



Coordination Meeting
Lake County Forest Preserve District
1899 West Winchester Road, Libertyville, IL

Illinois Route 131 (Green Bay Road)
From Russell Road to Sunset Avenue
Lake County
Phase I Engineering
Monday, June 18, 2012

Meeting Minutes

Attendees: See attached roster.

Representatives of the Illinois Department of Transportation (Department) Illinois Route 131 (IL 131) Phase I Study team, the Waukegan Port District (Port District) Waukegan Regional Airport (UGN) study team, and Illinois Department of Transportation Division of Aeronautics (IDOA) met with the Lake County Forest Preserve District (LCFPD) to discuss potential IL 131 bypass alternatives around the proposed UGN improvements. While the IL 131 bypass alternatives were not carried forward to the airport study Environmental Assessment (EA), the Department's EA of IL 131 requires more detailed documentation of all alternatives considered than the airport study. Several Department bypass alternatives were shown to LCFPD staff and the Department requested documentation of LCFPD's position on the bypasses.

Proposed airport improvements: Hanson Professional Services, the consultant for IDOA and UGN, presented exhibits showing the impact of the leading airport alternative to LCFPD property. The exhibits show solid areas of grading that must be free of objects and hatched areas with height restrictions. Light standards at 15'-25' in height are proposed along the light lane visibility area extending southwest from the end of the runway. The total impact of acquisition and easement required from LCFPD is approximately 80 acres. The Port District would need a management agreement with LCFPD for use of the easement.

The preferred airport alternative design proposes a new runway parallel to the existing runway but shifted north and extended to the southwest. The shift was proposed to minimize impacts to Yorkhouse Road and other off-airport areas and to maintain airport

operations and improve airport construction staging. The existing runway would be converted to the taxiway. The study is currently in the Alternatives Evaluation stage.

Other impacts: The houses on the north end of Bayonne Avenue adjacent to Yorkhouse Road will be acquired, the houses on the south end of the cul de sac will not be impacted by the airport, and some properties in the middle will require avigation easements. Avigation easements are air rights at varying horizontal-to-vertical slopes controlling any objects located up to 50 feet above the proposed runway elevation. The Port District would entertain willing sellers beyond the immediate impacted area.

When the LCFPD staff presents the easement to the County Commissioners, it will be important to know the proposed grade changes within the area of impact. Hanson will run a 3D model and show existing elevations on an exhibit per LCFPD's request.

Schedule: The next steps for the airport study are to continue coordination with the IL 131 study, determine the preferred alternative for the airport and highway, and hold a Public Hearing towards the end of 2012 or early in 2013. It has been two years since the last airport study Public Meeting.

The IL 131 study will follow a similar schedule. The preferred alternative for most of the 7.5 mile study area has been determined; only the segment near the airport is still to be settled. When the preferred alternative is complete, the study team will hold individual meetings with the municipal leaders on the corridor. The individual meetings will be followed by a Corridor Planning and Technical Advisory Group meeting and a Public Hearing in late 2012 or early 2013.

Construction of the airport improvements could be a 7-9 year project. The IL 131 improvements may be split into three construction segments and constructed over a few seasons. The primary source of funding for both construction projects would be federal.

Phase II (contract plan preparation and land acquisition) and Phase III (construction) for the IL 131 project are not funded in IDOT's Fiscal Year 2013-2018 Proposed Multi-Modal Transportation Improvement Program. The IDOA study of UGN is also not funded beyond this preliminary study phase.

Isolated properties: The airport runway easement will extend south to the ComEd ROW south of Yorkhouse Road. This will further divide the Waukegan Savanna Forest Preserve both north and south of Yorkhouse Road between Northwestern Avenue and IL 131. The LCFPD will have to assess the manageability and functionality of these isolated parcels. If the county board feels that the isolated areas adjacent to the airport easement are no longer manageable or unable to function as intended, they may ask for greater acquisition than currently proposed. Hanson will furnish available tree heights versus easement height limitations to aid in the LCFPD assessment.

Action Items: LCFPD requested that only two bypass alternatives be provided for presentation to the County land acquisition commission on Monday, June 25, 2012. HNTB will develop the alternatives and provide cost estimates.

Hanson will update the airport alternatives to provide existing elevations and tree heights in the height restricted areas, the 2007 land use easement exhibit to compare impact area, and a tentative schedule. Hanson will send the easement and impact CADD base files to HNTB so the information can be displayed on the bypass exhibits.

LCFPD requested that they receive these items by the morning of Thursday, June 21, 2012.

The airport and IL 131 studies are seeking an assessment of the feasibility of the bypass alternatives from LCFPD.

Miscellaneous: The runway improvements are necessary to meet FAA standards for Runway Safety Area (RSA) and runway length. IL 131 lies within the RSA and at 6,000 ft, the runway is 1,000 ft short from the FAA-approved 7,000 foot runway length needed for current airport users. If IL 131 were improved at grade within the existing IDOT ROW, the runway would have to shorten to as short as 4,500 ft to meet the RSA. The airport would not be able to serve the majority of their customers at that runway length. The top corporate airport users include Abbott Labs, Baxter, Grainger, Reyes Holdings and Klein Tools. The airport has the second-most international flights in the State of Illinois after O'Hare International Airport.

By: Derek Johnson, HNTB



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project Studies

Project/Topic: IL-131 (Russell Rd to Sunset Ave) Discuss Bypass Alts. with LCFPD and IL Div of Aeronautics

Date: June 18, 2012

Time: 10:30 a.m.

Location: Lake County Forest Preserve Office - 1899 W. Winchester Rd, Libertyville, IL 60048

| | Attendees | Representing | Phone Number | Email Address |
|-----|------------------|---------------------------|--------------------|--------------------------------|
| 1. | Ken Doll | IDOT-Programming | (847)705-4088 | ken.doll@illinois.gov |
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| 3. | Chris Peters | " " | " " | cpeters " " |
| 4. | Kimberly Murphy | IDOT - Uplands District 1 | 847-705-4791 | Kimberly.Murphy@illinois.gov |
| 5. | BILL VISTE | IDOT-AERONAUTICS | 217-785-1764 | WILLIAM.VISTE@ILLINOIS.GOV |
| 6. | Ron Hudson | Hudson-WPD | 630.990.3800 x6211 | rhudson@hudson-iaa.org |
| 7. | Andy Kimmel | LCFPD | 847-968-3209 | akimmel@LCFPD.org |
| 8. | MARCY MARSA | IDOT | 847-705-4107 | Marcel.Marsa@illinois.gov |
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| 10. | DEREK JOHNSON | HNTB | 312-798-0239 | djohnson@hntb.com |
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