

INTERACTION

Your source for news on the IL Rte. 131 Green Bay Road Project



IL 131

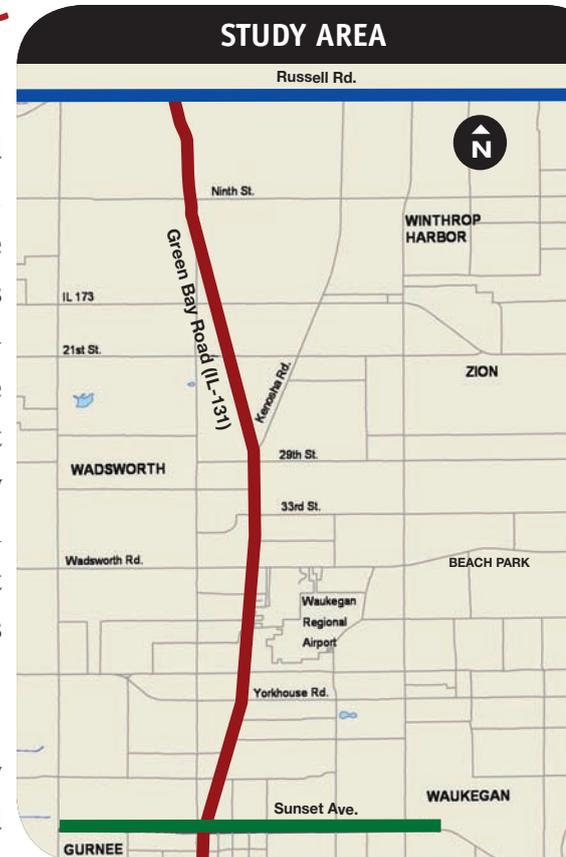
GREEN BAY ROAD PROJECT

Illinois Department of Transportation Kicks-off Project

The Illinois Department of Transportation (IDOT) has initiated a Phase I Preliminary Engineering and Environmental Study for Illinois Route 131(IL Rte. 131)/Green Bay Road. The project will follow the National Environmental Protection Act (NEPA) process and encourage extensive public involvement throughout the development process. The IL Rte. 131 Phase I project will prepare an Environmental Assessment (EA) and will include an analysis of the primarily two lane rural roadway, drainage, intersection deficiencies, and an examination of the impacts that proposed improvements will have on the communities and the environment.

The study area is located in Lake County extending approximately 7.5 miles from Russell Road to Sunset Avenue. The corridor is developed with a

mix of residential, commercial, and agricultural uses, forest preserve, golf courses and the Waukegan Regional Airport. The study area includes six communities: Gurnee, Waukegan, Beach Park, Wadsworth, Zion, and Winthrop Harbor, which are experiencing rapid growth with much of the agricultural area zoned for residential or commercial development.



inside...

This publication provides a format to keep you informed about new project developments.

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Project to Follow Prescribed Phase I Process

The study process is expected to take 3 - 4 years to complete and will follow the National Environmental Protection Act (NEPA) process. Extensive public involvement will be encouraged throughout the development process. There are a number of steps to complete the process which includes:

- Analyzing existing and future conditions
- Defining Purpose & Need
- Alternatives Analysis
- Assess Environmental Consequences
- Draft/Final Environmental Assessment

continued on page 3



Message from IDOT

I am pleased to announce that the Illinois Department of Transportation has initiated the IL Rte. 131 Project in Lake County. The study will include an analysis of the existing two lane rural roadway, an evaluation of drainage, intersection deficiencies, and an examination of the impacts that proposed improvements will have on the communities and the environment. A vital element of our study effort is a broad-based public involvement program. This program provides meaningful opportunities for all interested stakeholders and the public at large to participate in defining transportation issues and solutions for this project. We are looking forward to working with all communities, agencies, and interested parties to develop a comprehensive transportation system that fits into its surroundings and that will benefit the project stakeholders and the entire region.

Sincerely,

 Diane M. O'Keefe, PE
 Deputy Director of Highways
 Region One Engineer

Corridor Planning Group to be Formed to Provide Input

IDOT realizes that feedback from potentially affected communities is important to ensuring that IDOT proposals are consistent with community goals and objectives. To provide a forum for discussions of details about potential improvements and design of IL Rte. 131, IDOT is forming a Corridor Planning Group. The Corridor Planning Group will include elected officials from the county and six municipalities located along the 7.5 mile corridor. These include Lake County, and the municipalities of Gurnee, Waukegan, Beach Park, Wadsworth, Zion and Winthrop Harbor.

The elected officials on the Corridor Planning Group are supported by Technical Advisory Groups, whose members are selected from transportation and land use planning agencies, economic development councils, forest preserve district, environmental conservation groups, and other civic groups. The task force members will have experience and knowledge of local issues related to transportation, environmental resources, and land use planning.

The Corridor Planning Group and supporting technical groups interact with the study team for discussions about the project needs, potential impacts and roadway footprint, opportunities to establish a corridor theme, and community responses to those proposed ideas.

The group also provides a framework for local government cooperation on land use and enhancements to the area. The technical groups may address project transportation issues, including crossroad design and adjacent property access, right-of-way width, accommodation of utilities, emergency vehicle access, non-motorized trails maintenance traffic, design standards; and environmental issues including preservation, storm water discharge, water quality, wetlands, home and business displacements, construction impacts, and secondary impacts stimulated by the project. Land use planning can be addressed by the technical groups by providing a framework for development of corridor land use and development plans.

When the group raises issues or has suggestions, IDOT and the project team will work hard to accommodate the request or reduce the impact.

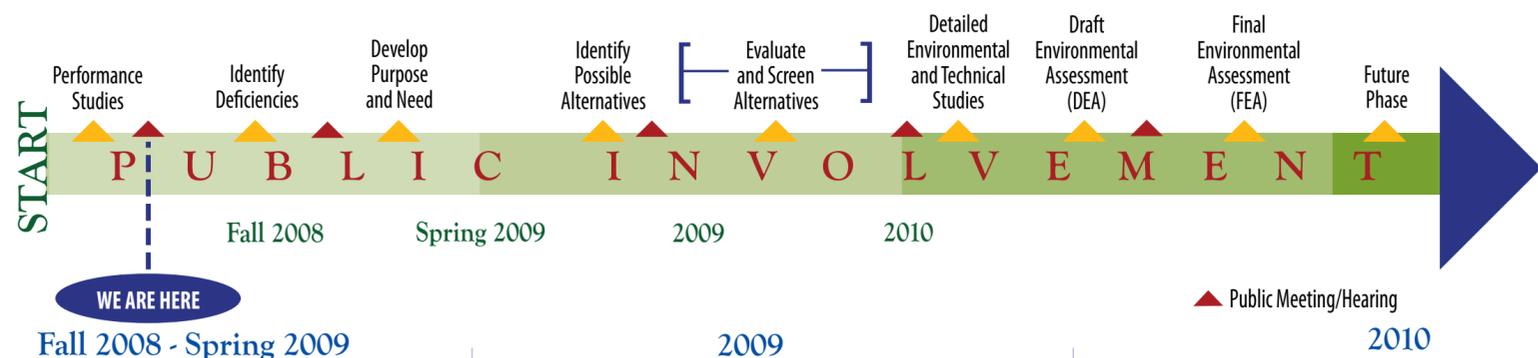
Often times this results in adjustments that eventually provide a good solution for all parties. These potential draft footprints may change based on public comments or new environmental conditions that are identified during the ongoing surveys. IDOT and the project team will also periodically brief other agencies, local jurisdictions, and interest groups on the study progress, as well as continue to hold public meetings and workshops.

Project Working Groups Organizational Structure



Phase I Process continued from page 1

Project Schedule



Fall 2008 - Spring 2009
The first step of the Phase I Study is analyzing the existing and future conditions, and defining the Purpose and Need for improvements.

The tasks include collecting information on current population, employment and traffic conditions; developing a geographic information system to organize and display the data; forecasting future population and employment growth in the area; predicting future travel demand, and evaluating the performance of the transportation system under future conditions. With this information, IDOT and stakeholders will identify transportation deficiencies, and can begin the planning process for developing solutions to address these deficiencies. Upon completion of the needs assessment for the study area, deficiencies will be established, and the study then proceeds with developing the specific purpose of improvements and the needs that will be addressed.

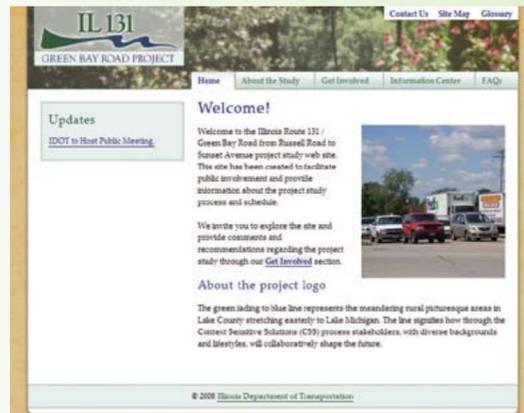
2009
The next steps in the study process is a screening step that begins with identification of a wide range of possible solutions, and ends with the selection of an alternative for further detailed evaluation. Possible solutions will be evaluated by looking at preliminary alternatives that meet the purpose and need. A wide range of alternatives will be identified and evaluated against the needs that are found. The process of evaluating and selecting possible solutions to identify needs will follow the federally mandated National Environmental Policy Act (NEPA) process and under the provisions of the NEPA, "reasonable alternatives," including a "no action" alternative, will be objectively examined during this process. Public involvement activity and context sensitivity will continue to be applied through this part of the study.

2010
The further detailed evaluation of an alternative includes evaluation of the affect of any possible alternative on the environment. These findings in addition to the findings from previous steps are reported in the Environmental Assessment document. The last step in this process also includes further detailed evaluation of the technical factors associated with the alternative and the preferred alternative will be chosen.

Project Funding

This project is not currently funded for design or construction in the Department's Fiscal Year 2009-2014 Proposed Highway Improvement Program, however, it will be considered for inclusion in future programs as funding becomes available.

Communities Learn About the Project on a New Website



Get involved, find out more information, sign up for mailing lists and write your comments to us at www.IL131Project.com

The IL Rte. 131 Project kicks off with the public involvement program at the forefront of the project. The website is an important element of the public involvement program. The website is designed to communicate and share information about the project and process as it becomes available. More importantly, it offers the public an opportunity to comment on the project throughout the project process through a comment page on the website.

The public has the opportunity to learn facts about the project by viewing the website. The website will be maintained throughout the project duration and will include project information, frequently asked questions with answers, meeting information, project publications and reports, mailing list sign up and comment forms. This is another tool that the county, municipalities and special interest groups can use to stay involved.

Taking a Look Ahead

IDOT welcomes input from the public at upcoming public informational meetings and stakeholder meetings. IDOT requests you submit your comments from the October 29, 2008 public meeting by November 13, 2008. This input will be used along with other data collected to identify deficiencies.

With deficiencies established, the study will proceed to identifying the specific purpose of the improvements and the needs to be addressed.

An important factor for selecting the best alternative is the ability for a solution to address the purpose and need for improvements. Therefore, it is important to have a defined purpose and a good understanding of those needs as we identify possible alternatives.

- A Purpose and Need:**
- Defines why the study is being done and what problems will be addressed.
 - Begins with statements of problems that the project should resolve.
 - Starting point for evaluation of transportation solution alternatives.



IL Rte. 131 Accommodates a Significant Portion of Long-distance, High Volume Automobile and Commercial Vehicle Traffic in the Region

In the past, transportation system plans for Northeastern Illinois focused on major expressway and fixed rail transit facilities. State and federal agencies planned and coordinated highways while counties and municipalities handled local roads. In the early 1990's the 2010 Transportation System Plan recognized the need for a comprehensive network of routes one step below the expressway system to relieve congestion and facilitate long-distance regional traffic. In doing so, the plan established the Strategic Regional Arterial (SRA) System. IL Rte. 131 is a designated SRA Route and is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Although some research and guidelines have been identified in the past through the Strategic Regional Arterial (SRA) Corridor Study, the study represented pre-phase one planning and did not include detailed engineering or an environmental assessment.

What Is Context Sensitive Solutions?

Context is defined as all elements related to the people and place where a project is located. This includes elements such as the environment, historic resources, community values, traditions and expectations.

The IL Rte. 131 Study is designated as a Context Sensitive Solutions (CSS) project using the principles of the Illinois Department of Transportation CSS Policy. Public involvement is strongly encouraged throughout the Phase I study and will continue to proactively seek stakeholder involvement and IDOT partnerships early and often in development of a consensus solution. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered. However, IDOT is responsible for final project decisions. CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserve scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. The purpose of CSS is to gather and duly consider input on the project from all stakeholders. Plans are underway to provide several opportunities for public input about the corridor needs including corridor and technical advisory groups, public information meetings, community meetings and a website.

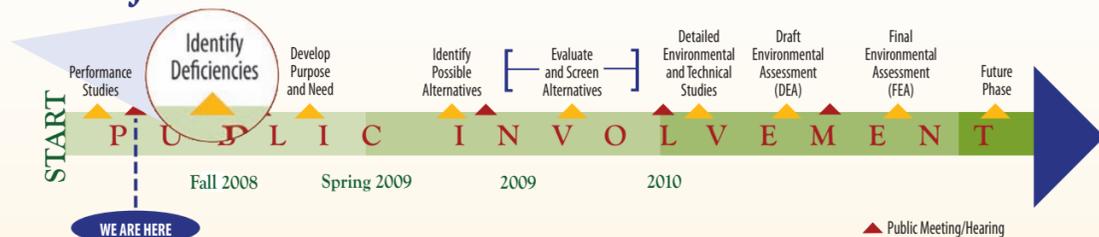
Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. Stakeholders are identified as all residents of the study area and those interested parties that help IDOT understand their needs for, and concerns about, our transportation system. IDOT can then take this input, along with all of its other work and analysis, and use it to make planning and design decisions. In fact, the green fading to blue line in the project logo represents the meandering rural picturesque areas in Lake County stretching easterly to Lake Michigan. It also signifies stakeholders with diverse interests, backgrounds and lifestyles, who will collaboratively shape Lake County's future.



Communities Curious About the Next Steps

The study team is at the beginning of the Phase I Study Process and includes a series of steps used to determine if there is a need for improvement and leads to the ultimate development of the Purpose & Need Statement. During the upcoming months, the focus is to define existing and future transportation needs in the study area. Several tasks need to be completed before any consideration is given to defining solutions.

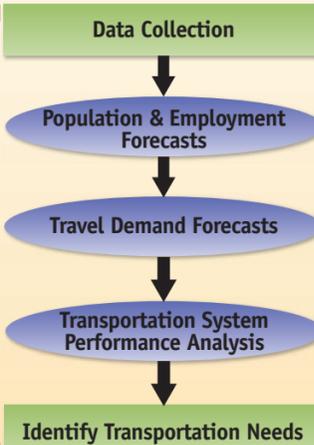
Project Schedule



These tasks include:

- Meeting with community leaders and collecting transportation plans and capital improvement programs from local, regional and state agencies. It also will be necessary to learn what projects agencies have planned for the future.
- Verifying the existing transportation network.
- Conducting traffic counts to determine travel patterns.
- Collecting available traffic and crash data and information on public transit, pedestrian, bike, and equestrian travel. Population and employment data will be collected, as well as community comprehensive land use plans, zoning ordinances, and other significant development proposals.
- Collect geographic data, including legislative districts and community boundaries, identify the transportation network and environmental issues.
- Future travel demand forecasts will use 2030 population and employment projections. The travel demand forecast will help identify where traffic congestion may happen in the future as well as predict how today's travel patterns will change.
- The transportation system performance studies will result in data needed to understand existing and future transportation conditions. Based on the 2030 population, employment, and travel forecasts, the project team will have an understanding of travel demands and transportation system performance in the study area if no major improvements are implemented.

Public Involvement




GET INVOLVED!

Public Involvement Is Key

Public Involvement is an interactive process that provides information to the public so they may make informed decisions and offer important input into the solutions that address the community's concerns. A public involvement program has been designed to encourage your participation throughout the study.

Newsletters, workshops and public meetings will coincide with key project milestones throughout the duration of the project. If you cannot attend an outreach event, up-to-date information is available at: www.IL131Project.com.

Public Involvement Opportunities Include:

- Newsletters
- Website: www.IL131Project.com
- Sign up for mailing list
- Small group meetings
- Invite us to speak at your event!
- Public Meetings: First meeting October 29, 2008



About IDOT

Illinois Department of Transportation

Illinois contains over 138,000 miles of highways, streets and roads. This system is owned and operated by four levels of government: state, county, township, and municipal. The Illinois Department of Transportation (IDOT) is responsible for the stated owned and operated portion of the vast system. The following is a listing of some of IDOT's major responsibilities:

- Overseeing construction, operation and maintenance of 17,000 miles of highways
- Development and implementation of a comprehensive public transportation program
- Development and administration of airport improvement programs
- Administration of state assistance for rail lines and new facilities
- Advancement of transportation safety

District One

There are several principle divisions within IDOT. The Division of Highways (DOH) is responsible for the design, construction, operation and maintenance of the state highway system as well as the administration of the program for Local Roads and Streets. Nine geographical districts exist within the DOH. Each district is responsible for the divisional operation within its assigned area. District One encompasses six counties in northeastern Illinois including the counties of Cook, DuPage, Kane, Lake, McHenry, and Will.

The state highway system in District One consists of 3,006 miles of highways and 1,769 bridges, supporting more than 100 million miles of travel daily. Approximately \$2.8 billion will be provided during the Fiscal Years 2009-2014 for improvements to state highways in District One.

District One Fiscal Year 2009-2014 Anticipated Accomplishments:

- 51 miles of interstate maintenance
- 1,036 miles of non-interstate maintenance
- 46 interstate bridges
- 162 non-interstate bridges
- 4 new bridges
- 82 minor structure repairs
- 36 miles of highway congestion mitigation
- 1 highway expansion location
- 82 traffic safety improvement locations

Frequently Asked Questions

Will safety be addressed in this study?

One of IDOT's primary concerns is providing safe, accessible transportation therefore; safety will be evaluated and addressed in this study.

How do you know what is needed – and who needs it?

There will be a number of factors involved in determining need. These factors could include, but are not limited to: Mobility, Accessibility, System Connectivity, Safety, and support for Economic Development. IDOT is seeking input from home owners, business owners, community officials, and commuters at the Public Meetings and Study Groups who have first hand knowledge of needs of the roadway.

What constitutes a Stakeholder?

Stakeholders for a project include any person or organization which has a direct stake in the project being considered. This can be anything from a small group of residents and businesses affected by the redesign of a rural intersection to thousands of individuals when a major roadway or transit extension is being built. Stakeholders can include residents and landowners near a project, advocates for policy, community and historic interests, elected officials, government agencies, and many others.

Will any homes or businesses be displaced?

Since a full range of alternatives have not been identified or analyzed, it is impossible to say, however, through the NEPA and CSS process, IDOT will strive to avoid, minimize, or mitigate impacts and ensure responsible planning in the area of increasing population growth and traffic congestion.

What happens to the comments I submit to the project team?

Ideas and recommendations from the public are vital to our efforts. The project team records your comments, which may be submitted via the website, at public meetings, or via letters. All the feedback we receive from the public, along with technical analysis, will be considered throughout the project. Both will be especially valuable at key milestones, such as shaping the project's "Purpose and Need" statement. Feedback will also be instrumental as we develop and evaluate project alternatives.

Is the Waukegan Airport Authority's runway expansion study part of this study?

No. The Waukegan Airport Authority and the IL Rte. 131 study are two separate studies led by different agencies. The Waukegan Airport Authority is conducting an Environmental Assessment for a possible future runway expansion, whereas, this study is evaluating the roadway needs along a 7.5 mile section of IL Rte. 131. The Waukegan Airport Authority is a stakeholder in this study and IDOT intends to coordinate with their project plans throughout this study.

IDOT Schedules First Public Meeting for October

The Illinois Department of Transportation (IDOT) has initiated a Phase I Study for IL Rte. 131. This study will take an in depth look at current and future transportation needs along IL Rte. 131 in Lake County. The study extends approximately 7.5 miles from Russell Road to Sunset Avenue.

IDOT will present information regarding the study schedule and process, study area characteristics, public involvement opportunities, and basic information regarding the current conditions along the corridor.

The public will have the opportunity to comment on the current and future needs and conditions along the corridor.

This meeting will be an open house format and allow the public the opportunity to watch a PowerPoint presentation, review exhibits, provide comments, and meet with IDOT and study team representatives on a one-on-one basis.

*This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Marty Morse at (847) 705-4107. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY Users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.

The public open house will be held:

Wednesday, October 29, 2008

4:00 p.m.-7:00 p.m.

Beach Park Middle School

Multi-Purpose Room

40667 North Green Bay Road

Beach Park, IL 60099



Get Involved!

Check our website for project updates, sign-up for the mailing list, and to send comments to us. Go to www.IL131Project.com or contact us at the Illinois Department of Transportation Division of Highways – District One, 201 W. Center Court, Schaumburg, IL 60196. **Telephone:** Marty Morse at (847) 705-4107 **Fax:** (847) 705-4159.



Illinois Department
of Transportation

Secretary, Milton R. Sees



This newsletter is printed using soy based inks on recycled paper.

GREEN BAY ROAD PROJECT

IL 131

**You're
Invited to a
Public Meeting!**
Wednesday,
October 29, 2008
(see back for details)

IL Rte. 131 Project
Illinois Department of Transportation
Division of Highways – District One
201 W. Center Court
Schaumburg, IL 60196



Illinois Department
of Transportation

INTERACTION



ILLINOIS ROUTE 131 GREEN BAY ROAD

STAKEHOLDERS IDENTIFY PROJECT NEEDS

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“...members engaged in hands-on workshops to collectively identify corridor-wide transportation issues and concerns, and...to develop goals and objectives for the project.”

PROBLEM STATEMENT

Regional growth and travel demand on Illinois Route 131 from Russell Road to Sunset Avenue are creating safety and operational deficiencies along the roadway and at its intersections. The insufficient capacity of the roadway to handle the demand creates congestion, hampers intersection operations, limits safe access of adjacent properties, and leads to safety issues for motorists, pedestrians, and bicyclists. Both pedestrian access to adjacent land uses and bicycle accessibility through and across the corridor are limited.

Solutions to these transportation deficiencies must be developed while minimizing impacts to the surrounding environment. The solutions should also consider the communities' efforts to coordinate land use and area developments, and facilitate economic growth along the route.

In an effort to provide a forum for meaningful local participation and ensure that potential alternatives are consistent with community goals and objectives, IDOT created a Corridor Planning Group (CPG) for the Illinois Route 131 Green Bay Road Phase I Preliminary Engineering Study. The CPG is comprised of the chief elected officials of the 7 municipalities and 2 counties within the 7.5 mile corridor from Russell Road to Sunset Avenue. To support the efforts of the CPG, IDOT additionally formed Technical Advisory Groups (TAG's), whose members provide expertise in the areas of transportation, environmental, and land use.

The project team first met with CPG and TAG members on July 15, 2009. The members engaged in hands-on workshops to collectively identify corridor-wide transportation issues and concerns, and then used those issues to develop goals and objectives for the project. A variety of topics emerged from the dynamic discussions that resulted in the identification of the following five primary themes for the goals and objectives of the project improvements:

- Improve safety for motorists, bicyclists, and pedestrians
- Improve mobility (capacity and efficiency)

- Coordinate with planned land uses and area developments
- Facilitate economic growth along the route
- Minimize impacts to the surrounding environment

IDOT utilized this feedback, along with the input received from stakeholders at the first public meeting, to generate a project Problem Statement. Consensus was given by the CPG and TAG on the statement. This problem statement, along with technical data and analysis, has been used in the next steps of the process to create a draft Purpose and Need Statement.

The project team met with the CPG and TAG a second time on October 19, 2009. During the first of two workshops, group members rated project elements according to their ability to meet the needs of the project. The consensus ratings were:

- Number of Lanes – four lanes with a divided median
- Median Treatment – wide grass median
- Edge Treatment – paved shoulder with curb and gutter
- Pedestrian and Bicycle Accommodations – sidewalk or shared use path (tie)

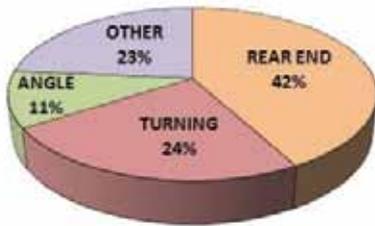
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TRANSPORTATION DEFICIENCIES IDENTIFIED

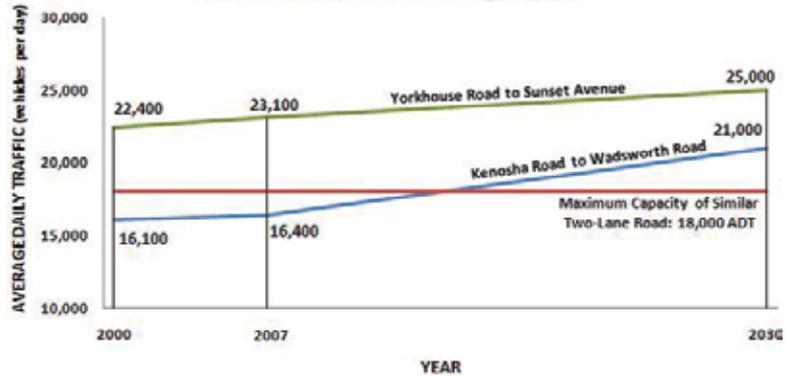
Keep Roads Safe and Accessible

PARTS OF THE STUDY AREA ARE UNDERGOING CHANGES FROM RURAL AGRICULTURE TO SUBURBAN RESIDENTIAL AND COMMERCIAL. Traffic is growing on the local roads, with increased commuting and truck travel. Area development has and will continue to increase the volume of local trips within the study area, as well as increase trips from local area to regional job centers and other regional destinations. The limited capacity of the existing two-lane road, number of intersections and driveways, and conflicts at unsignalized locations, results in not only congestion and long delays at intersections, but increased travel times and reduced safety.

Crash Types, 2004-2007
IL Route 131 from Russell Road to Sunset Avenue



Average Daily Traffic
IL Rte. 131 from Russell Road to Sunset Avenue



Safety Deficiencies

- 803 crashes along IL Rte. 131 from 2004 – 2007*
- Types of Crashes:
 - Rear End: 42% of total
 - Turning Crash: 24% of total
 - Angle Crash: 11% of total
- 108 injuries*
- 3 fatalities (Yorkhouse, 33rd Street, and IL Rte. 173)

*Lake County Division of Transportation Data

Operations and Mobility Deficiencies

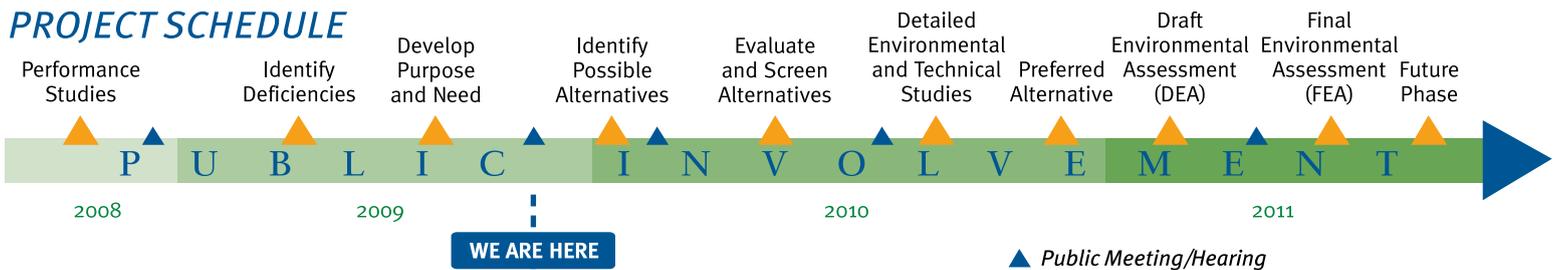
- Skewed angle of Kenosha Road intersection
- Vertical alignment north of IL Rte. 173
- Truck traffic
- Insufficient turn lane lengths
- Lack of separate left turn lanes
- Lack of signalization
- Lack of signal coordination
- Conflicts at unsignalized intersections and driveways
- Deteriorating pavement & shoulders
- Drainage issues

Capacity Deficiencies

- Kenosha Rd. to Wadsworth Rd.
 - Current Traffic Volume (2007): 16,400 vehicles per day
 - Projected Traffic Volume (2030): 21,000 vehicles per day
- Yorkhouse Rd. to Sunset Ave.
 - Current Traffic Volume (2007): 23,100 vehicles per day
 - Projected Traffic Volume (2030): 25,000 vehicles per day
- Capacity of a Two-lane Roadway: 14,000 to 18,000 vehicles per day

WHERE ARE WE NOW?

PROJECT SCHEDULE



WE ARE CURRENTLY AT THE “IDENTIFY POSSIBLE ALTERNATIVES” STEP IN THE PROCESS. This step begins with the development and review of the Purpose and Need for improvement, and identifies a wide range of possible solutions, such as transit, improving existing roads, transportation management techniques, or combination of these solutions.

Next, the possible solutions are assessed through a two-step process, “Evaluate and Screen Alternatives”, to determine how well they address the Purpose and Need for improvement. The first step is a functional

review that assesses the performance of an alternative. The second step considers how well the location of a particular solution meets the identified needs. Those possible solutions that do not adequately address the Purpose and Need will be dropped from further consideration. This step ends with the selection of an alternative(s) for further detailed evaluation.

Throughout this process there will be continued public involvement, including public meetings, Corridor Planning and Technical Advisory Group meetings, and meetings with environmental resource agencies.

PURPOSE & NEED

AN IMPORTANT FACTOR IN SELECTING THE BEST ALTERNATIVES IS ITS ABILITY TO ADDRESS THE PURPOSE AND NEED FOR IMPROVEMENTS. Therefore, it is important to have a good understanding of those needs as we identify possible alternatives. The draft Purpose and Need has been developed and will be available for review at Public Meeting #2. It will be reviewed and updated based on stakeholder comments received. This revised document will then be submitted for approval from the FHWA.

BASED ON THE TECHNICAL ANALYSIS AND PUBLIC INVOLVEMENT FINDINGS, THREE KEY BROAD TRANSPORTATION NEEDS HAVE BEEN INITIALLY IDENTIFIED:

Improve Safety

As traffic increases, so does the number of crashes. In the congested conditions, motorists seek alternative routes that are intended for lower speeds, lower volumes, and more frequent turns at intersections. This results in the increased possibility of more crashes and unexpected driving delays.

Improve Capacity

The roadway study area is located within an area currently experiencing major growth and development and that growth is anticipated to continue in the future. Several segments of the roadway are currently at, or over capacity, and most of the rest of the roadway will be by the design year 2030. New and planned residential, commercial and recreational developments are adding to the volume of traffic using Illinois Route 131 in the study area.

Improve Operations and Mobility

IL Rte. 131 is designated as a Strategic Regional Arterial (SRA) Route which means that it is part of a network of routes one step below the expressway system that relieves congestion and facilitates long-distance regional traffic. The roadway in the study area does not meet some of the design requirements for a route of this nature. Narrow lanes, lack of dedicated turn lanes, insufficient turn lane lengths, intersection alignment, sub-standard vertical grades, drainage, lack of access management, and deteriorating pavement and shoulders all contribute to decreased efficiency of the roadway and will be addressed by this study.

“The limited capacity of the existing two-lane road... results in not only congestion and long delays at intersections, but increased travel times and reduced safety.”

DRAFT PURPOSE & NEED STATEMENT

The purpose of the IL Rte. 131 engineering study is to improve safety and functionality along IL Rte. 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

The full version of the Draft Purpose and Need Statement can be viewed at www.IL131Project.com and at the public meeting on December 2, 2009.



A public involvement program has been designed to encourage your participation throughout the study.

Public Involvement Program

Public involvement is an interactive process that provides information to the public so they can make informed decisions and offer important input into the solutions that address the community's concerns. The issues also provide a forum for discussing the trade-offs between the project improvements and their impacts. A public involvement program has been designed to encourage your participation throughout the study. Newsletters, workshops, small group and public meetings will coincide with key project milestones. Please visit our website at www.IL131Project.com for up-to-date information, learn more about the IL Rte. 131 Study, and express your ideas or concerns.

STAKEHOLDERS IDENTIFY PROJECT NEEDS

(continued from page 1)

Group members also identified specific locations of deficiencies and potential solutions to the project needs on aerial maps of the project area. Key ideas from the workshop included providing pedestrian and bicycle access to community areas, maintaining the existing roadway alignment near the airport, providing safe school access, adding traffic signals at certain intersections, linking area bike path systems, accommodating truck traffic, and limiting access to the roadway.

Take part in this opportunity to identify transportation solutions!

In 2008, the Illinois Department of Transportation (IDOT) initiated the Phase I Preliminary Engineering and Environmental Study for Illinois Route 131. During the past year, IDOT has hosted a series of small group meetings and has identified a number of existing and projected transportation deficiencies along the corridor. As part of the Purpose and Need for the project and the next steps for advancing further studies, IDOT plans to define a range of potential alternatives to address the identified issues and concerns. IDOT is seeking continued involvement from the public to aid in creating these potential alternatives.

The meeting will be an open house format. Interested persons may visit anytime between 4:00 and 7:00 p.m. to view an audio-visual presentation, view exhibits, and speak with study team representatives. The audio-visual presentation will be running continuously. At the top of each hour, stakeholders can participate in workshops to develop ideas on how to address transportation deficiencies and needs within the project area.

What Are Your Ideas?

During the meeting, you can join a workshop with your fellow community members to discuss and identify possible solutions for the IL Rte. 131 corridor's existing and future transportation needs.

WEDNESDAY, DECEMBER 2, 2009

4:00–7:00 P.M.

BEACH PARK MIDDLE SCHOOL
40667 NORTH GREEN BAY ROAD
BEACH PARK, IL 60099

**This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Marnell M. Morse at (847) 705-4107. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

GET INVOLVED!

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*You're Invited
to a Public Meeting!
December 2, 2009
(see back for details)*



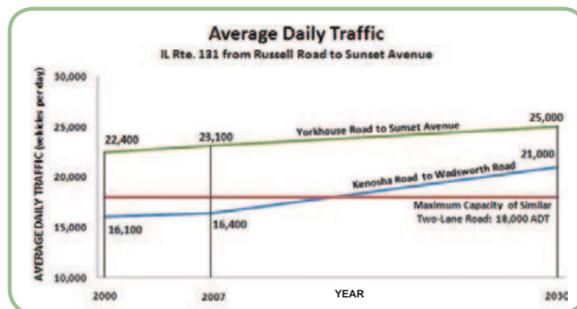
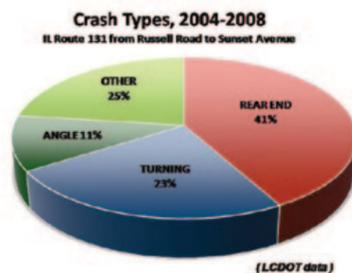
Illinois Route 131 Project
Illinois Department of Transportation
Division of Highways—District One
201 W. Center Court
Schaumburg, IL 60196

TRANSPORTATION DEFICIENCIES

Keep Roads Safe and Accessible

IN ADDITION TO THE FEEDBACK GATHERED TO DATE THROUGH THE VARIOUS IDENTIFIED PUBLIC OUTREACH METHODS, THE ANALYSIS OF TECHNICAL DATA FOR EXISTING CONDITIONS AND CONSEQUENT DEFICIENCIES CONTRIBUTES TO THE PREPARATION AND EVALUATION OF PROJECT ALTERNATIVES.

The increased travel demand and future projections combined with the limited capacity of the existing two-lane road, large number of intersections and driveways, and conflicts and unsignalized locations along the IL Route 131 corridor result in congestion and long delays at intersections, and increased travel times and reduced safety.



Capacity Deficiencies

- Kenosha Rd. to Wadsworth Rd.
 - Current Traffic Volume (2007): 16,400 vehicles per day
 - Projected Traffic Volume (2030): 21,000 vehicles per day
 - Yorkhouse Rd. to Sunset Ave.
 - Current Traffic Volume (2007): 23,100 vehicles per day
 - Projected Traffic Volume (2030): 25,000 vehicles per day
- Capacity of a Two-lane Roadway: 14,000 to 18,000 vehicles per day

Safety Deficiencies*

- 1012 crashes along IL Route 131 from 2004 – 2008
- Types of Crashes:
 - Rear End: 41% of total
 - Turning Crash: 23% of total
 - Angle Crash: 11% of total
- 206 injuries
- 4 fatalities (Yorkhouse Road, 33rd Street, IL Rte. 173, between 9th Street and IL Rte. 173)

*Lake County Division of Transportation Data

Operations and Mobility Deficiencies

- Skewed angle of Kenosha Road intersection
- Vertical alignment north of IL Rte. 173
- Truck traffic
- Insufficient turn lane lengths
- Lack of separate left turn lanes
- Lack of signalization
- Lack of signal coordination
- Conflicts at unsignalized intersections and driveways
- Deteriorating pavement & shoulders
- Drainage issues

NEXT STEPS

PROJECT SCHEDULE



As the list of possible project alternatives has now been identified and presented for stakeholder input, the next step in the study process is to evaluate and screen the alternatives. This involves a five-step process:

- A functional review that assesses the performance of the alternative
- An analysis that considers how well the location of a particular solution meets the identified needs
- Cost
- Environmental considerations
- Property impacts

It is during this phase of the study that the approved project Purpose and Need is paramount in determining the evaluation criteria to rank the alternatives. This approach combined with detailed environmental and technical studies will further refine the alternatives and assist in determining which alternative(s) should be carried forward for further detailed study, ultimately resulting in the selection of the Preferred Alternative.

YOU'RE INVITED • Tell us what you think!

The Illinois Department of Transportation (IDOT) is hosting a public information meeting to collect public comment on alternatives to improve the Illinois Route 131 corridor from Russell Road on the north to Sunset Avenue on the south. IDOT initiated the Phase I Preliminary Engineering and Environmental Study for the project in 2008, and has been actively engaged in extensive public outreach efforts and technical analysis to assist with the identification of a range of alternatives to address the identified transportation needs of the study area. These alternatives will now be presented for public review and evaluation at the third public meeting for the project.

The meeting will be an open house format, so you can visit the event at any time between 4:00 PM and 7:00 PM. There will be a continuous audio-visual presentation that provides a review of the study process, schedule and project Purpose and Need, and a summary of proposed alternatives. Exhibits that define the alternatives will be on display, and representatives from IDOT and the project study team will be available to answer questions and discuss the project.

The Public Information Meeting will be held:

DATE:
May 26, 2010
TIME:
4:00 P.M. – 7:00 P.M.

PLACE:
BEACH PARK MIDDLE SCHOOL
40667 NORTH GREEN BAY ROAD
BEACH PARK, IL 60099

Don't miss this opportunity to participate in the solution!



GET INVOLVED!

Check our website for project updates, sign-up for the mailing list or to send comments. Visit www.IL131Project.com or contact: Mr. Marnell Morse, Project Manager, Illinois Department of Transportation Division of Highways – District One, 201 W. Center Court, Schaumburg, IL 60096. Telephone: (847) 705-4107 Fax: (847) 705-4159.

**This meeting will be accessible to handi-capped individuals. Anyone needing specific assistance should contact Marnell Morse at (847) 705-4107. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

You're invited to a Public Meeting!
May 26, 2010
(see back for details)



Illinois Department of Transportation
Illinois Route 131 Project
201 W. Center Court
Schaumburg, IL 60096



INTERACTION

ILLINOIS ROUTE 131 GREEN BAY ROAD

Issue No. 3, Spring 2010



INSIDE THIS ISSUE

- Purpose & Need p2
- Opportunities to Get Involved p2
- POTENTIAL PROJECT ALTERNATIVES p3-4
- Transportation Deficiencies Identified p5
- Next Steps p5
- You're Invited! p6

PUBLIC MEETING #2 SUMMARY



ON WEDNESDAY, DECEMBER 2, 2009, THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) HOSTED THE SECOND PUBLIC MEETING FOR THE ILLINOIS ROUTE 131 GREEN BAY ROAD PHASE I PRELIMINARY ENGINEERING AND ENVIRONMENTAL STUDY. The Phase I study includes the approximately 7.5 mile corridor from Russell Road on the north to Sunset Avenue on the south. The meeting was held at the Beach Park Middle School in Beach Park, Illinois. The purpose of the meeting was to provide an update on project progress, obtain input on the draft Purpose and Need statement, and solicit ideas on how to address transportation needs and deficiencies within the project area. The meeting was conducted in an open house format from 4:00 – 7:00 PM, and included a continuous audio-visual presentation, exhibit area, draft copies of the Purpose and Need for review, and a series of large scale aerials at which attendees were encouraged to interact with study team members in a workshop setting, using post-its to provide comments, concerns, and suggestions to improve the corridor. (Continued on p. 2)

UPDATE

CORRIDOR PLANNING GROUP/TECHNICAL ADVISORY GROUP

In addition to input received at the December 2, 2009 Public Meeting #2, the study team had previously enlisted the efforts of the IL Route 131 Corridor Planning Group (CPG) and Technical Advisory Group (TAG) to assist with the identification of specific deficiencies and potential solutions to the project needs. At the October 19, 2009 CPG/TAG Meeting #2, members held workshops similar to those conducted at the December public meeting to rate project elements and suggest options on aerial maps to address corridor needs.

Recommended project elements were:

- Number of Lanes: four lanes with a divided median
- Median Treatment: wide grass median
- Edge Treatment: paved shoulder with curb and gutter
- Pedestrian and Bicycle Accommodations: sidewalk or shared use path (tie)

Suggestions to address transportation deficiencies of the corridor included:

- Provide pedestrian and bicycle access to community areas and link bike path systems
- Maintain existing roadway alignment near the airport
- Provide safe school access
- Add traffic signals at certain intersections
- Accommodate truck traffic
- Limit access to the roadway

In addition to the workshops, the CPG/TAG also affirmed consensus for the project Problem Statement, which had been drafted based on identified issues and concerns and associated goals and objectives for the project (to left).

The feedback received from the CPG/TAG workshops is another element of stakeholder input considered by the project study team in the development of project alternatives.



(Continued from p. 1)

The meeting was well attended, with a total of 61 persons representing a variety of stakeholders including state, county and local officials, economic development agencies, the Waukegan Regional Airport, property owners and commuters. Study team members answered questions and urged participants to provide their suggestions for improvements to address the transportation needs of the IL Route 131 study area. Fifty-four post-it comments were affixed to the aerials and seven Comment Forms were submitted that evening. Two additional Comment Forms were submitted to IDOT after the meeting within the public comment period ending December 18, 2009. Submitted comments and suggestions included adding lanes, including provisions for bicycle and pedestrian facilities, realigning the Kenosha Road/Green Bay Road intersection and adding dedicated turn lanes at major intersections. The input received from the public meeting was used to assist the study team with the evaluation and screening of the conceptual project alternatives.

PURPOSE & NEED

ONE OF THE MAJOR FACTORS IN THE IDENTIFICATION AND EVALUATION OF PROJECT ALTERNATIVES IS HOW THE PROPOSED SOLUTIONS WILL ADDRESS THE PURPOSE OF THE PROJECT AND THE NEED FOR IMPROVEMENTS. USING THE TECHNICAL ANALYSIS AND PUBLIC INVOLVEMENT FINDINGS TO DATE, THE GENERAL PROJECT PURPOSE HAS BEEN DRAFTED BY THE STUDY TEAM AS FOLLOWS:

The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

The same data has identified the three following key broad transportation needs:

- Improve safety
- Improve capacity
- Improve operations and mobility

The full detailed version of the Draft Purpose and Need Statement was available for review and comment at Public Meeting #2 on December 2, 2009, CAG/TF Meeting #2 on October 19, 2009, and also on the project website. No public comments have been received to date, and the document will be presented for formal Federal Highway Administration (FHWA) approval in April, 2010. Alternatives developed for the project will then be measured against how each addresses the various components of the approved Purpose and Need.



Opportunities to Get Involved!

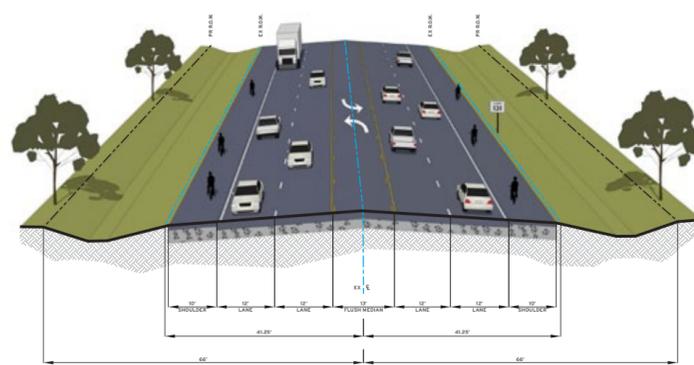
Including all stakeholders in both the identification of issues and concerns as well as potential solutions is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) designation for this project involves extensive public outreach efforts to the affected stakeholders and community at large, and includes a variety of methods including one-on-one meetings, public meetings, Corridor Advisory Group and Technical Advisory Group meetings, newsletters and the project website, in order to keep the public informed of study progress and opportunities for participation. The study has now reached a key project milestone with the development of

alternatives, and the level of committed public participation has never been more important. Your meaningful and continued involvement in the IL Route 131 Study is strongly encouraged. Please visit the project website at www.IL131Project.com for up-to-date information and to express your comments and concerns.

- One-on-one meetings
- Public meetings
- Corridor Advisory Group and Technical Advisory Group meetings
- Newsletters
- Website: www.IL131Project.com

POTENTIAL PROJECT Alternatives

A1



A1} ALTERNATIVE A1 WIDENS IL ROUTE 131 TO TWO THROUGH LANES IN EACH DIRECTION PLUS A 13-FOOT TWO-WAY LEFT TURN LANE.

At major intersections, dedicated left turn lanes would be provided with a 6-foot concrete median along the length of the turn lane. Access to the many driveways and unsignalized intersections along the corridor would not be restricted.

A 10-foot paved shoulder is proposed on the edge of the roadway which accommodates stranded motorists, emergency vehicles, and bicyclists. An open grass ditch will measure approximately 25 feet from the edge of shoulder to the right-of-way (ROW) to provide three feet of depth and a 4-foot wide ditch bottom at desirable ditch slopes.

The extensive amount of stakeholder involvement activities coupled with detailed technical analysis over the past year-and-a-half has culminated in the development of four potential project alternatives and two Kenosha Road intersection realignment alternatives intended to address the transportation needs of the IL Route 131 corridor.

Alternative A1 includes an option for realigning the Kenosha Road intersection to approximately 1000 feet north of 29th Street, eliminating the skewed angle, avoiding impact to any existing structures, and providing a minimum amount of spacing between two potentially signalized intersections.

Pedestrian needs in appropriate areas could be addressed with the addition of a 5-foot sidewalk placed one foot inside the ROW line. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

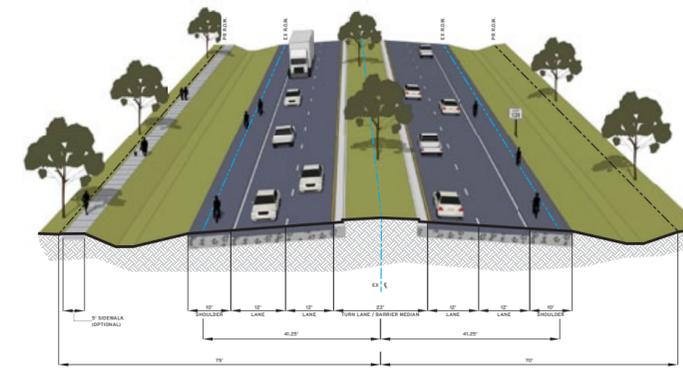
A2} ALTERNATIVE A2 USES THE SAME TWO THROUGH LANES IN EACH DIRECTION PLUS A 13-FOOT TWO-WAY LEFT TURN LANE AS ALTERNATIVE A1, BUT REPLACES THE 10-FOOT PAVED SHOULDER WITH TYPE B-6.24 CURB AND GUTTER. This requires less ROW than the shoulder and open ditch of Alternative A1. The outside lane could be widened from the standard 12 feet to 14 feet to accommodate on-road bicyclists. Pedestrian accommodations would require adding a sidewalk where necessary. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

This alternative would require an alignment shift of 4 feet to the east in the vicinity of the Waukegan Savanna Forest Preserve and the Benton-Greenwood Cemetery, and 4 feet to the west near ThunderHawk Golf Course and Shepherd's Crook Golf Course in order to avoid impacts to these public lands. Alternative A1 would require a 26-foot shift in these locations.

A2



B1



B1} ALTERNATIVE B1 WIDENS IL ROUTE 131 TO TWO THROUGH LANES IN EACH DIRECTION WITH 10-FOOT OUTSIDE SHOULDERS, AND INCLUDES A 22-FOOT BARRIER GRASS MEDIAN. The grass median provides a barrier between oncoming traffic, and limits accessibility to minor intersecting streets and driveways. Grass median openings and left turn lanes are proposed at approximately one-quarter mile intervals to allow U-turns and access to these streets and driveways.

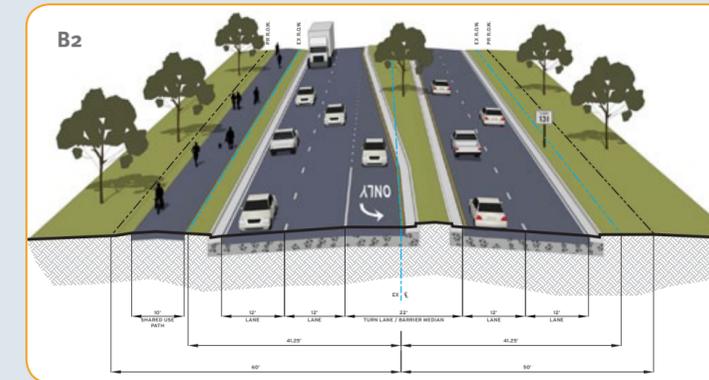
Alternative B1 includes a proposal for realigning the Kenosha Road intersection to the approximate mid-point between 21st and 29th Streets. This realignment eliminates the existing skewed

angle and avoids impacts to existing structures, and requires ROW acquisition between Kenosha Road and IL Route 131.

The paved shoulder can accommodate bicyclists so an off-road trail is not necessary. Pedestrian needs in appropriate areas could be addressed with the addition of a 5-foot sidewalk placed one foot inside the ROW line. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

A 30-foot alignment shift would be required near the four public lands within the study area to avoid impacts.

B2



B2} ALTERNATIVE B2 USES THE SAME PROPOSED TWO THROUGH LANES IN EACH DIRECTION AND 22-FOOT BARRIER GRASS MEDIAN AS ALTERNATIVE B1, BUT REPLACES THE 10-FOOT SHOULDER WITH TYPE B-6.24 CURB AND GUTTER. This reduces the amount of ROW required by the paved shoulder and open ditch section. The outside lane could be widened from the standard 12-foot to 14-foot to accommodate on-road bicyclists. Pedestrian accommodations would require a sidewalk where necessary. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

Alternative B2 would require a 9-foot alignment shift near the four public lands within the study area to avoid impacts.

OTHER OPTIONS CONSIDERED

Kenosha Road: Two other alternatives for the Kenosha Road realignment were considered. One alternative aligned Kenosha Road with 28th Street. This alternative solves the problem of the skewed angle between the two roadways, and a four-legged intersection is created instead of adding another T-intersection, but the distance to 29th Street is too small. The second alternative for realignment extended Kenosha Road due south to intersect with 29th Street west of IL Route 131. The spacing of these intersections is too small and complicates the northbound IL Route 131 to Kenosha Road movement.

Wide-Grass Median: One of the project elements identified to satisfy project needs was a wide-grass median. The median treatment would address safety but at a great expense of ROW acquisition, residential and commercial displacement, and environmental disturbance.

INTERACTION



ILLINOIS ROUTE 131 GREEN BAY ROAD

RECAP OF RECENT MEETINGS

INSIDE THIS ISSUE

Refinement of Preliminary Alternatives p3

Opportunities to Get Involved p3

REFINED PROJECT ALTERNATIVES p3-4

CPG/TAG #4 p5

Next Steps p5

You're Invited! p6



PROBLEM STATEMENT

Regional growth and travel demand on Illinois Route 131 from Russell Road to Sunset Avenue are creating safety and operational deficiencies along the roadway and at its intersections. The insufficient capacity of the roadway to handle the demand creates congestion, hampers intersection operations, limits safe access to adjacent properties, and leads to safety issues for motorists, pedestrians, and bicyclists. Both pedestrian access to adjacent land uses and bicycle accessibility through and across the corridor are limited.

Solutions to these transportation deficiencies must be developed while minimizing impacts to the surrounding environment. The solutions should also consider the communities' efforts to coordinate land use and area developments, and facilitate economic growth along the route.

During recent months, the Illinois Department of Transportation (IDOT) has continued to solicit stakeholder input on the development of alternatives to address needs identified by the Illinois Route 131 Green Bay Road Phase I Preliminary Engineering and Environmental Study. This ongoing public involvement process included the third and fourth Corridor Planning and Technical Advisory Groups meetings as well as a third public meeting.

Corridor Planning and Technical Advisory Groups : MEETING #3

At the third CPG/TAG meeting, held on April 26, 2010, members discussed evaluation criteria and were presented with a set of four Preliminary Alternatives, developed by the study team based on stakeholder input gathered to date, data collection and technical analysis.

CPG/TAG members reviewed the four preliminary alternatives, providing suggestions for possible revisions.

All Preliminary Alternatives proposed widening to two through lanes in each direction to increase roadway capacity and minimize delay. The alignment was shifted to avoid impacts to Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, and Thunderhawk and Shepherd's Crook Golf Courses. Pedestrian and bicycle accommodations were proposed only to provide a link for a Lake County Forest Preserve trail. To carry these alternatives forward, additional bicycle and pedestrian facilities would be necessary. (See "Complete Streets" section below)

EVALUATION CRITERIA

- Environmental impacts to parks, wetlands, forest preserves, and cemeteries
- Accessibility
- Identified needs such as safety, operations/mobility, and capacity
- Residential, industrial, agricultural and commercial property impacts
- Construction cost

continued to page 2

COMPLETE STREETS

The Illinois Complete Streets Law led to significant design changes in the potential alternatives for improvements to Illinois Route 131.

The law states that bicycle and pedestrian facilities shall be given full consideration into state highway projects. In keeping with this law, IDOT made several recent revisions to its policies and procedures including selection guidelines for pedestrian/bicycle infrastructure as well as the proportion of construction costs that is paid for by the state and by the local agency. As part of IDOT's policies, the local agency is responsible for maintenance and some cost participation for the bicycle and pedestrian facility.

For a roadway of IL Rte. 131's classification and characteristics to be compliant with IDOT policy, bicycle use on the roadway in a lane shared with vehicles or on a paved shoulder is not recommended due to high traffic volume and speed. Separate pedestrian and bicycle facilities should be provided along the roadway as part of this project. This means that none of the Preliminary Alternatives A1, A2, B1 and B2 can be carried forward without adding dedicated pedestrian and bicycle accommodations throughout the project limits.

A1



A2



B1



B2



RECAP OF RECENT MEETINGS continued from page 1

ALTERNATIVE A1

- Flush median, 13-foot two-way left turn lane, unrestricted access to driveways and unsignalized intersections along the corridor
- Dedicated left turn lanes at major intersections, with a 6-foot concrete median along the length of the turn lane
- 10-foot paved shoulder to accommodate stranded motorists and emergency vehicles
- Open grass ditch of approximately 25 feet from edge of shoulder to right-of-way (ROW) to provide three feet of depth and a 4-foot wide ditch bottom at desirable ditch slopes

ALTERNATIVE A2

- Flush median, 13-foot two-way left turn lane
- Replaces 10-foot paved shoulder of Alternative A1 with Type B-6.24 curb and gutter
 - Requires less ROW than the shoulder and open ditch of Alternative A1
- Storm sewer installation would be necessary for drainage

ALTERNATIVE B1

- Includes 22-foot barrier median
 - Provides a barrier between oncoming traffic and reduces possible conflict points
 - Limits accessibility to minor intersecting streets and driveways
 - Median openings and left turn lanes proposed at approximately 1/4 mile intervals to allow U-turns and access to streets and driveways
- Proposes 10-foot paved shoulder

ALTERNATIVE B2

- Includes 22-foot barrier median
- Replaces 10-foot shoulder of B1 with Type B-6.24 curb and gutter
 - Requires less ROW than paved shoulder and open ditch of B1
- Storm sewer installation would be necessary for drainage

CPG/TAG member comments

CPG/TAG member comments concerning the alternatives included:

ALTERNATIVES:

- Provide pedestrian and bicycle connection from Waukegan Savanna Forest Preserve to Waukegan Sports Park with a separate bike path
- Add a right turn lane into Beach Road for south bound traffic and provide sufficient storage

GENERAL COMMENTS:

- Lake County Forest Preserve prefers a separate trail vs. on-road/shoulder, and ditch vs. curb/gutter
- Airport coordination
 - Maintain existing grade of Yorkhouse Road and Blossom Street (access to Waukegan Fire Station)
 - Alignment shift for construction
 - Continue to meet airport team

PUBLIC MEETING #3 comments



The third Public Meeting was held on Wednesday, May 26, 2010 and was attended by 61 stakeholders. The purpose of the meeting was to present preliminary alternatives and solicit public input. The same four preliminary alternatives were displayed at Public Meeting #3. Study team members were in attendance to answer questions, and participants were encouraged to provide comments/suggestions.

The project study team considered the concerns raised by stakeholders as the preliminary alternatives were refined.

- The concerns include roadway user safety and drainage problems along the highway.
- Stakeholders expressed preferences for Kenosha Road intersection realignment and asked that public outreach efforts improve.
- Preferences vary regarding the benefits and disadvantages of shoulder vs. curbed designs, and barrier vs. flush median treatment.
- Finally, local residents are concerned about impacts to their property and land acquisition procedures.

Refinement OF PRELIMINARY Alternatives

The preliminary alternatives were refined based on stakeholder input from previous meetings, identified project elements, the project purpose and needs, analysis of the existing environment, technical analysis of design requirements and constraints, and previous studies of the project area.

Evaluation Criteria:

Each alternative was rated based on the evaluation criteria, which was developed with stakeholder input and is shown on page 1.

Purpose and Need:

A major factor in the evaluation of the project alternatives is how the proposed solutions will address the **PURPOSE** of the project and the **NEED** for improvements. Through public involvement and technical analysis, the project Purpose was identified:

THE PURPOSE OF THE ILLINOIS ROUTE 131 ENGINEERING STUDY IS TO IMPROVE SAFETY AND FUNCTIONALITY ALONG ILLINOIS ROUTE 131 FROM RUSSELL ROAD TO SUNSET AVENUE. IMPROVEMENTS TO THIS ROUTE ARE NECESSARY TO ADDRESS ISSUES OF ROADWAY AND INTERSECTION CAPACITY AND EFFICIENCY; ENHANCE VEHICULAR, PEDESTRIAN, AND BICYCLE ACCOMMODATION AND SAFETY; AND BRING THE ROADWAY INTO COMPLIANCE WITH CURRENT IDOT STANDARDS.

The same data identified three key transportation **NEEDS**:

- Improve safety
- Improve capacity
- Improve operations and mobility

REFINED PROJECT Alternatives

E1} PRELIMINARY ALTERNATIVES A₁ AND B₁ WERE COMBINED TO FORM REFINED ALTERNATIVE E₁. THIS ALTERNATIVE WOULD PROPOSE 10-FOOT SHOULDERS AND OPEN DITCHES THROUGHOUT THE PROJECT. DITCHES COLLECT RUNOFF FROM THE HIGHWAY AND ADJACENT AREAS, HELP LIMIT EROSION, AND MAY BE ATTRIBUTED TO HIGHER WATER QUALITIES AS UNWANTED PARTICLES ARE ABSORBED BY CERTAIN SOIL TYPES. TO BRING THE DESIGN INTO COMPLIANCE WITH COMPLETE STREETS, A 10-FOOT SHARED-USE PATH WOULD BE LOCATED ON ONE SIDE OF THE HIGHWAY AND A 5-FOOT SIDEWALK IS ON THE OTHER SIDE.

Refined Alternative E1



Sunset Avenue to Illinois Route 173: The geometry used in Preliminary Alternative A₁ is a good solution for the first two sections of IL Rte. 131. The 13' flush median TWLTL will allow access to homes and businesses, as there are some areas with more than 30 access points per mile. Alignment shifts would avoid impacts to the Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, and Thunderhawk Golf Course.

Illinois Route 173 to Russell Road: North of IL Rte. 173, Refined Alternative E₁ is based on the geometry of Preliminary Alternative B₁. The 22-foot barrier median is a safe design that will reduce conflict points while providing access management for future development. Median breaks would be provided approximately every 1/4-mile and at signalized intersections to permit passenger cars to make U-turns for access to driveways and other cross-streets. An alignment shift would avoid impacts to Shepherd's Crook Golf Course.

GET INVOLVED

OPPORTUNITIES TO GET INVOLVED

Including all stakeholders in both the identification of issues and concerns as well as potential solutions is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) designation for this project involves extensive public outreach efforts to the affected stakeholders and community at large, and includes a variety of methods including one-on-one meetings, public meetings, CPG/TAG meetings, newsletters and the project website,

in order to keep the public informed of study progress and opportunities for participation. The study has now reached a key milestone with the development of refined alternatives, and the level of committed public participation has never been more important. Your meaningful and continued involvement in the IL Route 131 Study is strongly encouraged. Please visit the project website at www.IL131Project.com for up-to-date information and to express your comments and concerns.

Since the project area is composed of **THREE DISTINCT SECTIONS**, the preliminary alternatives were evaluated for each of the three sections to arrive at the refined alternatives.

SECTION 1: Sunset Avenue to Wadsworth Road

The existing ROW is narrow and there are many low-volume streets and driveways. Land use in this section is primarily residential.

SECTION 2: Wadsworth Road to IL Rte. 173

The existing ROW widens at some locations and there are fewer intersecting streets and driveways. Residential land use dominates the area, although a TIF Redevelopment area has been proposed.

SECTION 3: IL Rte. 173 north to Russell Road

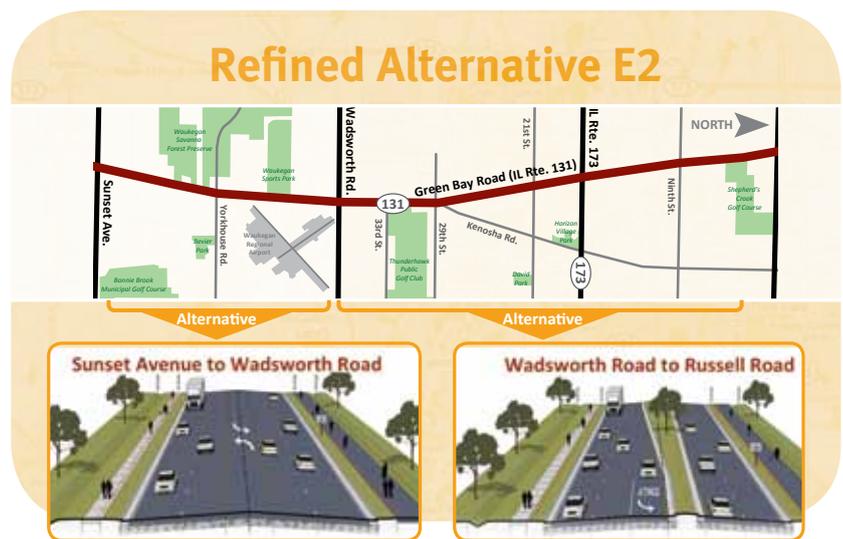
This section has wider existing ROW in some locations and the fewest driveways and intersecting streets of the three sections. Land use is mixed, including industrial, agricultural, commercial, and residential.

E2} PRELIMINARY ALTERNATIVES A₂ AND B₂ WERE COMBINED TO FORM REFINED ALTERNATIVE E₂. THIS ALTERNATIVE WOULD PROPOSE CURB AND GUTTER THROUGHOUT THE PROJECT, WHICH REQUIRES COMPARATIVELY LESS ROW THAN A SHOULDER AND DITCH DESIGN. TO BRING THE ALTERNATIVE INTO COMPLIANCE WITH COMPLETE STREETS, A 10-FOOT SHARED-USE PATH WOULD BE PROPOSED ON THE BOTH SIDES OF THE HIGHWAY. A 5-FOOT SIDEWALK COULD BE SUBSTITUTED FOR THE SHARED-USE PATH ON ONE SIDE.

Sunset Avenue to Wadsworth Road: Preliminary Alternative A₂ would be used in the first section of the project. The 13' flush TWLTL will provide access to the homes and businesses, as there are more than 30 access points per mile. The increased potential for conflicts between left turning traffic is outweighed by greater mobility since the left turn volumes are small. Dedicated left turn lanes would be provided at signalized intersections. The alignment would be shifted to avoid impacting the Waukegan Savanna Forest Preserve.

Wadsworth Road to Russell Road: In the northern two sections, Refined Alternative E₂ is based on Preliminary Alternative B₂. The 22-foot barrier median provides a greater degree of access management for future development than the flush median, is a safe design that eliminates many conflict points created by unrestricted left turns, and is proposed in this section because there are fewer driveways and cross streets. Breaks in the median would be provided approximately every 1/4-mile and at all signalized intersections to accommodate U-turns for access to minor streets and driveways.

Alignment shifts would be provided to avoid impacts at Benton-Greenwood Cemetery, ThunderHawk Golf Course, and Shepherd's Crook Golf Course.



Kenosha Road: Several alternatives for the realignment of Kenosha Road were considered.

One alternative would align Kenosha Road with 28th Street. Another alternative would extend Kenosha Road due south to intersect with 29th Street west of IL Route 131. A third alternative would realign Kenosha Road to intersect IL Rte. 131 in a "T" intersection about halfway between 29th Street and 21st Street. A fourth alternative considered would close Kenosha Road at IL Rte. 131 and use 21st Street for access to Kenosha Road. This would route extra traffic onto 21st Street, would diminish the continuity of this county route, and may cause potential negative impacts regarding access to residential areas along Kenosha Road.

Another alternative would create a "T" intersection about 1000 feet north of 29th Street. This option creates the least impact and provides sufficient intersection spacing. It is shown to the left.

The project study team will coordinate with the Lake County Division of Transportation and other agencies to determine the preferred alternative for the Kenosha Road intersection.

Waukegan Regional Airport: The Waukegan Port District is engaged in a study to expand facilities at the airport, and the preferred alternatives involve extending the runway across and over IL Rte. 131. Using FAA funding, property has been acquired on both sides of the highway. A compressed at-grade cross section with curb and gutter on the outside edges and the shared-use path on one side of the roadway would be proposed along airport property as an interim improvement to minimize impacts to the airport's future expansion plans.



CPG/TAG #4

PROJECT TOTAL Sunset Avenue to Russell Road				
ALTERNATIVE		UNITS	ALTERNATIVE E1	ALTERNATIVE E2
IMPACTS				
ESTIMATED COSTS	Estimated Construction Cost (not including path/sidewalk)	\$	\$53,402,000	\$55,967,000
	Estimated Construction Cost of Shared Use Path and Sidewalk	\$	\$3,527,000	\$4,245,000
	Estimated Construction Cost of Retaining Walls	\$	\$0	\$2,616,000
	Land Acquisition Cost	\$	\$10,053,000	\$7,056,000
REQUIRED RIGHT-OF-WAY	Number of Parcels with Partial Acquisition	each	358	413
	Residential Acquisition	ac	32.28	21.5
	Potential Residential Acquisition	each	46	4
	Commercial Acquisition	ac	5.30	4.00
	Potential Commercial Acquisition	each	7	1
	Farmland Acquisition	ac	5.26	3.91
	Farmland Parcels Impacted	each	9	9
	Industrial Acquisition	ac	5.75	4.69
	Potential Industrial Relocations	each	1	1
	Total Potential Right-of-Way Acquisition	ac	48.59	34.1
AFFECTED ENVIRONMENT	Impacted Wetlands	ac	2.67	2.35
	Impacted Archaeological Sites	ac	TBD	TBD
	Floodplain Encroachment	ac	0	0
	Special Waste Sites Impacted	each	27	7
	Impacts to Section 4(f) Lands	ac	0	0

NOTES:
 Preliminary cost estimate, subject to change
 Construction cost estimate includes construction engineering
 Construction cost estimate **does not** include path/sidewalk construction or land acquisition costs
 All impacts are potential: measures may exist to further minimize property acquisition, relocations, and other impacts
 Section 4(f) examples: nature preserves, golf courses, and other designated areas

The fourth CPG/TAG meeting was held on November 30, 2010. Participants reviewed the Refined Alternatives and provided their comments and suggestions. Each Refined Alternative was rated on the degree to which it addresses the Needs of the project. The results are included below. These tables also include rankings provided by the project team for several categories that required engineering analysis. The scores resulting from CPG/TAG MEETING #4 input are shown in red.

PROJECT TOTAL Sunset Avenue to Russell Road				
ALTERNATIVE		RATING	ALTERNATIVE E1	ALTERNATIVE E2
IMPACTS				
ESTIMATED COSTS	Construction Cost	(1-5)	3.00	2.67
	Land Acquisition	(1-5)	1.00	4.00
REQUIRED RIGHT-OF-WAY	Residential Impact	(1-5)	1.00	4.00
	Commercial Impact	(1-5)	1.33	3.67
	Agricultural Impact	(1-5)	2.33	3.67
	Industrial Impact	(1-5)	3.67	4.33
NEEDS	Safety	(1-5)	4.58	3.42
	Capacity	(1-5)	4.00	3.83
	Operations/Mobility	(1-5)	3.92	3.43
	Pedestrian/Bicycle Accomodation	(1-5)	3.93	5.00
AFFECTED ENVIRONMENT	Wetland Impact	(1-5)	1.00	3.00
	Archaeological Site Impact	(1-5)	TBD	TBD
	Floodplain Impact	(1-5)	5.00	5.00
	Special Waste Sites Impact	(1-5)	2.67	2.67
	Section 4(f) Lands Impact	(1-5)	5.00	5.0
TOTAL			42.43	53.68

NOTES:
 Construction cost does not include path/sidewalk construction or land acquisition costs
SCORES for each category range 1 to 5:
 1 = negative; or less favorable; 3 = neutral; 5 = positive, or more favorable
BLUE SCORES = objective scores from PWG based on the average values for each specific category
RED SCORES = subjective scores from CPG/TAG responses at November 30, 2010 meeting

NEXT STEPS

PROJECT SCHEDULE



After stakeholder input has been collected for the Refined Alternatives, the next step in the study process is to determine the preferred alternative and document the environmental impacts. This involves a five-step process:

- Determine preferred alternative
- Complete analysis of preferred alternative impacts
- Prepare environmental documentation
- Achieve preferred alternative consensus from CPG and TAG
- Present preferred alternative and environmental document at Public Hearing

The Refined Alternatives will be rated against the approved project Purpose and Need. Along with detailed environmental and technical studies, this process will further refine the alternatives and ultimately result in the selection of the Preferred Alternative.



YOU'RE INVITED to tell us what you think!

The Illinois Department of Transportation (IDOT) is hosting a public meeting to collect public comment on two refined project alternatives to improve the Illinois Route 131 corridor from Russell Road to Sunset Avenue. IDOT initiated the Phase I Preliminary Engineering and Environmental Study for the project in 2008, and has been actively engaged in extensive public outreach efforts and technical analysis to assist with the development and evaluation of alternatives to address the identified transportation needs of the study area. These alternatives will be presented for public review and evaluation at the fourth public meeting for the project.

The meeting will be an open house format, so you can visit the event at any time between 4:00 PM and 7:00 PM. There will be a continuous audio-visual presentation that provides a history of the study process, schedule, project Purpose and Need, and a summary of the alternatives. Exhibits of each alternative will be on display, and representatives from IDOT and the project study team will be available to answer questions and discuss the project. 

The Public Meeting will be held:

DATE:

FEBRUARY 3, 2011

TIME:

4:00 P.M.—7:00 P.M.

PLACE:

BEACH PARK MIDDLE SCHOOL
40667 NORTH GREEN BAY ROAD
BEACH PARK, IL 60099

*Don't miss this opportunity
to participate
in the solution!*

GET INVOLVED!

Check our website for project updates, sign-up for the mailing list or send comments. Visit www.IL131Project.com or contact: Mr. Marnell Morse, Project Manager, Illinois Department of Transportation Division of Highways – District One, 201 W. Center Court, Schaumburg, IL 60196. Telephone: (847) 705-4107 Fax: (847) 705-4159.

**This meeting will be accessible to handi-capped individuals. Anyone needing specific assistance should contact Marnell Morse at (847) 705-4107. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

*You're invited
to a Public Meeting!
February 3, 2011
(see back for details)*



Illinois Route 131 Project
Illinois Department of Transportation
Division of Highways—District One
201 W. Center Court
Schaumburg, IL 60196

FREQUENTLY ASKED QUESTIONS COMMON INQUIRY TOPICS

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (DEPARTMENT) RECEIVED SEVERAL COMMENTS FROM STAKEHOLDERS FROM PUBLIC MEETINGS, THE WEBSITE, AND MAILED LETTERS. RESPONSES TO THE PRIMARY AREAS OF CONCERN ARE NOTED BELOW:

Environmental Impacts

A Preferred Alternative will be developed based upon stakeholder input, constructability, and analysis of environmental/social impacts. Environmental and technical reports will be drafted to document the alternative and the impacts of the improvements. The project must follow the National Environmental Policy Act (NEPA) which strives to enhance quality of the social and natural environment by avoiding, minimizing, and mitigating impacts. Several environmental and drainage concerns have been identified through stakeholder input and agency coordination, and were considered in the development of alternatives. Sensitive resources in the project area include city parks, county forest preserves and cemeteries. Measures to minimize impacts to these resources as well as address reported drainage problems were included in the Preliminary and Refined Alternatives, and will continue to be considered during the development of the Preferred Alternative.



Impacts to Private Property

This project will require the Department to acquire additional land to complete the potential improvements. The Department employs three types of land acquisition:

- Fee simple taking, or the acquisition of all rights and interest of real property;
- Permanent easement, or use of the property where underlying ownership is retained by the property owner, but access is provided for maintenance of facilities such as storm sewers and outfall ditches; and
- Temporary construction easement, where access is required only during construction for grading work, sidewalk or driveway construction, light pole relocation and other minor improvements.

The Department's procedures to acquire property occur during design and plan preparation (Phase II) of the project process, and begin with a determination of ownership and preparation of a property description. An independent appraisal is then ordered with a review and report given to the Department. An offer to acquire the property at the appraised value is made. Compensation for the property acquisition is then negotiated between the property owner and the Department.

Raised Curb Medians & U-Turns

Stakeholders inquired about how the raised curb medians proposed by the Refined Alternatives in some areas on IL 131 would modify access to properties. IL 131 is an important north-south Strategic Regional Arterial (SRA) in Lake County. In accordance with Department requirements for SRA routes, median breaks are generally provided at quarter-mile spacing to accommodate u-turns and provide access to properties.

The "Safe Access is Good for Business" brochure published by the FHWA states that making a u-turn at a median opening to get to the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Roadway configurations including a center two-way left turn lane create potential conflicts between through traffic and traffic turning left to access driveways. Visit the project website to review a copy of the FHWA brochure: <http://il131project.com/publications.html>.

Raised curb medians help manage access to properties along IL 131 so that turning and crossing movements occur at fewer locations. As you can see in the figure, a raised curb median on a four-lane arterial reduces the number of conflict points for a left-turning vehicle. Through stakeholder workshops and engineering analysis, the Refined Alternatives propose two-way left-turn lane and raised curb medians as appropriate to the characteristics of different areas of IL 131.



Safety/Crashes

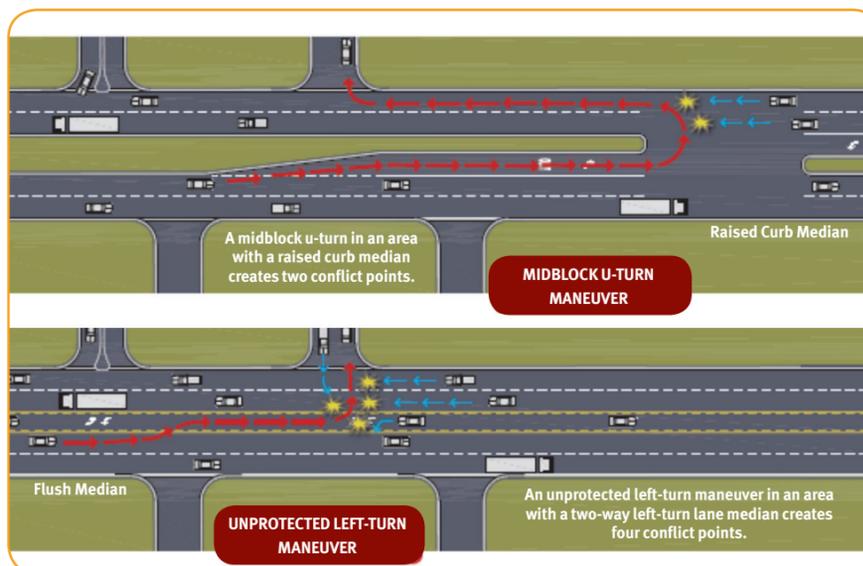
Stakeholders raised concerns about safety on IL 131 in the project area. Analysis of crash data shows a record of safety issues over the past several years, including recent crashes that resulted in fatalities. Efforts to address safety concerns were significant factors in the development of the Preliminary Alternatives, the two Refined Alternatives, and ultimately the design of the Preferred Alternative.



Kenosha Road Intersection Realignment

Kenosha Road currently intersects IL 131 at an angle and along a curve which impairs visibility for vehicles approaching the intersection. Stakeholders have expressed concern about safety at the intersection.

Several alternatives for realignment of the Kenosha Road intersection were proposed to stakeholders and local agencies. The Preferred Alternative identified by the Lake County Division of Transportation and stakeholder input is a perpendicular intersection relocated approximately 1,000 feet north of 29th Street, creating a three-leg intersection. This option meets the project Purpose and Need since a perpendicular intersection is preferable to the current intersection configuration and will improve operations, capacity, and safety.



Bicyclist and Pedestrian Accommodations

In compliance with the Illinois "Complete Streets" legislation, the Department considers the needs of all users of a transportation corridor, including bicyclists and pedestrians. The Refined Alternatives include a 10-foot shared-use path on one side of the roadway and a 5-foot sidewalk on the other to accommodate bicycles and pedestrians.



Waukegan Airport

During the past year, coordination efforts have increased with the Waukegan Airport on their proposed runway/taxiway extension planning efforts. Discussions have taken place among numerous agencies to determine how the two projects will work together. These discussions are ongoing and proposed plans to accommodate both studies are being determined.



33rd Street Traffic Signal

Stakeholders have expressed concerns about safety at the intersection of IL 131 and Wakefield Drive/33rd Street and suggested installation of a traffic signal.

Traffic signal installations must meet warrants that are based on parameters such as traffic volumes, roadway classification, and spacing with respect to other signalized intersections. The Department performed a traffic signal warrant analysis and found that a signal is not warranted at 33rd Street.



Next Steps

The IL 131 study is in the preliminary engineering and environmental analysis stage of the project, known as Phase I. All federally-funded projects, such as the IL 131 study, must evaluate a range of alternatives in Phase I to comply with the National Environmental Policy Act (NEPA). One of the alternatives must be the "No Build" alternative, which would not propose any changes. The potential impacts to the environment due to each alternative are assessed during Phase I. The phase concludes with identification of the Preferred Alternative. The next stage of the project is Phase II. Final design plans are produced and the right-of-way necessary for construction is acquired during Phase II. Finally, Phase III is the construction of the project's Preferred Alternative.

This improvement is not currently included in the Department's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program. However, this project will be included in our priorities for future funding considerations among similar improvement needs throughout the region.