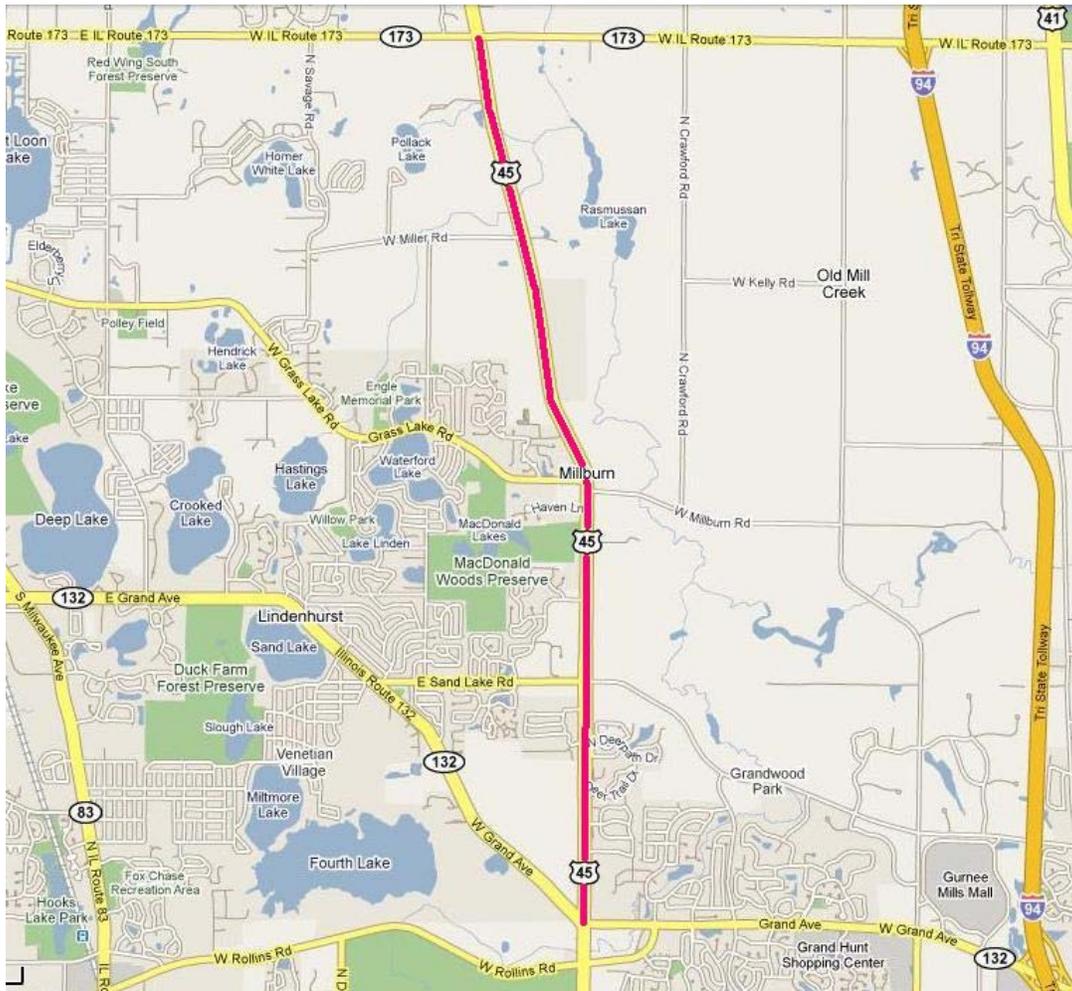


# Public Involvement Plan for Agency and Public Involvement

U.S. Route 45 – IL Route 132 to IL Route 173  
and Millburn Bypass

Lake County, Illinois



DATE: JUNE 2009  
VERSION 2.0



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## 1.0 INTRODUCTION

### 1.1 Project Background

U.S. Route 45 from IL 132 to IL 173 is located in north central Lake County. At the intersections with Grass Lake Road and Millburn Road U.S. Route 45 traverses the Millburn Historic District, which is on the National Register of Historic Places. **See Figure 1-1 for the a map of the Millburn Historic District.** U.S. Route 45 in this area serves as a vital north-south link from the Wisconsin border south to Chicago's northern suburbs. Existing U.S. Route 45 in this area carries as much as 16,900 vehicles per day on a two lane roadway. The volume is anticipated to continue increasing in the future as the region continues to grow. The U.S. Route 45 intersections at Millburn Road and Grass Lake Road experience considerable traffic congestion on a daily basis. On this basis, the Lake County Division of Transportation (LCDOT) in coordination with the Illinois Department of Transportation (IDOT) has initiated Phase I Engineering and Environmental Studies (Phase I Study) to evaluate likely long term improvement needs for U.S. Route 45 from IL 132 to IL 173 in compliance with the logical termini criteria for environmental studies, with special focus on the Grass Lake Road and Millburn Road intersections in the vicinity of the Millburn Historic District.

The corridor is developed with a mix of residential and commercial land uses. The study area traverses the Village of Lindenhurst, the Village of Old Mill Creek, as well as portions of unincorporated Lake County. This Phase I Study will consider bypass alternatives along U.S. Route 45 at the Grass Lake Road and Millburn Road intersections to as necessary to minimize overall social, economic and environmental impacts to the Millburn Historic District and surrounding areas.

This Phase I Study follows a previous Strategic Regional Arterial (SRA) study for U.S. Route 45 completed by IDOT in 1995. At that time, a Technical Memorandum was issued evaluating an east and west bypass for the Millburn area, with the west bypass recommended. This study will reevaluate the options based on current study area conditions, and follow the full study requirements for a federally funded project. The current Environmental Assessment will take a fresh look at the project Purpose and Need, and evaluate a full range of alternatives including No-Build, improvements to existing U.S. Route 45, and both an eastern and western bypass. Based on the results of this Phase I Study, likely ultimate improvements to U.S. Route 45 from IL 132 to IL 173 will be identified, and a preferred alternative will be chosen for the Grass Lake Road/Millburn Road intersection area for subsequent plan development and construction.

The study area contains a number of high quality wetlands. Given the likelihood for resource impacts, the presence of the historic district, and that the proposed improvement includes major expansion, a Context Sensitive Solutions (CSS) project development approach is being used for this project. CSS is a collaborative approach that involves project stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. This Public Involvement Plan (PIP) has been prepared as a framework for the public involvement methods to be used. The PIP by its very nature is a work in progress and thus subject to revision, as needed.

**Figure 1-1 Millburn Historic District**



## 1.2 Context Sensitive Solutions

This project is being developed using the principles of CSS project development procedures.

CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with identified project 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 principles 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, the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

The CSS process will achieve the following for this project:

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

## 2.0 GOALS AND OBJECTIVES

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

### 2.1 Public Involvement Plan Goals

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

The PIP:

- Identifies stakeholders. **See Table 2-1** in Appendix A.
- Ensures an opportunity for all stakeholders to have meaningful and collaborative input into the project's development from beginning to end.
- Identifies the roles and responsibilities of the involved agencies and consultants.
- Establishes the timing and type of involvement activities with all stakeholders.
- Establishes stakeholder requirements for providing timely input to the project development process.
- Establishes a basis by which all parties involved in the project development process are treated with respect and dignity, in a transparent manner and in a way that ensures their input was duly heard, documented, and considered.

The overall project development process for this Phase I Study will evaluate solutions for identified transportation issues in a manner that respects the environment and complements community goals and plans. A solution for this project will be achieved by working collaboratively with all concerned parties. The project development process will be guided by a Project Study Group (PSG) as identified in Section 3. Communication with all interested parties is fundamentally important to the project's success and will be accomplished through a variety of methods as outlined in Section 5.

### 2.2 Stakeholder Identification Procedures

A *Stakeholder* is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but not be limited to, the following:

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

- Government and planning agencies
- Transportation system users
- Chambers of commerce
- Neighborhood groups
- Environmental coalitions
- Bicycle groups
- Utilities
- Others outside the study area with an interest in the project

Interested parties and stakeholders, including individuals, businesses, community leaders, and organizations within each of the communities, townships, and counties will be identified early on and throughout the project development process. The identification of stakeholders will be done through a combination of desktop searches and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the project. Stakeholders expressing interest in the project will be added to the stakeholder list, giving them access to the project mailing list, and the chance to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, the project website, public meetings, newsletters, and press releases (see Section 5). The project mailing list will be updated and maintained through the duration of the project.

### 2.3 Public Involvement Ground Rules

All public involvement activities will be conducted in a manner that requires respectful interaction of all parties involved in this process. These ground rules may be modified based on stakeholder input. They will be a requirement for the facilitation of a Community Advisory Group (CAG) that will be used as an additional public involvement method for discussion of alternatives near the Millburn Historic District (refer to Section 5.4).

These rules include the following:

- Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revision at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as “when a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.”
- All participants in the process must treat each other with respect and dignity.
- Project progress is important and must occur at a reasonable pace, per the established project schedule.
- Members of the media are welcome at all meetings, but must remain in the role of observers, not participants in the process.
- Final project decisions will be made by LCDOT, IDOT, and FHWA. (refer to Section 3.0)

### 3.0 PROJECT STUDY GROUP (PSG)

An interdisciplinary PSG has been formed by the LCDOT for developing this Phase I Study. The PSG will make the ultimate project recommendations and decisions on this project. This group consists of a multidisciplinary team of representatives from LCDOT, IDOT, FHWA, and the project consultants (CBBEL and Patrick). The membership of the PSG will evolve as the understanding of the project's context is clarified, and membership of the PSG may be altered during the project to allow for an optimal multidisciplinary team.

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

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to develop consensus among all stakeholders.

The persons listed in **Table 3-1** in Appendix A will form the PSG for this U.S. Route 45 project.

#### 3.1 Stakeholder Involvement

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

#### 3.2 Dispute Resolution

LCDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek consensus on disagreements.

LCDOT is therefore committed to building stakeholder consensus for project decisions. However, if an impasse has been reached after making good-faith efforts to address unresolved concerns, the PSG, as the ultimate decision-making authority for the project, may proceed to the next stage of project development without achieving consensus. In the case of an unresolved dispute, the PSG through LCDOT will notify stakeholders of their decision and proposed course of action.

## 4.0 STAKEHOLDER INVOLVEMENT

This section describes the general project development process.

### 4.1 Step One: Stakeholder Identification and Development of the PIP

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

- Assemble and organize the PSG.
- Identify project cooperating agencies.
- Develop and make the PIP available for public review.
- Prepare a community context audit. The context audit will identify unique community characteristics that contribute to the project's context and will need to be considered in the project development process.

Project stakeholders, as aforementioned, consist of any and all parties with an active and vested interest in the project. The Stakeholders can be adjacent property owners/operators, adjacent business owners/operators, local and regional elected officials, local and regional agency representatives, media outlets, etc. The initial Project Stakeholders list was assembled in January 2009, and will be continually updated throughout the project development process as additional interested parties are identified. **See Table 2-1** in Appendix A.

During this step, an initial Public Information Meeting (PIM) was held to seek early input (on context via questionnaires) and establish the CAG for the Millburn Historic District area. Additionally, individual community meetings to introduce the project, establish contacts, and seek early input were pursued.

### 4.2 Step Two: Developing Project Purpose and Need

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

This information will be used as the basis for the development of the project Purpose and Need statement. This statement provides context and criteria for the development and screening of alternatives for the proposed action. The statement of purpose and need under the CSS process is reflective of not only a transportation needs assessment, but also of a statement of environmental values, and community values. This purpose and need statement is essentially the foundation of the NEPA decision-making process as it influences the rest of the project development process, including the range of alternatives studied and, ultimately, the selected alternative.

Activities in this stage include the following:

- Initial CAG meeting to explain the ground rules and gather input to begin developing a consensus CAG statement of the transportation problems to be solved by the project, as input to the purpose and need statement.
- Development of the project Purpose and Need statement per NEPA requirements; opportunities for stakeholder review will be provided.
- Agency concurrence on the Purpose and Need through the NEPA/404 Merger Process.

#### 4.3 Step Three: Defining Alternatives

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

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Identification and evaluation of 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 through the NEPA/404 Merger Process.

#### 4.4 Step Four: Identification of the Preferred Alternative

The process will continue with the identification and concurrence of the preferred alternative and completion of the Environmental Assessment (**EA**) and Combined Design Report (**CDR**). Activities in this stage of the project development process include the following:

- Tentative identification of the preferred alternative based on stakeholder input.
- Preferred alternative refinement to address stakeholder comments.
- Agency concurrence on the Preferred Alternative through the NEPA/404 Merger Process.
- Preparation and FHWA approval of the EA for U.S. Route 45–IL 132 to IL 173.
- Preparation of a CDR with Design Approval by IDOT for the LCDOT proposed improvements in the vicinity of the Millburn Historic District.

## 5.0 PUBLIC INVOLVEMENT METHODS

This section summarizes the methods and venues for most stakeholders to be involved in this U.S. Route 45 project development process. The opportunity for communication with all project Stakeholders is vital to the project's success. The PIP will ensure that all decisions by the PSG with respect to this project are made in a clear and transparent manner. In this regard, the PIP includes a variety of public involvement methods that will be utilized throughout the project development process as indicated below. These outreach methods will be used to keep the public informed of project development and to invite valuable input from stakeholders. Additionally, as noted in Section 5.4, interested and/or selected stakeholders will participate in a more extensive advisory role, in the form of a Community Advisory Group for discussion in the vicinity of the Millburn Historic District.

### 5.1 Public Outreach Meetings

Stakeholder involvement for the U.S. Route 45 project will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

#### Speakers' Bureau

A speakers' bureau, consisting of LCDOT and Consultant staff, will be assembled to present project-related information to interested local civic or service organizations, such as Rotary Clubs, Lions Clubs, Kiwanis, etc. Relevant project information will be assembled in presentation format and updated on a regular basis with available and current project information. These meetings will occur as requested.

#### Small Group Meetings

Small group meetings are useful in providing project information to the surrounding community and aiding the general public in better understanding project goals and objectives. These meetings also provide each group with the opportunity to obtain the undivided attention of the project staff so they know that their concerns have been heard. Small group meetings will be ongoing throughout the project as necessary and/or as requested. Attendees may include the project team, local agencies and organizations, members of the business community, and various property owners. The meetings will address specific project issues and allow for more specialized discussions and input. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings.

#### Elected Officials Meetings

Briefings will be conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings may be held at major milestones in the project or as requested. Appropriate project summary materials will be prepared for distribution at these meetings.

## Public Involvement

Public involvement for this U.S. Route 45 project also will include opportunities for broader Public Meetings in the form of Public Information Meetings, stakeholder workshops, and a Public Hearing. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated. These meetings also will provide a forum for general public input, including concerns and comments regarding project alternatives.

### Public Meetings

Public Meetings will be held to coincide with major project milestones during the project development process. The first meeting will serve as a project kickoff providing information regarding the study process and objectives, and an opportunity for the public to share its perspectives regarding transportation issues and project concerns. The second meeting will focus on sharing initial ideas regarding transportation system alternatives and eliciting public feedback.

The meetings will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by flyers as well as public notices placed in area newspapers. Opportunities for the public to provide written (comment forms) input will be available at the meetings.

And initial Public Meeting was held on March 3<sup>rd</sup> at Millburn West School to introduce the project, seek early input, and request participants in the CAG near the Millburn Historic District.

### Public Hearing

A Public Hearing for this project will be held as required by NEPA. The signed EA will be available at the Public Hearing, which will identify the preferred alternative for public comment.

### Stakeholder Workshops

Stakeholder workshops will be conducted as a means to obtain stakeholder input regarding various project issues and potential alternative solutions. Renderings and visualizations will be developed to illustrate concepts and issues that have been raised, developed, and evaluated. The renderings and visualizations will be dependant on the topic of discussion and format of the particular workshop. These meetings will occur as necessary or requested.

## 5.2 Other Mechanisms for Public Involvement

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

### Mailing List

A mailing list will be developed that will include such recipients as landowners; federal, state, and local officials; special interest groups; resource agencies; businesses; and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as desktop reviews and Internet searches. The mailing list will include government and business leaders and residents in the immediate area. This list will be updated throughout the project.

### Project Website

A project website has been established at [www.Route45project.com](http://www.Route45project.com). Initially, the website will provide general project information, including the project schedule and organization.

The site will consist of a homepage and various topic-specific pages, one of which will include a form-based comment page. The website will be updated as needed to provide project documentation and materials for public review. Project documentation and materials will be posted to the website, as information is available, for public review.

### Newsletters and Brochures

Project newsletters will be prepared at key project milestones as appropriate. These milestones will include announcements for Public Meetings and the Public Hearing. The newsletters and/or brochures will provide project update information and contain mail-back forms that can be used by the recipient to provide comments or add names to the project mailing list.

### 5.3 NEPA/404 Merger Meetings

An additional agency involvement method for this project will take place as part of the NEPA/404 Merger process. Multiple concurrence point meetings will be held as part of this process. These meetings will provide an opportunity for coordination with the various resource agencies with a stake in the project's outcome and give them the opportunity to grant concurrence with the various project milestones. The meetings will be used by the PSG to provide information on the project's environmental impacts to the entities with jurisdiction over these resources. Concurrence will be sought at the following project milestones:

- Purpose and Need
- Alternatives To Be Carried Forward
- Preferred Alternative

The planned schedule for the meetings anticipated as part of this process is included in the project development activities and stakeholder involvement activities timeline, presented in Appendix B. If additional coordination efforts become necessary during the project's development, all needed interaction will be provided to ensure the project also takes full consideration of any environmental impacts from the proposed alternatives and receives consensus for the concurrence reviews.

#### 5.4 Community Advisory Group

One of the more formal methods that will be used to facilitate stakeholder involvement is a Community Advisory Group (CAG) which will be formed from the non-media Project Stakeholders for discussion of the unique history, issues, concerns, and potential alternatives in the vicinity of the Millburn Historic District. The role of the CAG will be to advise the PSG throughout the course of the project development process in this regard.

In order to be effective, the number of stakeholders on the CAG should be sufficient to ensure all potential social, economic and environmental project issues, from both a local and regional perspective, are considered and evaluated throughout the project development process. The CAG must also be manageable in size and structure to ensure meetings are effective and productive to ensure project progress. In this regard, the PSG may limit the CAG membership to one or two representatives from similar entities/interests in order to ensure broad representation within a functional group size.

The PSG will convene CAG meetings at critical points in the project development process as tentatively indicated in Appendix B – Project Development Schedule. It is intended that CAG members will be provided with pertinent information for review at least two weeks in advance of each CAG meeting in order to maximize the efficiency of each CAG meeting.

While the PIP includes a variety of project outreach and coordination as outlined in the previous section, there are five (5) planned Community Advisory Group (CAG) meetings for the project to be held in conjunction with major project development phases in order to ensure collaborative and timely Stakeholder input.

The CAG will begin to be formed at the first public information meeting, at which time CAG membership requests will be solicited. As noted above, CAG membership will only be limited if necessary to ensure fair and broad representation within a functional group size. Key stakeholders will be selected, who will then come to comprise the CAG, after which the CAG meetings will be scheduled.

CAG members must commit to attending all scheduled CAG meetings to the extent possible. As noted in Section 2.3, project progress is important. Progress made at CAG meetings will not be revisited for absent CAG members at subsequent meetings, unless this is required based on new and relevant project information as determined by the PSG.

## **6.0 PROJECT DEVELOPMENT AND PUBLIC INVOLVEMENT ACTIVITIES SCHEDULE**

Based on all the public involvement opportunities available, the ability of the involved community to provide feedback on this project is extensive. In order to help clarify the project timeframe within that framework, a tentative schedule has been developed. The tentative schedule for project development activities and stakeholder involvement activities, including the CAG timeline, is presented in Appendix B.

## **7.0 PUBLIC INVOLVEMENT PLAN ADMINISTRATION**

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

### **7.1 Availability of the Public Involvement Plan**

The PIP will be available to stakeholders for review at Public Meetings and on the project website. As the project proceeds forward, LCDOT will update the PIP on a regular basis to reflect appropriate changes or additions. LCDOT will advise stakeholders of future PIP updates and post updates on the project website.

### **7.2 Modification of the Public Involvement Plan**

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

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

Revisions to this PIP may be necessary through all phases of the project. The PSG will provide updated versions of the PIP to all agencies involved, as necessary. Cooperating agencies should notify LCDOT of staffing and contact information changes in a timely manner. Plan updates will be tracked and identified below:

#### Plan Updates:

- Version 1.0: February 2009
- Version 2.0: June 2009 [extended EA limits based on FHWA coordination]

***Appendix A***

**Project Stakeholders**

**Project Study Group (PSG)**

## Appendix A

**Table 2-1 Stakeholder List**

<i>Agency</i>	<i>Contact Person</i>	<i>Title</i>	<i>Address</i>
U.S. Army Corps of Engineers, Chicago District	Mitch Isoe	Regulatory Branch Chief	111 N. Canal St., Ste. 600 Chicago, IL 60606-7206
U.S. Environmental Protection Agency	Kenneth Westlake		77 W. Jackson Chicago, IL 60604-3507
Illinois Department of Natural Resources	Steve Hamer		1 Natural Resources Way Springfield, IL 62702
Illinois Environmental Protection Agency	Douglas P. Scott	Director	1021 N. Grand Ave. East Springfield, IL 62794-9276
U.S. Department of the Interior, Fish and Wildlife Service	John Rogner	Chicago Field Office	1250 S. Grove Ave., Suite 103 Barrington, IL 60010
Illinois Department of Agriculture	Terry Savko		State Fairgrounds, P.O. Box 19281 Springfield, IL 62794-9281
Illinois Historic Preservation Agency	Anne Haaker	Deputy SHPO	1 Old State Capitol Plaza Springfield, IL 62701-1512
Illinois Natural Resources Conservation Service	Jim Rospopo	District Conservationist	100 N. Atkinson Rd., Suite 102A Grayslake, IL 60030
Illinois Senate	Michael Bond	31st District	1156 E. Washington St. Grayslake, IL 60030
Illinois House of Representatives	JoAnn Osmond	61st District	976 Hillside Ave. Antioch, IL 60002
U.S. Senate	Dick Durbin	State of Illinois Senator	525 S. 8th St. Springfield, IL 62703
U.S. Senate	Roland Burris	State of Illinois Senator	523 Dirksen Senate Office Building Washington, D.C. 20510
U.S. House of Representatives	Melissa Bean	8th Congressional District	1701 E. Woodfield Rd., Ste. 200 Schaumburg, IL 60173
Chicago Metropolitan Agency for Planning	Randall S. Blankenhorn	Executive Director	233 S. Wacker Dr., Suite 800 Chicago, IL 60606
Chicago Metropolis 2020	George A. Ranney	President	30 W. Monroe Chicago, IL 60603
Regional Transportation Authority	Stephen Schlickman	Executive Director	175 W. Jackson, Suite 1550 Chicago, IL 60604

June 2009

<i>Agency</i>	<i>Contact Person</i>	<i>Title</i>	<i>Address</i>
Pace	Thomas J. Ross	Executive Director	550 W. Algonquin Rd. Arlington Heights, IL 60005
Metra	Jim LaBelle	Director, Lake County	547 W. Jackson, 13th Floor Chicago, IL 60661
Lake County	Suzi Schmidt	County Board Chairman, 3rd District	18 N. County St. Waukegan, IL 60085
Lake County County Board	Linda Pedersen	1st District	18 N. County St. Waukegan, IL 60085
Lake County County Board	Steve Carlson	7th District	18 N. County St. Waukegan, IL 60085
Lake County Stormwater Management Commission	Michael D. Warner	Executive Director	333-B Peterson Rd. Libertyville, IL 60048
Lake County Planning, Building and Development	Philip J. Rovang	Director	18 N. County St. Waukegan, IL 60085
Lake County Soil and Water Conservation District	Joanne True	District Manager	100 N. Atkinson Rd., Suite 102A Grayslake, IL 60030
Lake County Forest Preserves	Bonnie Thomson Carter	Board of Commissioners President	2000 N. Milwaukee Ave. Libertyville, IL 60048
Lake County Forest Preserves	Tom Hahn	Executive Director	2000 N. Milwaukee Ave. Libertyville, IL 60048
Antioch Township	Steve Smouse	Supervisor	1625 Deep Lake Road Lake Villa, IL 60046
Antioch Township	Mark Ring	Road Commissioner	1625 Deep Lake Road Lake Villa, IL 60046
Lake Villa Township	Dan Venturi	Supervisor	37908 N. Fairfield Rd. Lake Villa, IL 60046
Lake Villa Township	Jim Jorgensen	Highway Commissioner	37909 N. Fairfield Rd. Lake Villa, IL 60046
Newport Township	Millie Corder	Supervisor	40870 N. Hunt Club Rd. Old Mill Creek, IL 60083
Newport Township	Daniel Dziekan	Highway Commissioner	P.O. Box 312 Russell, IL 60075
Warren Township	Suzanne Simpson	Supervisor	17801 W. Washington St. Gurnee, IL 60031
Warren Township	Gerald E. Rudd	Highway Commissioner	17801 W. Washington St. Gurnee, IL 60031

<i>Agency</i>	<i>Contact Person</i>	<i>Title</i>	<i>Address</i>
Village of Old Mill Creek	Tim Smith	President	40870 N. Hunt Club Rd. Old Mill Creek, IL 60083
Village of Lindenhurst	Susan Lahr	Mayor	2301 E. Sand Lake Rd. Lindenhurst, IL 60046
Village of Lindenhurst	Matt Formica	Village Administrator	2301 E. Sand Lake Rd. Lindenhurst, IL 60046
Millburn Community Consolidated School District 24	Dr. James Menzer	Superintendent	18550 Millburn Rd. Wadsworth, IL 60083
Millburn Central School	Jason Lind	Principal	18550 Millburn Rd. Wadsworth, IL 60083
Millburn West School	Jake Jorgenson	Principal	640 Freedom Way Lindenhurst, IL 60046
Lake Villa Fire Protection District	Joseph Halek	Chief	910 E. Grand Ave. Lake Villa, IL 60046
Newport Township Fire Protection District	Mark Kirschhoffer	Chief	39010 Caroline Street Wadsworth, Illinois 60083
Village of Lindenhurst Police Department	Jack McKeever	Chief	2301 E. Sand Lake Rd. Lindenhurst, IL 60046
Village of Lindenhurst Parks	Tom Lippert	Executive Director	2200 E. Grass Lake Rd. Lindenhurst, IL 60046
Chicagoland Bicycle Federation	Rob Sadowsky	Executive Director	9 W. Hubbard St., Suite 800 Chicago, IL 60606
League of Illinois Bicyclists	Ed Barsotti	Executive Director	2550 Cheshire Dr. Aurora, IL 60504
Sierra Club - Illinois Chapter	Jack Darin	Director	70 E. Lake St., Suite 1500 Chicago, IL 60601
Openlands	Gerald W. Adelman	Executive Director	25 E. Washington, Suite 1650 Chicago, IL 60602
Chicago Wilderness	Melinda Pruett-Jones	Executive Director	8 S. Michigan Ave., Suite 900 Chicago, IL 60603
Congress for the New Urbanism	John Norquist	President and CEO	140 S. Dearborn St., Suite 310 Chicago, IL 60603
Historic Millburn Community Association, Inc.	Dorothy Berthold	Chairperson	38757 N. Highway 45 Lake Villa, IL 60046
Land Conservancy of Lake County	Sean Wiedel	President	P.O. Box 293 Lake Villa, IL 60046

<i>Agency</i>	<i>Contact Person</i>	<i>Title</i>	<i>Address</i>
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Lindenhurst/Lake Villa Chamber of Commerce	Connie Meadie	Executive Director	P.O. Box 6075 Lindenhurst, IL 60046
Newport Township Historical Society			P.O. Box 98 Wadsworth, IL 60083
Millburn Cemetery Board of Directors	Gary Doolittle	Treasurer	20149 W. IL Rte. 173 Antioch, IL 60002
Millburn Congregational United Church of Christ	Jed Watson	Reverand	19073 W. Grass Lake Rd. Lake Villa, IL 60046
Tempel Farms	Larry Leffingwell		17000 Wadsworth Rd. Wadsworth, IL 60083

# Appendix A

**Table 3-1 Project Study Group Members**

Agency Name	Contact Person/Title	Email/mailling address
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Illinois Department of Transportation	Jason Salley Acting Geometrics Unit Head	<a href="mailto:Jason.Salley@illinois.gov">Jason.Salley@illinois.gov</a> 201 West Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Sam Mead Environmental Unit Head	<a href="mailto:Sam.Mead@illinois.gov">Sam.Mead@illinois.gov</a> 201 West Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Greg Feeny Bureau of Design & Environment	<a href="mailto:Greg.Feeny@illinois.gov">Greg.Feeny@illinois.gov</a>  2300 S Dirksen Parkway Springfield, IL 62764
Illinois Department of Transportation	Walt Zyznieuski Bureau of Design & Environment	<a href="mailto:Walter.Zyznieuski@illinois.gov">Walter.Zyznieuski@illinois.gov</a>  2300 S Dirksen Parkway Springfield, IL 62764
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Illinois Department of Transportation	Jim Stumpner Bureau Chief of Maintenance	<a href="mailto:Jim.Stumpner@illinois.gov">Jim.Stumpner@illinois.gov</a> 201 West Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Steve Travia Bureau Chief of Traffic	<a href="mailto:Steve.Travia@illinois.gov">Steve.Travia@illinois.gov</a> 201 West Center Court Schaumburg, IL 60196
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Federal Highway Administration – IL Division	Arlene Kocher Field Engineering Team Leader	<a href="mailto:Arlene.Kocher@fhwa.dot.gov">Arlene.Kocher@fhwa.dot.gov</a> 3250 Executive Park Drive Springfield, IL 62703
Federal Highway Administration – IL Division	Matt Fuller Environmental Programs Engineer	<a href="mailto:Matt.Fuller@fhwa.dot.gov">Matt.Fuller@fhwa.dot.gov</a> 3250 Executive Park Drive Springfield, IL 62703

<b>Agency Name</b>	<b>Contact Person/Title</b>	<b>Email/ mailing address</b>
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***Appendix B***  
**Project Development Schedule**

## Appendix B

### Project Development Schedule

No.	Meeting	Topic and Objective	Target Date
<b>Step 1: Identify Stakeholders</b>			
1	IDOT/FHWA Meeting 1	Present project history and approach.	October 7, 2008
2	Stakeholder Identification / Data Gathering	Meet with local officials to identify stakeholders; Become familiar with past and present studies of U.S. Route 45 corridor; Complete SIP; Evaluate existing safety and mobility deficiencies.	Dec-08 thru Mar-09
<b>Step 2: Develop Project Purpose</b>			
3	PSG Meeting 1	Project status update, logical termini discussion, present PIP, discuss initial Public Information Meeting.	January 14, 2009
4	NEPA/404	Initial NEPA/404 Merger meeting. Introduce project, confirm alternatives analysis approach.	February 3, 2009
5	PSG Meeting 2	NEPA/404 meeting results. PIP concurrence to proceed to Public Information Meeting	February 10, 2009
6	<b>Public Meeting I</b>	Introduce project to the public; Solicit input on the study process and existing conditions. Formation of CAG.	March 3, 2009
7	PSG Meeting 3	Public Meeting 1 Results; Environmental Assessment Logical Project Termini Concurrence	April 8, 2009
8	CAG Meeting 1	Initial CAG Meeting; Project Development Process Overview, Consensus on PIP; CAG Project Problem Statement, Project Context Assessment.	June 16, 2009
9	PSG Meeting 4	Draft Project Purpose and Need statement based on Public Meeting results, CAG project Problem Statement, project Traffic Analysis.	August 2009
10	CAG Meeting 2	CAG Purpose and Need Consensus; Workshop - Identify Preliminary Alternatives for development and evaluation ( <i>Present environmental constraints; Develop criteria upon which to evaluate potential alternative solutions; Development of project alternatives and receiving input into the development process for the preliminary study alternatives</i> )	October 2009
11	NEPA/404	NEPA/404 Merger meeting for concurrence point #1 Purpose and Need.	February 2010
<b>Step 3: Analyze Alternatives and Choose Preferred Alternative</b>			
12	PSG Meeting 5	Present the results of the Preliminary Alternatives development and evaluation. Identify Alternatives that meet the project Purpose and Need for discussion with CAG and presentation at Public Meeting.	March 2010
13	CAG Meeting 3	Results of Preliminary Alternatives analysis; Consensus on alternatives eliminated and alternatives that meet the project Purpose and Need to present at Public Meeting.	April 2010
14	<b>Public Meeting 2</b>	Present preliminary alternatives and evaluation results for public comment.	June 2010

15	PSG Meeting 6	Results of the Public Meeting; Alternatives eliminated and alternatives carried forward.	July 2010
16	NEPA/404	NEPA/404 Merger meeting for concurrence point #2; Results of preliminary alternatives analysis; Public Meeting results; identify alternatives carried forward for detailed analysis in the Environmental Assessment.	September 2010
17	CAG Meeting 4	Discuss Public Meeting results; Discuss NEPA/404 meeting results; Identify preliminary CAG Preferred Alternative for detailed analysis in the Environmental Assessment.	October 2010
<b>Step 4: Approval of Final Alternative</b>			
18	PSG Meeting 7	Results of detailed environmental analysis of alternatives carried forward in the draft Environmental Assessment, including the CAG preliminary Preferred Alternative. Concurrence on the Preferred Alternative.	February 2011
19	CAG Meeting 5	Results of detailed environmental analysis of alternatives carried forward in the draft Environmental Assessment. CAG consensus on the Preferred Alternative.	March 2011
20	NEPA/404	NEPA/404 Merger meeting for concurrence point #3 - Preferred Alternative for presentation at the Public Hearing.	June 2011
21	<b>Public Hearing</b>	Present Environmental Assessment and Proposed Improvement Plan for the Preferred Alternative based on PSG, NEPA/404, and CAG coordination.	August 2011
22	Phase I Design Approval	Submit final engineering and environmental reports to LCDOT, IDOT and FHWA subsequent to the Public Hearing for review and issuance of Phase I Design Approval by December 2011.	December 2011

*NOTE: Dates are approximate and will be adjusted as project advances.*

***Appendix C***  
**Acronyms and Abbreviations**

# Appendix C

## Acronyms and Abbreviations

CAG	Community Advisory Group
CSS	Context Sensitive Solutions
CBBEL	Christopher B. Burke Engineering, Ltd.
EA	Environmental Assessment
FHWA	Federal Highway Administration
IDOT	Illinois Department of Transportation
LCDOT	Lake County Division of Transportation
NEPA	National Environmental Policy Act
PSG	Project Study Group
PIP	Stakeholder Involvement Plan
SIG	Stakeholder Involvement Group
U.S. 45	U.S. Route 45