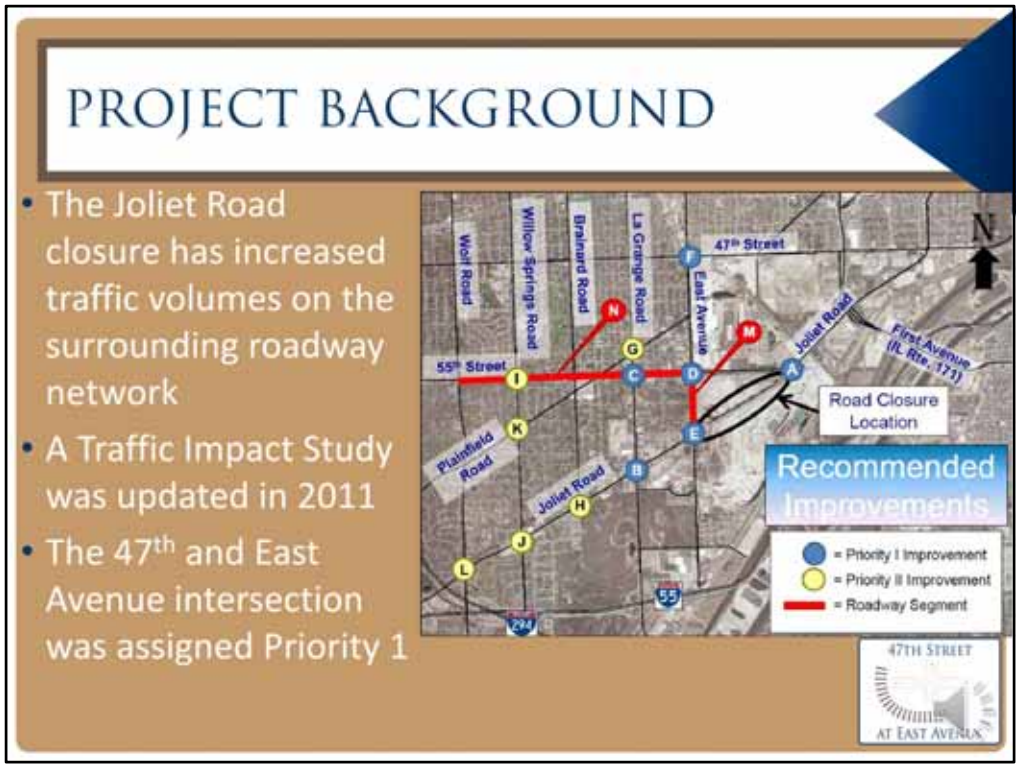
The Illinois Department of Transportation (IDOT) welcomes you to the first Public Informational Meeting for the Phase 1 study for the intersection improvements at 47th Street and East Avenue.

We thank you for attending today's meeting and we look forward to your continued participation throughout the development of this project.

We are here today because of you, a stakeholder engaged in this project. A stakeholder is anyone who is affected by the project and has an interest in its outcome.

- The purpose of this meeting is to introduce the 47th Street and East Avenue study area
- outline the study goals,
- present the project team,
- explain the Context Sensitive Solutions process,
- obtain your feedback about issues and concerns related to intersection improvements,
- and finally to introduce opportunities for public involvement in study efforts.

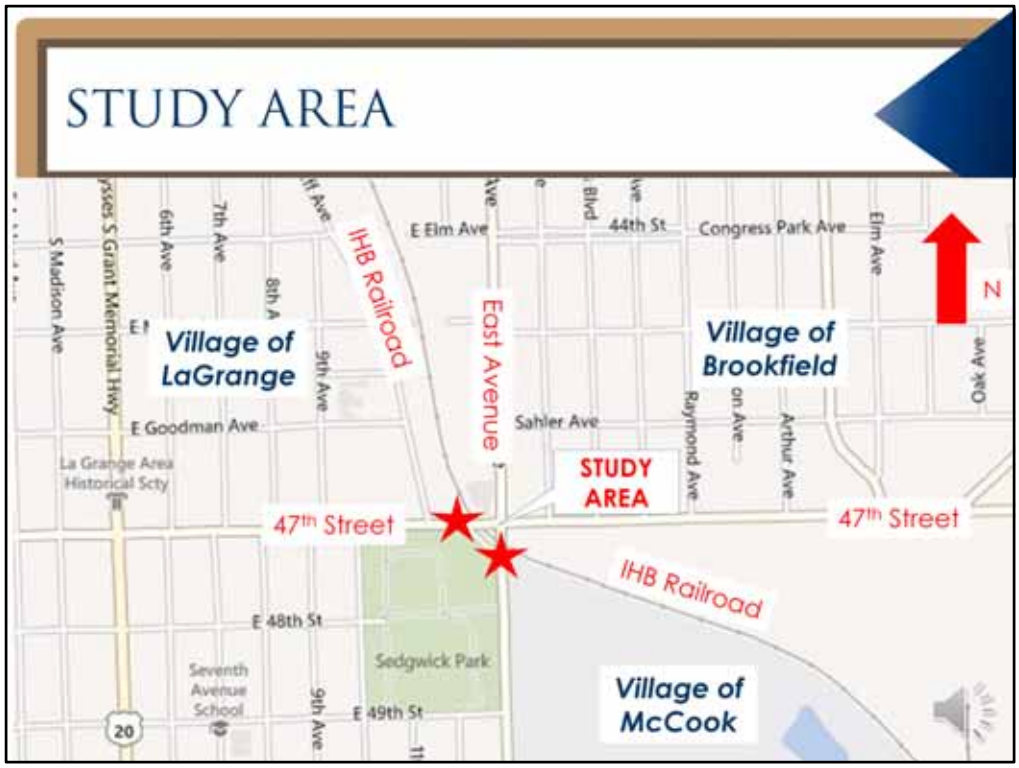
The Phase I Study for 47th and East begins with Joliet Road. Joliet Road between 55th Street and East Avenue is located on a rock ridge between two quarries. A shift occurred along a crack in the rock leaving a weakened zone. This resulted in severe pavement damage. The road was closed between 55th Street and East Avenue in 1998 due to safety and structural integrity concerns. As a result of the damage to Joliet Road, the State of Illinois was awarded 40 million dollars in a settlement with Vulcan Materials in May 2010. The study of 47th Street and East Avenue is one of the locations funded by that settlement.



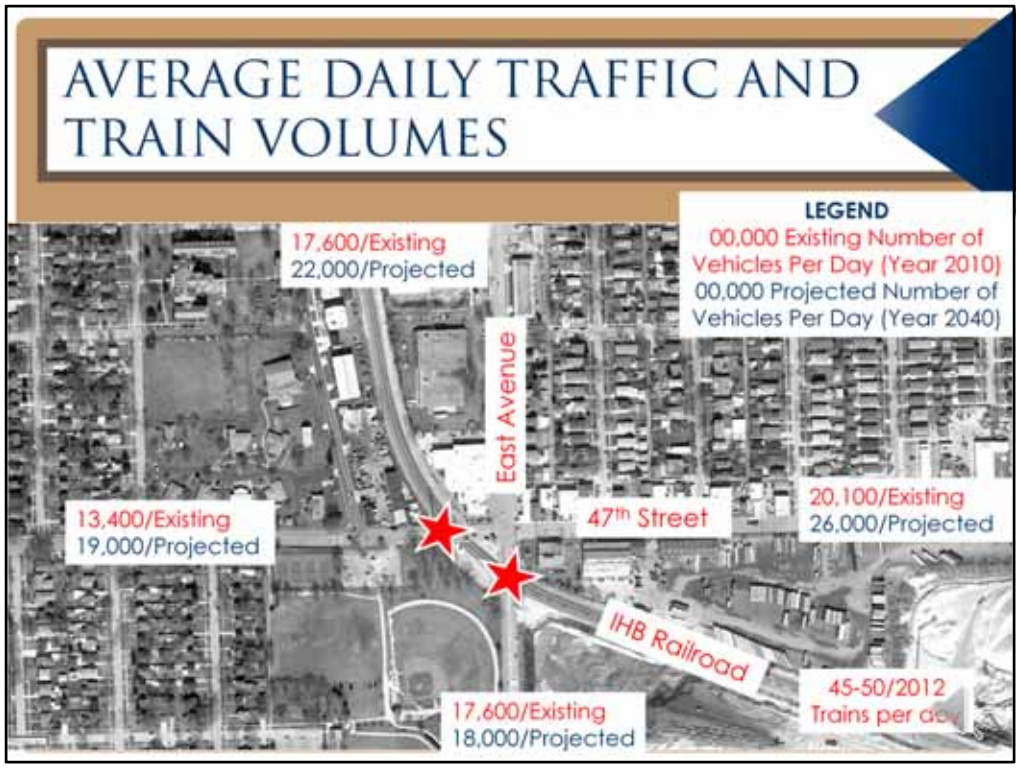
The Joliet Road closure has increased traffic volumes on the surrounding roadway network. In order to mitigate traffic impacts caused by the closure a Traffic Impact Study was updated in 2011.

Intersections and roadway segments were then analyzed to determine how safety and capacity could be improved in the area affected by the road closure. Intersection improvements were prioritized by safety issues, opportunities to improve capacity, and the proximity to the Joliet Road closure.

The 47th and East Avenue Intersection was classified at the highest priority, Priority 1.



- The study area is centered at the intersection of 47th Street and East Avenue. The intersection is bordered by La Grange along the west side of East Avenue, Brookfield in the northeast quadrant and McCook in the southeast quadrant.
- The Indiana Harbor Belt Railway has two crossings near the intersection. The IHB crosses 47th Street approximately 140' west of the intersection and crosses East Ave approximately 120' south of the intersection. This location is between 2 rail yards causing trains to run at reduced speeds.
- The at grade railroad crossings create traffic delays and safety concerns.
- This project will investigate a range of solutions from installing a traffic signal at the intersection to a potential grade separation of the roadways and the railroad to accommodate existing and projected 2040 travel demands.

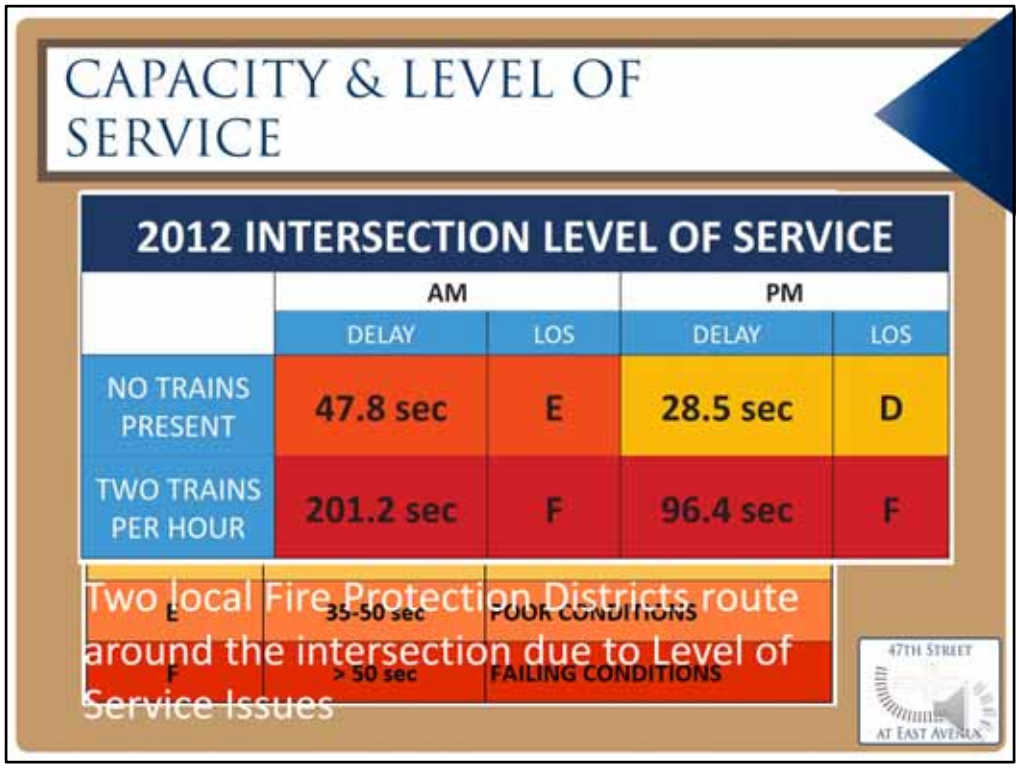


The Average Daily Traffic is a measure of existing and projected traffic volumes expected during a 24 hour period. This map shows the 2010 traffic data for East Ave. , 47th St. and the IHB Rail line. The Chicago Metropolitan Planning Agency has developed their 2040 traffic projections for this area which are the second set of numbers at each location. The north leg of East Ave. is predicted to grow from the 17,600 vehicles per day in 2010 to 22,000 in 2040. The east leg of 47th St. is predicted to grow from 20,100 vehicles per day in 2010 to 26,000 in 2040.

The IHB estimates that the current average number of freight trains at this location is 45-50 freight trains a day.

The Phase I study will consider safety and capacity issues within the project study area. A crash analysis is currently being written based on available crash data

- The 47th Street at East Avenue intersection has been identified in the Department's Annual Five Percent Reports for 2008 – 2010. The annual reports capture those highway locations experiencing a higher crash severity when compared to similar locations across the state.
- The data collected shows that 153 crashes were reported from 2007 through 2011
- that resulted in 37 total injuries, 2 of which were fatalities.



To determine if the project study area is running at or above capacity the current Levels of Service were determined.

The level of service at an intersection can range from an A with a delay less than 10 seconds to F with a delay greater than 50 seconds. IDOT designs to a minimum level of service D.

The Overall level of service for the intersection is E during the morning peak and D during the afternoon peak not including disruptions from trains. There are capacity issues at this intersection without the trains.

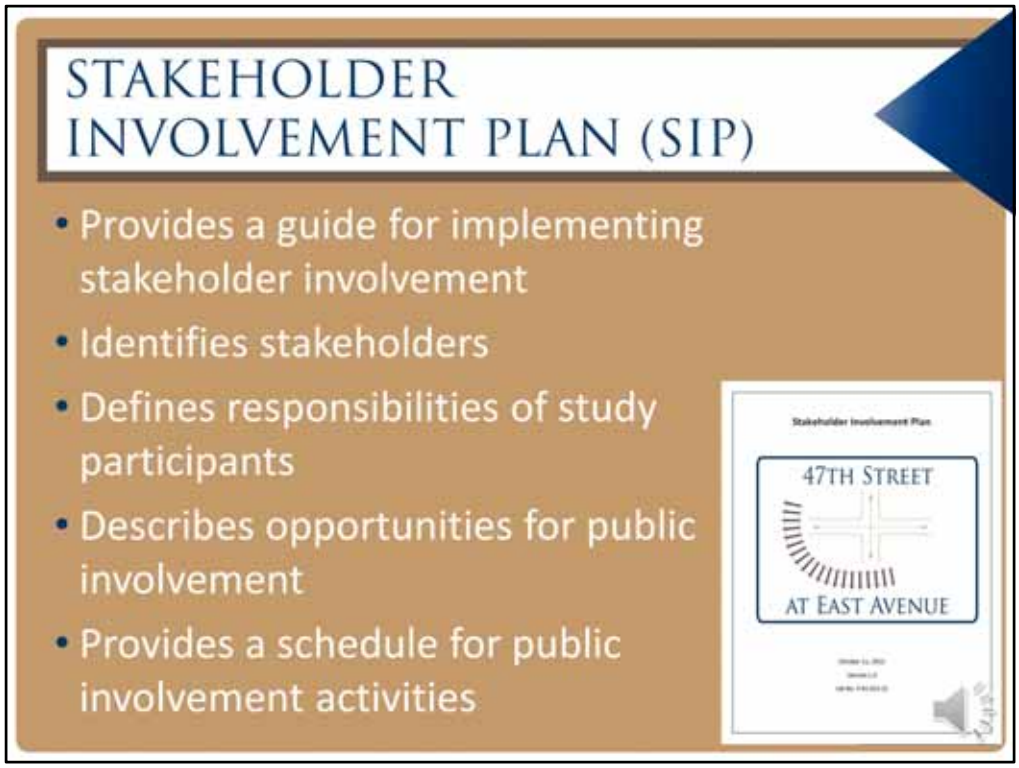
The average delay and level of service was also modeled assuming two train crossings per hour. The average delay per vehicle gives the intersection a LOS of F during both peak times. Based on modeling software it can take 9 minutes for the traffic backup to return to normal conditions after a train event.

The LaGrange and McCook Fire Protection Districts route around the 47th and East intersection to avoid congestion and potential train delays.

As designated by IDOT this project will utilize the principals of Context Sensitive Solutions as part of a robust public involvement process.

•Context Sensitive Solutions or CSS is a collaborative approach to engaging as many stakeholders as possible; developing a project that will best fit into its surroundings; and using a flexible and creative approach in planning and design to provide cost effective solutions.

•Consideration will be given to addressing all modes of transportation and striving to preserve scenic, aesthetic, historic, and environmental resources while maintaining and enhancing safety and mobility.

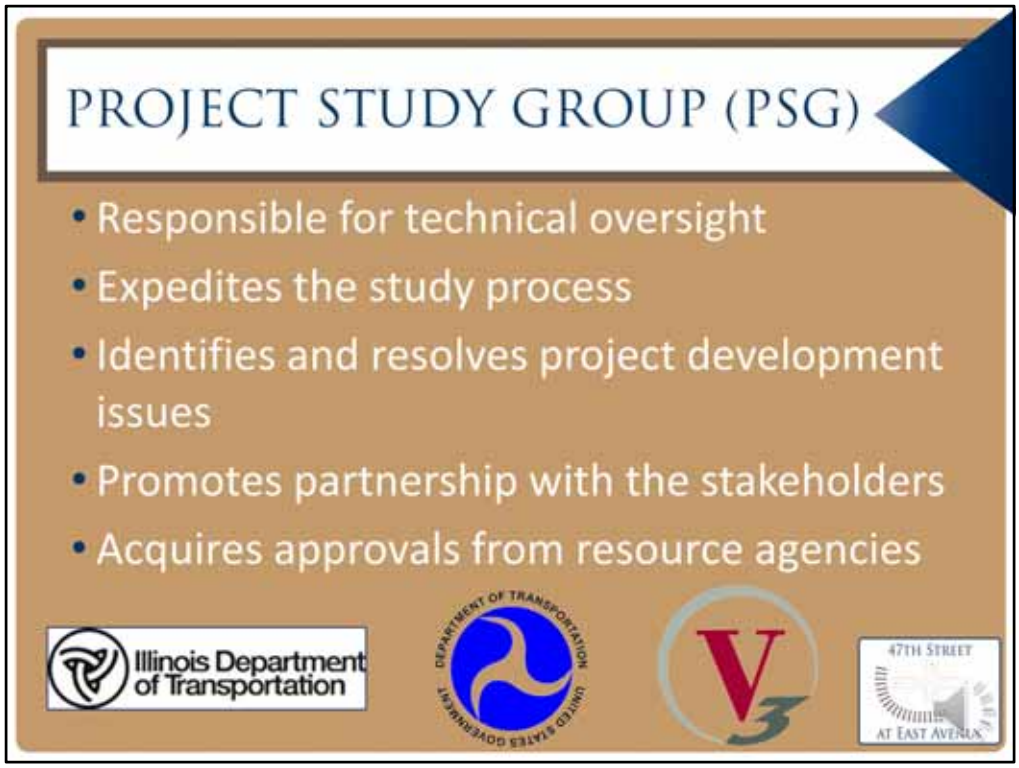


The CSS process requires the preparation of a Stakeholder Involvement Plan or SIP to

- provide a guide for implementing stakeholder involvement.
- The SIP identifies stakeholders in the study area,
- defines the responsibilities of study participants,
- describes opportunities for public involvement
- and provides a schedule for public involvement activities.

The SIP will be continuously updated as the project moves forward through the Phase I study process. A copy of the SIP for the 47th and East project will be posted on the project website and is available for comment in the exhibit display area.

•The project stakeholders are a large and varied group. A stakeholder is anyone who is affected by the project and has a stake in its outcome.
•Public involvement activities will include outreach to residents, and owners of adjacent and nearby properties, local businesses, surrounding communities, the railway,
•users of 47th Street and East Ave and the surrounding roadway network, local agencies, transit providers, the general public and special interest groups.
•A consultant team lead by V3 Companies will perform engineering studies and coordinate stakeholder outreach efforts.

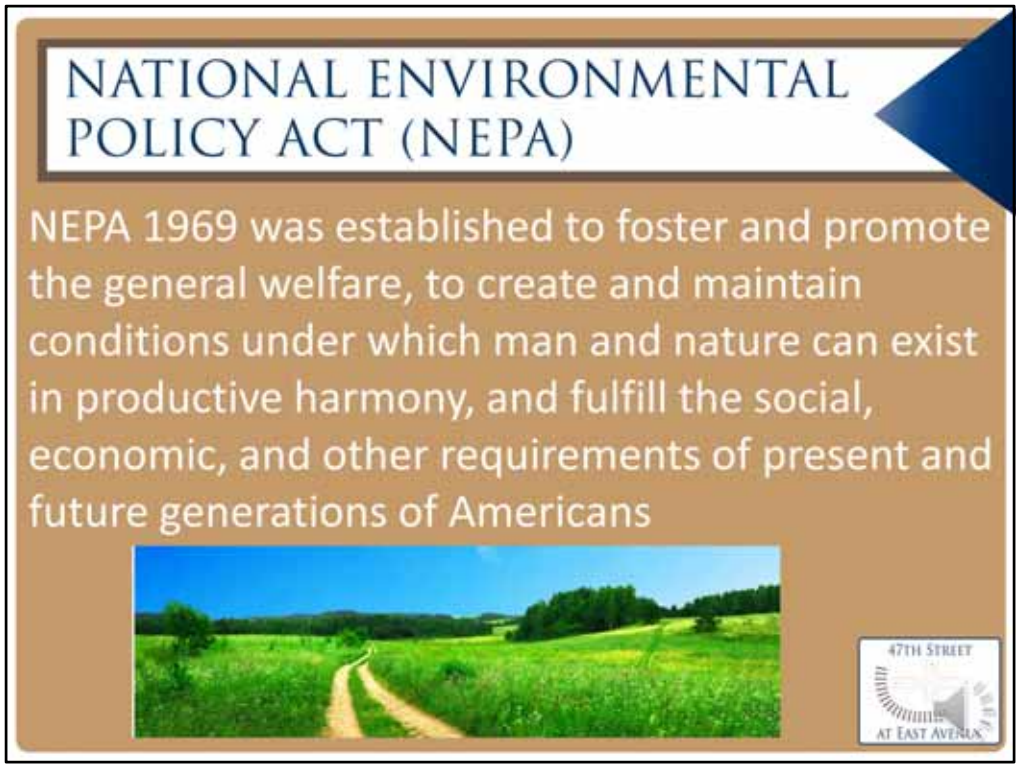


The Project Study Group or PSG consists of a multi-disciplinary team of representatives from IDOT, the FHWA and V3 Companies, the lead engineering consultant for the study.

- The PSG has the primary responsibility for technical oversight of the project development process.
- Their responsibilities will include expediting the study process,
- identifying and resolving project development issues,
- promoting partnership with stakeholders
- and acquiring clearances and approvals from resource agencies.

The ultimate decision on the preferred alternative will be made by IDOT and the FHWA.

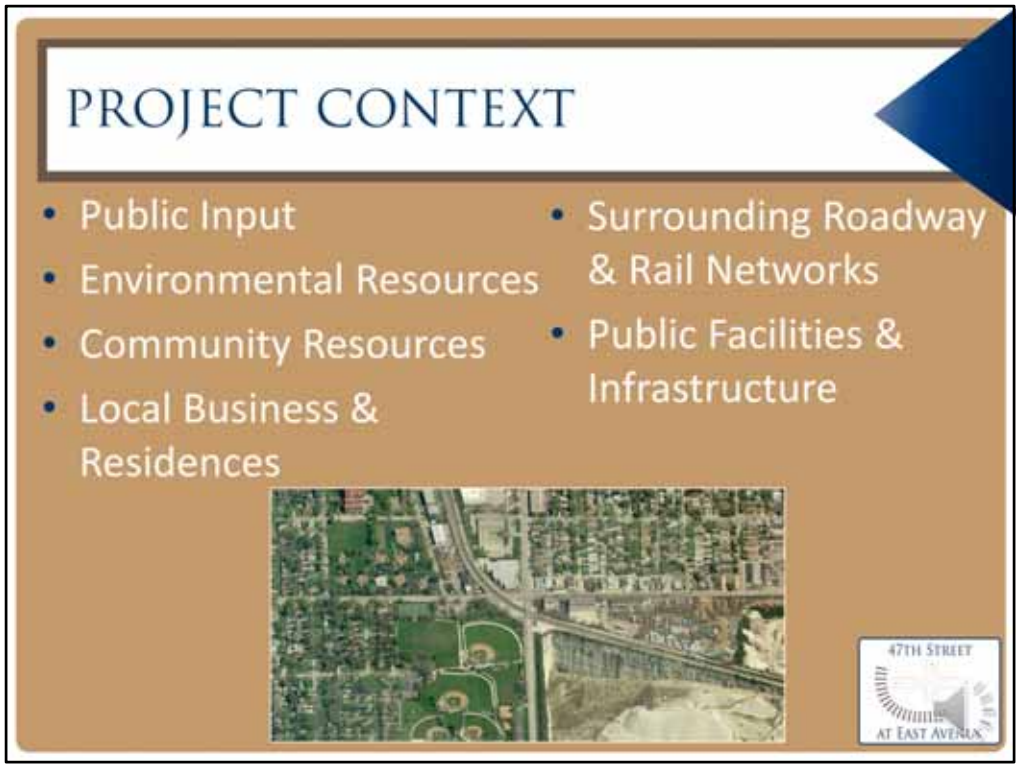
A vital part of the CSS process is the Community Advisory Group or CAG.
•The CAG is group composed of volunteer stakeholders who are an
•active part in the decision making process beyond the scheduled public meetings.
•The role of the group will be to provide insight of community and stakeholder interests.
•The responsibilities of a CAG member are to participate in each of the expected 6 meetings and work to achieve general agreement among all interested parties and the public/community interests.
•The time commitment is expected to be two hours per meeting and the meetings will be held during the daytime near the project site.
•Parties interested in volunteering for the CAG should visit the Community Advisory Group table to review additional information and sign up.



It is anticipated that this project will use federal funding. Any project with federal funding must comply with the National Environmental Policy Act of 1969, NEPA.

•In enacting NEPA, Congress recognized that nearly all federal activities affect the environment in some way and mandated that before federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment.

•NEPA is the basis for the comprehensive study of the 47th Street and East Avenue intersection. It enables the project team to make informed decisions. The project will include studies of the area's natural and community resources and travel needs. The study process will also include an active public involvement process.

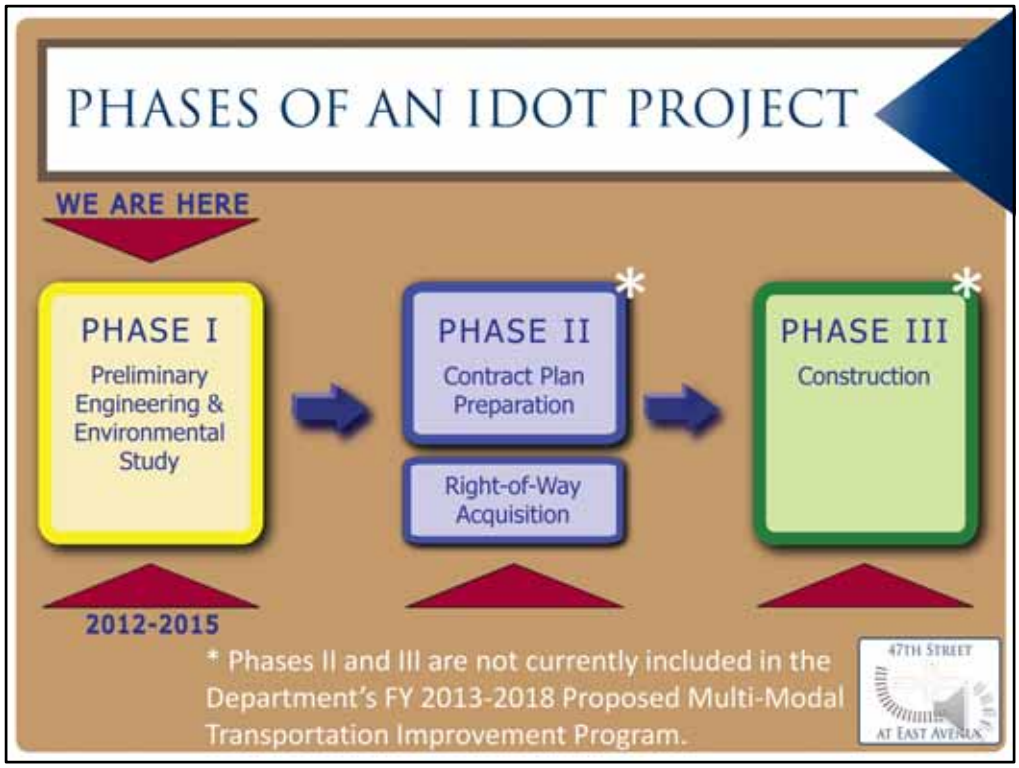


There are many factors that will affect the design of the intersection improvements. The PSG will evaluate the project's surroundings – or context. Some things that will be considered include:

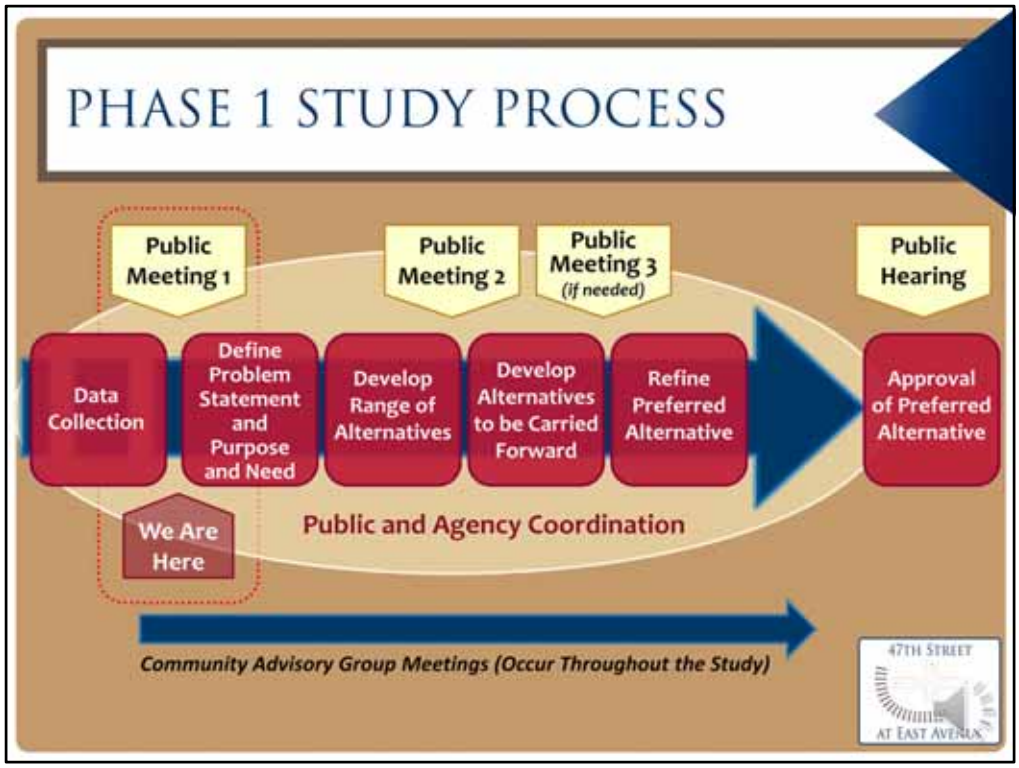
- Public Input
- Environmental Resources
- Community Resources
- Local Businesses and Residences
- Surrounding Roadway and Rail Networks,
- Public Facilities and
- Infrastructure

The Phase 1 study will consider many design challenges tied to this intersection including:

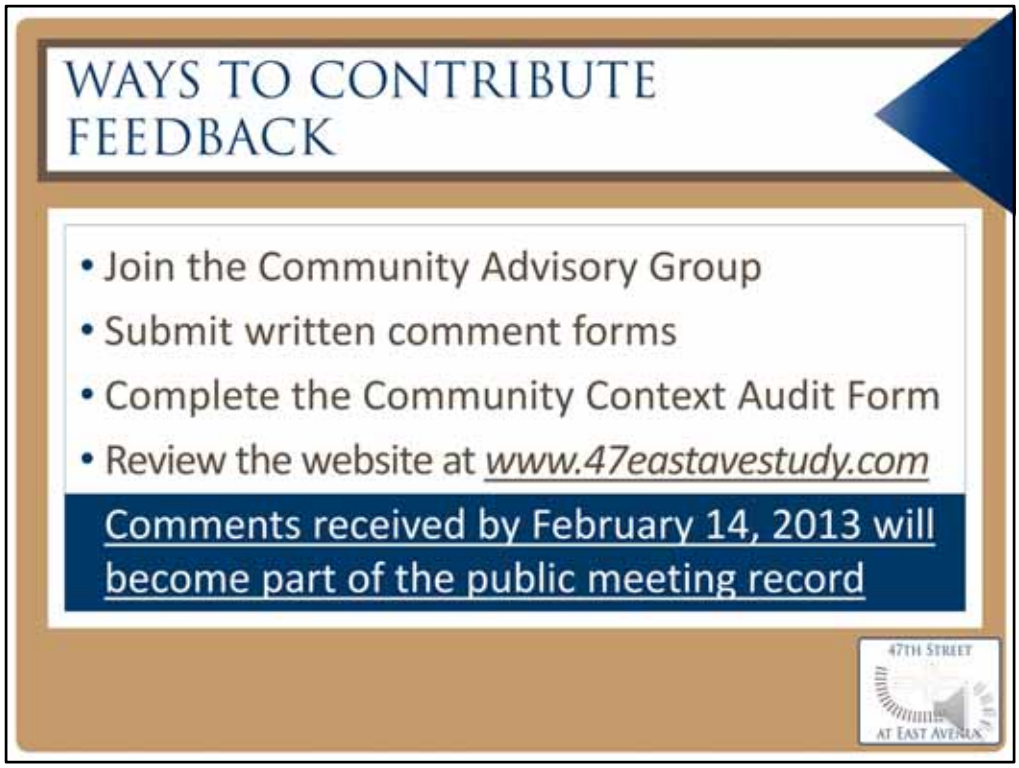
- The proximity of the tracks to the intersection
- Overhead high voltage transmission lines
- Shallow Bedrock
- And Managing traffic during construction



•IDOT projects are conducted in three phases.
•Phase I is also referred to as Preliminary Engineering and Environmental Studies. Through extensive stakeholder involvement and technical analysis, transportation needs will be defined, alternatives developed and evaluated, and a preferred alternative will be selected. A range of factors to be considered in the decision making process will include: stakeholder input, engineering design, construction cost and environmental considerations. Phase 1 is expected to take 24 to 36 months.
•After a preferred alternative is approved, Phase II (or Contract Plan Preparation) and Land Acquisition would begin. During this phase, detailed construction plans would be developed and any necessary land would be acquired.
•After funding for construction is secured, the Phase III construction of the project would begin.
•Phase I of this project is fully funded. However, Phases II and III are not currently included in IDOT's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program but will be considered for inclusion in future programs.



•We are in the early stages of Phase I.
•This stage consists of defining the problem statement, the project's purpose and need and analyzing current and future conditions. Purpose and need discussions are based on traffic safety issues, congestion and operational problems.
•At the second public meeting, the project purpose and need will be presented. A range of alternatives that will address the purpose and need will be introduced. The alternatives will be evaluated based on the impacts and costs of each.
•The remaining alternatives will then be further developed and refined. Those alternatives may be presented at a third public meeting and general agreement will be sought on a preferred alternative.
•A draft Design Report and Environmental Assessment with all related engineering and environmental documentation will then be prepared for the preferred alternative.
•A public hearing will be held to present the preferred alternative and the findings of the Design Report and Environmental Assessment.



•We are looking for your input. You drive these roads everyday. You may have to wait at train crossings. Though you may be impacted during the construction of this improvement, you will gain the benefits of the final improvement. Let us know what you think.
•Read the information about the Community Advisory Group and consider joining.
•Included in the project brochure that you received today, there is a form for submitting written comments and the community context survey. You can fill out the comment form and survey and submit them here today or take them home with you and mail them in later.
•A website is being established for this project. Any stakeholder will have the opportunity to review study progress, review meeting minutes, reports and other documents prepared as part of the study and be informed of public involvement activities. The website address is listed on the project brochure.
•Any comments resulting from this meeting that are submitted by February 14th 2013 will become part of the record for this public meeting.

Thank you for attending today's Public Informational Meeting. We look forward to seeing you at future meetings as well.
Please view the display exhibits upstairs and meet with the study team members who are available to discuss the project as well as answer your questions.

Project Background

- The study area is centered at the intersection of 47th Street and East Avenue. The intersection is bordered by La Grange along the west side of East Avenue, Brookfield in the northeast quadrant and McCook in the southeast quadrant.
- The Indiana Harbor Belt Railway has two crossings near the intersection. The IHB crosses 47th Street approximately 140' west of the intersection and crosses East Ave approximately 120' south of the intersection. There are approximately 45 to 50 freight trains a day on these tracks.
- This project will investigate a range of solutions from installing a traffic signal at the intersection and the potential for a grade separation of the roadways and the railroad to accommodate existing and projected 2040 travel demands.
- The Joliet Road closure has increased traffic volumes on the surrounding roadway network. Joliet Road was closed between 55th Street and East Ave in 1998 due to pavement failure. This closure has increased traffic volumes on the surrounding roadway network including East Ave and 47th Street.
- Travel delays and safety concerns have been experienced due to the number of freight trains and increased traffic volumes.
- This Phase I study of the intersection is being conducted to determine the best alternative for addressing congestion and safety concerns associated with the two at grade crossings close to the intersection. IDOT has designated this project as one that will utilize principals of Context Sensitive Solutions (CSS) as part of a robust public involvement process.
- It is unlikely that this project will be able to be constructed totally within the existing right-of-way and therefore some land may need to be acquired.

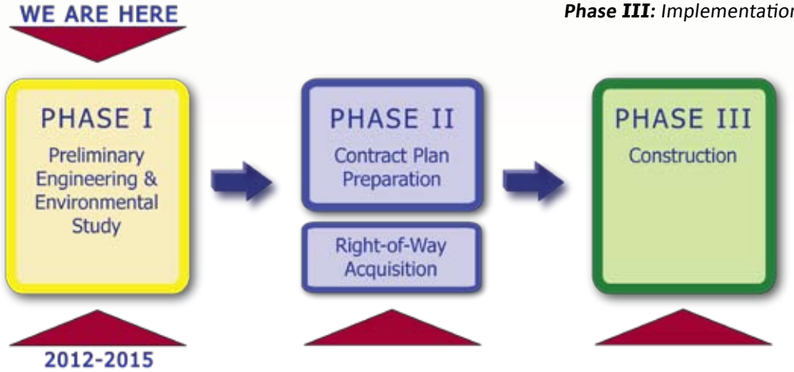
Project Process

IDOT PROJECTS PROGRESS THROUGH 3 PHASES

Phase I: *Transportation needs and deficiencies are identified, alternatives will be developed and evaluated, and a preferred plan will be selected and necessary Right-of-Way identified.*

Phase II: *Detailed Construction Plans are developed and any Right-of-Way acquisition necessary to complete the work takes place.*

Phase III: *Implementation of the proposed improvement.*

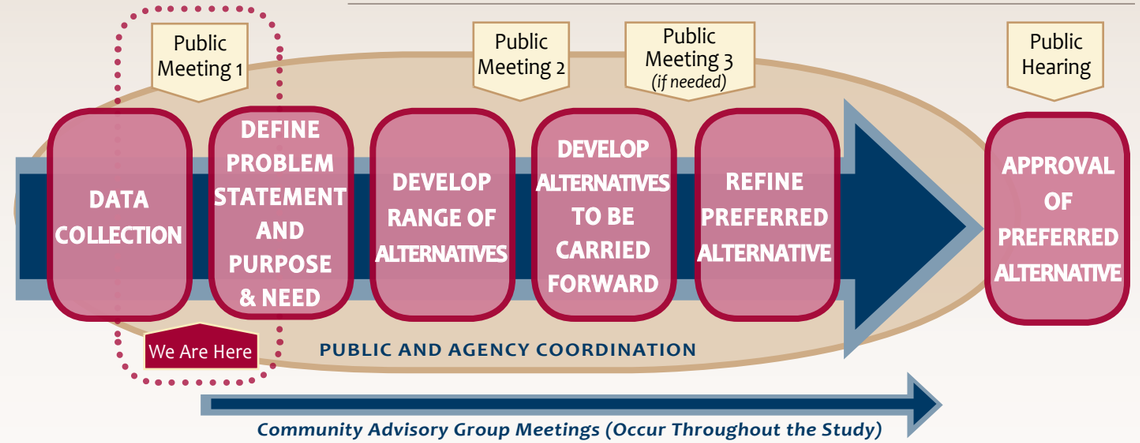


Project History & Funding: *In 1998 Joliet Road was closed between East Avenue and 55th Street due to safety and structural integrity concerns. On May 17, 2010, the State of Illinois was awarded 40 million dollars in a settlement with Vulcan Materials as a result of the closure of Joliet Road. Later that year the Department revisited a 2003 Traffic Impact Study of this area to determine how to mitigate traffic impacts from the closure of Joliet Road. The updated study identified and analyzed intersections and roadway segments in the study area to determine how safety and capacity could be improved.*

This information helped to group intersection improvements by priority based on safety issues, opportunities to improve capacity, and proximity to the improvement to the Joliet Road Closure. The study grouped 12 intersection improvements into two groups, Priority I and Priority II, according to these criteria. A Public Meeting was held on June 27, 2011 presenting these improvements to the public. The Department is committed to funding 40 million dollars for highway improvements throughout the entire Joliet Road study area. The 47th Street at East Avenue project was one of the Priority I improvements.

Although the improvement of 47th Street at East Avenue is not currently included in the Department's FY 2013-2018 Proposed Multi-Modal Transportation Improvement Program, the Department is committed to funding 40 million dollars for highway improvements in the study area, including engineering, land acquisition, construction, and construction engineering. Construction and preconstruction activities will continue to be prioritized for inclusion in future multi-year transportation improvement programs as projects are developed and readied for construction.

Phase I Study Process



The planning process is based on guidelines prescribed by the Federal Highway Administration (FHWA) which follows the National Environmental Policy Act (NEPA).

The **first public meeting** is held to identify general issues, develop information on the community context, and to introduce the public involvement process. A problem statement is defined. The problem statement serves as a basis for development of the Project's Purpose & Need statement.

During the **second public meeting** the Purpose and Need is presented, full range of alternatives are introduced and feedback is solicited.

To reach a preferred alternative all of the alternatives will pass through four separate evaluations.

- *A fatal flaw analysis will be performed on the alternatives that will evaluate land impacts and some geometric requirements.*
- *Next the alternatives will be screened against the project's Purpose and Need statement.*
- *The alternatives will then be evaluated based on operational factors or characteristics.*
- *The remaining alternatives will then be considered for their social/community and environmental factors.*

A third public meeting may be held during the evaluation process to seek stakeholder input.

A **final public hearing** is held to present the preferred alternative for the project.

CSS Policy

This study is being conducted using IDOT's Context Sensitive Solutions (CSS) policy, which will assist in clearly defining potential environmental impacts, as well as engaging stakeholders during the transportation decision making process. The product sought from the CSS process is the coordinated development of a feasible, cost effective design that satisfies the purpose and need and is supported by the project stakeholders. A project stakeholder is anyone who could be affected by the project and has a stake in its outcome.

A Draft Stakeholder Involvement Plan (SIP) has been developed by the Project Study Group (PSG) and is available for comment as part of this Public Informational Meeting. The Project Study Group or PSG consists of a multi-disciplinary team of representatives from IDOT, FHWA and the consultant team. The SIP will help identify the project stakeholders, establish clear lines of communication, and set the decision-making process among the various stakeholders. As part of the SIP, a Community Advisory Group (CAG) will be created and comprised of stakeholders who have community, jurisdictional, environmental, and/or land use planning interest or expertise. The CAG is a working group that helps the PSG identify community issues and helps determine community characteristics which should be taken into consideration in the planning process. Anyone interested in serving on the CAG may apply at this meeting, or by contacting the IDOT contact on the back of this brochure.

The Public Meetings component of the SIP will consist of a series of meetings structured around the Phase I Engineering Study Milestones. In addition, project newsletters will be distributed several times throughout the project along with regular updates to the project website.

Share Your Opinion

WE WANT TO HEAR FROM YOU. YOUR COMMENTS ARE IMPORTANT TO THE PROJECT PROCESS. WE ARE SEEKING YOUR INPUT ON THE DATA DEVELOPED FOR THE COMMUNITY CONTEXT AUDIT AND THE IDENTIFIED TRANSPORTATION NEEDS FOR THE PURPOSE AND NEED STATEMENT.

WE ENCOURAGE YOU TO VISIT THE EXHIBIT AREA TO REVIEW THE PROJECT DETAILS AND TO MEET WITH THE STUDY TEAM MEMBERS.

Who Is Involved?

IDOT will lead the Phase I Study process in conjunction with the Federal Highway Administration (FHWA). Stakeholder outreach efforts will be performed by the consultant team to ensure the users of 47th Street and East Avenue and the surrounding roadway network have the opportunity for meaningful input into the project's development.

▼ Have Your Voice Heard - Join the Community Advisory Group (CAG)

The CAG is:

- *Composed of volunteer stakeholders*
- *An active part of the decision making process*
- *A Group that will provide stakeholder insight*

CAG members are asked to attend approximately six, 2 – hour workshops located near the project.

A project website has been established to keep you informed about the project including ongoing studies and upcoming meetings. The website also provides a place for you to submit comments and questions about the project and to request to be added to the project mailing list. Please visit: www.47EastAveStudy.com.

47th Street at East Avenue

Illinois Department of Transportation

Questions, Comments & Information

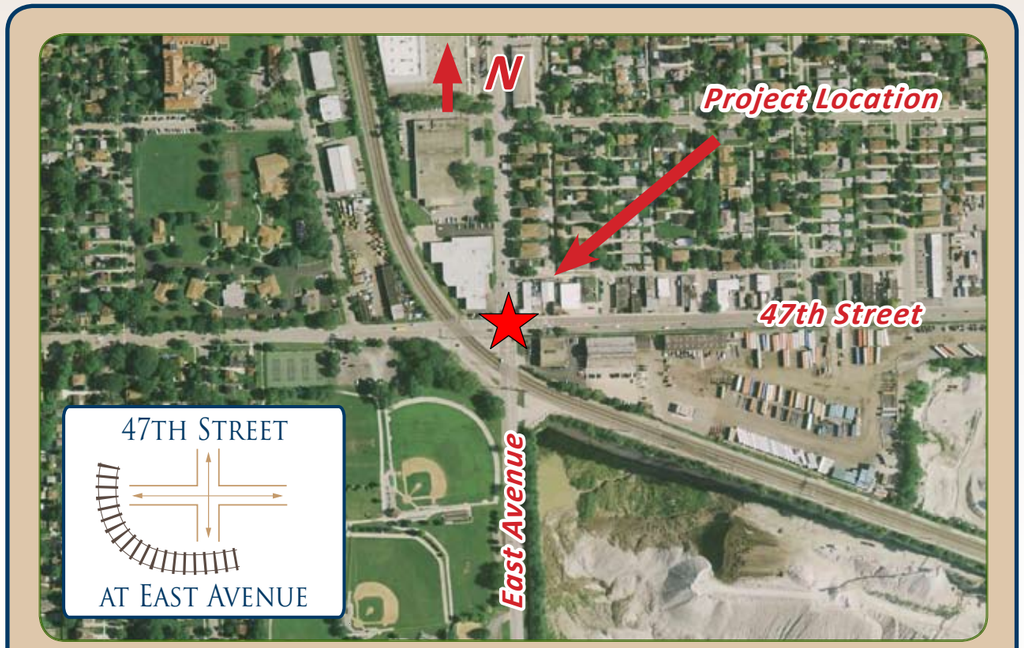
WE INVITE YOU TO SUBMIT COMMENTS ABOUT THE PROJECT AT THE PUBLIC MEETINGS OR BY MAIL TO:

Illinois Department of Transportation
Bureau of Programming
Attn: Ojas Patel, P.E.
201 West Center Court
Schaumburg, Illinois 60196-1096

COMMENTS ARE WELCOME AT ANY TIME, BUT TO BE INCLUDED IN THE FIRST PUBLIC MEETING RECORD, COMMENTS MUST BE RECEIVED BY **FEBRUARY 14, 2013.**

COMMENTS MAY ALSO BE SUBMITTED VIA WEBSITE AT:
WWW. 47EASTAVESTUDY.COM

47th Street at East Avenue



Location Map

THURSDAY, JANUARY 31, 2013
4:00 PM - 7:00 PM

FIRST PUBLIC INFORMATIONAL MEETING
LA GRANGE VILLAGE HALL
53 S. LA GRANGE ROAD
LA GRANGE, IL 60525

WWW. 47EASTAVESTUDY.COM

The Illinois Department of Transportation (IDOT) welcomes you to the first Public Informational Meeting for the Phase I study for the intersection improvements at 47th Street and East Avenue.

▼ Purpose of the Meeting

- Introduce the study area
- Outline the study goals
- Present the project team
- Explain the Context Sensitive Solutions (CSS) process
- Obtain feedback about issues and concerns related to the intersection improvements
- Introduce opportunities for involvement

Illinois Department of Transportation

Potential Intersection & Grade Crossing Improvements at

47th Street at East Avenue

COMMUNITY CONTEXT AUDIT

Your feedback is vital. Please assist the study team in assessing the need for and purpose of potential improvements at the 47th Street and East Avenue intersection including grade separation with the Indiana Harbor Belt Railroad crossings on the west and south approaches to the intersection. 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:	You Work in:	You Attend School in:
Brookfield	Brookfield	Brookfield
La Grange	La Grange	La Grange
McCook	McCook	McCook
Cook County	Cook County	Cook County
Other _____	Other _____	Other _____

2. How frequently do you travel through the intersection of 47th Street and East Avenue?

Daily	1-2 times per week	Less
Multiple Times a Day	3-4 times per week	

3. Why do you travel through the intersection of 47th Street and East Avenue?

Commute to work	School	Visiting Family/Friends
Shopping	To get to Midway	Other_____

4. How often do you experience traffic congestion or delays at the intersection of 47th Street and East Avenue?

Every time Most of the time Some of the time Rarely Never

How often do you encounter a delay due to train traffic at this intersection?

Every time Most of the time Some of the time Rarely Never

Comments:_____

_____

_____

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

_____

6. Do you ever take an alternate route to avoid this intersection? If so, please list the roads you use.

_____

_____

7. Do you have safety concerns at or near the existing intersection or railroad crossings?
Please Explain: _____

_____

_____

8. Do you feel that intersection improvements at this location would benefit you? (Circle answer)
   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.) and 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:	☐	☐	☐	☐	☐
B. ADA accessible (i.e. crosswalks, sidewalks, etc.) Please explain:	☐	☐	☐	☐	☐
C. Bicycle Lanes/Multi-use paths Please explain:	☐	☐	☐	☐	☐
D. Bus service Please explain:	☐	☐	☐	☐	☐
E. Street lighting Please explain:	☐	☐	☐	☐	☐
F. Pedestrian accommodations (e.g. crosswalks, pedestrian traffic signals, etc.) Please explain:	☐	☐	☐	☐	☐

G. Improved roadways conducive to commuting patterns Please explain:	☐	☐	☐	☐	☐
H. Traffic signals (indicate location(s) where needed) Please Explain:	☐	☐	☐	☐	☐
I. Improved access for trucking operations Please Explain:	☐	☐	☐	☐	☐

3. What, if any, potential negative effects do you foresee happening if a grade separation between 47th Street, East Avenue and the IHB Railroad is completed at this location:

_____

_____

_____

_____

_____

_____

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			**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:	☐	☐	☐	☐	☐
B. Is commercial/industrial development underway or planned for this area? If yes, how does the development impact proposed roadways or intersections in the study area? Please explain:	☐	☐	☐	☐	☐

C. Are visitors attracted to this area? Please explain:	☐	☐	☐	☐	☐
D. Are there business or advocacy groups that have an interest in improving the intersection and grade crossings at 47th Street and East Avenue? Please explain:	☐	☐	☐	☐	☐
E. Will intersection improvements at the 47th Street and East Avenue lead to more economic development? Please explain:	☐	☐	☐	☐	☐

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:	☐	☐	☐	☐	☐
B. Are community parks and open spaces important within the study area? Please explain:	☐	☐	☐	☐	☐
C. Are there any locations where access to a recreational facility or space is important within the study area? Please explain:	☐	☐	☐	☐	☐
D. Are there any seasonal events that may be affected by improvements in the study area? (e.g. fairs, sports, etc) Please explain:	☐	☐	☐	☐	☐
E. Are there any areas prone to flooding in the study area? Please explain:	☐	☐	☐	☐	☐

F. Are there any environmentally sensitive areas (e.g. wetlands, lakes, forest preserves, etc) in the study area? Please explain:	☐	☒	☐	☐	☐

Closing

Thank you for participating in this survey. Your input is important to the project team in the development and evaluation of potential intersection and grade crossing improvements at 47th Street and East Avenue. Comments are welcome at any time, but to be included in the First Public Meeting record, comments must be received by February 14, 2013.

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.47eastavestudy.com or you can scan it and email it to David Heslinga at the following address:

V3 Companies
Attn: David Heslinga, P.E.
Email: info@47eastavestudy.com
7325 Janes Avenue
Woodridge, Illinois 60517

If you would like to be added to the project's mailing list or receive email 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_____

RETURN TO STUDY DOCMENTS

General Comment/Input:

47th Street at East Avenue

FIRST PUBLIC INFORMATIONAL MEETING COMMENT SHEET

Questions, Comments and Information

WE INVITE YOU TO SUBMIT COMMENTS ABOUT THE PROJECT AT THE PUBLIC MEETING OR BY MAIL TO THE ADDRESS ON THE BACK. IF YOU PREFER TO DO IT ELECTRONICALLY, YOU CAN FILL OUT THE FORM ON-LINE AT THE PROJECT WEBSITE AT WWW.47EASTAVESTUDY.COM OR YOU CAN SCAN AND EMAIL IT TO DAVID HESLINGA AT INFO@47EASTAVESTUDY.COM. **COMMENTS ARE WELCOME AT ANY TIME, BUT TO BE INCLUDED IN THE PUBLIC MEETING RECORD, COMMENTS MUST BE RECEIVED BY FEBRUARY 14, 2013.**

PLEASE PROVIDE YOUR NAME IF YOU WOULD LIKE TO BE ADDED TO THE MAILING LIST OR IF YOU WOULD LIKE A RESPONSE.

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

E-mail: _____

Place
Stamp
Here

V3 Companies
Attn: Heidi Voirol, P.E.
7325 Janes Avenue
Woodridge, IL 60517

47TH STREET
AT EAST AVENUE

RETURN TO STUDY DOCUMENTS

Project Location

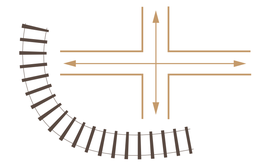
47th Street
at East Avenue

Illinois Department of Transportation

RETURNT TO STUDY DOCUMENTS

Projected Average Daily Traffic

47th Street



at East Avenue

LEGEND

00,000 EXISTING NUMBER OF VEHICLES PER DAY (YEAR 2010)

(00,000) PROJECTED NUMBER OF VEHICLES PER DAY (YEAR 2040)

Illinois Department of Transportation

RETURN TO STUDY DOCUMENTS

Project Process

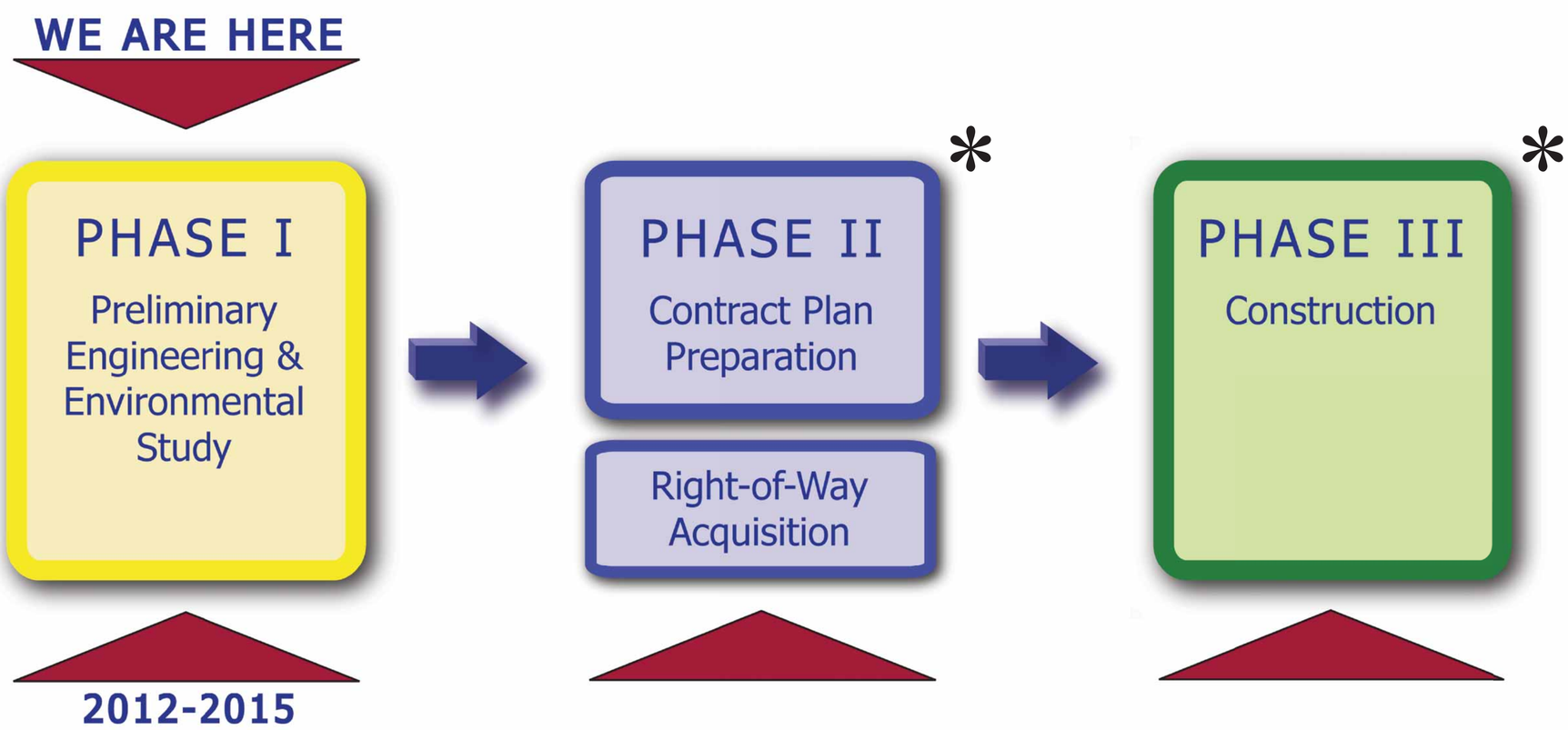
47TH STREET AT EAST AVENUE

IDOT Projects Progress Through 3 Phases

Phase I: Transportation needs and deficiencies are identified, alternatives will be developed and evaluated, and a preferred plan will be selected and necessary Right-of-Way identified.

Phase II: Detailed Construction Plans are developed and any Right-of-Way acquisition necessary to complete the work takes place.

Phase III: Implementation of the proposed improvement.



Project Funding

*Phases II and III are not currently included in the Department's FY 2013-2018 Proposed Multi-Modal Transportation Improvement Program.

Who is Involved?

47TH STREET AT EAST AVENUE

IDOT will lead the Phase I Study process in conjunction with the Federal Highway Administration (FHWA).

Stakeholder outreach efforts will be performed by the consultant team to ensure the users of 47th Street and East Avenue and the surrounding roadway network have the opportunity for meaningful input into the project's development.

Illinois Department of Transportation

Community Advisory Group (CAG) Commonly Asked Questions

What is the Community Advisory Group?

The Community Advisory Group (CAG) will consist of approximately 10 to 20 representatives from a broad cross section of area and regional interests (i.e. community stakeholders). A CAG is a small working group consisting of community leaders and business interests who will assist the Project Study Group to identify community context and help determine community characteristics that should be taken into consideration in the planning process. The CAG will include representatives from the various interested parties and will meet approximately 6 times over the course of the project which is anticipated to be two years. The meeting will be approximately 2 hours long and will be held during the day in the project area.

What are the responsibilities of CAG Members?

1. Attend each CAG meeting and participate in group facilitated activities. If a member cannot attend a meeting, they should designate a representative to attend in their place.
2. Participate openly and honestly, respecting the opinions of all group members.
3. Support the specific role of the group in study process.
4. Represent their organization and community interests.
5. Work to achieve general agreement among all interested parties and the public / community interest.

Who should be on the CAG?

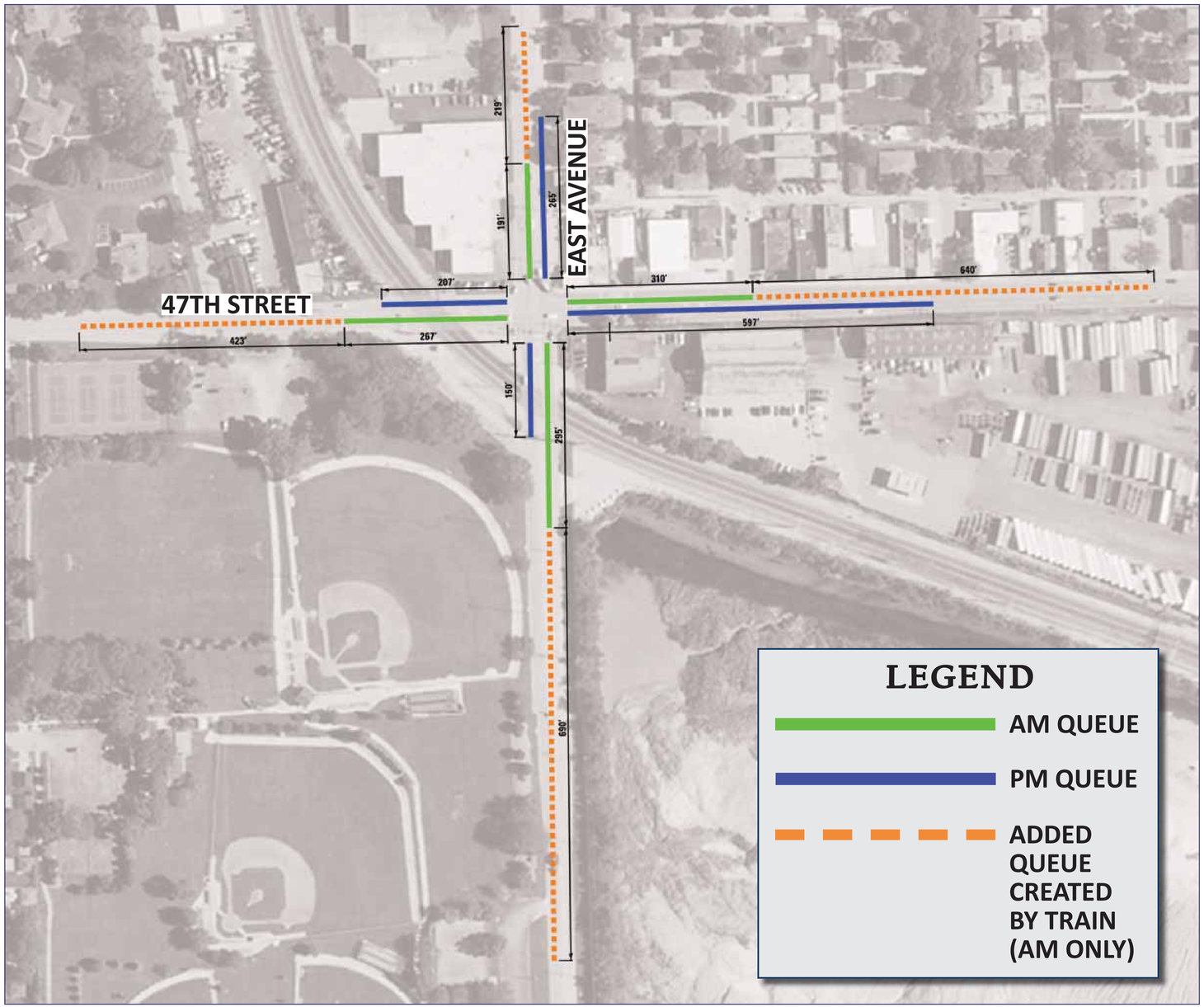
The CAG should be representative of the overall study area's interest, those that have a stake in the outcome. Therefore, the CAG membership will include individuals from a broad range of interest organizations. These will include, but not be limited to, the following:

- Local Government and Planning Agencies
- Advocates of Community Interests
- Chambers of Commerce
- Transportation Organizations
- Pedestrian and Bicycle Interest Groups
- Environmental Coalitions
- School and Church Representatives
- Neighborhood Groups
- Area Residents
- Others that have an Interest in the Project

Illinois Department of Transportation

47TH STREET AT EAST AVENUE

Capacity Analysis



2012 INTERSECTION LEVEL OF SERVICE

	AM		PM	
	DELAY	LOS	DELAY	LOS
NO TRAINS PRESENT	47.8 sec	E	28.5 sec	D
TWO TRAINS PER HOUR	201.2 sec	F	96.4 sec	F

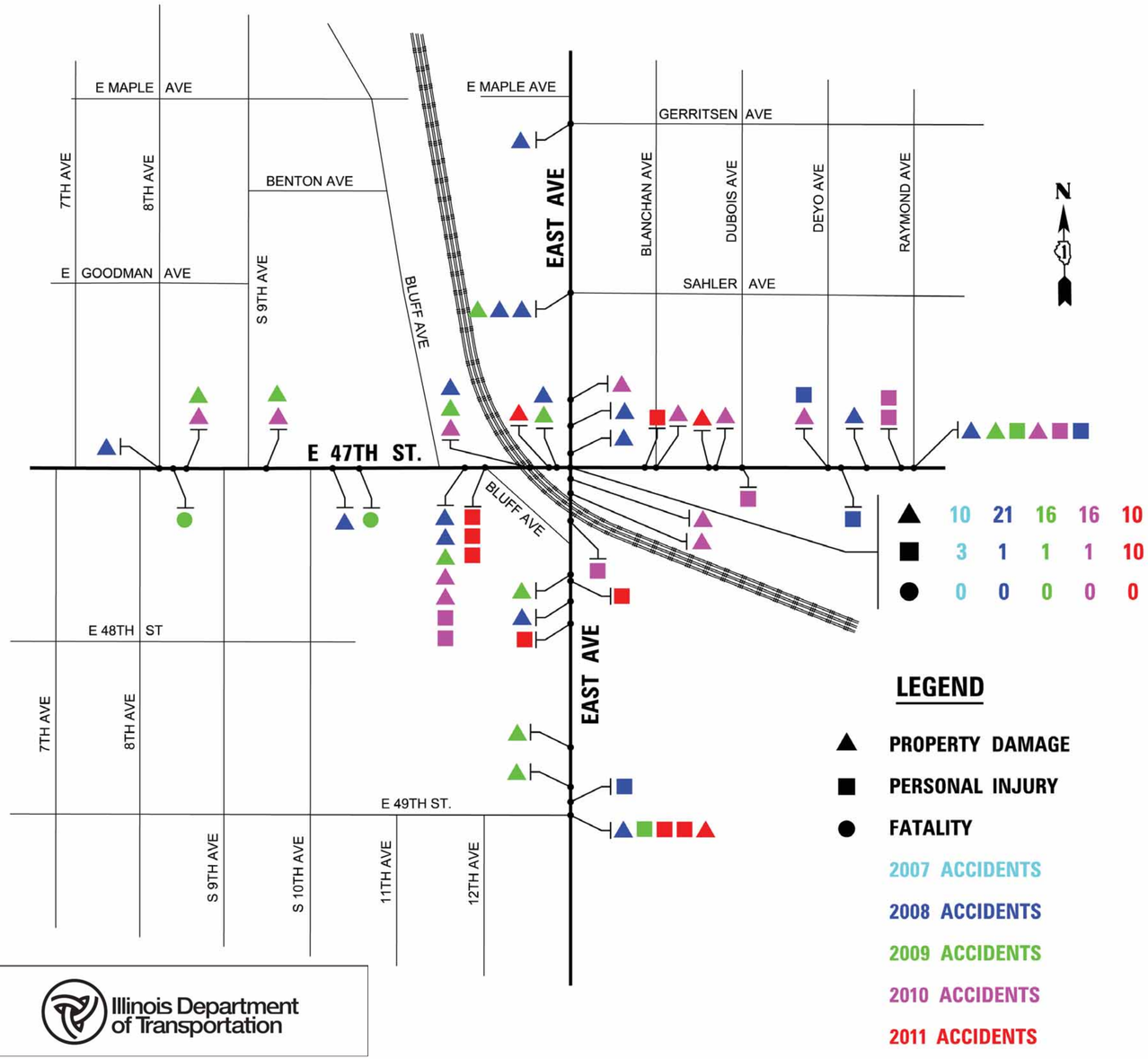
LEVEL OF SERVICE (LOS) CRITERIA

LOS	DELAY	DESCRIPTION
A	< 10 sec	EXCELLENT CONDITIONS
B	10-15 sec	GOOD CONDITIONS
C	15-25 sec	AVERAGE CONDITIONS
D	25-35 sec	ACCEPTABLE CONDITIONS
E	35-50 sec	POOR CONDITIONS
F	>50 sec	FAILING CONDITIONS

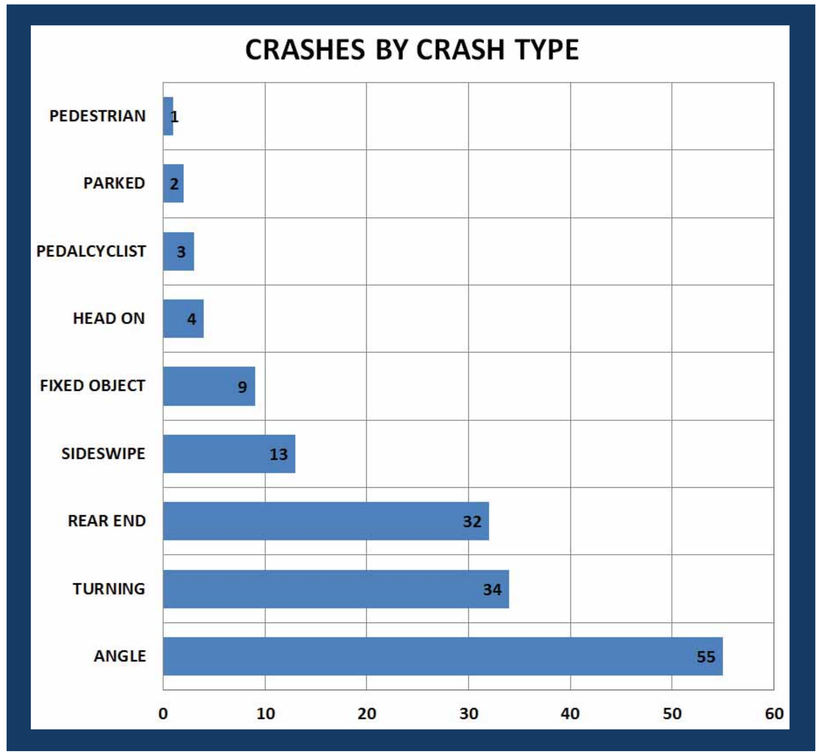
Illinois Department of Transportation

2007-2011 Crash Statistics

The 47th Street at East Avenue intersection has been identified in the Department's Annual Five Percent Reports for 2008 – 2010. The annual reports capture those highway locations experiencing a higher crash severity when compared to similar locations across the state.



Injury Statistics	
Fatal	2
A Incapacitating	4
B Non-Incapacitating	17
C Possible Injury	14
Total Injuries	**37**



Illinois Department of Transportation

Joliet Road Feasibility Study

47th Street at East Avenue

Joliet Road History

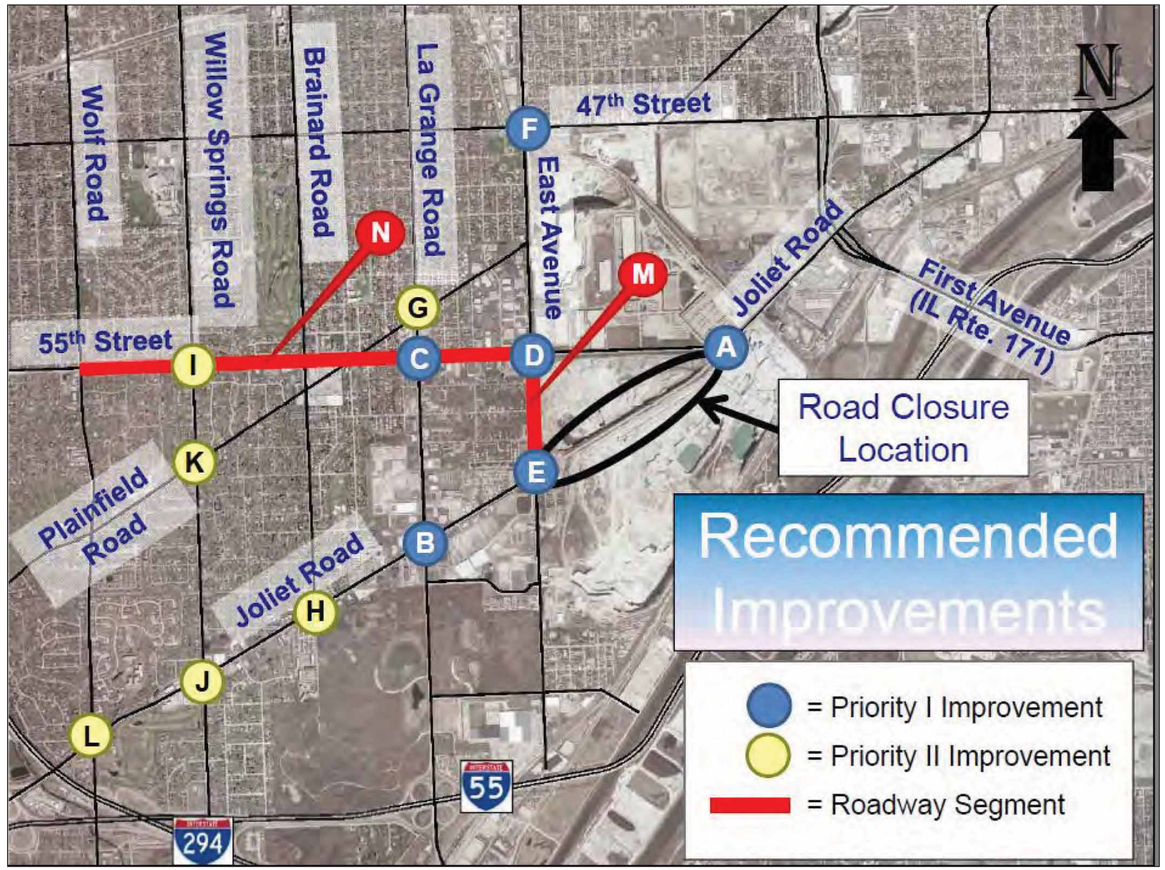
Joliet Road Closure	Lawsuit Filed	Traffic Impact Study	Public Hearing	Lawsuit Settled	Updated Study	Phase I Study for 47th St at East Ave Begins
1998	2001	2003	2004	2010	2011	2012/3

Location	Community
Priority I Improvements	
A. 55th Street at Joliet Road	McCook
B. Joliet Road at LaGrange Road	Countryside/Hodgkins
C. 55th Street at LaGrange Road	Countryside
D. 55th Street at East Avenue	Countryside/McCook
E. Joliet Road at East Avenue	Countryside/Hodgkins/McCook
F. 47th Street at East Avenue	Brookfield/LaGrange/McCook
Priority II Improvements	
G. Plainfield Road at LaGrange Road	Countryside/LaGrange
H. Joliet Road at Brainard Road	Countryside
I. 55th Street at Willow Springs Road	Countryside
J. Joliet Road at Willow Springs Road	Countryside/Indian Head Park
K. Plainfield Road at Willow Springs Road	Countryside
L. Joliet Road at Wolf Road	Indian Head Park
Roadway Segment Improvements	
M. East Avenue: Joliet Road to 55th Street	Countryside/McCook
N. 55th Street: Wolf Road to East Avenue	LaGrange/McCook

Illinois Department of Transportation

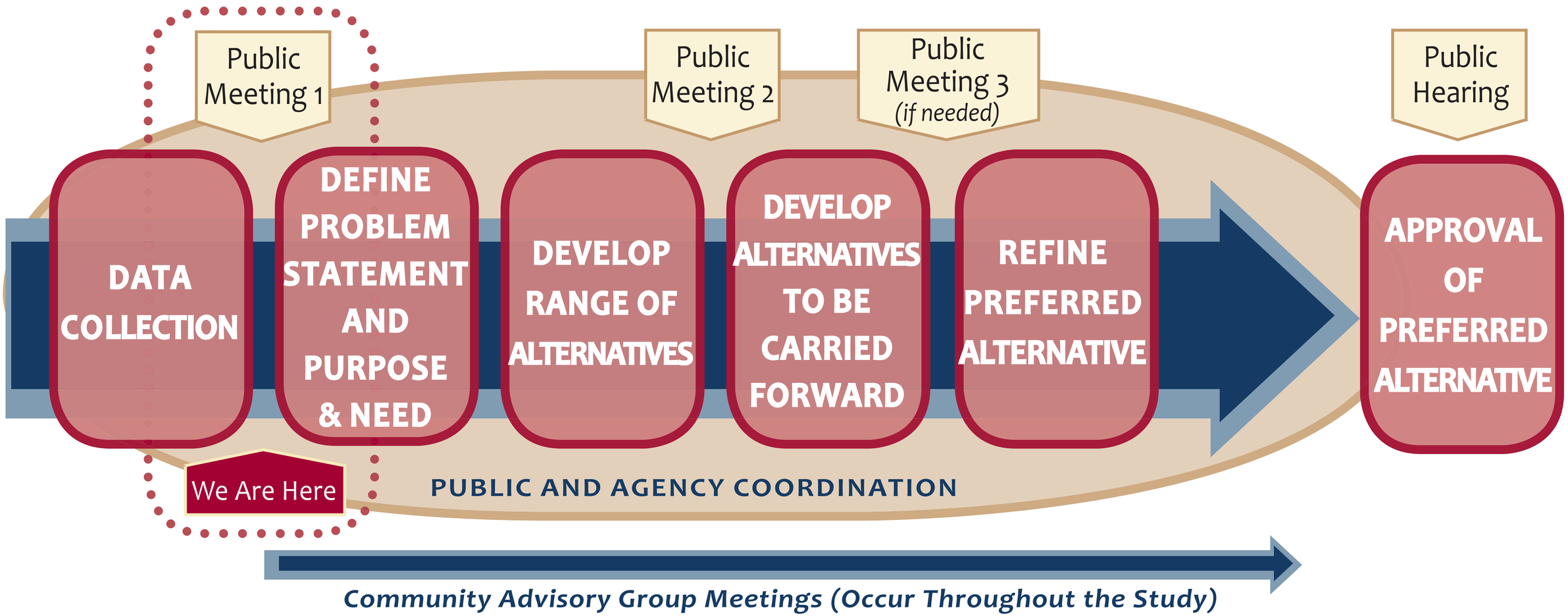
Project History & Funding: *In 1998 Joliet Road was closed between East Avenue and 55th Street due to safety and structural integrity concerns. On May 17, 2010, the State of Illinois was awarded 40 million dollars in a settlement with Vulcan Materials as a result of the closure of Joliet Road. Later that year the Department revisited a 2003 Traffic Impact Study of this area to determine how to mitigate traffic impacts from the closure of Joliet Road. The updated study identified and analyzed intersections and roadway segments in the study area to determine how safety and capacity could be improved.*

This information helped to group intersection improvements by priority based on safety issues, opportunities to improve capacity, and proximity to the improvement to the Joliet Road Closure. The study grouped 12 intersection improvements into two groups, Priority I and Priority II, according to these criteria. A Public Meeting was held on June 27, 2011 presenting these improvements to the public. The Department is committed to funding 40 million dollars for highway improvements throughout the entire Joliet Road study area. The 47th Street at East Avenue project was one of the Priority I improvements.



Phase I Study Process

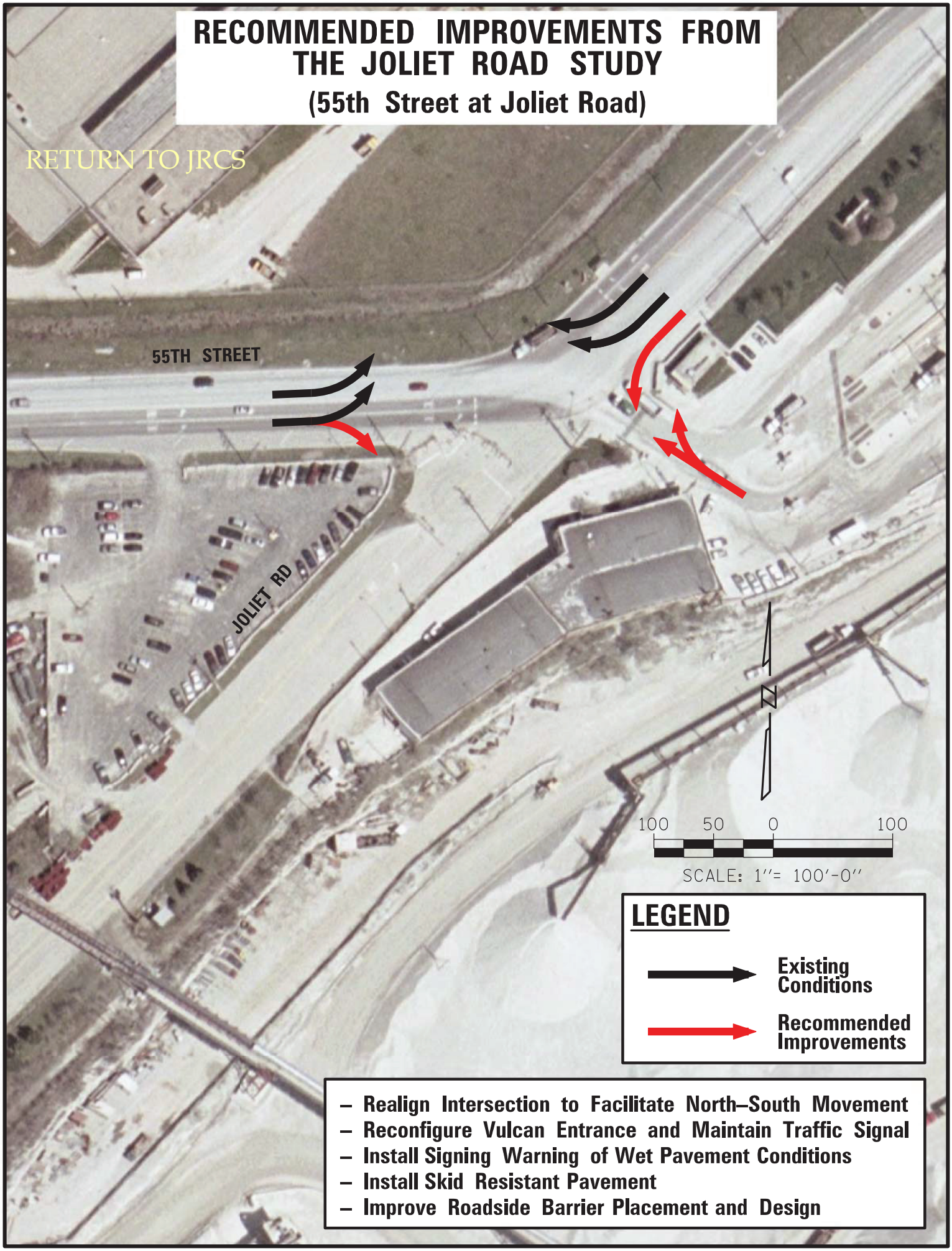
47th Street at East Avenue



RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(55th Street at Joliet Road)

RETURN TO JRCS



- Realign Intersection to Facilitate North–South Movement
- Reconfigure Vulcan Entrance and Maintain Traffic Signal
- Install Signing Warning of Wet Pavement Conditions
- Install Skid Resistant Pavement
- Improve Roadside Barrier Placement and Design

PROPOSED IMPROVEMENTS FROM THE PHASE 1 STUDY

(Joliet Road at LaGrange Road)

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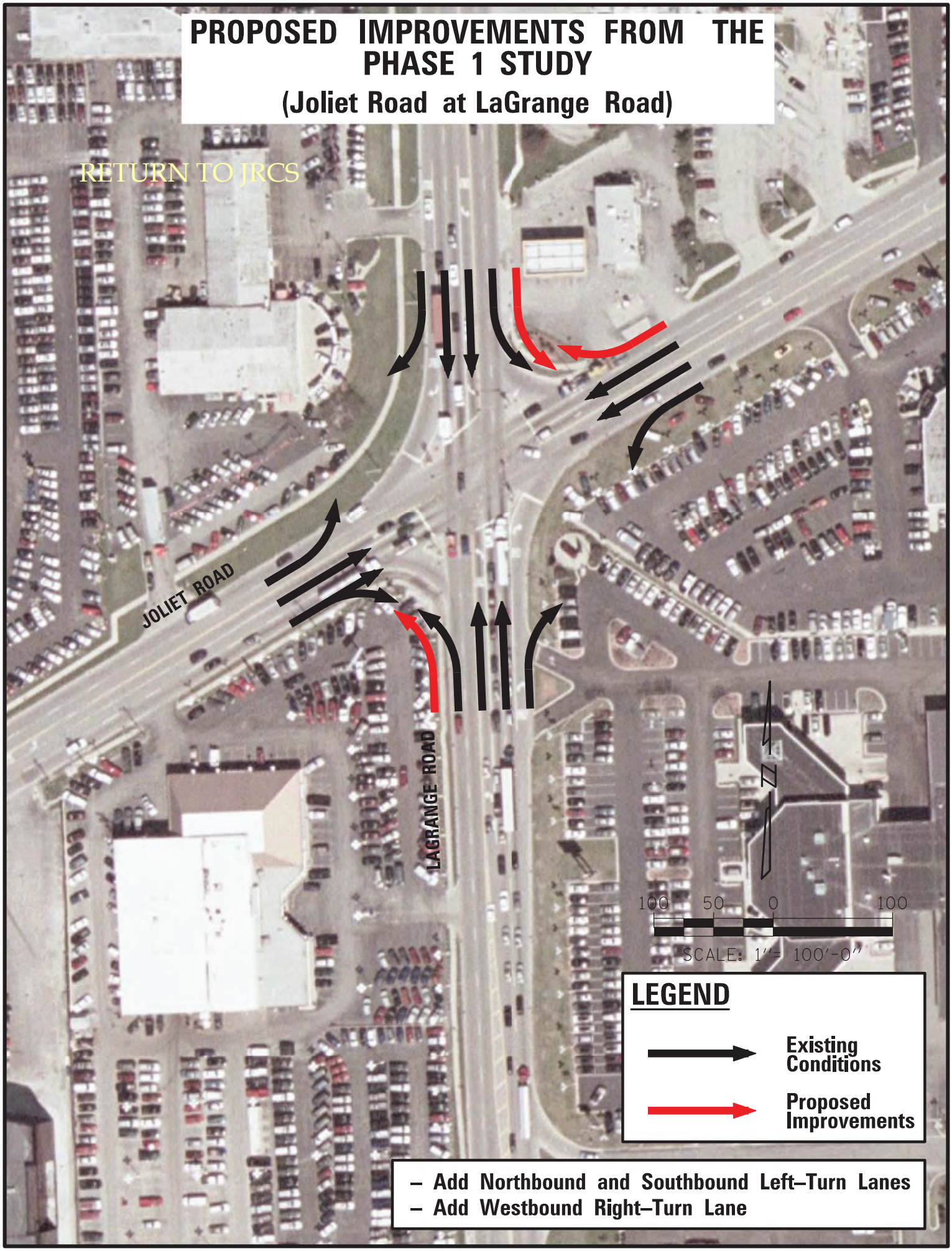


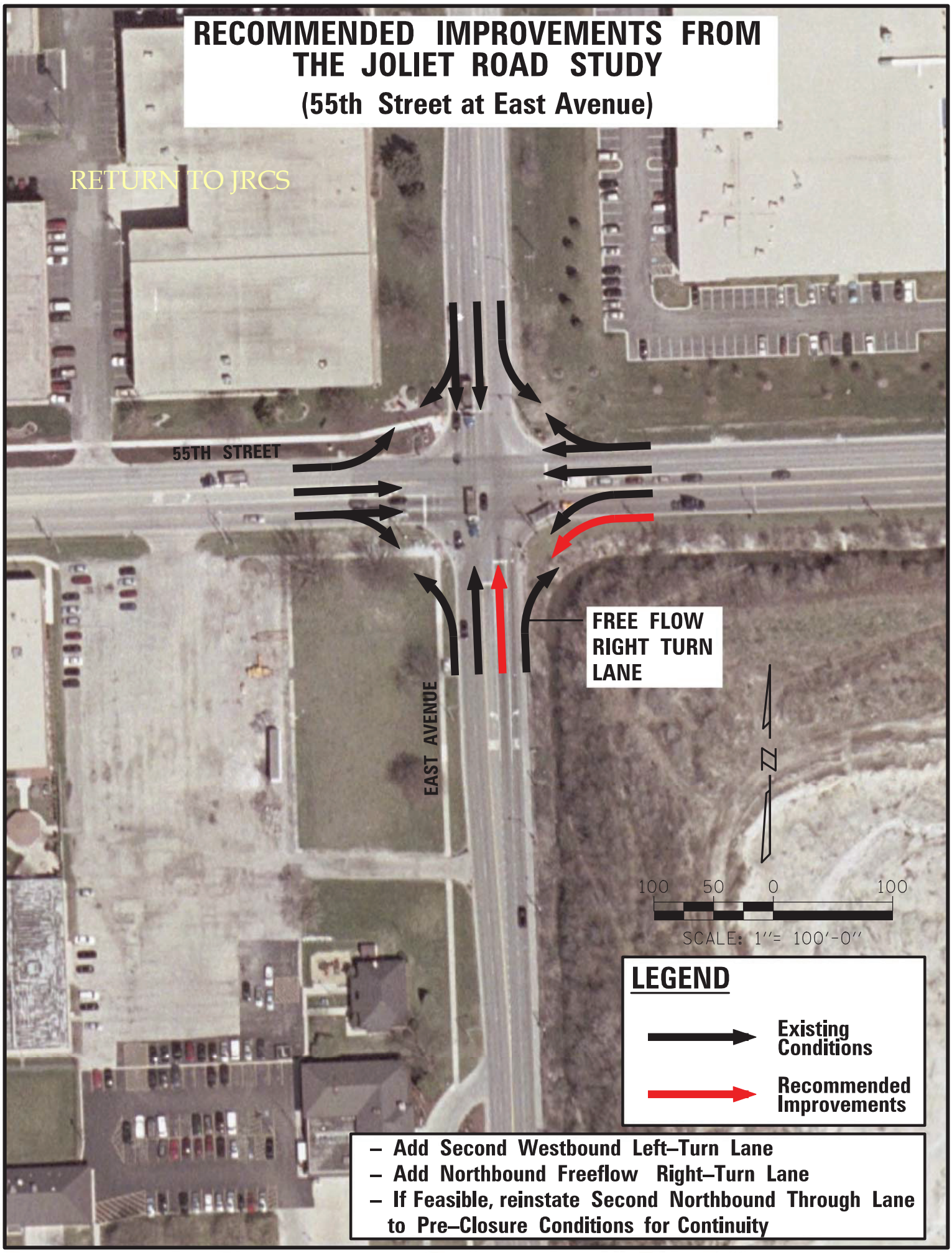
PROPOSED IMPROVEMENTS FROM THE PHASE 1 STUDY

(55th Street at LaGrange Road)

RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(55th Street at East Avenue)

RETURN TO JRCS

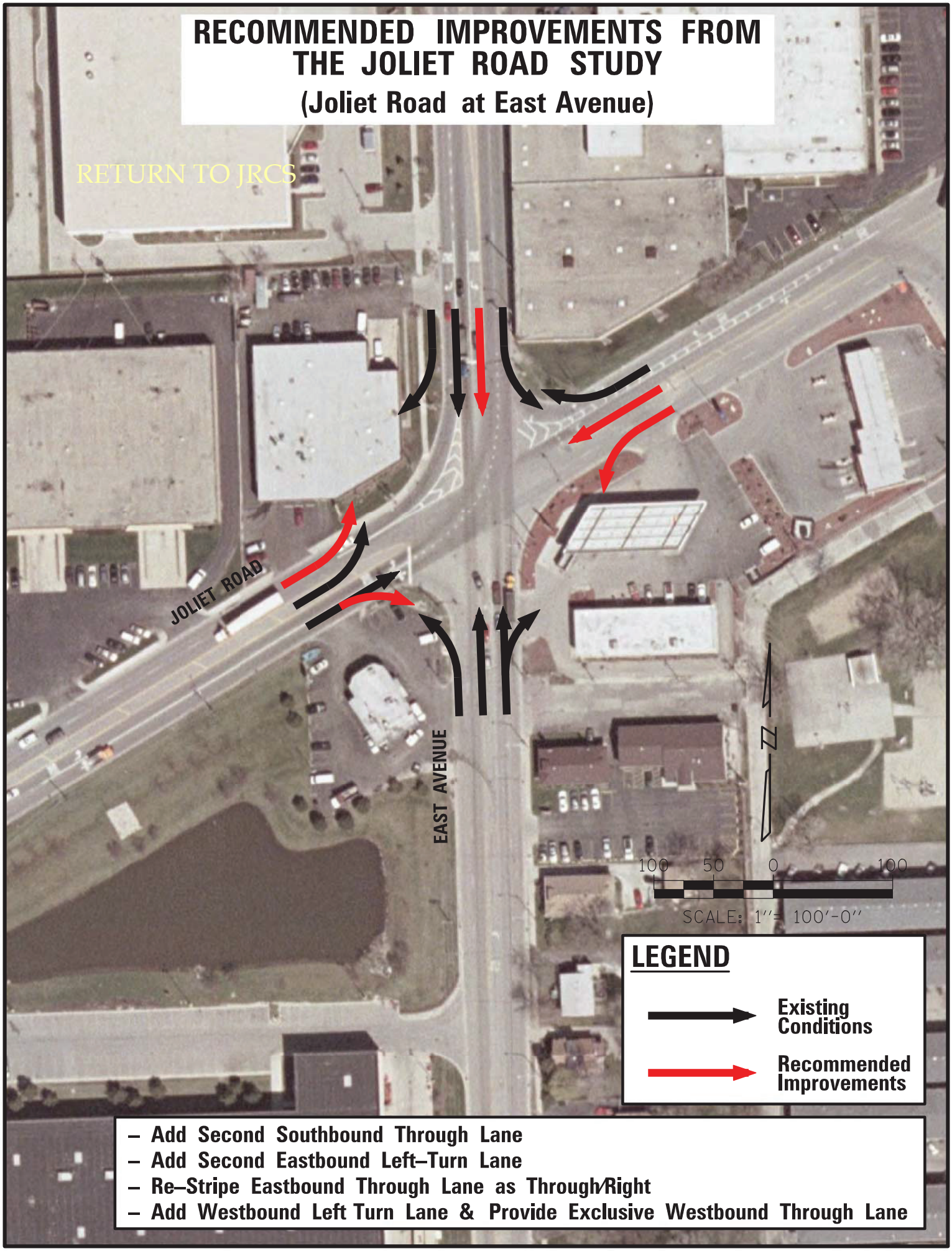


- Add Second Westbound Left–Turn Lane
- Add Northbound Freeflow Right–Turn Lane
- If Feasible, reinstate Second Northbound Through Lane to Pre–Closure Conditions for Continuity

RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(Joliet Road at East Avenue)

RETURN TO JRCS

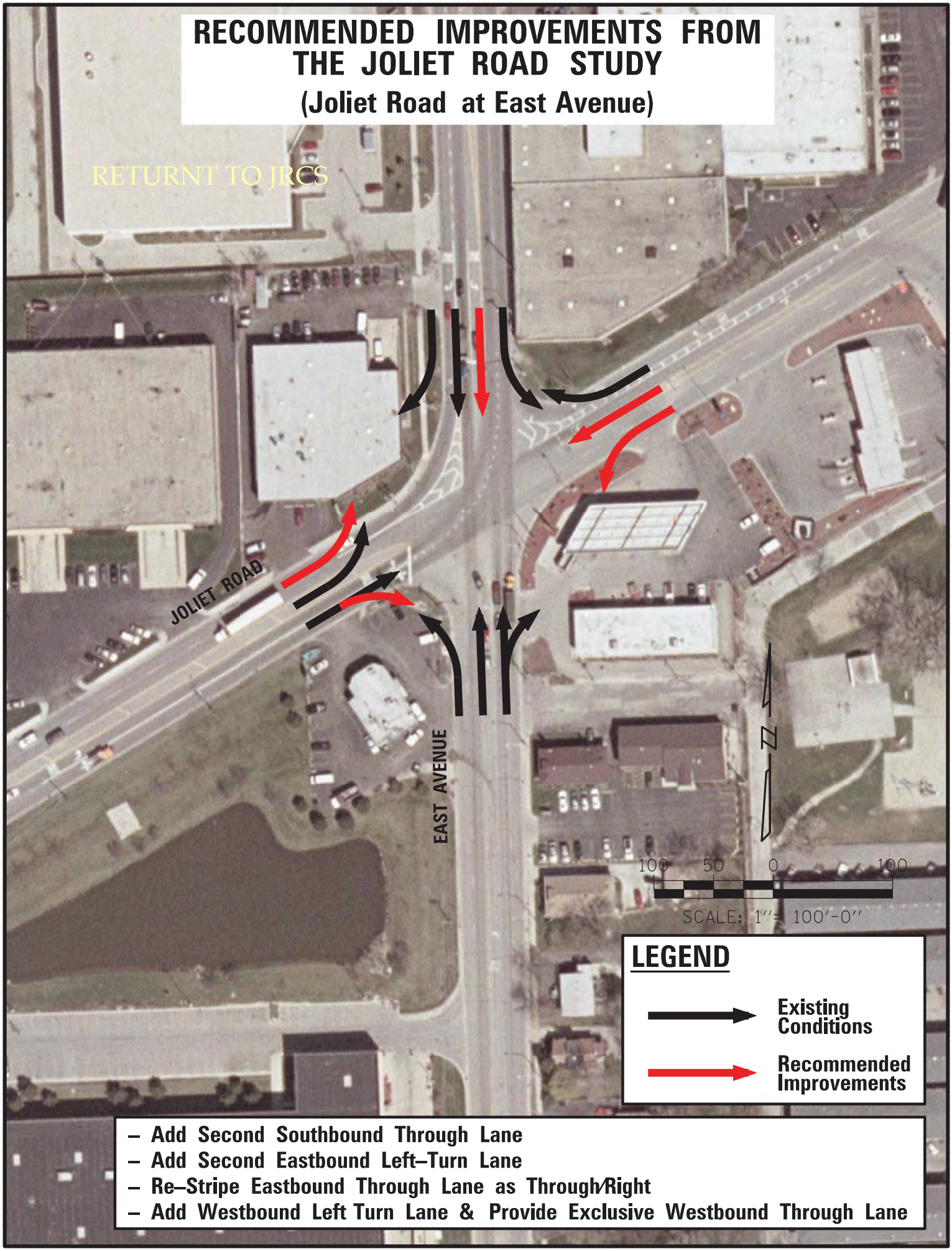


- Add Second Southbound Through Lane
- Add Second Eastbound Left–Turn Lane
- Re–Stripe Eastbound Through Lane as Through/Right
- Add Westbound Left Turn Lane & Provide Exclusive Westbound Through Lane

RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(Joliet Road at East Avenue)

RETURNT TO JRCS

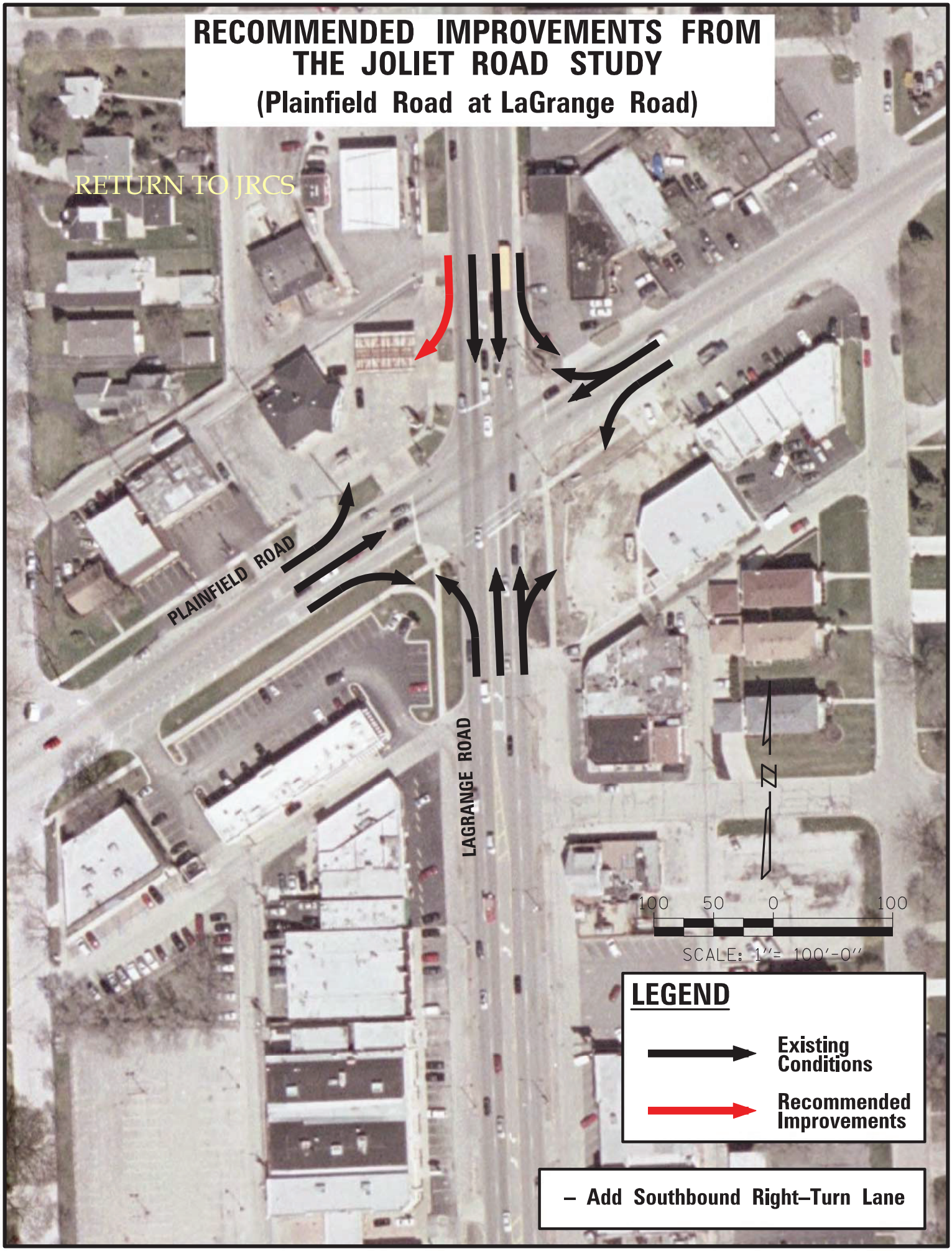


- Add Second Southbound Through Lane
- Add Second Eastbound Left–Turn Lane
- Re–Stripe Eastbound Through Lane as Through/Right
- Add Westbound Left Turn Lane & Provide Exclusive Westbound Through Lane

RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

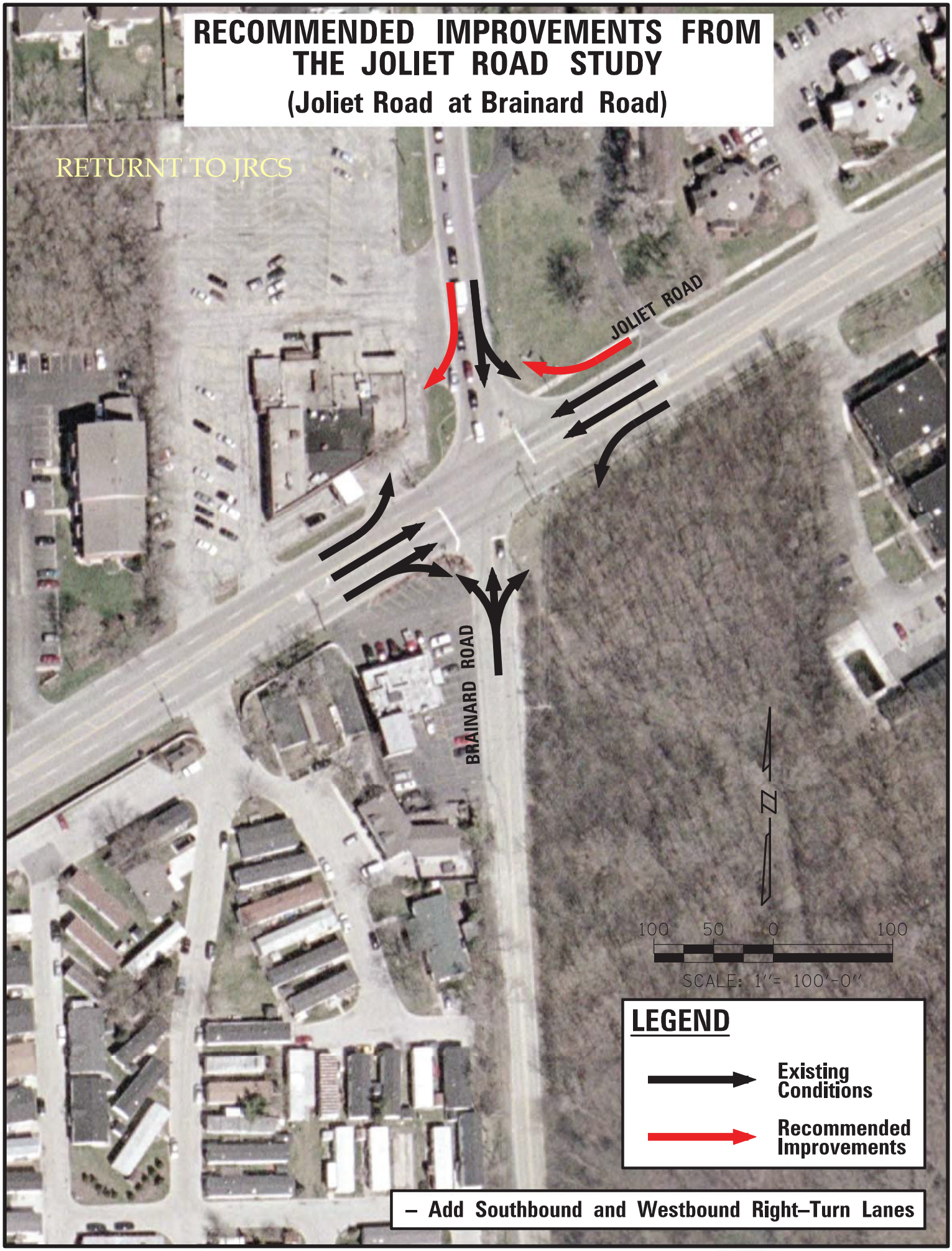
(Plainfield Road at LaGrange Road)

RETURN TO JRCS



RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(Joliet Road at Brainard Road)



RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(55th Street at Willow Springs Road)

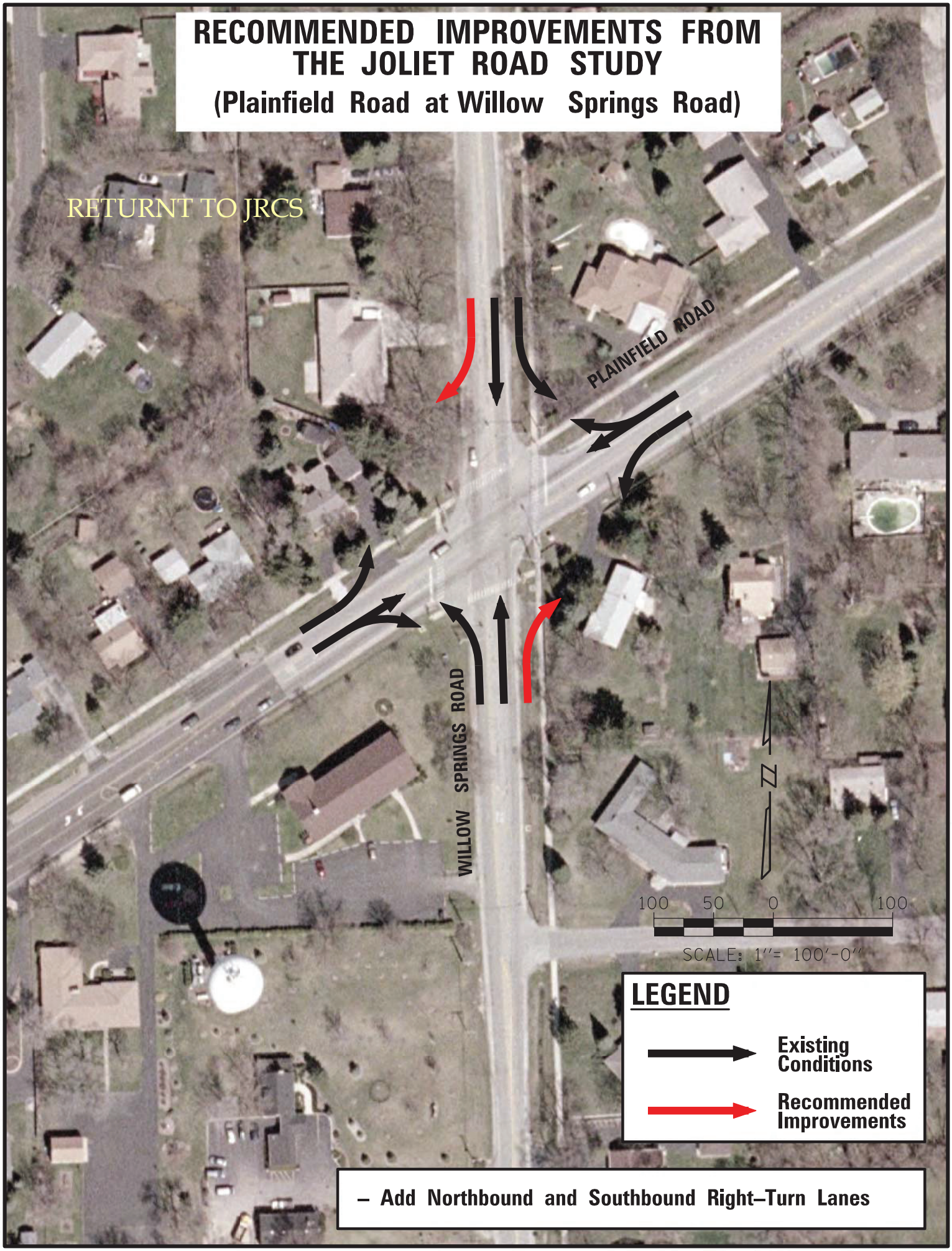
RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(Joliet Road at Willow Springs Road)

RETURN TO JRCS

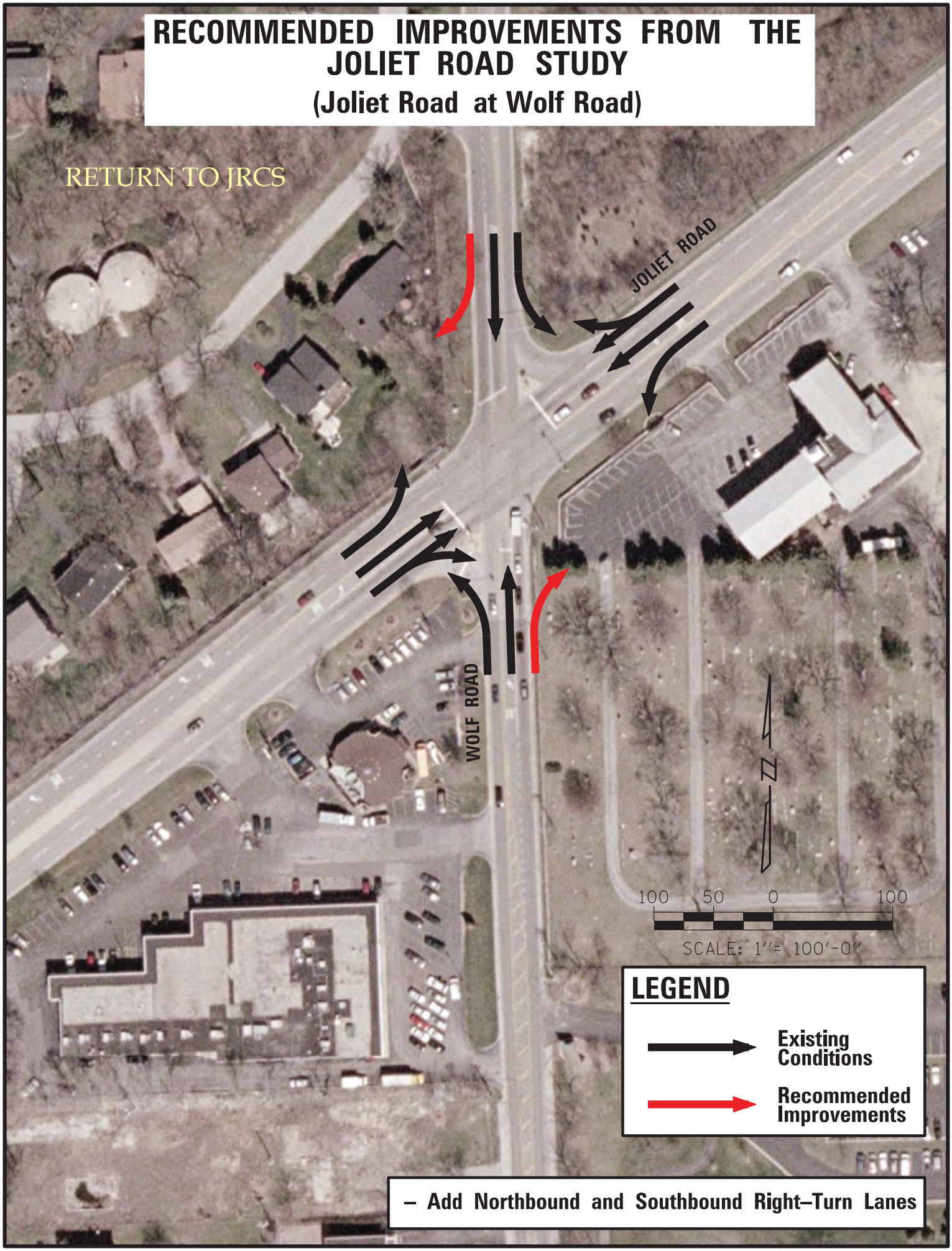
RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(Plainfield Road at Willow Springs Road)



RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(Joliet Road at Wolf Road)



RECOMMENDED IMPROVEMENTS FROM THE JOLIET ROAD STUDY

(East Avenue–Joliet Road to 55th Street)

RETURN TO JRCS

RECOMMENDED IMPROVEMENTS FROM
THE JOLIET ROAD STUDY
(55th Street–Wolf Road to Brainard Road)
RETURNT TO JRCS
BEGIN PROJECT
END PROJECT
55th Street
WOLF ROAD
WILLOW SPRINGS ROAD
PLAINFIELD ROAD
BRAINARD ROAD
LAGRANGE ROAD
600 300 0 600
SCALE: 1" = 600'-0"
LEGEND
Existing Conditions
Recommended Improvements
– Widen and Resurface Roadway to Provide a Continuous Center Left–Turn Lane

RETURN TO IN THE NEWS

RIVERSIDE - BROOKFIELD LANDMARK

Rollover crash shuts down 47th and East

No one seriously hurt, police say

Wednesday, July 9th, 2014 12:22 PM

Updated: *Tuesday, July 15th, 2014 12:22 PM*

By Bob Uphues
Editor

A 55-year-old Hanover Park man, whose truck flipped after it was broadsided by a minivan at the intersection of 47th Street and East Avenue on July 9, was ticketed, following an investigation into the crash, for not stopping at a stop sign.

According to police, no one was seriously injured in the crash, which happened about 10:55 a.m. The van, driven by a 19-year-old Burr Ridge woman, was westbound on 47th Street when it reportedly struck the northbound pickup truck on the Brookfield side of the intersection.

The pickup truck, which tried to turn away from the oncoming van, rolled over after being hit. In the process, a tire flew out of the bed of the pickup and onto the windshield of a Kia four-door car, driven by a 73-year-

The large air compressor in the roadway was thrown from the bed of a pickup truck struck by the white minivan in the background. To the van's right is a Kia, which had its windshield shattered when a tire flew out of the bed of the truck when it rolled over. (Photo courtesy of Brookfield Police)

old Westchester woman, which was southbound on East Avenue. The tire struck the driver's side of the windshield, shattering it.

A large air compressor also was thrown from the bed of the truck onto the roadway, where it had to be removed by a forklift. The truck belonged to a company called Primo Tire and Road Service.

The pickup truck driver was also ticketed for failure to secure items within the vehicle.

This pickup truck rolled over, losing a tire and an air compressor from its bed when it was struck by a minivan at the intersection of 47th Street and East Avenue on Wednesday morning. (Photo courtesy of Brookfield Police)

The driver of the minivan reportedly told police her view was obscured by a gravel truck that was traveling next to her westbound on 47th Street.

The gravel truck and the minivan were at the westbound stop sign of the intersection and reportedly started through the intersection at the same time, but the truck stopped short to allow the pickup to pass through. The minivan driver reportedly did not stop and struck the pickup, according to police.

Northbound and southbound traffic was shut down completely on East Avenue as emergency personnel and clean-up crews cleared the scene. Westbound traffic on 47th Street was also shut down.

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RETURN TO IN THE NEWS

RIVERSIDE - BROOKFIELD LANDMARK

Brookfield residents need their say on 47th Street and East Avenue intersection

Opinion: Editorials

Tuesday, June 4th, 2013 10:00 PM

By Editorial

Anyone who has driven through the intersection of 47th Street and East Avenue at rush hour, or just after a train has passed through, knows what a pain in the neck it can be.

The intersection abuts three villages. West of East Avenue is LaGrange, whose Sedgwick Park — the largest park in the village — runs along East Avenue south of 47th Street.

East of the intersection, to the south, is McCook. More specifically, east of the intersection is a large quarry. The village's 300 or so residents live far from the intersection, secluded in a neighborhood east of First Avenue.

To the north of the intersection on the east side of what, in the village, is called Eberly Avenue, is Brookfield. And while LaGrange residents have not been shy about how changes to the intersection might affect their homes and their property values, Brookfield residents have been mute.

Just two Brookfield residents, one of them a 47th Street business owner, are on the Citizens Advisory Group that the Illinois Department of Transportation has put together as a kind of partner.

That strikes us as odd because there are no residential properties closer to the 47th Street/East Avenue intersection than the ones in Brookfield. If anyone would be affected by a possible overpass or underpass, it's sure to be people living in the 4600 blocks of Blanchan and Eberly avenues, not to mention the business immediately east.

Maybe the lack involvement is due to a world-weary suspicion that citizens advisory groups are toothless committees at the mercy of state and federal officials who will, in the end, do as they see fit. Maybe it's because the prospect for change at the intersection is so far off (there's no funding in place) that it looks like a mirage.

Or maybe it's that village government appears to have little interest in the matter. Local government could certainly try to find a way to either advocate for that part of town or increase awareness and interest in the issue.

But if residents and business owners in Brookfield who live in that area are genuinely concerned about the impact of changes — whether they're grade-separation structures or traffic signals or nothing at all — on their homes and businesses, the time to get involved is now.

To be sure, IDOT could do a better job of making it easier to take part in the actual meetings. Having them at 10 a.m. on a weekday is close to impossible for folks running businesses or those working 9 to 5. The agency could do a better job reaching out to those people and suggesting other ways they could get involved in the process.

Regardless, there is a website available with information about what is being discussed. You can find it at www.47eastavestudy.com.

You can sign up to join the citizens advisory group or you can simply peruse summaries of past meetings, study documents and statistics related to the intersection or see what solutions already have been proposed for other priority intersections being considered by IDOT.

The 47th Street/East Avenue intersection is a complicated one. Traffic flow and safety need to be improved there. Brookfield residents need to make sure they have their say.