



Illinois Route 131: Russell Road to Sunset Avenue

Phase I Study

P-91-352-07

PTB 145/1

Lake County

Public Meeting No. 3

The third Public Meeting for the IL Rte. 131 (Green Bay Road) project was held on Wednesday, May 26, 2010 from 4:00pm to 7:00pm. The meeting was held at Beach Park Middle School (40677 North Green Bay Road, Beach Park IL) which is located within the project corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to present initial alternatives for improvement and to solicit input from stakeholders.

Stakeholders were mailed a newsletter providing a description of the alternatives and notifying them of the Public Meeting date and time. Elected officials were mailed an invitation letter as well. Advertisements were run in local newspapers and a press release was sent to regional and local websites and media. A total of 61 stakeholders attended the meeting. In addition to local residents and concerned citizens, the attendees included representatives of the Waukegan Regional Airport, Senator Michael Bond's office, Lake County DOT, Wisconsin DOT, Lake County Forest Preserve, Beach Park School District, Chicago Metropolitan Agency for Planning, Zion-Benton Public Library, Beach Park, Wadsworth, and Waukegan.

Attendees were encouraged to view a 15-minute PowerPoint presentation and an 8-minute FHWA Access Management video, view the 21 exhibits on display, and view the aerial corridor plots of two of the alternatives for improvement. The PowerPoint presentation provided background information on the project, a summary of accomplishments of the prior Public Meetings and Corridor Planning Group (CPG) and Technical Advisory Group (TAG) joint meetings, information on project deficiencies, and an overview of the initial alternatives. The exhibits provided supporting information for what was discussed in the presentation and typical sections of the four initial alternatives. An exhibit showing the reduction of conflicts due to access management implementation was also provided. Copies of the Purpose & Need were available to attendees for review and comment, and handouts from FHWA regarding access management were available.

The four initial alternatives are as follows:

- Alternative A1 – Two through lanes in each direction, 13' flush two-way left turn lane median, 10' paved shoulders, and open drainage system
- Alternative A2 – Two through lanes in each direction, 13' flush two-way left-turn lane median, curb and gutter, and storm sewer

- Alternative B1 – Two through lanes in each direction, 22’ landscaped barrier median with ¼-mile median breaks, 10’ paved shoulders, and open drainage system
- Alternative B2 – Two through lanes in each direction, 22’ landscaped barrier median with ¼-mile median breaks, curb and gutter, and storm sewer

In addition to the 21 exhibit boards, two aerial plots of the project area were provided, one showing improvements for Alternative A1 and Alternative B1. Project team members were available to facilitate discussions and answer questions from stakeholders. Stakeholders were encouraged to write comments on the aerial plots. A table containing the comments posted to the aerials is included below.

Comment forms were located within the exhibit area, and a total of 15 written comment forms were received by the end of the meeting. Participants also had the option to take home a comment form and mail or fax it back within two weeks of the Public Meeting. A summary of comments received at the meeting is included below.

The next steps of the project will be to evaluate the alternatives based on stake holder input from the Public Meetings and CPG-TAG meetings held to date. A preferred alternative will be developed based on the alternatives evaluation. The preferred alternative will be presented at the 4th CPG-TAG meeting, targeted for late summer or early fall 2010. The fourth Public Meeting will follow 4-6 weeks after the CPG-TAG meeting.

Summary of Comments Posted to the Aerial Exhibits

Stakeholders were able to post comments directly to the aerial plots. The following is a list of these comments:

ALTERNATIVE A1:

| Location of Note | Comment |
|--|---|
| Alternative A1 potential Kenosha Road intersection | “This re-routing of Kenosha Road impacts nobody adversely. The property is empty and, I believe, for sale” –Ray Costa |
| Alternative A1 potential Kenosha Road intersection | “I agree [with above comment]” |
| Alternative A1 potential Kenosha Road intersection | “This is a wetland – how can you build a road thru a wetland” |
| Yorkhouse United Methodist Church (north side of property) | “flooding problem in back yard at church – (wetland)? After work by airport on adjacent property to north” |
| 33 rd Street | “Please put up 4-way traffic light” |
| 41355 N Green Bay Road (north of Taylor Lane) | “culvert problem – ditch full of water and leaves” |
| 41355 N Green Bay Road (north of Taylor Lane) | “big dangerous holes” |

ALTERNATIVE B1:

| Location of Note | Comment |
|---|---|
| 36833 N Green Bay Road | "Not needed – Barrier. Left & right turn lane only" |
| 33 rd Street | "4-way stop light request for 33 rd Street to better regulate traffic" |
| Area of land between existing Kenosha Road and IL Rte. 131, just north of the same intersection | "This is all wetland. The survey pictured is not accurate" |
| Approximately 1000' north of 29 th Street | "Do Kenosha Road interchange like A-1 map down here on B-1. Put a light here if possible" |
| Alternative B1 potential Kenosha Road realignment | "Alternate B1 [Kenosha Road realignment] impacts 2 potential sites for future schools on property owned by the Beach Park Schools. We bought this property for this purpose." |
| Alternative B1 potential Kenosha Road realignment tie-in point to existing | "This road runs right thru our prop[erty]. Ruins its current use and you will not be paying enough for us to relocate" |

Summary of Comment Forms Received at Meeting

Comment forms were available for stakeholders to provide their input. A summary of these comments is included in the following table, and individualized responses will be sent once the comment period has closed.

- Beach Park School District should be added to the TAG group. Property owned by the school district, and planned for development of new schools, is potentially in the path of one option for Kenosha Road realignment.
- Bike lanes are essential
- Contact should be maintained with Beach Park School District, as well as the mayors of Zion, Beach Park, Winthrop Harbor, and Waukegan.
- Safety is a main concern, best addressed with a barrier median, U-turn lanes, and bike lanes.
- A southbound right turn lane is being constructed at Beach Road
- If using curb and gutter option, inlets at Taylor Lane to intercept overland flow would ease the drainage problems at this intersection
- Concern for impact to Yorkhouse United Methodist Church
- Request for copy of alternative plans

- Alternative B (barrier median) is safer and will be more sustainable for future growth.
- The Kenosha Road realignment shown on Alternative A1 is preferred.
- Shoulder is preferable since it can be used by bicycles or for emergency vehicles.
- Consideration should be given to properties that will no longer be buildable due to loss of land for septic systems, etc.
- 37165 N Green Bay Road will lose considerable property no matter which alternative is chosen. Property value is a primary concern.
- Curb and gutter is preferred since it will require less R.O.W. acquisition
- Bicycle and pedestrian traffic should be separated from roadway
- Anxiously awaiting construction of this project
- Some homeowners have not been informed of this project.
- Bike paths and sidewalks would have no connection north or south of the project area.
- More communication is needed with homeowners

Summary of Comments on Exhibit Boards:

Several stakeholders also provided comments on the exhibit boards.

Alternative B2 Typical Section:

- If trees are provided in median, evergreen trees should be planted. Fallen leaves from deciduous trees can be a hazard on a wet roadway

Identified Drainage Problems:

- Roadway floods during rainfall events (Taylor Lane)