

OLD MCHENRY CROSSINGS

Fairfield | Midlothian | CN | Quentin

Old McHenry Road – Abbey Glenn Drive to Bonnie Lane

Quentin Road – IL Route 22 to Old McHenry Road



STAKEHOLDER INVOLVEMENT PLAN





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1. Introduction

1.1. Project Background

The Old McHenry Crossings project includes Phase I Engineering and Environmental Studies to address transportation related improvements for both Old McHenry and Quentin Roads located in southern Lake County. The heart of the project is the evaluation of a new grade separation for the CN Railroad at Old McHenry Road that will improve safety, traffic operations, and the environment by eliminating the current at-grade crossing. The Lake County Division of Transportation (LCDOT) will act as the lead agency (Table 1 – Lead Agencies) to address the transportation improvement needs along both corridors.

The project study area is located in the Villages of Hawthorn Woods and Lake Zurich, and in unincorporated Ela Township. A robust public involvement process will be implemented with stakeholder outreach throughout all aspects of the project. This study is scheduled to be completed in late 2023, followed by approximately 18 months for Phase II Engineering. The potential Old McHenry Road grade separation is programmed for construction beginning in 2025.

The section of Old McHenry Road between Fairfield Road and Quentin Road serves as a double link in the roadway network. Vehicles crossing this part of southern Lake County heading in north-south, east-west, and northwest-southeast directions all need to access this 3,000-foot section of Old McHenry Road that provides connections to other arterial routes.

Traffic studies will include analysis and evaluation of future capacity and operational needs along Old McHenry Road from Quentin Road to IL Route 22. The goal of the expanded traffic study area is to study how traffic volumes and patterns will change with the creation of a grade separation and evaluate what future roadway widening or intersection improvements will be needed along this stretch of Old McHenry Road.

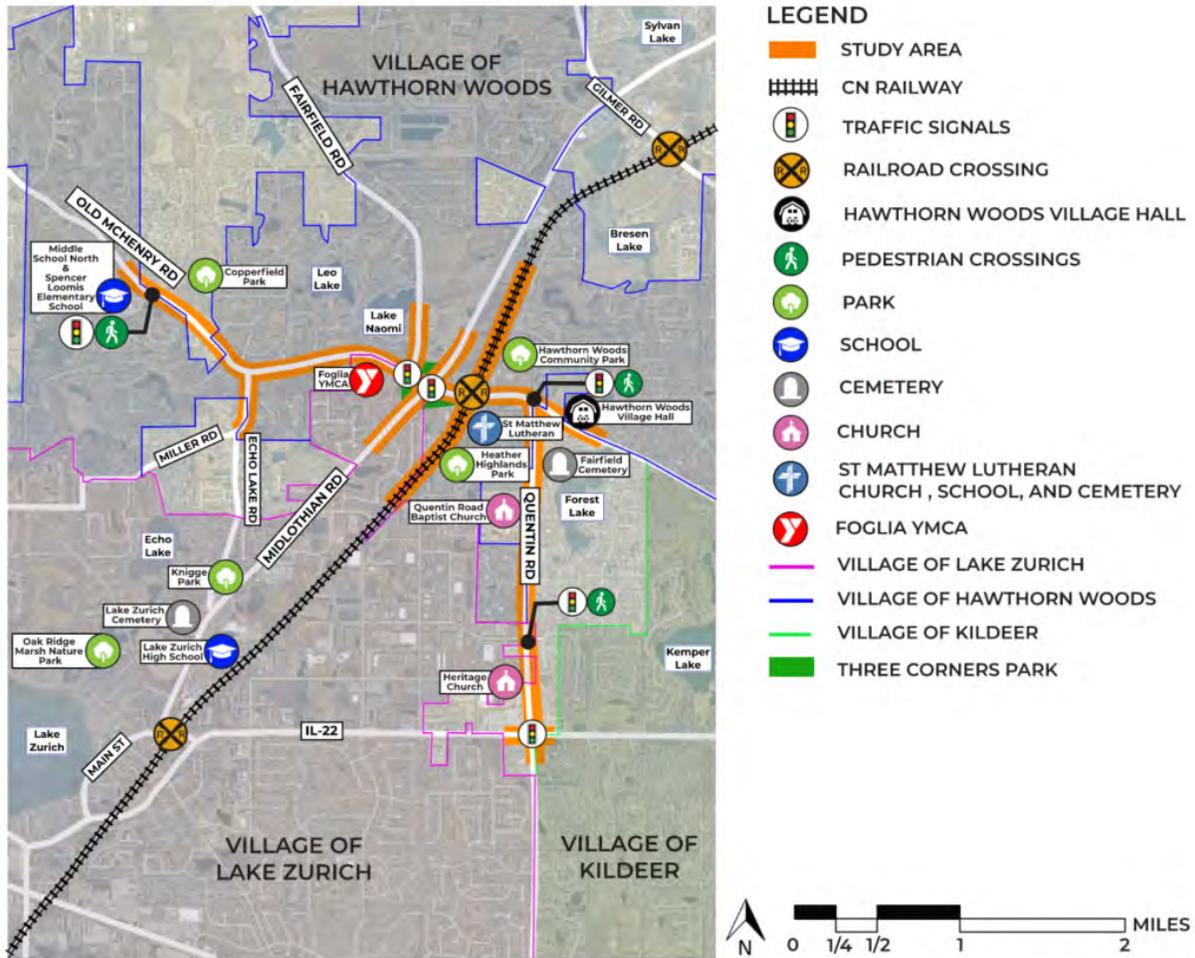
The project study limits for Old McHenry Road will be from Abbey Glenn Drive to Bonnie Lane, a length of approximately 2.1 miles. From Echo Lake Road to Quentin Road, Old McHenry Road will be evaluated for widening and reconstruction along with intersection or realignment alternatives with Echo Lake Road, Fairfield Road, Midlothian Road and Quentin Road. Non-motorized travel improvements will be evaluated from Abbey Glenn Drive to Echo Lake Road and from Quentin Road to Bonnie Lane.

The Quentin Road study limits will be from IL Route 22 to Old McHenry Road, a length of approximately 1.5 miles. Additional work west, east, and south of the Quentin/IL Route 22 intersection is possible for transition of proposed roadway geometry, non-motorized connections, drainage connections, etc. The analysis for Quentin Road will study potential widening to either a three, four or five-lane rural or urban cross section and will consider the effects of implementing no widening improvements.



Figure 1-1 Location Area Map

LOCATION AREA MAP



1.2. Context Sensitive Solutions

This project is being developed using elements of Context Sensitive Solutions, or CSS, as outlined in the Illinois Department of Transportation CSS Policy and Procedural Memorandum 48-06.



The process is defined as follows:

“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 Stakeholder, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.”

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

Stakeholder involvement is critical to project success and the process strives to achieve the following:

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



2. Goals and Objectives

The purpose of this plan is to provide a guide for implementing stakeholder and public involvement for the Old McHenry Crossings Engineering and Environmental Phase I Study. This Stakeholder Involvement Plan (SIP) will be used as a blueprint for defining methods and tools to educate and engage the public in the decision-making process for this project. The SIP has been designed to ensure that corridor stakeholders and the general public are provided a number of opportunities to be informed and engaged as the project progresses.

2.1. Stakeholder Involvement Plan Goals and Objectives

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

The SIP:

- Identifies stakeholders.
- Identifies the Stakeholder Involvement Group (Table 3 in Appendix A), and member roles and responsibilities.
- Establishes the timing and type of involvement activities for all public engagement.
- Establishes stakeholder requirements for providing timely input to the project development process.

2.2. Stakeholder Identification Procedures

The public involvement program will be conducted in accordance with Lake County Division of Transportation guidance and elements of context sensitive solutions (CSS) that lead to outcomes that are in harmony with the community and preserve the environment. Those outcomes are arrived through the exploration and gathering of input by a full range of stakeholders. *A stakeholder is anyone who could be affected by the project and has a stake in its outcome.* This includes property owners, business owners, state and local officials, special interest groups, and motorists who use the Old McHenry Road and Quentin Road corridors. Stakeholders for this project may include, but are not limited to, the following:

- Residents
- Business owners adjacent to the study area
- Advocates for community and historic interests
- Special interest groups (environmental coalitions, bicycle groups, etc.)
- Elected/Community officials



- Government and planning agencies
- Transportation system users and organizations
- Chambers of Commerce
- Neighborhood groups
- Utilities/Telecommunications
- Others outside the study area with an interest in the project

Early coordination and/or meetings will be conducted with communities within the study area as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations within the Villages of Hawthorn Woods, Kildeer, and Lake Zurich, Forest Lake Community Association, and Lake County.

The identification of stakeholders will be completed through a combination of desktop searches and input from local community leaders. New stakeholders may be added to the initial stakeholder list throughout the project, including offering individuals the opportunity to sign up to be considered for a stakeholder involvement group at the public meetings. All individuals and organizations expressing interest in the project will be added to the project mailing/email list, and will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, the interactive project website and mapping tool, public meetings/hearing, newsletters, and press releases. The project mailing/email list will be updated and maintained through the duration of the project.

2.3. Stakeholder Involvement Ground Rules

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

- Input on the project from all participants is valued and duly considered in order to yield the best solution to problems identified in the process. The list of stakeholders is subject to revisions/additions at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to seek a solution.
- All participants in the process shall treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.

Final project decisions will be made by the Lake County Division of Transportation (LCDOT) in consultation with the Illinois Department of Transportation Bureau of Local Roads and the Federal Highway Administration.



3. Project Working Group

The Project Working Group is made up of the Project Study Team and the Stakeholder Involvement Group.

3.1. Project Study Team

The LCDOT is the lead agency for this project and will make final project decisions. TranSystems is the lead project consultant and oversees a team of sub-consultants. The Illinois Department of Transportation Bureau of Local Roads (IDOT) and the Federal Highway Administration (FHWA) oversee the project development process. Following the federal project development process (NEPA) allows the project to be eligible for possible federal funding in the future.

3.2. Stakeholder Involvement Group

To assist in the development of this Phase I study, LCDOT has proposed the establishment of a Stakeholder Involvement Group (SIG). The purpose of the SIG is to provide input throughout the study process. The SIG consists of a balanced representation of community leaders from the study area and stakeholders with expertise or technical interest in environmental, land use, transportation, and economic development that are affected by the study, as well as other representative stakeholders.

The SIG will meet approximately five times throughout the project development process. The meeting agendas will be designed to encourage timely and meaningful opportunities for input, and to encourage information sharing and collaboration between LCDOT and the SIG. Input activities may include, but are not limited to: guided discussion to review project alternatives and elements, live mapping to graphically identify issues and opportunities to aid discussion, live sketching atop drawings or photographs to graphically describe design concepts, live online polling via Mentimeter or other to identify group preferences about design issues and opportunities." SIG meetings may be held virtually or in person.

Further, there are two Public Information Meetings and one Public Hearing assumed for this project. SIG members are encouraged to attend and participate in each as a representative of the group. SIG members will be asked to represent their respective agency or group, and be the conduit of information exchange. One of the objectives of the overall Project Working Group is to facilitate communication effectively with the general public and surrounding corridor stakeholders.

3.3. Implementation

Public involvement in the planning process begins as soon as the study starts and continues throughout the project. This document serves as a guide for public involvement in the Phase I study, but includes strategies that can be used through all project phases. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes actions, responsibilities,



and timing. The project team will be responsible for the overall development, implementation and coordination of the Stakeholder Involvement Plan.

3.4. Public Involvement

Any member of the public that shows interest in the project may sign up for the mailing list, ensuring they will receive newsletters, meeting invitations, and project updates. The project study team will also be available to meet with organizations on a one-on-one basis throughout the project, if deemed necessary. In addition, the public will be informed about the project website where they can access information and submit comments.



4. Tentative Schedule of Public Involvement

This section describes how the public information activities coordinate with the general project development process, tentative schedule, and project activities.

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

This stage of the project development process includes various agency notifications, project organizational activities, and scoping activities. These activities include the following:

- Assemble and organize the SIG.
- Finalize the SIP and post to the project website.
- Attend a community event to promote the project.
- Organize and hold one-on-one meetings with community organizations.
- Organize and hold a Public Information Meeting to educate the public on the project process and study area, history, and to identify study area issues/concerns.
- A SIG meeting to explain the ground rules and gather input on issues/concerns and goals and objectives to begin developing a clear statement of the transportation problems to be solved by the project.
- Development of the project Purpose and Need Statement.
- Identify trends in the issues discussed with stakeholders/SIG

This stage of the project consists of the identification of transportation problems in the study area and the development of project goals and objectives. Project purpose discussions will focus on providing stakeholders with background on known traffic safety problems and/or congestion/operational problems; and traffic forecasts; and their anticipated effects on future traffic conditions. This will help set the stage for meaningful discussions about potential solutions and will be used as the basis for the development of the project Purpose and Need Statement. The Purpose and Need Statement is created, reviewed and edited with input from the SIG, the Federal Highway Administration and other Federal/State resource agencies as applicable.

Stakeholder Meetings:	Tier 1 Stakeholder Meetings (July 2021 and Spring 2022)
Public Meeting:	Public Information Meeting #1 (September 2021)
SIG Meetings:	SIG Meeting #1 (November 2021) SIG #2 (February 2022)



- Stakeholder Meetings (July 2021): Meet with Tier 1 Stakeholders (Table 2 – Project Stakeholders) to identify stakeholders for involvement in SIG, discuss and coordinate the project, seek input, review project specific elements (traffic movements, environmental issues) and review technical studies.
- Public Information Meeting 1 (September 2021): Introduce the project scope, project team, schedule, public input process and present the results of traffic and crash studies. The meeting will include a formal presentation and input activities. The meeting will also introduce the SIG process and request sign up for volunteers.
- SIG Meeting 1 (November 2021): Introduce team, project development process and schedule. Present and review SIP and complete a Context Audit. Present traffic and safety data and analysis.
- SIG Meeting 2 (February 2022): Present Draft Purpose and Need statement; present ‘Issues and Opportunities’ exhibits; present potential alternatives and ask for additional ideas.
- Stakeholder Meetings (Spring 2022): Report back to Tier 1 Stakeholders outcomes of public meetings and potential alternatives.

4.2. Step Two: Range of Alternatives, Evaluation and Screening

This stage of the project consists of the initial development and evaluation of alternatives. The goal of this step is to develop a full and reasonable range of alternatives that would meet the purpose and need of the project. A concept level comparative evaluation of alternatives that considers the trends in the issues discussed in Step One will be performed to narrow the full range of alternatives to the finalist alternatives for more detailed development and evaluation. Activities in this stage include the following:

- A SIG meeting to present the known Old McHenry/Quentin Road issues/deficiencies and finalized Purpose and Need Statement for questions and comment. Discuss and solicit potential alternatives that could address the purpose and need, and present the next steps of the study.
- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Identification and evaluation of initial alternatives.
- Identification and evaluation of the alternatives to be carried forward.
- Agency concurrence with the alternatives to be carried forward.

SIG Meeting:	SIG Meeting #3 (May 2022)
Community Event:	Lake Zurich Farmer’s Market or Hawthorn Woods Event (Summer 2022)



- SIG Meeting 3 (May 2022): Present Preliminary Alternatives and analysis of each. Conduct a workshop to review the screening of the alternatives. Get public input on which alternatives best address the Purpose and Need. The outcome of this meeting would be direction to proceed with Public Meeting 2, elimination of the most unfavorable alternatives, and development of the finalist alternative.
- Community Event (Summer 2022): Attend Lake Zurich Farmer’s Market or Hawthorn Woods event. Present and obtain input about preliminary alternatives and solicit feedback.

4.3. Step Three: Detailed Finalist Alternatives Evaluation

The project goal of this step is to identify finalist alternatives, and develop those alternatives to a greater level of detail and evaluation.

The results of the finalist alternatives will be presented at a Public Information Meeting for public review and comment. Steps in the alternatives development process include the following:

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Identification of initial alternatives.
- Evaluation of the initial alternatives.
- Identification of the alternatives to be carried forward.
- Evaluation of the alternatives to be carried forward.
- Agency concurrence with the alternatives to be carried forward.
- A public meeting to present the alternatives to be carried forward and screening methods.

Public Meeting:	Public Information Meeting (June 2022)
Stakeholder Meetings:	Tier 1 Stakeholder Meetings (July 2022)

- Public Information Meeting 2 (June 2022): Present the Project Purpose and Need, screen of the range of alternatives, and solicit input from the public on the Preferred Alternative and evaluation methods.
- Stakeholder Meetings (July 2022): Report back outcomes of public meeting and alternatives selections, obtain inputs in preparation of final SIG and Public Hearing.



4.4. Step Four: Public Comment, Preferred Alternative Refinement

Based on the detailed evaluation of the finalist alternatives, SIG input and the results of the Public Information Meeting, the Preferred Alternative will be identified. A Categorical Exclusion (Federally Approved) will be prepared for the Preferred Alternative. Other activities include:

- Hold discussions regarding finalist alternatives with stakeholders.
- Identification of the recommended Preferred Alternative.
- Preparation and approval of environmental and engineering reports and required NEPA documents.
- A SIG meeting to discuss the Preferred Alternative and a Public Hearing preview.
- Agency concurrence on the Preferred Alternative.
- A Public Hearing to present the Preferred Alternative to the public and receive any additional comments.

SIG Meetings:	SIG Meeting #4 (August 2022) SIG Meeting #5 (TBD)
Public Meeting:	Public Hearing #1 (TBD)

- SIG Meeting 4 (August 2022): Present the Finalist Alternatives and Analysis. The meeting would begin with a slideshow presentation, followed by a discussion about plan elements and details. The outcome of this meeting would be direction to proceed with the public hearing and development of engineering.
- SIG Meeting 5 (TBD): Present detailed geometric plans for the selected concept. The meeting would include a formal presentation and input activities. The outcome of this meeting would be direction to proceed with the public hearing and ensure there are no outstanding issues.
- Public Hearing (TBD): The final public meeting would be conducted after SIG Meeting 5 and would follow the requirements of a public hearing as noted in the BLRS Manual and IDOT BDE Manual.

4.5. Step Five: Final Engineering and Environmental Reports, Design Approval

Phase I concludes.

The tentative schedule timeline for project development activities and stakeholder involvement activities is presented in Appendix A, Table 4.



5. Public and Stakeholder Involvement Plan Activities

The following activities are proposed as the public involvement plan for the Old McHenry Crossings Phase I Study. Unless noted, the Consultant Team is the responsible party for activities and coordination. All activities will be approved by LCDOT before proceeding. The Consultant Team’s designated point of contact is Chuck Gleason, P.E. at LCDOT. He will coordinate internal LCDOT reviews and approvals including consolidating review comments and resolution of conflicting issues.

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

5.1. Stakeholder Identification

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

Local, regional, state and federal elected and appointed officials and agency representatives with jurisdiction over the transportation planning process and affected environmental, historic, cultural and economic resources; and

Corridor residents, businesses and property owners, professional associations and local, regional and potentially statewide community, civic and environmental organizations; and

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

5.2. Small Group Meetings

Small group meetings will share information and foster discussion by addressing specific project issues, allowing for more specialized discussions and input, and aiding in a better understanding of the project goals and objectives. Small group meetings will be ongoing throughout the project. These meetings will include LCDOT, the project study team, local agencies and organizations, members of the business community, special interest groups, and various property owners. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings. These meetings are on an “as needed” basis and there is no set schedule for small group meetings.



5.3. Agency Coordination

To ensure that this project meets minimum requirements for State and Federal funding, a project design/environmental report must be prepared, which requires compliance with many local, state and federal rules, regulations and laws. In order to ensure compliance, coordination will be carried out with resource agencies periodically throughout the Phase I study. Initially, a general meeting will be held with local, state and federal resource agencies as part of the Scoping process. As the project progresses, meetings may be held with individual resource agencies to discuss environmental findings and compliance with local, state, and federal requirements. These agencies serve as final approval authority and will provide a review of major milestone points and compliance with all state and federal project development procedures and guidelines.

5.4. Public Outreach Meetings

Public involvement for the Phase I Study will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all.

The Phase I Study also includes opportunities for broader public involvement in the form of public events, public meetings, workshops, and a public hearing. These large-scale meetings will foster public awareness of project developments and alternatives that are being evaluated. These meetings also provide a forum for general input, including concerns and comments regarding project alternatives. Two public events, two public information meetings, and one public hearing will be held to coincide with major milestones during the project development process. Please note that the timeframes shown below in parentheses are tentative and subject to change.

- The first meeting, PIM #1 (September 2021), will introduce the project scope, project team, schedule, public input process and present the results of traffic and crash studies. The meeting will include a formal presentation and input activities. The meeting will also introduce the SIG process and request sign up for volunteers.
- The second meeting, PIM #2 (June 2022), will present the Project Purpose and Need, screen of the range of alternatives, and solicit input from the public on the Preferred Alternative and evaluation methods.
- The third meeting, Public Hearing #1 (TBD), is a Public Hearing as required by NEPA standards. The draft Project Report will be available at the Public Hearing.

Meetings will utilize various informational techniques such as project boards, handouts, and/or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised with changeable message boards and by postcard invitations to identified stakeholders, public notices placed in area newspapers, on the project website, and on third-party websites. The public will have the opportunity to provide written comments at or following the meetings. Each meeting/hearing will be conducted as both an in person and a virtual event using Zoom or another equivalent virtual meeting platform.



5.5. Other Mechanisms for Public Involvement

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

5.5.1 Mailing List

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

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

5.5.2 Project Website

A website provides a centralized source of information, available to anyone with access to the internet, at any time while maintaining a history of the project in a cost-effective manner.

The Old McHenry Crossings Phase I Study website has been developed and set up separately from the Lake County site. Links between the two websites are available on each site. Information posted on the website include project history, study process and information, maps, photos, reports, and electronic versions of printed material. The website allows for two-way communication through the use of e-mail including subscribing to automatic communication updates about project activities, events, and meetings. It includes an interactive mapping tool which invites participants to add comments directly to a specific geographic location within the study area. There is also an open-ended comment tool which invites participants to comment and provide questions with, as appropriate, response submitted back to the sender via email. For consistency, the website has major updates on the same schedule as the study's major milestones. The site will be used as a tool for communicating major project milestones and will be updated periodically. The website address is <https://omxproject.com/> and has been optimized for mobile devices.

5.5.3 Newsletters

To assist with the consistent delivery of information on the progress of this project, two newsletters will be produced and distributed at Public Information Meeting #1 and Public Information Meeting #2. These newsletters will not only expand upon the basic information found on the website but also update readers on the study's progress. A project logo and communication design theme will be created for printed



materials. Newsletters are intended to ensure that correct and consistent information is relayed in response to questions and inquiries.

5.5.4 Media Strategies

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

5.5.5 Public Response and Communication

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

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



6. Plan Availability, Monitoring and Updates

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

6.1. Availability of the Stakeholder Involvement Plan

LCDOT will make the SIP available to stakeholders for review at public information meetings, the Public Hearing and on the project website. As the project proceeds forward, LCDOT will update the SIP on a regular basis to reflect appropriate changes or additions. LCDOT will advise stakeholders of future SIP updates and post updates on the project website.

6.2. Modification of the Stakeholder Involvement Plan

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

- Maintaining a current list of project stakeholders.

- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.

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

- Plan updates will be tracked in Table 3 in Appendix A.



Appendix A

Lead Agencies

Table 1

Agency Name	Role
Lake County Division of Transportation	Lead Agency
Illinois Department of Transportation	Consulting Agency
Federal Highway Administration	Consulting Agency

Project Stakeholders

Table 2

Tier 1: Primary Stakeholders	
Village of Hawthorn Woods	Forest Lake Community Association
Village of Lake Zurich	Canadian National Railway
Tier 2: Surrounding Communities, Organizations / Property Owners	
Village of Kildeer	Quentin Road Baptist Church
Ela Township (Highway Commissioner, Supervisor)	Heritage Church
Lake Zurich Police Dept. and Fire Prot. District	Foglia YMCA
Hawthorn Woods Parks + Recreation	Forward Stride Stables
Lake Zurich Parks + Recreation	Hawthorn Gardens
Lake Zurich School District (District 95)	Apex Landscaping
St Matthew Lutheran Church and School and Early Childhood Center	Hawthorn Woods Public Works Maintenance Facility



Stakeholder Involvement Group (SIG)

Table 3

Name	Representing
TBD	

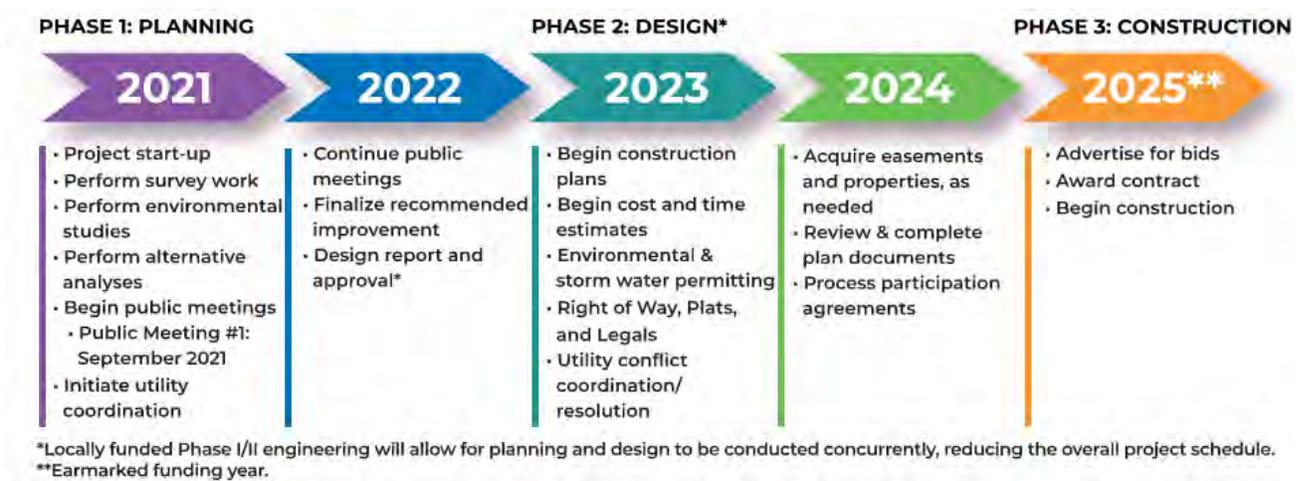
Stakeholder Involvement Plan (SIP) Revision History

Table 4

Version	Date	Document Name
I	July 2021	Stakeholder Involvement Plan v1.0
		Stakeholder Involvement Plan FINAL

Project Development Timeline

Table 5





Appendix B

Glossary and Acronyms

Alternative

An alternative includes various improvements designed to address transportation deficiencies in the project area.

Context Sensitive Solutions (CSS)

An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's scenic, economic, historic, and natural surroundings.

Federal Highway Administration (FHWA)

Division of the U.S. Department of Transportation that funds highway planning and programs.

Illinois Department of Transportation (IDOT)

The Illinois Department of Transportation has responsibility for planning, construction and maintenance of Illinois' extensive transportation network. This network encompasses highways, bridges, airports, public transit, and rail freight and rail passenger systems.

Lake County Division of Transportation (LCDOT)

County government division committed to providing safe, efficient, and well-maintained county highways and bikeways to improve the general welfare of travelers in Lake County communities and foster the orderly economic development of the county.

National Environmental Policy Act (NEPA)

NEPA guides federally funded projects and projects that require a federal permit to lessen potential damages to the environment. The NEPA process requires federal agencies to integrate environmental values into their decision-making process. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources will be assessed. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process. Public comments that are received during the alternative analysis phase are considered in the draft environmental document. Following NEPA guidelines, a document called an Environmental Assessment will be prepared.

Purpose and Need

The Purpose and Need incorporates detailed technical analysis and public involvement findings to date to define the purpose of the project and the need for the improvements.



Stakeholder Involvement Group (SIG)

The SIG provides input on various study elements including the definition of project issues and concerns, and developing evaluation of the potential alternatives. The SIG consists of community leaders from the study area, and stakeholders with expertise or technical interest in environmental, land use, transportation, and economic development that are affected by the study, as well as other representative stakeholders.

Stakeholder Involvement Plan (SIP)

The SIP is a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for a project. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.