



**Coordination Meeting
Waukegan National Airport**

**Illinois Route 131 (Green Bay Road)
From Russell Road to Sunset Avenue
Lake County
Phase I Engineering
Wednesday, May 27, 2015**

Final Meeting Minutes

Location: IDOT Executive Conference Room (4th Floor)

201 W. Center Ct., Schaumburg, IL 60196

Time: 9:30 am

Attendees: See attached list

1) Project updates

a) IL 131 Study

The last coordination meeting with IDOT and Waukegan National Airport was held in October 2014. Since the last coordination meeting, the Environmental Assessment (EA) has been resubmitted to IDOT for review. Currently the Environment Assessment is being revised to address IDOT's comments.

Coordination is taking place with Waukegan Park District (WPD) for Section 4(f) impacts on acquiring their right-of-way at the Waukegan Sports Complex between Beach Road and Howard Street. WPD stated that they own the five parcels along IL 131 between Howard Street and Suddard Street which was confirmed by the Waukegan National Airport. The proposed bridge abutment for the runway impacts these parcels.

Lake County Forest Preserves (LCFP) is also a Section 4(f) property where a permanent easement was proposed at ThunderHawk Golf Course for the IL 131 roadway improvements. A meeting was held with LCFP and LCFP believes that any proposed easements from the golf course will be an impact to the facility. They also had concerns about a sidewalk being placed adjacent to the golf course property due to the potential for errant golf balls striking pedestrians or bicyclists. Options are being evaluated to either realign IL 131 further to the west at the golf course or propose a retaining wall to avoid impacting their property.

A temporary easement is also needed at Shepherd's Crook Golf Course owned by Zion Park District. Zion Park District has already concurred with the temporary occupancy for the temporary easement at the golf course.

Illinois Natural History Survey (INHS) indicated three jurisdictional wetlands are within the project corridor. However, IDOT requested on May 26th, 2015 a jurisdictional determination (JD) from US Army Corps of Engineers (USACE) to confirm jurisdictional wetlands in the project area. It will take 90 days to receive the JD from UASCE. The project was going through the NEPA 404 merger process with the regulatory agencies and received concurrence for Purpose and Need and Range of Alternatives but did not seek concurrence for the preferred alternative as the impacts to jurisdictional wetlands was under one acre. This will be reevaluated after the USACE makes their determination. The project will be scheduled for the next NEPA/Merger meeting on July 1st, 2015.

The hydraulic report for the proposed pump station at the future runway/taxiway bridges was submitted to IDOT in early March 2015 and they are reviewing the report.

HNTB is currently completing a high level bridge type study for the proposed runway and taxiway bridges. The study includes determining approximate girder depth / spacing and pier spacing.

FHWA can approve the EA without conformity, but cannot issue a final NEPA decision (CE, FONSI, or ROD) unless IL 131 is included in the conformed, fiscally constrained portion of the Metropolitan Planning Organization (MPO) plan and a subsequent stage of project development is included in the Transportation Improvement Plan (TIP) (ie. ROW acquisition, design, or construction). October 2015 is the earliest IL 131 can be included in the conformed, fiscally constrained portion of the MPO plan. A financial plan will be needed since the project is expected to be over \$100M.

b) Waukegan Airport Study

Randy Rogers is the new Executive Director of the Waukegan Port District.

Waukegan National Airport is working on two major tasks, which includes future airport layout plan (ALP) for the first five years of development and producing the EA. The EA has been started and the purpose and need has been expanded for addressing the safety criteria requirements. The alternatives in the EA need to be updated and the impacts will be identified over summer 2015.

The airport has been conducting ongoing stakeholder meetings to update the users on the project. The airport is planning on having a Public Hearing for the EA. The airport suggested for both IDOT and the airport to have a public meeting together for both projects.

The airport is trying to keep a schedule as close to the IL 131 schedule. The airport plans to complete drafts of the airport layout plan and the EA by September 2015. The airport project continues to be included in the airport's annual request but is currently not programmed (funding is programmed annually). The project funding time frame has been stretched out to seven to eight years. The airport will receive funding through IDOT Aeronautics whose funding comes through the Federal Aviation Trust Fund. The project has multiple benefits to major corporations and the road and airport have impacts on local, national, and global economics. The airport is looking at innovative financing options.

2) Proposed Pump Station Study Update

A proposed pump station is required for the underpass at the taxiway/runway bridges. A concept report for the proposed pump station was submitted to IDOT for review. The proposed location for the pump station is north of the church at the northwest corner of Yorkhouse Road and IL 131. The report presented two alternatives for the pump station outfall pipe:

- Outfall pipe that runs west towards the existing Country Club Tributary along the north side of the vacated Eastwood Road
- Outfall pipe that runs south to an existing ditch that flows west along the north side of Yorkhouse Road to the County Club Tributary within the County right-of-way.

Both options do not impact existing wetlands.

The airport will review both options for the pump station outlet. The airport will be regrading near Eastwood Road for the future runway. The airport was concerned with the proposed ditch for the outlet west of Eastwood Road due to runway safety area grading criteria along with the requirements for no standing water and any detention needs to be drained within 48 hours. HNTB noted that the pipe option that runs along Eastwood outlets to the existing stream which is in proximity to the Runway. The drainage design for the pump station pipe outfall could be modified to accommodate any modifications to this stream (i.e. enclose with pipe culvert, etc. due to proximity to the runway).

3) IL 131 Environmental Assessment / FAA Coordination

Matt Fuller from FHWA sent a letter to Barry Cooper at FAA on July 12, 2011. The letter inquired if the FAA would like to be a cooperating agency with FHWA for the IL 131 Project Study. FHWA has not received a response from FAA. FAA requested that future letters should be sent to Jim Keefer, attention Amy Hanson and requested that the current letter be emailed to them. FAA's legal department will review the letter before responding. Matt Fuller emailed both Jim Keefer and Amy Hanson the original letter during the meeting.

FAA has been both a cooperating agency and co-lead / signatory on projects. FAA will most likely be a cooperating agency for IL 131 Project Study. FAA will review IDOT's EA.

FAA requires a written re-evaluation if construction activity has not occurred within three years of federal approval. FHWA requires a written re-evaluation if there is a three year time period between federal approvals.

4) Residential Displacements west of Airport

The five parcels owned by WPD between Howard Street and Suddard Street will be displaced along with the residential properties along Suddard, Center and Zephyr Streets. These properties are within the runway boundaries. In addition, these residential properties will no longer have access with IL 131 being offset and depressed at the airport.

The airport will acquire these properties. Both projects should have discussion of the access cut-offs in their respective EA. The airport's land acquisition process will occur over the next seven to eight years. However, the properties that lose their access and the WPD parcels will need to be resolved sooner if the IL 131 project begins construction prior to the airport

construction. HNTB requested that the airport provide an updated CADD file showing current and future property acquisitions.

5) Proposed Permanent Easements

The FAA has its Phase I and II design processes combined into one phase. FAA will review the exhibits showing the IL 131 permanent easements at the airport. FAA will need to make the release request for the federal property for the roadway and pump station and it will need to be discussed and documented in the Airport's EA. IDOT will be required to complete the Runway Protection Zone (RPZ) form.

6) Memorandum of Understanding

A Memorandum of Understanding (MOU) was drafted by IDOT and sent to Waukegan Airport for review. Comments were made by the airport on the document and nothing has occurred since. Randy Rogers will provide the latest draft of the MOU. MOU will need to be agreed to and signed due to the funding agreement between the agencies. This will be further discussed later this year.

FAA suggested for IDOT to get in contact with Milwaukee Mitchell Airport to determine how the airport addressed the two underpasses at the airport located on County ZZ and Route 38.

7) Project Schedules

All agreed to have meetings about every two months for project status coordination and updates. The next meeting will be scheduled for early August 2015. Both IDOT and Port District offered to host the next meeting.

8) Action Items

- a) Hanson Professional Services Inc. will provide HNTB with the latest CADD files for the airport layout plan.
- b) HNTB will provide Hanson Professional Services Inc. the latest CADD files for IL 131 plan and profile at the airport.
- c) Randy Rogers will provide the latest copy of the MOU.
- d) Hanson Professional Services Inc. will review and comment on the two outlet options for the proposed pump station.
- e) Hanson Professional Services will provide an updated CADD file showing current and future airport acquisitions.
- f) HNTB will schedule the next IDOT Airport Coordination Meeting in early August 2015.

The foregoing is the writer's understanding of the matters discussed and the conclusions reached in summary form. This will become part of the project record and is the basis upon which we will proceed. Concurrence is presumed unless the writer receives notice of additions or corrections.

By: Anne Marie Jensen, HNTB

cc: Participants (via e-mail)



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project Studies

Project/Topic: IL 131 (Russell Rd to Sunset Ave) – Project Coordination Regarding Waukegan National Airport

Date: May 27, 2015

Time: 9:30 a.m.

Location: Executive Conference Room – 4th Floor

	Attendees	Representing	Phone Number	Email Address
1.	Jim Keefe	FAA	847-294-7335	jim.keefe@FAA.GOV
2.	GARY WILSON	FAA	847-294-7631	GARY.D.WILSON@FAA.GOV
3.	Don Wittmer	HNTB	312-930-9119	dwittmer@hntb.com
4.	KEN YANG	IDOT-PROGRAMMING	847 705 4084	KEN.YANG@ILLINOIS.GOV
5.	LORI BROUW	IDOT-PROGRAMMING	847-705-4477	LORI.S.BROUW@ILLINOIS.GOV
6.	Mike Hine	via phone FHWA		
7.	Robin Heinrichs	via phone FHWA		
8.	JASON SALLEY	IDOT-D1-BOP	847/705-4085	JASON.SALLEY@ILLINOIS.GOV
9.	Math Miller	HNTB	312-930-9119	mmiller@HNTB.com
10.	MATT FULLER	FHWA	VIA PHONE	
11.	Lynn Hubbs	IDOT-Hydraulics	847 705 4782	lynn.hubbs@illinois.gov
12.	PERRY MASOURIDIS	IDOT/PROG/HYD	847 705-1474	eleftherios.masouridis@illinois.gov
13.	Kimberly Mumpz	IDOT-Programming	847-705-4741	Kimberly.Mumpz@illinois.gov
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	Attendees	Representing	Phone Number	Email Address
1.	STEPHEN McLAUGHLIN	HANSON	630-368-2063	smclaughlin@hanson-inc.com
2.	JIM STANCZAK	Wauk. Natl A/P	(847) 244-0055	JSTANCZAK@WAUKEGANPORT.COM
3.	Ron Hudson	Hanson / WPD	630.368.2059	rhudson@hanson-inc.com
4.	Randy Rogers	Waukegan Port Dist	847-244-3133	rrogers@waukeganport.com
5.	STEVEN Young	IDOT - Aero	217-785-8515	steve.m.young2@illinois.gov
6.	Vanessa Ruiz	IDOT - Proj	812-705-4627	vanessa.ruiz@illinois.gov
7.	AMMARI JENSEN	HNTB	312-798-0237	amjensen@hntb.com
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