



IL 83/IL137 Preliminary Engineering Study Community Advisory Group Meeting #5 February 24, 2021

Overview

The Community Advisory Group (CAG) Meeting #5 was held virtually, via the WebEx platform, from 9:00 AM to 11:00 AM on Wednesday February 24, 2021.

Prior to the meeting, meeting invitations, a copy of the agenda, and a copy of the previous CAG meeting minutes were sent to members of the CAG on February 5, 2021 and again on February 17, 2021 (see Figures 1 & 2).

At the meeting, the project team provided a PowerPoint presentation to update and inform the group on the project progress. Attendees were instructed to comment in the chat box with any questions or comments they may have throughout the presentation. Following the PowerPoint Presentation, attendees who had made comments in the chat box were unmuted to allow time to discuss their questions or concerns. After this discussion period, the project team presented a virtual walkthrough of the project corridor via MicroStation. Attendees were permitted to unmute themselves at the conclusion of the walkthroughs of each section of the project to comment or ask questions.

The meeting was attended by 11 CAG members, 14 additional community members, 5 representatives from IDOT, and 3 members of the project team (see attendance list provided below).

Presentation

The purpose of this CAG meeting was to update the group on the project progress including refinements made to the recommended preferred alternative and to outline the next steps in the process. The meeting consisted of the following:

- Virtual Public Outreach Summary
 - Due to Covid-19 restrictions and with concern for stakeholder safety, the project team hosted a virtual public outreach in June/July 2020. This portion of the presentation detailed the format and response to the outreach. The team also discussed the “Frequently Asked Questions Newsletter” that was distributed to outreach attendees as a response to questions and comments that were received.
- CAG Meeting #4 Review
 - This included an explanation of the alternative evaluation process, the range of alternatives and impacts discussion, and the range of alternatives workshop from the prior CAG meeting.
- Project Overview
 - This included a review of the project limits, the goals of the project, the purpose and need, a progress update, and an explanation of environmental and drainage concerns.
- Review of Alternatives Carried Forward
 - This included an overview of the three project sections, their limits, and a description of the proposed improvements in each.
- Presentation of Recommended Preferred Alternative
 - The team explained how environmental impacts, land acquisition, noise analysis were all taken into consideration in order to determine the preferred alternative to carry forward.



- Next Steps
 - The team will refine the preferred alternative based on public feedback and obtain Environmental Assessment and environmental studies approval. A Public Hearing is anticipated for later in 2021.
- Virtual Walkthrough
 - Utilizing Microstation, the project team presented an aerial view of the project, with cross-sections representing the corresponding preferred alternative. The team walked through each section individually, highlighting major design points in each section of the project, before opening up for questions and comments from the attendees after each section.

Summary of Comments

The following topics were discussed:

- Proposed locations of limits and tie-ins for multi-use path and sidewalk
- Drainage issues throughout the corridor
- Impacts to the Bull Creek Subdivision and potential alternative design features to alleviate right-of-way impacts
- Raised Median design
- Traffic trends
- Safety improvements

All of the comments from the chat box can be found in Appendix I.



Attendance List


Al Aikus – Representing Prince of Peace Catholic School
 Chris Geiselhart, HOA President – Liberty Prairie
 Chuck Gleason, Senior Civil Engineer – Lake County Division of Transportation
 Adam Halperin, Assistant – School District 46
 Bill Heinz, Engineer – Village of Grayslake
 James Mahnich – Property Owner
 Kathleen O’Connor, Supervisor – Libertyville Township
 Heather Rowe, Coordinator – Village of Libertyville
 Randy Seebach, Land Development Manager – Lake County Forest Preserves
 Ted Styskal – Representing Prince of Peace Catholic School
 John Wasik, Chair of Planning – Lake County Forest Preserves

Richard Adams – Non-CAG Member
 Jane Brehmer – Non-CAG Member
 Jeff Cooper – Non-CAG Member
 Whitney DesLauriers – Non-CAG Member
 Richard Domanik – Non-CAG Member
 Daniel Eschbach – Non-CAG Member
 Dan Gunther – Non-CAG Member
 Kayte Nora – Non-CAG Member
 Bill Santelik – Non-CAG Member
 Erin Stout – Non-CAG Member
 Sarah Zovistoski – Non-CAG Member

| Project Study Team | |
|---------------------------|----------|
| Alicea, Brenda | IDOT |
| Bochte, Kyle | IDOT |
| Lewis, Michelle | IDOT |
| Schilke, Steven | IDOT |
| Smith, Corey | IDOT |
| Holloway, David | Volkert |
| McConachie, Marcus | Volkert. |
| Smith, Zach | Volkert |



Figure 1 E-blast



Illinois 83/137 Study

You're invited!

Please join us at the fifth Community Advisory Group (CAG) Meeting for the Illinois Route 83/Illinois Route 137 (IL 83/137) Study.

Wednesday, February 24, 2021
9:00 to 11:00 a.m.
Virtual Online WebEX Meeting
calendar invite to follow

Due to COVID-19 uncertainties and the safety of the stakeholders, instead of hosting a regular CAG Meeting, the Illinois Department of Transportation (Department) will be hosting the next CAG meeting via a WebEX Virtual online meeting. The Department hosted a Virtual Public Outreach (Outreach) event last year in lieu of an in-person Public Meeting. The Department was very pleased with the participation of this creative outreach event, with the new interactive website having over 2,300 unique visitors and over 250 public comments.

Since we last met on January 12, 2016, the Study Team would like to provide you with an update on the project's progress. The IL 83/137 Study Team has been refining the recommended preferred alternative based on the evaluations of the alternatives carried forward, evaluating drainage revisions after the historic flooding in 2017, and comments submitted during the Outreach event. The Study Team will move forward with the refinement of the Preferred Alternative, completion of the Environmental Assessment, and a public hearing anticipated later this year.

At this upcoming meeting, we will discuss the following items:

- Virtual Public Outreach Summary
- CAG Meeting #4 Review
- Project Overview
- Review of the Alternatives Carried Forward
- Presentation of Recommended Preferred Alternative
- Next Steps
- Walkthrough of the Recommended Preferred Alternative

Please review the attached CAG #4 meeting summary and CAG #5 agenda. We have also included the Frequently Asked Questions (FAQ) Newsletter which was sent in response to comments we received at the Outreach event.

Please contact David Holloway, Project Manager, at (618) 345-8918 or by email at IL83andIL137@volkert.com if you have any questions or would like additional information.

Sincerely,
IL 83/IL 137 Study Team

Attachments:
CAG Meeting #4 Summary
CAG Meeting #5 Agenda
FAQ Newsletter



**Figure 2
Meeting Agenda**

CAG Meeting #5 – February 24th, 2021

Illinois 83/137 Study

CAG Meeting #5
 Online Virtual Meeting via WebEx
 February 24th, 2021 - 9:00 – 11:00 am
AGENDA

| Topic |
|---|
| Welcome and Opening Remarks |
| Virtual Public Outreach Summary |
| CAG Meeting #4 Review |
| Project Overview |
| Review of Alternatives Carried Forward |
| Presentation of Recommended Preferred Alternative |
| Next Steps |
| Walkthrough – Recommended Preferred Alternative |

Thank you for participating in the IL 83/IL 137 Study.



Appendix I Meeting Chat Box Transcript

from Corey Smith to Everyone:

Good morning everyone. Thanks for attending the CAG meeting. As noted on the slide we will be getting started in a few minutes. Please use this chat for any questions and thank you again for coming.08:59

from Erin Stout to Everyone:

How can a valid study be done on Bull Creek when there are grants from Lake County Stormwater Management to be completed in the next few years?09:17

from Bill Santelik to Everyone:

Will the design criteria meet the current Lake County design criteria for runoff from new impervious surfaces?09:34

from Erin Stout to Everyone:

Can i ask a follow up?09:34

from Jeff Cooper to Everyone:

When is it anticipated that the Proposed Drainage Plan (PDP) will be available to the public and/or CAG members?09:35

from Kyle Bochte to Everyone:

yes please, of course09:35

from Erin Stout to Everyone:

can you unmute me to ask my question?09:35

from Jim & Jan Mahnich to Everyone:

Why hasn't the Eagle Creek tributary been mentioned?09:36

from Chris Geiselhart to Everyone:

Have you been working with the Village of Libertyville to coordinate their development on the Sports Complex property? We have increased flooding concerns.09:37

from Randy Seebach to Everyone:

I have a question regarding the location of the proposed multi-use path09:38

from Chris Geiselhart to Everyone:

Re traffic trends: Have you taken into account current trends to work/shop at home ? This has certainly affected traffic already.09:39



from Richard Adams to Everyone:

The last work idot a couple years ago caused damage to the existing drainage between bull creek drive and the 45 turn off. It led to the bridge collapse underneath. Do your current studies reflect the fact that wasn't completed properly and has it been repaired?09:39

from Chris Geiselhart to Everyone:

Where will a planned path through the Bull Creek Subdivision enter and exit to provide safety for potential users?09:46

from Richard Domanik to Everyone:

The homes abutting the proposed project area in Bull Creek are on well and septic with the septic fields. How do you propose to deal with impingement of this project on those drainage fields?09:46

from Erin Stout to Everyone:

^^^ This09:49

from Richard Adams to Everyone:

When 83 was built old rockland was preserved and put Protected in the neighborhood with the sports complex property being under review for changes in development in the increased traffic going west on 45 would be logical to consider migrating 83 away from bull Creek neighborhood expanding it down 45 utilizing the sports complex property and directing traffic that direction where are your impact is to industrialized areas and migrating it away from homes and potentially returning property to neighborhoods that could be utilized as parks09:51

from Richard Domanik to Everyone:

Has the JAWA high pressure water main under the east shoulder of 137 been taken into account?09:54

from Daniel Eschbach to Everyone:

Why does the multiuse path end just north of Grayslake North High School and not extend to Rollins Road?10:09

from Randy Seebach to Everyone:

I have a follow up to the question on the multi-use path location.10:13

from Chris Geiselhart to Everyone:

Who will maintain all of the medians in this plan? How will paths be kept clear during winter snow events?10:20

from Erin Stout to Everyone:

With that alternative by bull creek, how many property are you taking from the property owners?10:30

from DesLauriers to Everyone:



Alot of mine!^{10:30}

from Kathleen M OConnor to Everyone:

Can you show the multi-use path again at the intersection of Casey Rd.?^{10:30}

from Chris Geiselhart to Everyone:

Without a light, what provisions, besides a right turn lane, have been made for safely turning right and left at Bull Creek Drive?^{10:30}

from DesLauriers to Everyone:

Are you taking out our Berm?^{10:31}

from Chris Geiselhart to Everyone:

The increased speed limit to 55 mph is "observed" well before the entrance to Bull Creek Drive.^{10:31}

from Richard Domanik to Everyone:

Has routing the multi-use path along the 45NB ramp to 45 to Casey been considered - it ties to the Lake County system & if continued to Oak Openings has an existing pedestrian underpass. This routing also minimizes the need to widen the overpass over 45^{10:32}

from DesLauriers to Everyone:

What's the black line in my yard?^{10:33}

from Richard Domanik to Everyone:

Can the median width be reduced between the 45NB ramp and Bull Creek Drive?^{10:35}

from Randy Seebach to Everyone:

Have you considered extending the multi-use path south past Bull Creek subdivision to Old Peterson Road. There is an existing multi-use path that Libertyville Township has completed just east down Old Peterson Road. This would be a better alternative as opposed to dumping all the multi-use path users directly into the subdivision. The Township path provides direct connections to other regional trails including the Des Plaines River Trail.^{10:38}

from Richard Domanik to Everyone:

Good point on signals potentially causing accidents. I see this fairly regularly at the 45NB ramp as the speed limit goes from 45 to 55 only about 800' south of the light^{10:39}

from Chris Geiselhart to Everyone:

If a signal isn't warranted, can there be warning signs with flashing lights to alert drivers to the turns?^{10:40}

from DesLauriers to Everyone:

Bullcreek drive - 30778 N. Leesley Ct.^{10:41}



from Heather Rowe to Everyone:

Can you clarify how the current Peterson/Buttefield intersection might be addressed to accept any changes in traffic or road design changes at the point of merger of the project. Thanks.10:49

from Jim & Jan Mahnich to Everyone:

Who would I speak with directly regarding the entrance and exit from our farm driveway?10:50

from Sarah Zovistoski to Everyone:

The black line also goes through our backyard. 30796 N Leesley Ct10:50

from Chris Geiselhart to Everyone:

Heather, unmute yourself. Good question.10:50

from Kyle Bochte to Everyone:

Mr. Mahnich, we will be reaching out with new exhibits and are open to having a discussion then10:51

from Chris Geiselhart to Everyone:

When will we receive responses to our comments?10:56

from Corey Smith to Everyone:

Ms. Geiselhart- responses have been drafted and are currently in review. I would expect your response in a few weeks.10:57

from Richard Domanik to Everyone:

If you look at 45 north of Washington, the median width varies significantly, largely disappearing in places11:02