

WORKING TOGETHER...Creating a Plan for Your Community

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RUSSELL ROAD TO SUNSET AVENUE

Public Meeting #3

May 26, 2010





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Meeting Agenda

- Review Study Process
- Review Meeting Results and Consensus Decisions
- Explain Alternatives Development
- Present Alternatives
- Project Next Steps

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Project Study Team



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Project Overview

- The Illinois Route 131 Phase I Study began in Spring 2008
- Project Limits: Russell Road to Sunset Avenue
- Transportation, safety, and other needs of the project are being studied

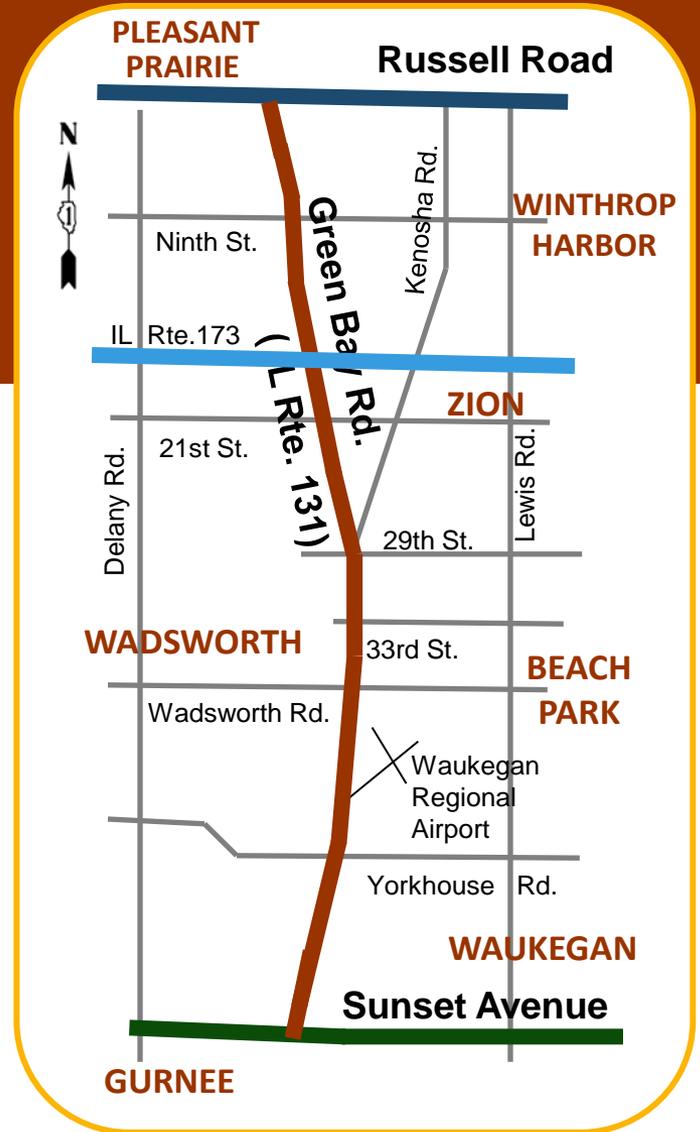


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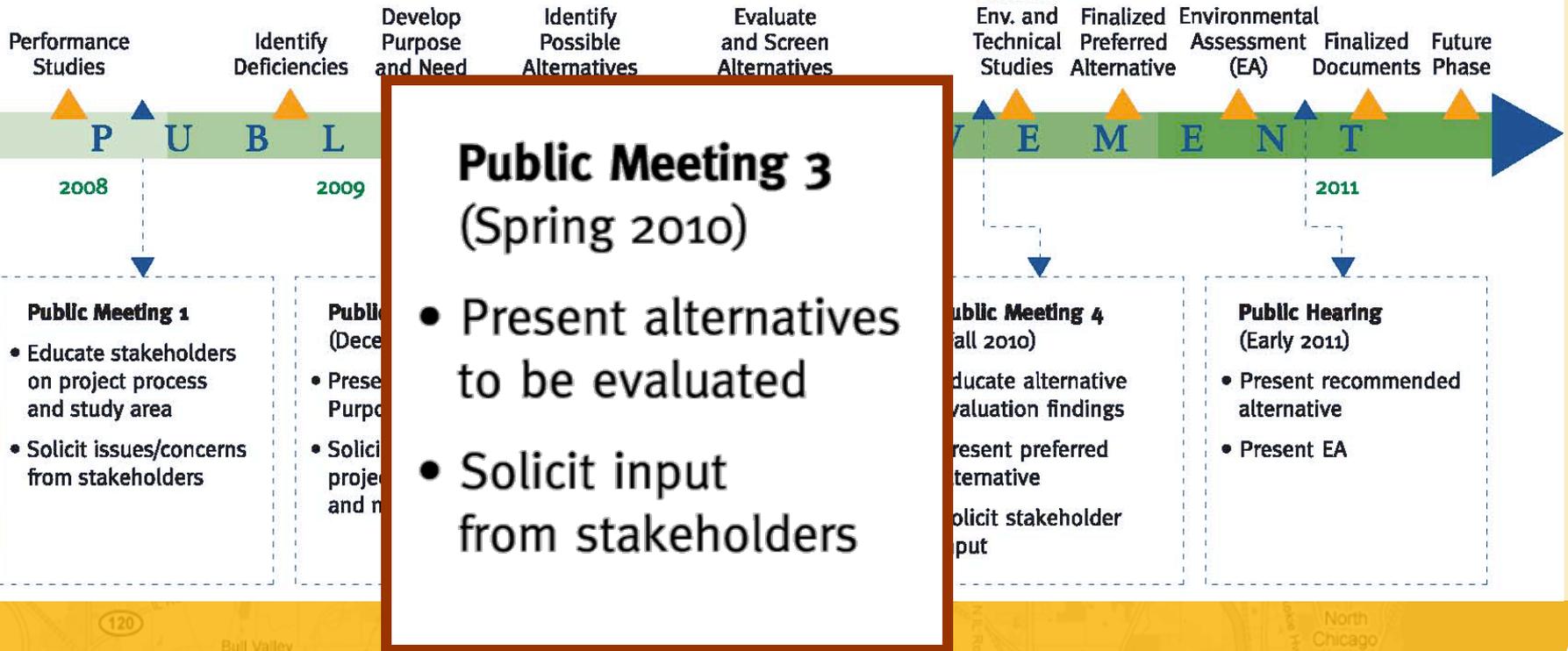


Existing Conditions

- Two-Lane Strategic Regional Arterial (SRA)
- Rural Roadway Section
- 82.5-ft Right-of-Way
- Posted Speed Limit:
 South of IL Rte. 173 = **45 mph**
 North of IL Rte. 173 = **55 mph**



PROJECT SCHEDULE



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Community
Involvement

- Transportation Issues
- Problem Statement

Purpose & Need

*Alternatives
Development*

Preferred Alternative

Agency
Input



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Workshop Accomplishments

CPG/TAG Meetings

- **Identified Issues & Concerns and Goals & Objectives**
- **Rated Project Elements**
- **Preview Alternatives**
- **Review Evaluation Criteria**



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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.

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Corridor Deficiencies

Safety

Within Project Area From 2004 – 2008:

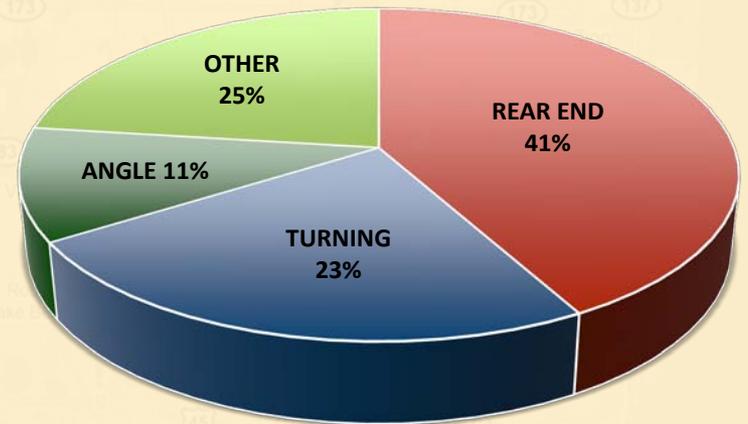
1012 Crashes 206 Injuries 4 Fatalities

(LCDOT data)

Other Safety Deficiencies:

- 1/4-mile segment north of 9th Street = top 5% of roadway mileage in Illinois
- Deficient pedestrian / bicycle accommodations

Crash Types, 2004-2008
IL Route 131 from Russell Road to Sunset Avenue



(LCDOT data)



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Corridor Deficiencies

Roadway Capacity

Two-Lane Roadway Capacity of **14,000 to 18,000 vehicles per day exceeded:**

- Between Kenosha Road and Wadsworth Road
 - 16,400 (2007)
 - 21,000 (2030)
- Between Yorkhouse Road and Sunset Avenue
 - 23,100 (2007)
 - 25,000 (2030)

Intersection Capacity

Intersection capacity is measured using Level of Service (LOS): Rating A – F

- Highlighted intersections = LOS F in design year 2030



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Corridor Deficiencies

Operations / Mobility

- Skewed angle of Kenosha Road intersection
- Truck traffic
- Lack of signalization and coordination
- Deteriorating pavement & shoulders



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Project Elements

Element Categories:

Number of Lanes

Median Treatment

Edge Treatment

**Pedestrian/Bicycle
Accommodations**

Highest Rated Elements:

Four Lanes – Divided

Wide Grass Median

**Paved Shoulder with
Curb & Gutter**

Shared-Use Path

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Environmental Impacts

Consider minimizing impact to sensitive resources:

Waukegan Savanna Forest Preserve (Lake County)

Waukegan Community Sports Complex

Benton-Greenwood Cemetery

ThunderHawk Golf Course (Lake County)

Shepherd's Crook Golf Course (Zion Park District)

Consider problem drainage areas:

Bonniebrook Lane

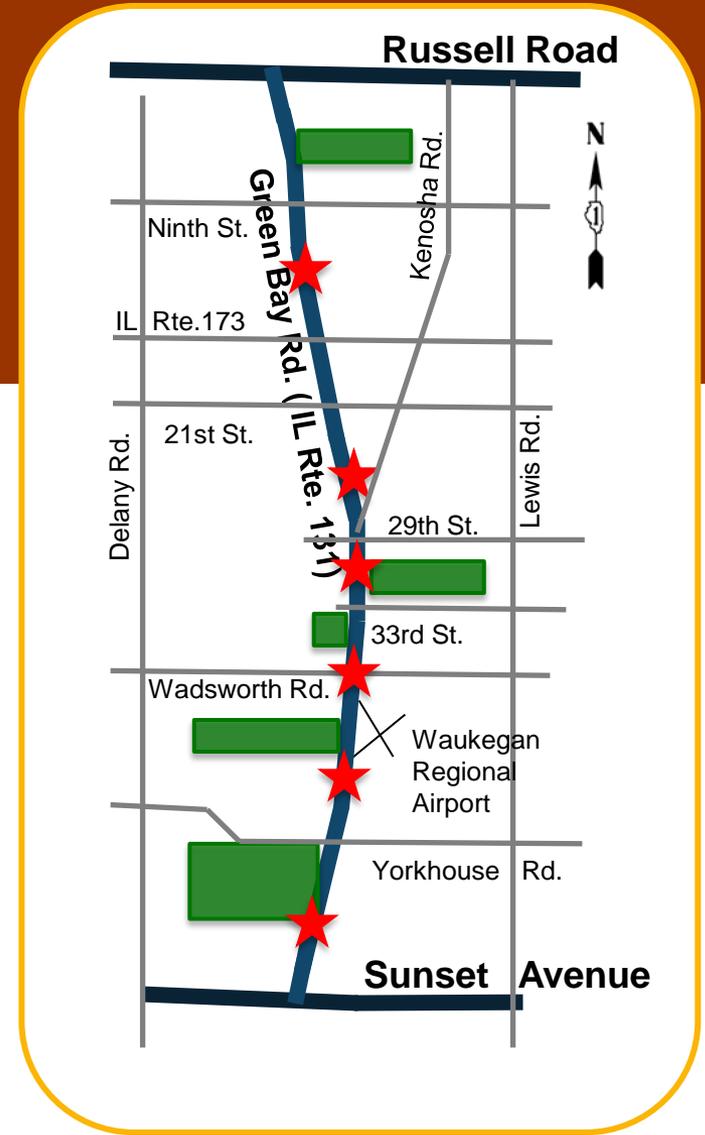
Wadsworth Road

Kenosha Road

Zephyr Street

Major Avenue

IL Rte. 173 to 9th St



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Purpose & Need

Project Purpose:

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.

Project Needs:

Improve Safety

Improve Capacity

Improve Operations and Mobility

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Alternatives Development

Combine:

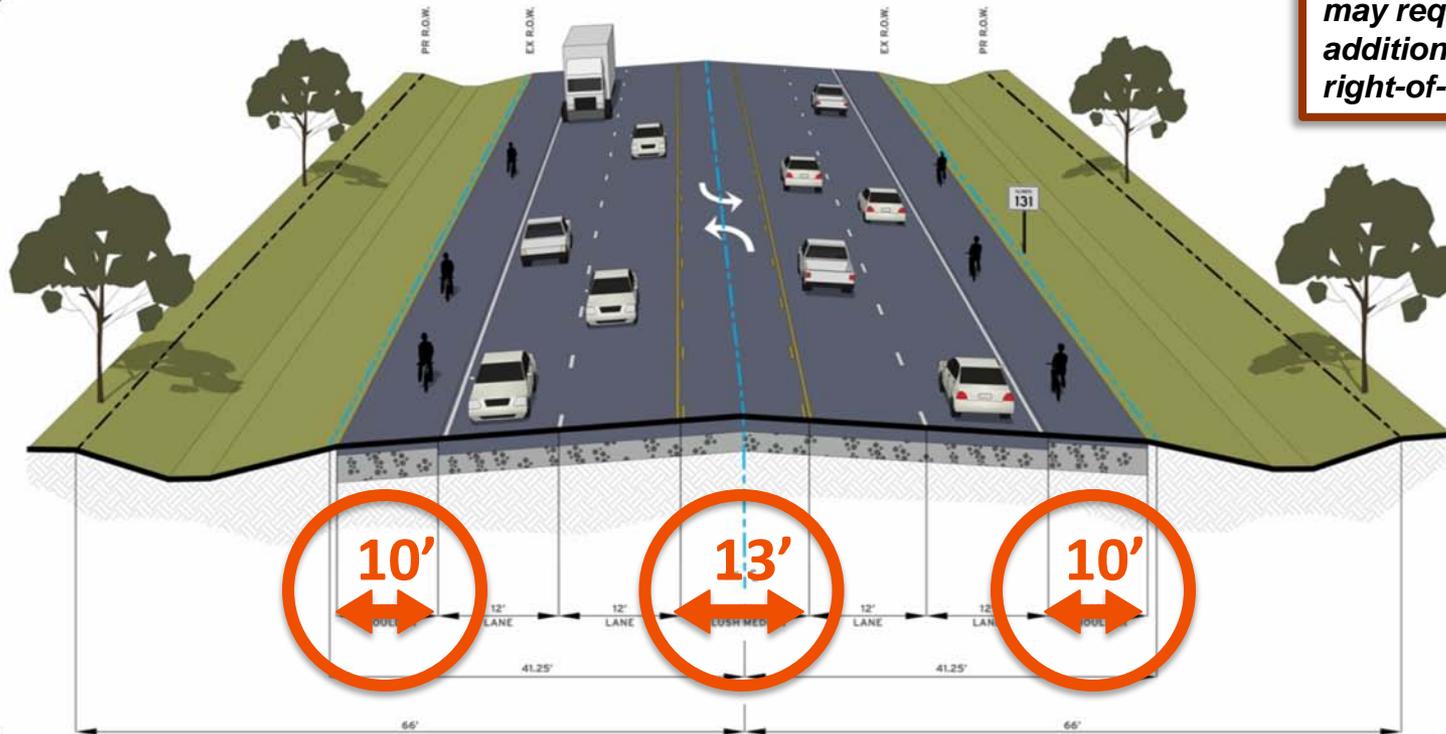
- Stakeholder input
- Project Elements
- Purpose & Need
- Environmental Analysis
- Technical Analysis
- Previous Studies

Four alternatives have been developed

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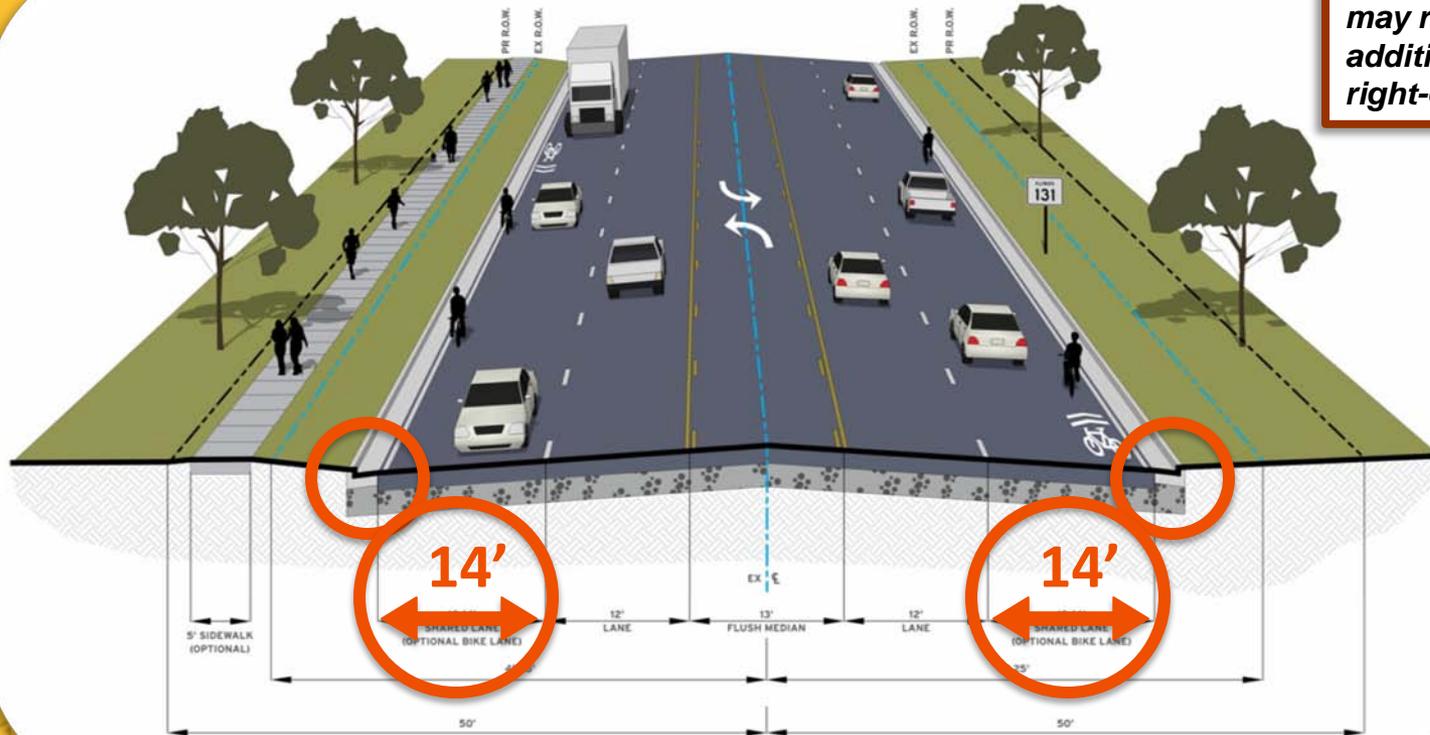
Alternative A1

Note:
 Pedestrian
 and bicycle
 accommodation
 may require
 additional
 right-of-way.



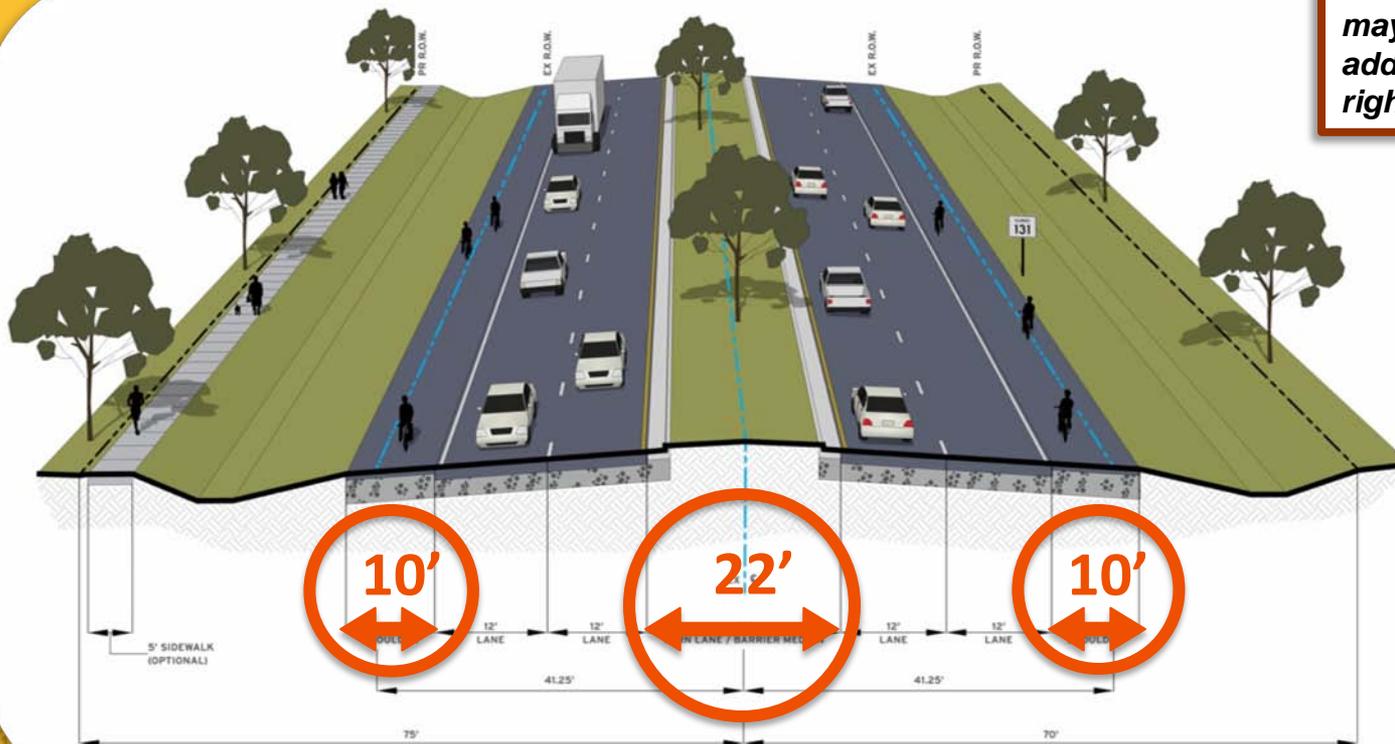
Alternative A2

Note:
Pedestrian and bicycle accommodation may require additional right-of-way.



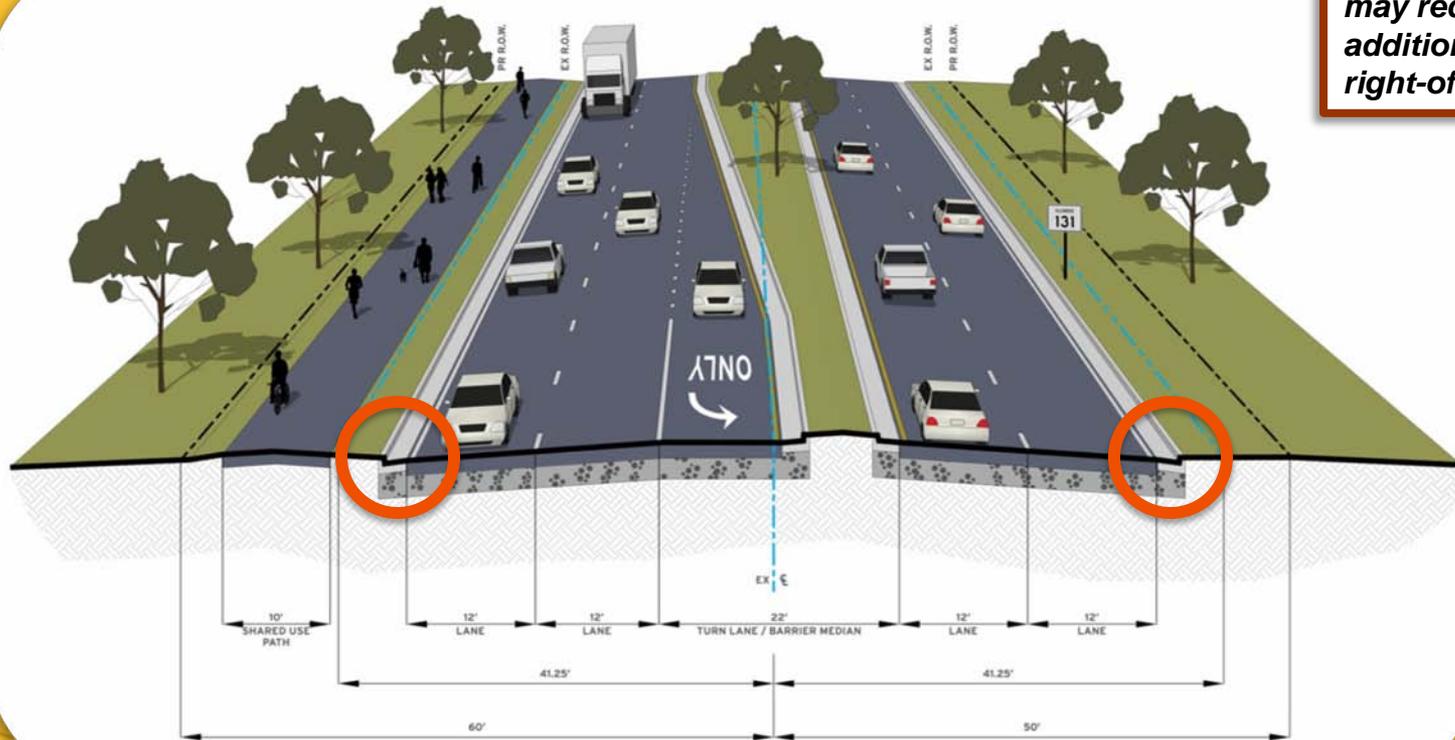
Alternative B1

Note:
 Pedestrian
 and bicycle
 accommodation
 may require
 additional
 right-of-way.



Alternative B2

Note:
Pedestrian and bicycle accommodation may require additional right-of-way.



Other Options Considered

Kenosha Road Intersection Realignment

Intersect at 28th Street

Intersect with 29th Street

Wide Grass Median

Identified Project Element

Analyzed Practicality



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Design Considerations

Flush Median

- + Requires less ROW, direct access
- Numerous conflict points

Barrier Median

- + Increased safety, access management
- Changes access patterns

Paved Shoulder

- + Roadside safety, serves many uses
- Greater impact to adjacent property

Curb & Gutter

- + Reduces ROW, drainage control
- Increased cost, no pull-off area

Access Management

- **Function of major vs. minor roads**
- **Barrier medians aid access management**
- **Improved traffic flow**
- **Increased safety**
- **Congestion drives away customers**
- **www.ops.fhwa.dot.gov/access_mgmt**
- **Video**



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Waukegan Regional Airport

Independent Study

Lead agency FAA

Coordination with IL Rte. 131 Study

Two Preferred Alternatives

Runway Extension / Relocation

Shown on aerial exhibits



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Evaluation Criteria

- **Environmental Impacts**

Drainage Wetlands Parks
Forest Preserves Cemeteries

- **Accessibility**

Traffic Control Vehicles
Bicycles Pedestrians

- **Waukegan Airport Coordination**

- **Identified Needs**

Safety
Capacity
Operations/Mobility

- **Property Impacts**

Residential
Commercial
Industrial
Zoning & Land Use Plans

- **Cost**

Construction
Maintenance



Review Alternatives

Provide Input

How well do the Alternatives:

- Satisfy the project Purpose?
- Meet the project Needs?
- Minimize impacts to the surrounding environment?



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Next Steps

CPG/TAG Meeting #4

- Evaluate and Screen Alternatives
- Develop Preferred Alternative

Public Meeting #4

- Present Evaluation Findings
- Present Preferred Alternative



WE ARE HERE

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We Want to Hear From You

- www.IL131Project.com
- **Comment Forms**
- **Mail/Fax**

Provide comments by June 11, 2010

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HNTB

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Thank you!

Please view the alternatives, meet with the Project Team, and provide your comments.

