

**Sunset Avenue to Russell Road**

**Corridor Planning Group  
and Technical Advisory Group  
Meeting #5**



Illinois  
Department of  
Transportation

HNTB & Sub-  
Consultants

Corridor  
Planning  
Group (CPG)  
& Technical  
Advisory  
Group (TAG)

- Project Overview
- Purpose & Need
- Recap Stakeholder Coordination
- Review Refined Alternatives presented previously
- Present the Preferred Alternative
- Environmental Impacts and Mitigation Measures
- Next Steps



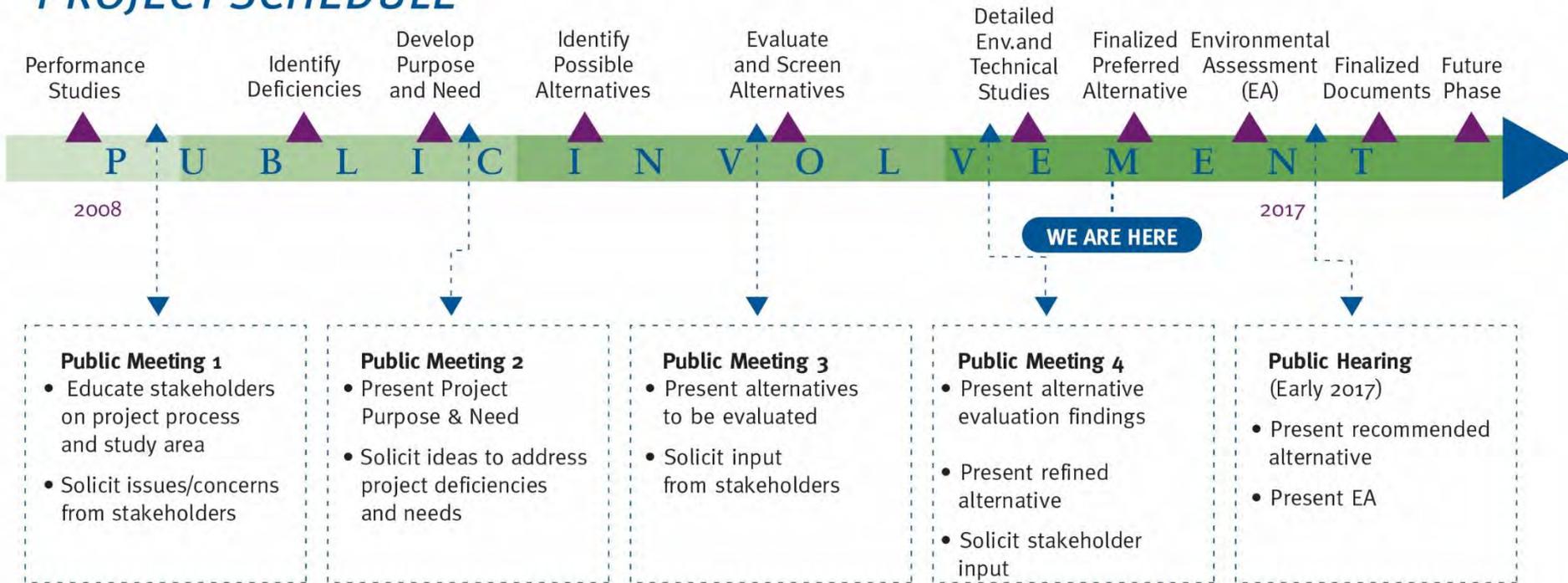
- Follow Federal Project Development Process
  - National Environmental Policy Act (NEPA 1-69)
- Facilitate open and transparent study process
- Develop and evaluate alternatives
- Comprehensive environmental review
- Public involvement
- Formal documentation/disclosure within NEPA documentation

## Strategic Regional Arterial

- Supplements freeway and expressway travel
- Long-distance
- High volume
- Automobile and commercial traffic



## PROJECT SCHEDULE



# IL 131

# Alternatives Development Process

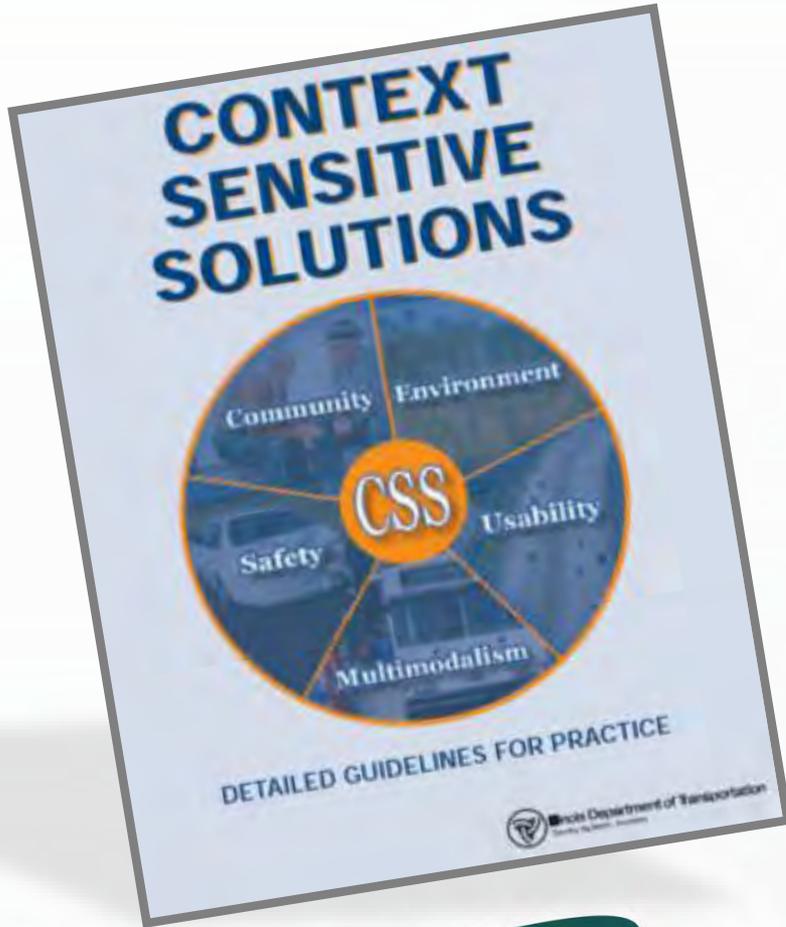
GREEN BAY ROAD PROJECT



**COMMUNITY & PUBLIC INVOLVEMENT**

- Project purpose
  - Provide an improved transportation system for IL 131 from Russell Road to Sunset Avenue
- Project needs
  - Improve mobility
  - Improve safety
  - Upgrade roadway features to meet current design standards
- Project goals and objectives
  - Improve bicycle and pedestrian facilities



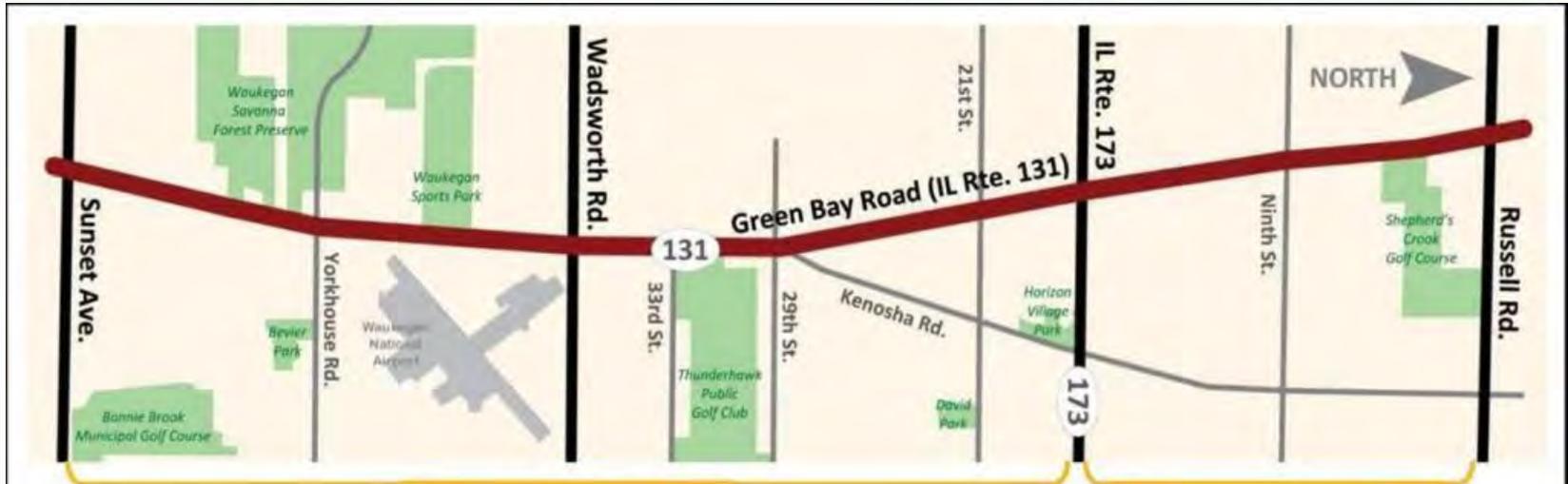


- Engages all stakeholders
- Flexible, creative design approach
- Address stakeholders' concerns
- Fits into its surroundings
- Addresses all modes of transportation
- Preserves scenic, aesthetic, historic, and environmental resources
- Maintains safety and mobility

- 
- 5** *CPG/TAG Meetings*
  - 4** *Public Meetings*
  - 20** *State & Federal Meetings*
  - 4** *State & Federal Permitting Agency Meetings*
  - 14** *FAA and Waukegan National Airport Meetings*
  - On-going** *Local Agency, Lake and Kenosha County, Wisconsin DOT Meetings*

- Two refined alternatives developed – E1 and E2
- Common design elements
- Key differentiators
- Avoidance measures

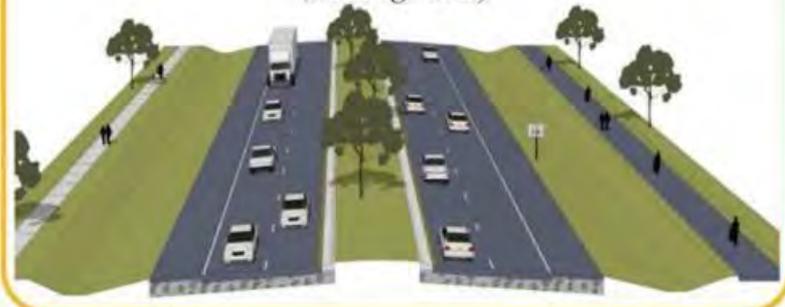


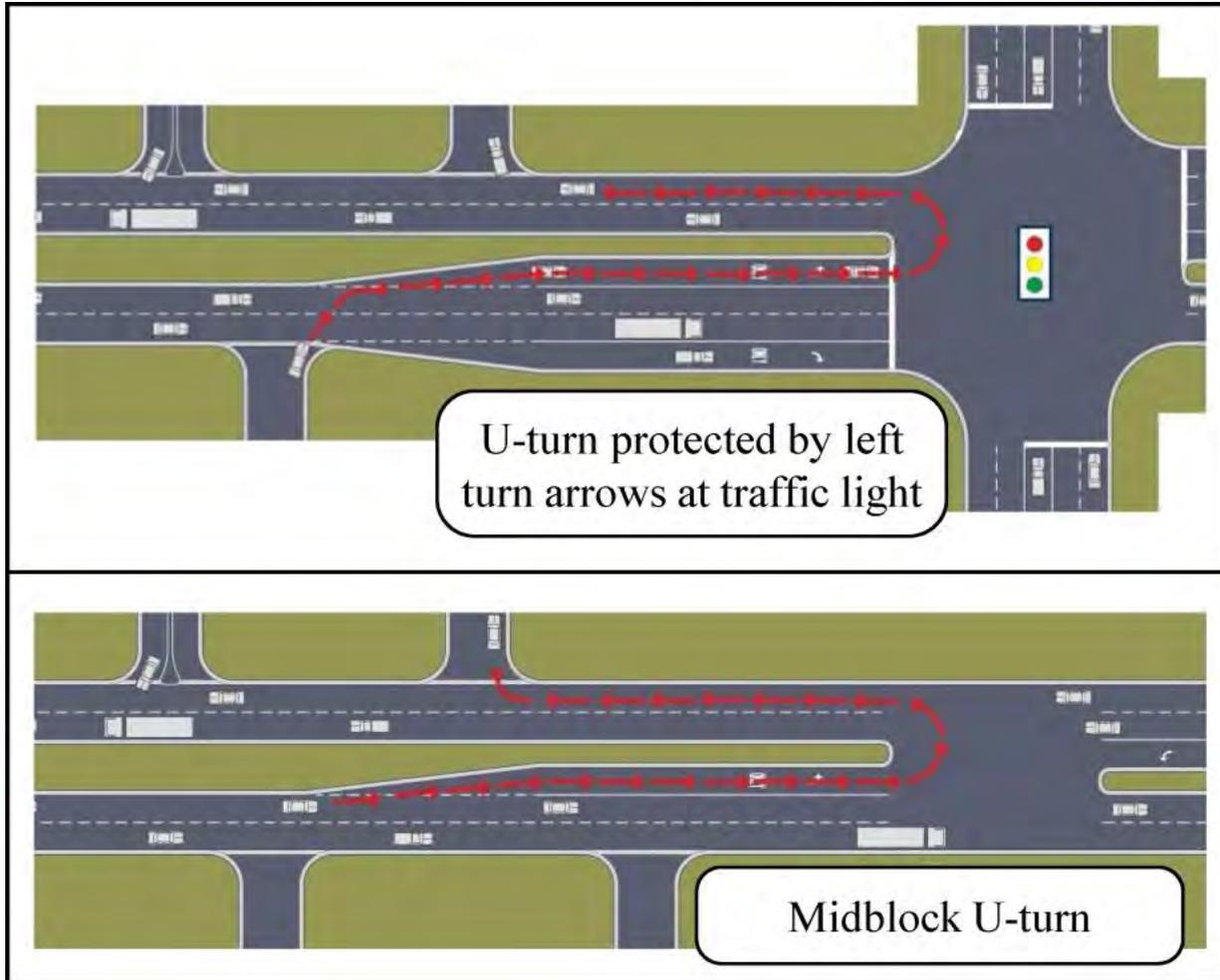


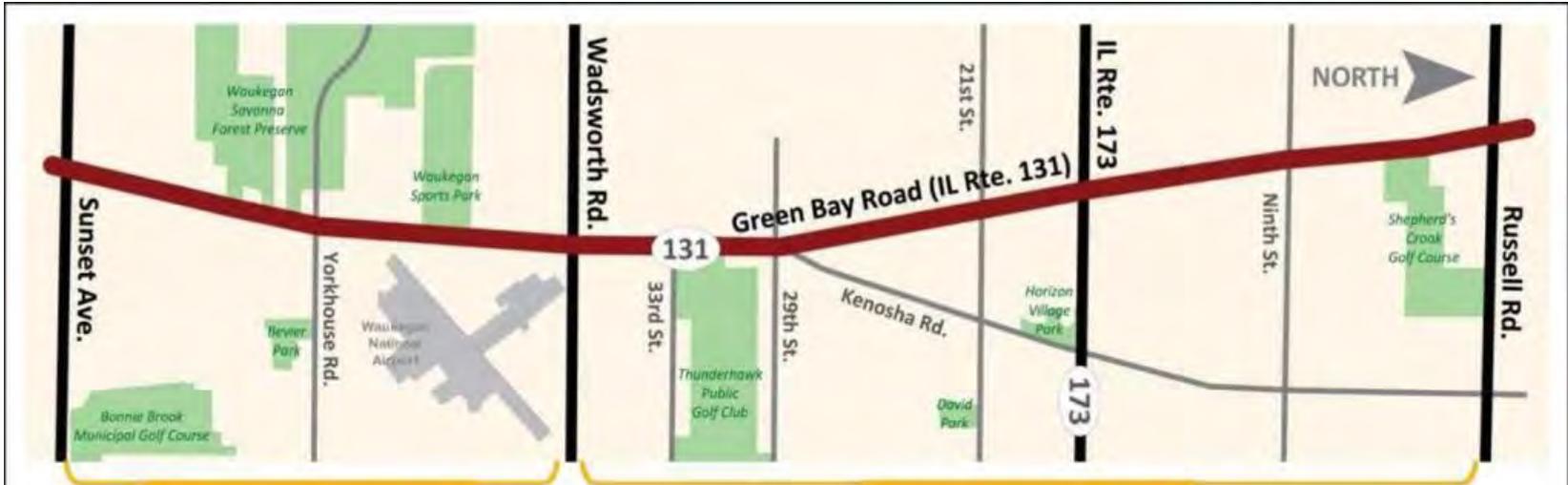
**Sunset Avenue to IL 173**  
130' to 165' Total ROW Width  
*(Looking North)*



**IL 173 to Russell Road**  
150' to 175' Total ROW Width  
*(Looking North)*







### Sunset Avenue to Wadsworth Road

110' to 145' Total ROW Width

(Looking North)

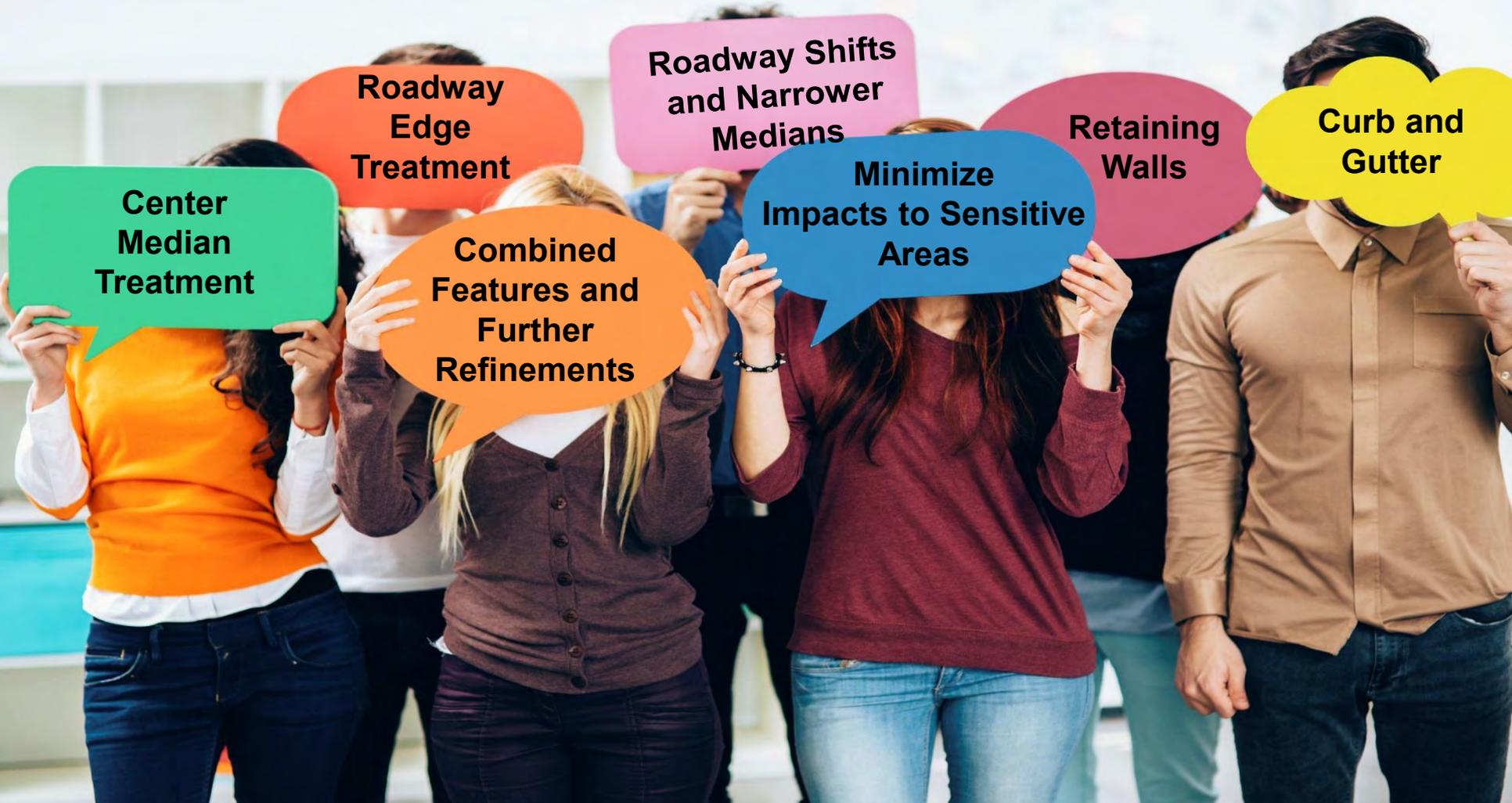


### Wadsworth Road to Russell Road

120' to 146' Total ROW Width

(Looking North)





**Center  
Median  
Treatment**

**Roadway  
Edge  
Treatment**

**Roadway Shifts  
and Narrower  
Medians**

**Combined  
Features and  
Further  
Refinements**

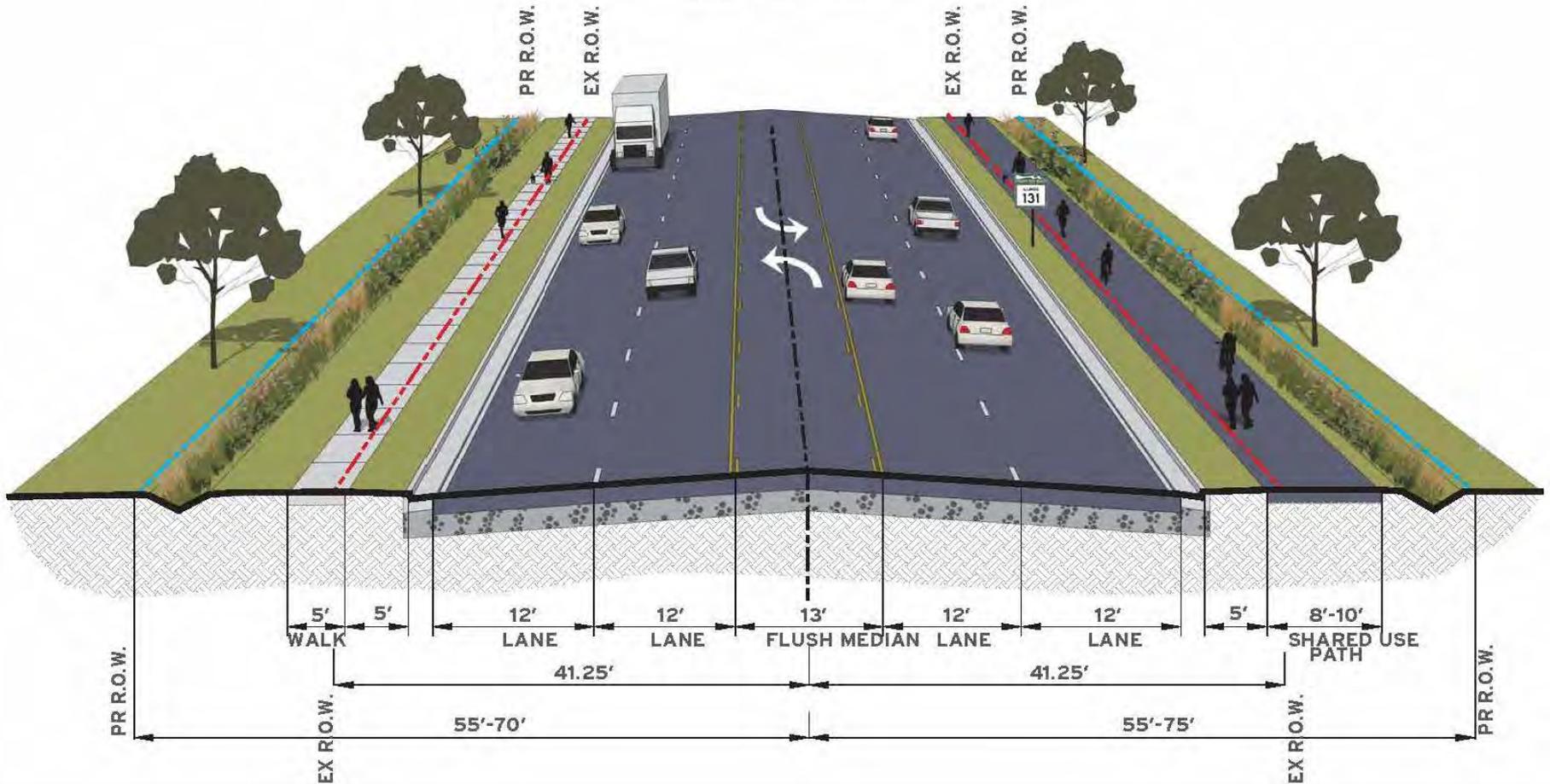
**Minimize  
Impacts to Sensitive  
Areas**

**Retaining  
Walls**

**Curb and  
Gutter**

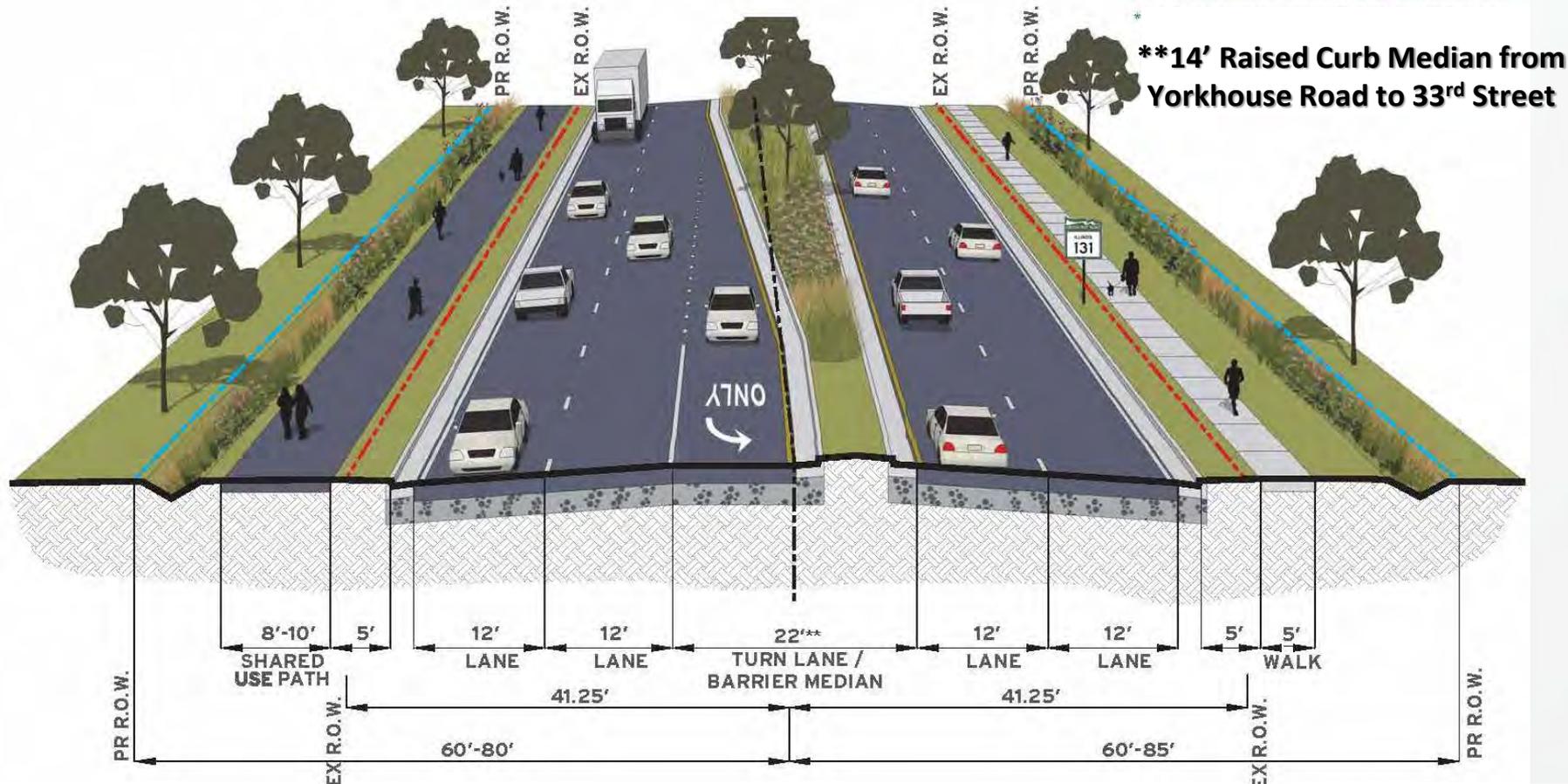
- Land acquisition
- Community impacts
- Cultural resources
- Air quality
- Noise
- Special waste
- Farmland
- Public lands/parks
- Plant communities
- Wildlife
- T&E species
- Water resources
- Wetlands

## 4-Lane with Flush Median, Curb and Gutter, Sidewalk and Shared Use Path



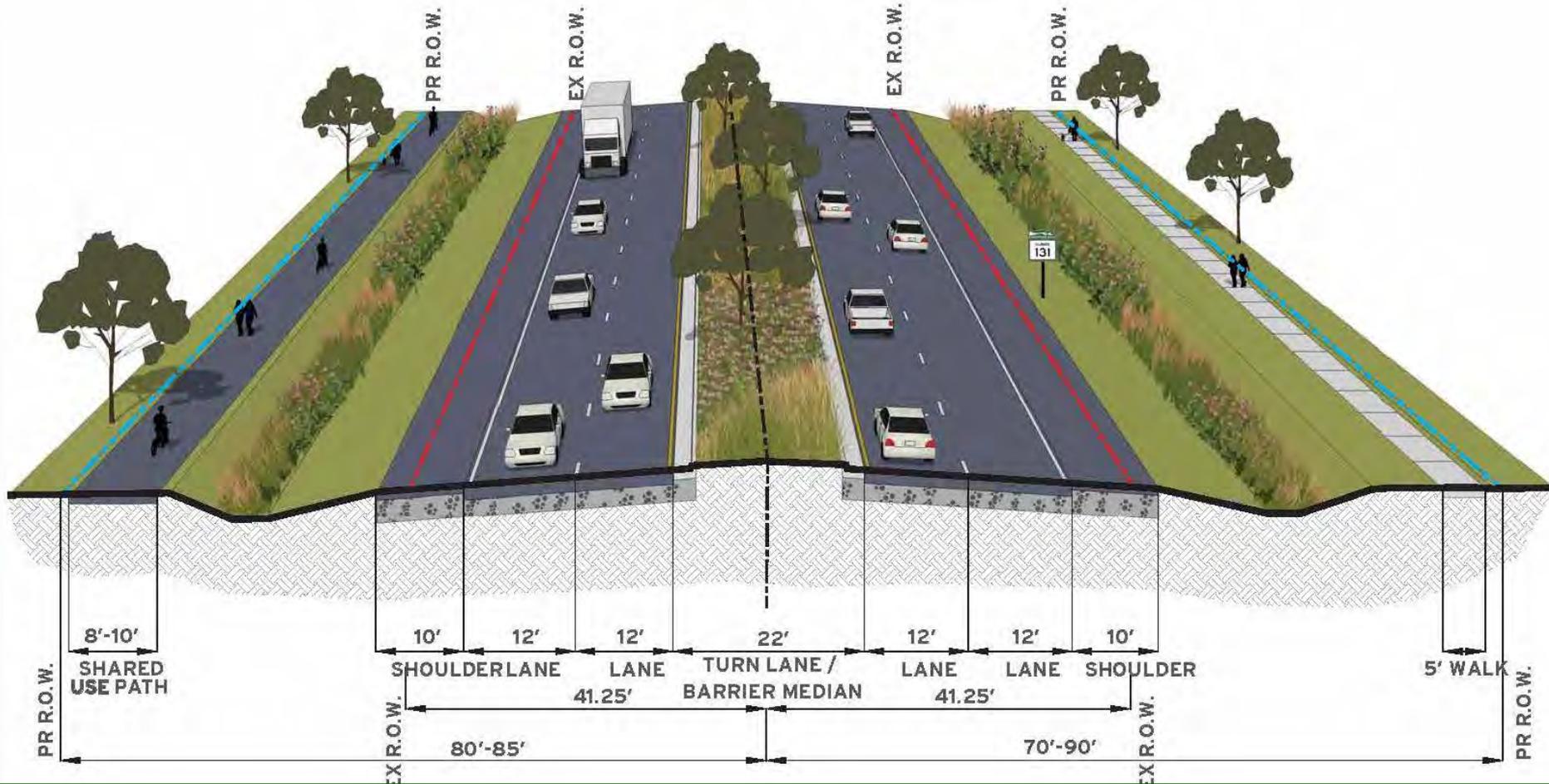
## Sunset Avenue to Yorkhouse Road

## 4-Lane with Raised Curb Median, Curb and Gutter, Sidewalk, and Shared Use Path



Yorkhouse Road to Stone Bridge Drive and  
9<sup>th</sup> Street to Shepherd's Crook Golf Course

## 4-Lane with Raised Curb Median, Shoulder, Sidewalk, and Shared Use Path

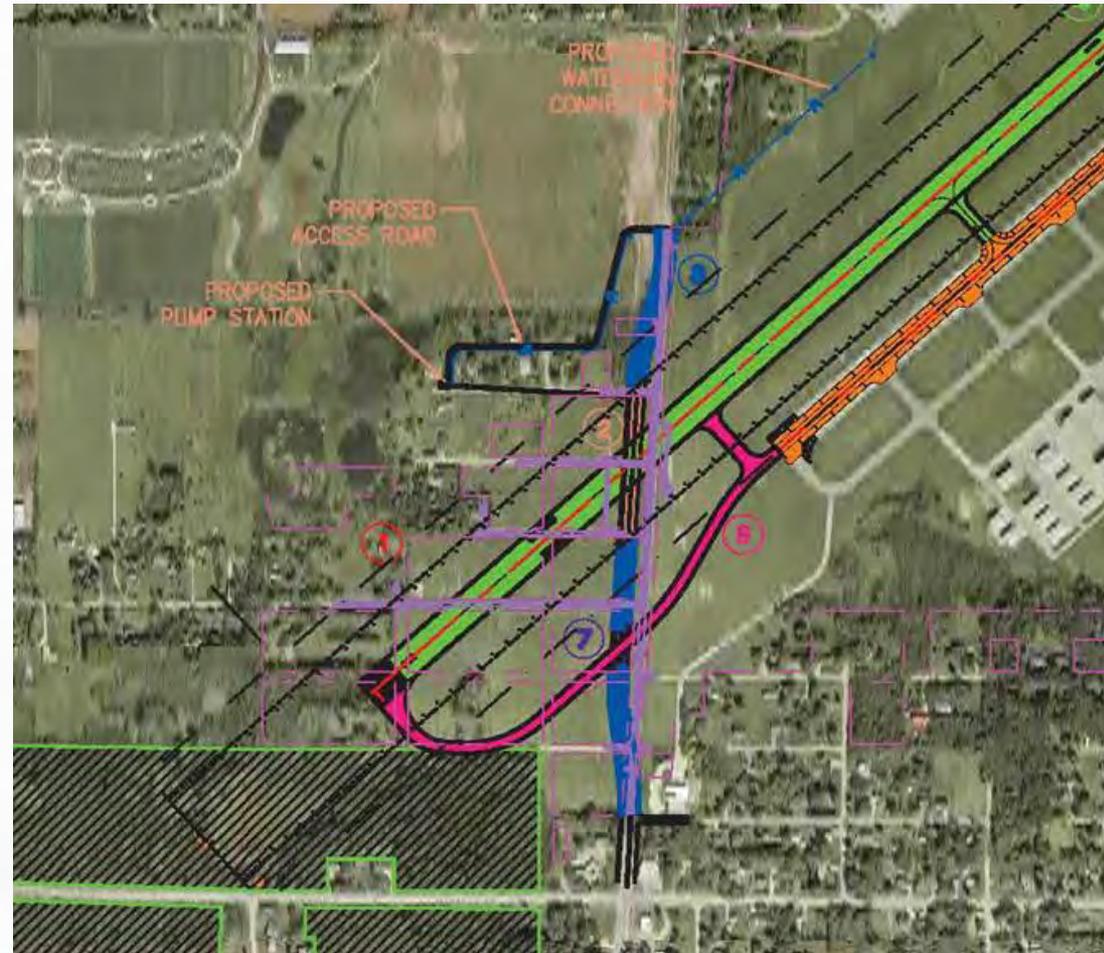


Stone Bridge Drive to 9<sup>th</sup> Street and  
Shepherd's Crook Golf Course to Russell Road

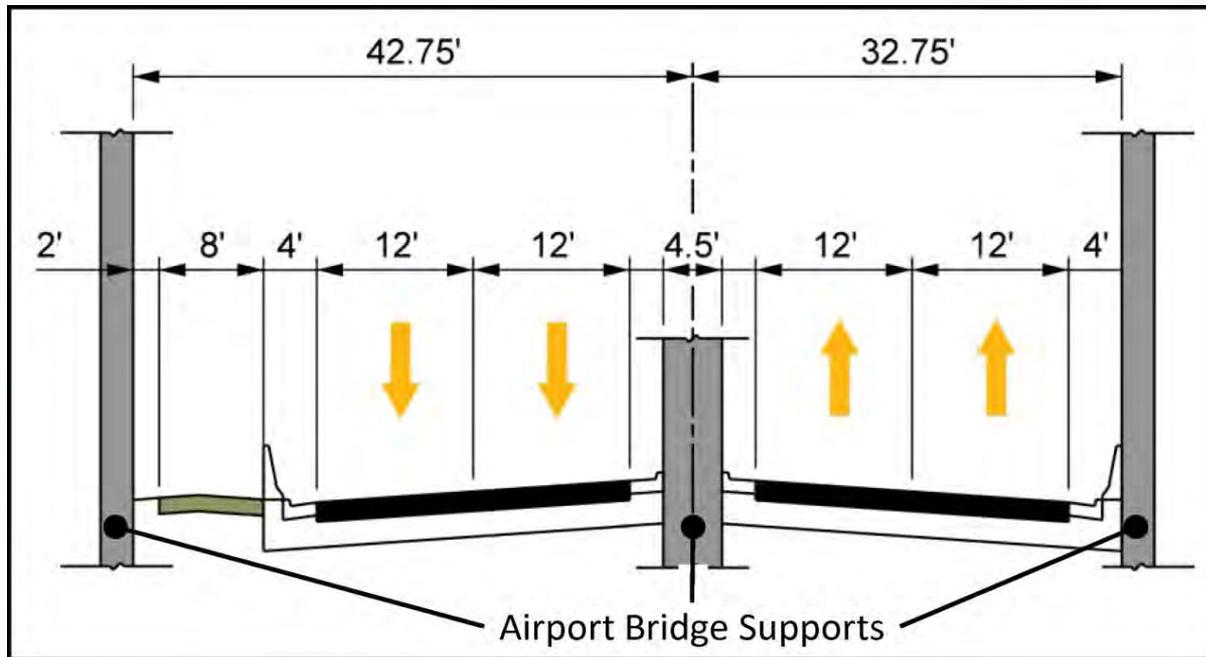
- Waukegan Airport
  - FAA coordination
  - Shift approx. 90 feet west; depress roadway 25 to 30 feet



- **Waukegan Airport**
  - Side street closures at IL 131
  - Impacts 13 residences
  - Airport has been acquiring properties
  - Impacts documented through FAA NEPA process



- Waukegan Airport Typical Section



*Looking North*

- Alignment shifts
- Curb and gutter vs. shoulder
- Reduced median width (14' vs. 22')
- Retaining walls
- Steeper side slopes
- Shared use path widths
- Reduced displacement



**The Preferred Alternative was chosen because it best meets the project purpose and need.**

- ✓ **Improves mobility**
- ✓ **Improves safety**
- ✓ **Current Design Standards**
- ✓ **Bicycle and Pedestrian Facilities**

## Estimated Construction Cost for the Preferred Alternative

- \$118 million (2016 \$)
- Includes Land Acquisition

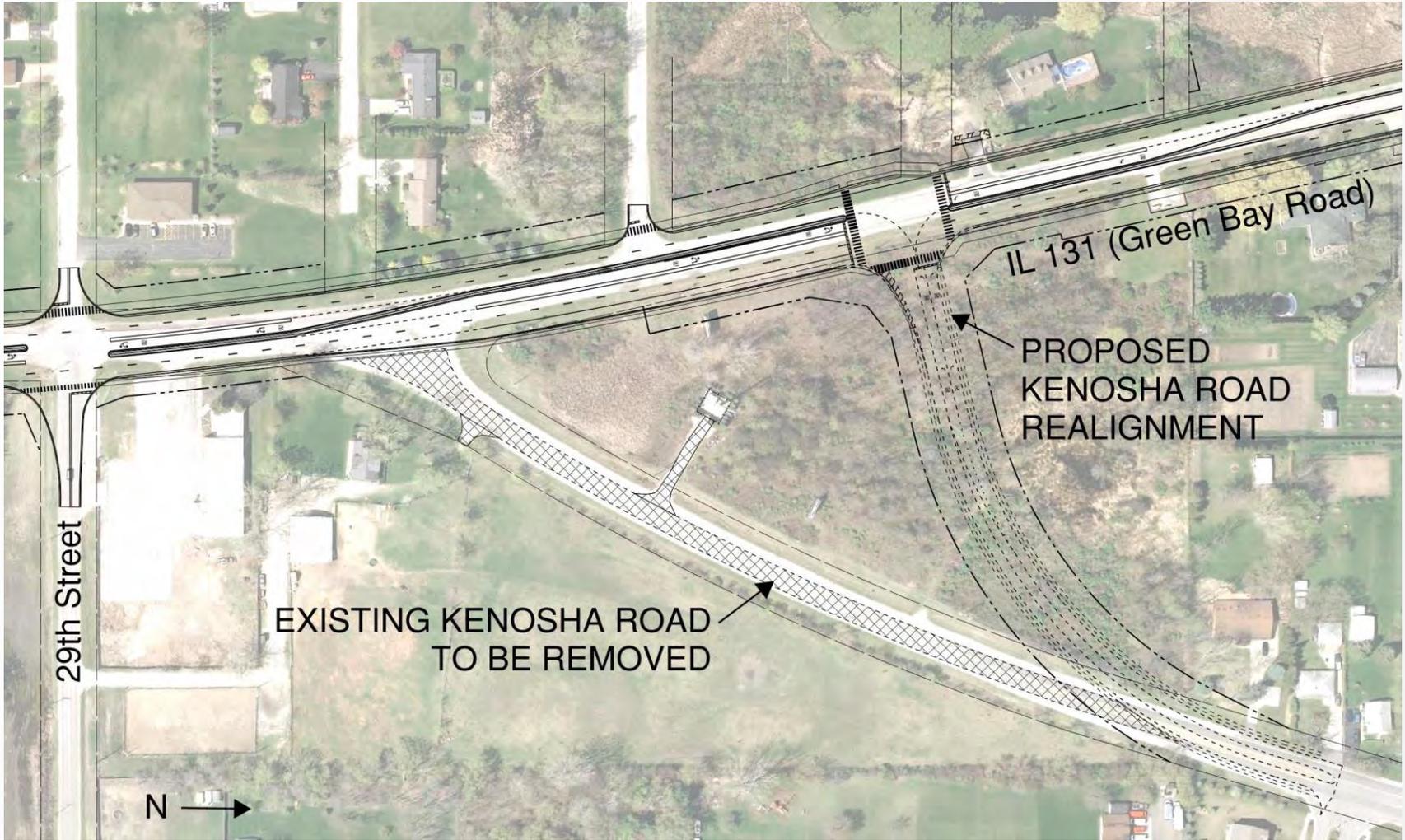


- Traffic Signal Replacement
- Emergency Vehicle Preemption (EVP) Devices
- Bicyclist and Pedestrian Accommodations
- Roadway Lighting Removal & Replacement
- Temporary Lighting
- Medians Maintenance
- Utility Relocation

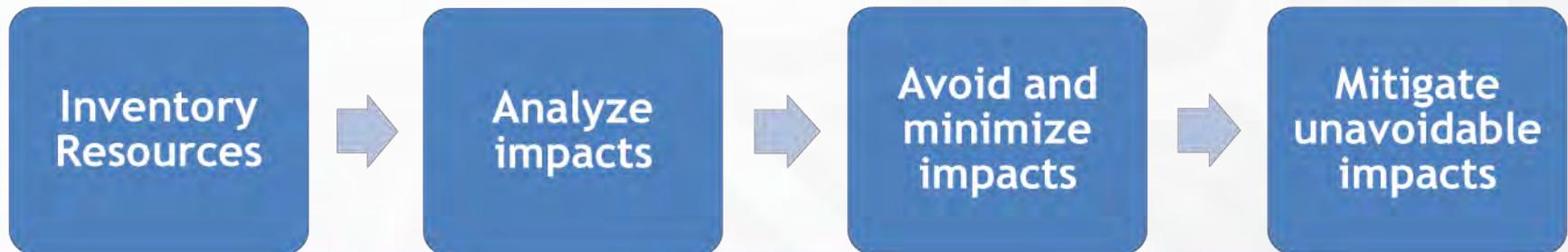


Land Use	Fee Simple Right-of-Way (acres)	Permanent Easement (acres)	Temporary Easement (acres)	Relocations (buildings)
Residential	23.99	0.00	0.76	3
Commercial	4.65	9.69	0.41	1
Industrial	3.76	0.00	0.14	1
Agriculture	5.16	0.00	0.02	0
<b>Total</b>	<b>37.56</b>	<b>9.69</b>	<b>1.33</b>	<b>5</b>





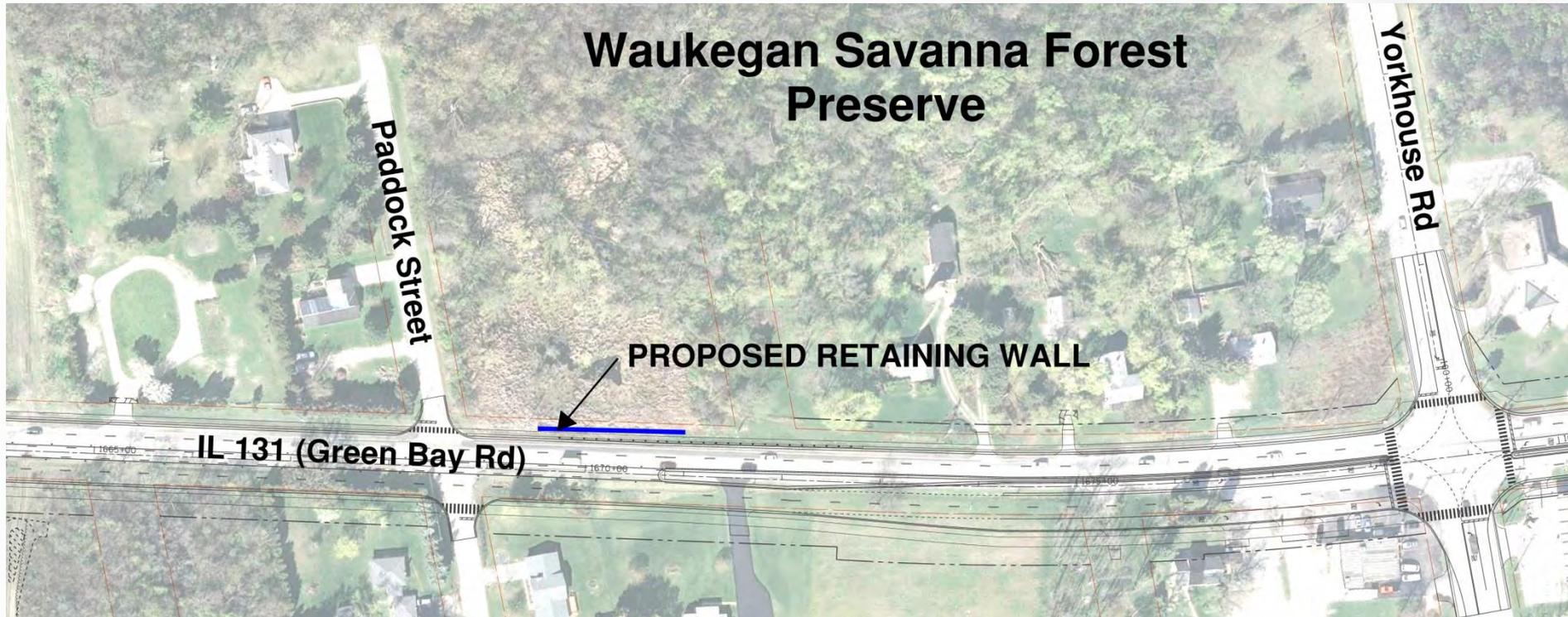
Federal requirements & IDOT policies required a detailed look at potential environmental impacts.



Section 4(f) of the USDOT Act of 1966 states that a project using federal money cannot use land from publicly owned wildlife and waterfowl refuges, parks or recreational areas unless the following conditions apply:

- There is no feasible (possible) and prudent (sensible) alternative to the use of the land; and
- The action includes all possible planning to minimize harm to the property.
- There are no publicly owned wildlife and waterfowl refuges in the project area.

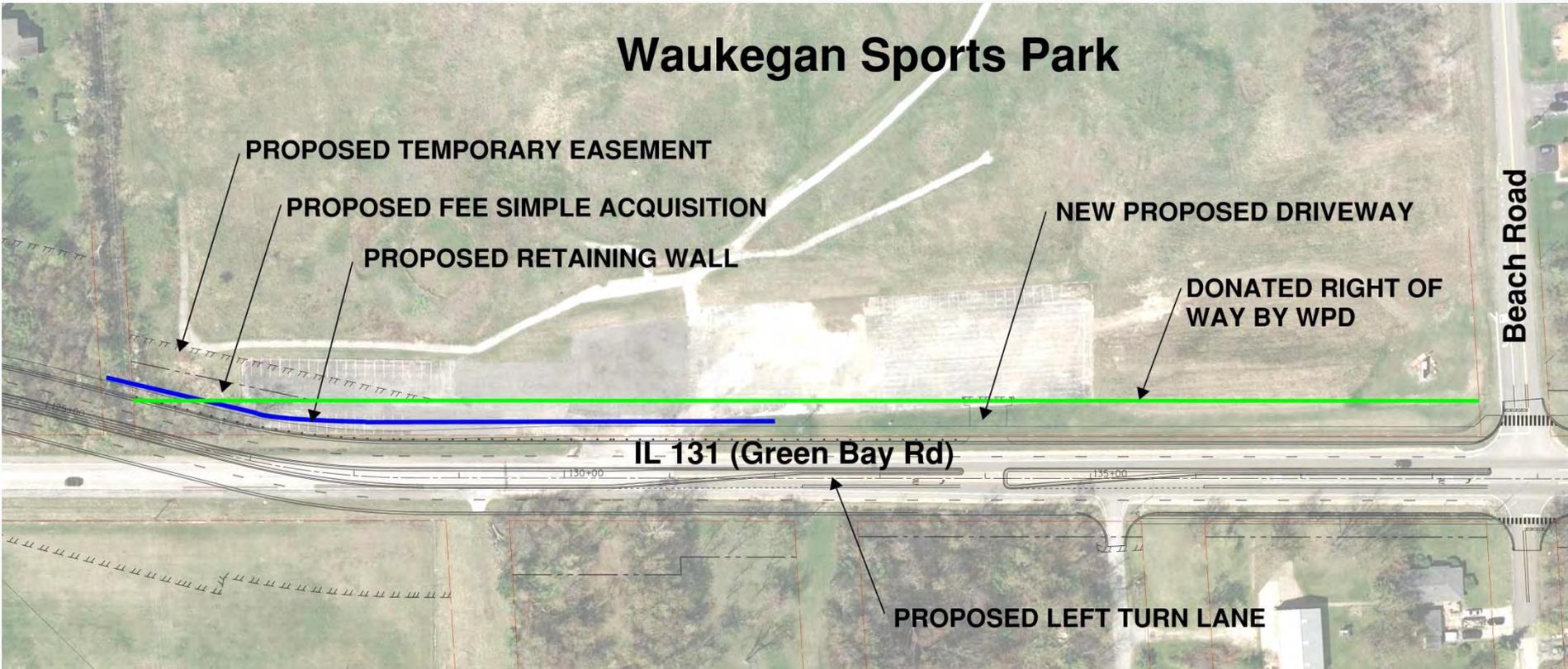
## LCFPD - Waukegan Savanna Forest Preserve



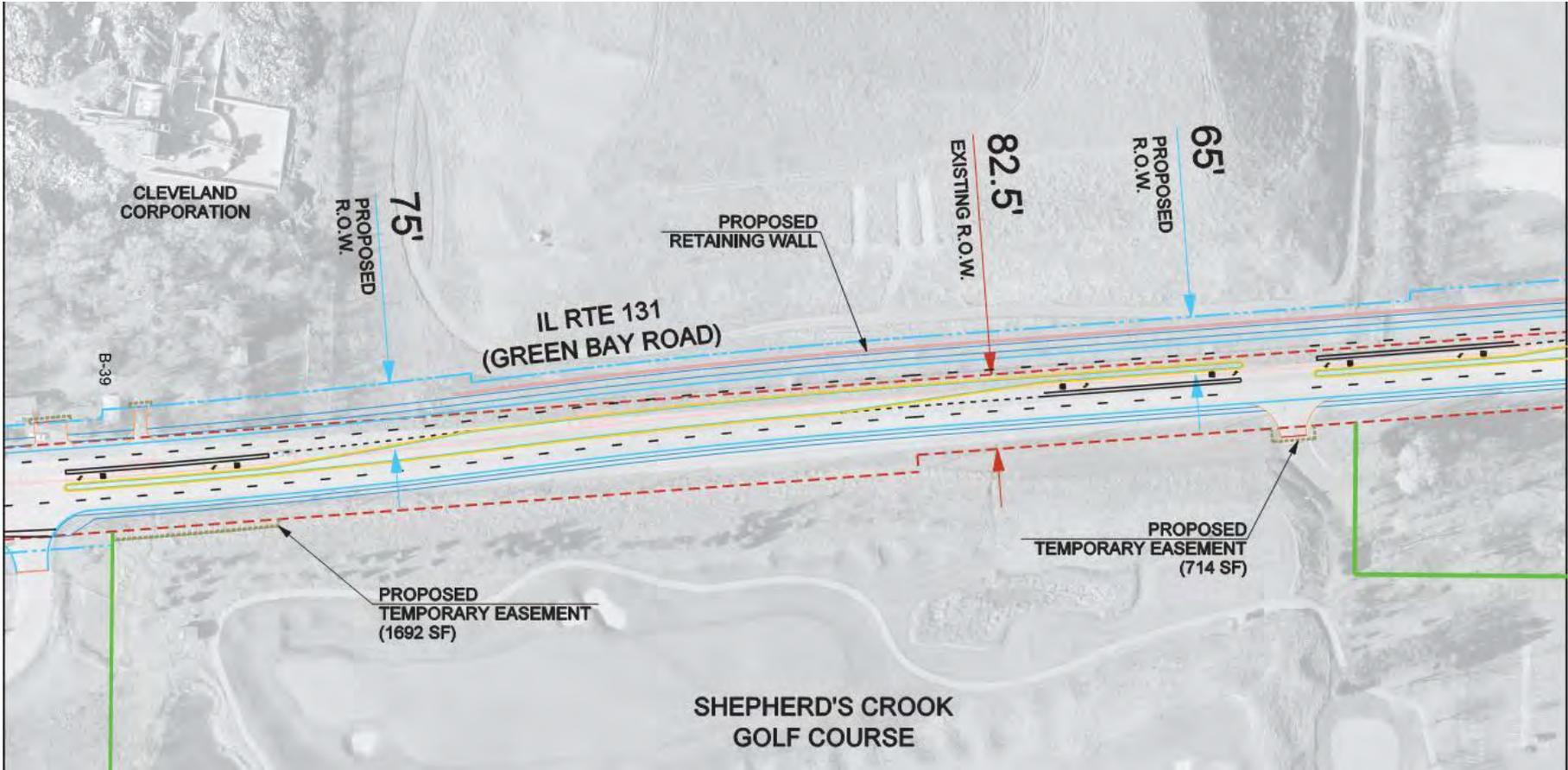
## LCFPD - ThunderHawk Golf Club



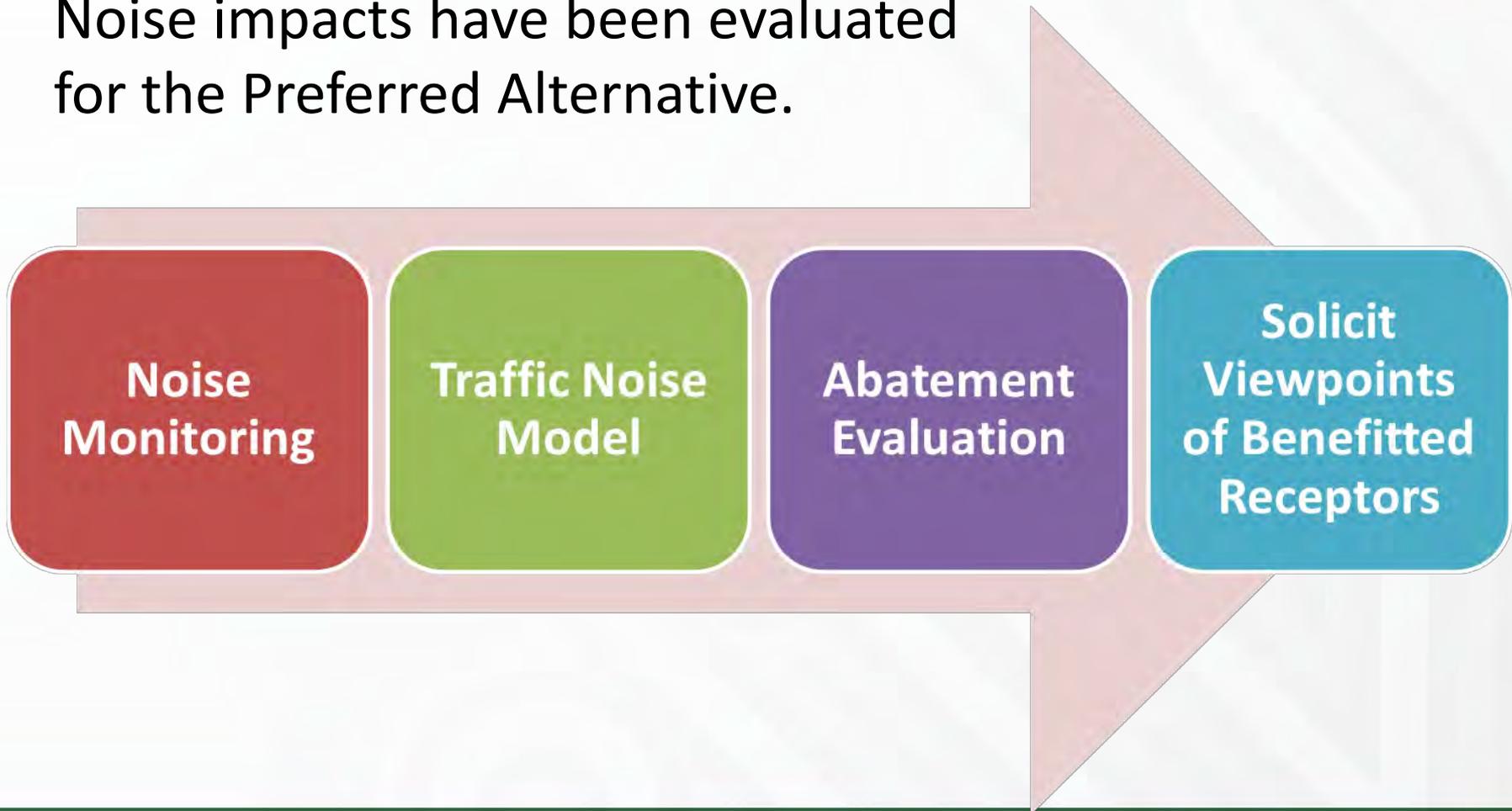
## Waukegan Park District – Sports Park



## Zion Park District - Shepherd's Crook Golf Course



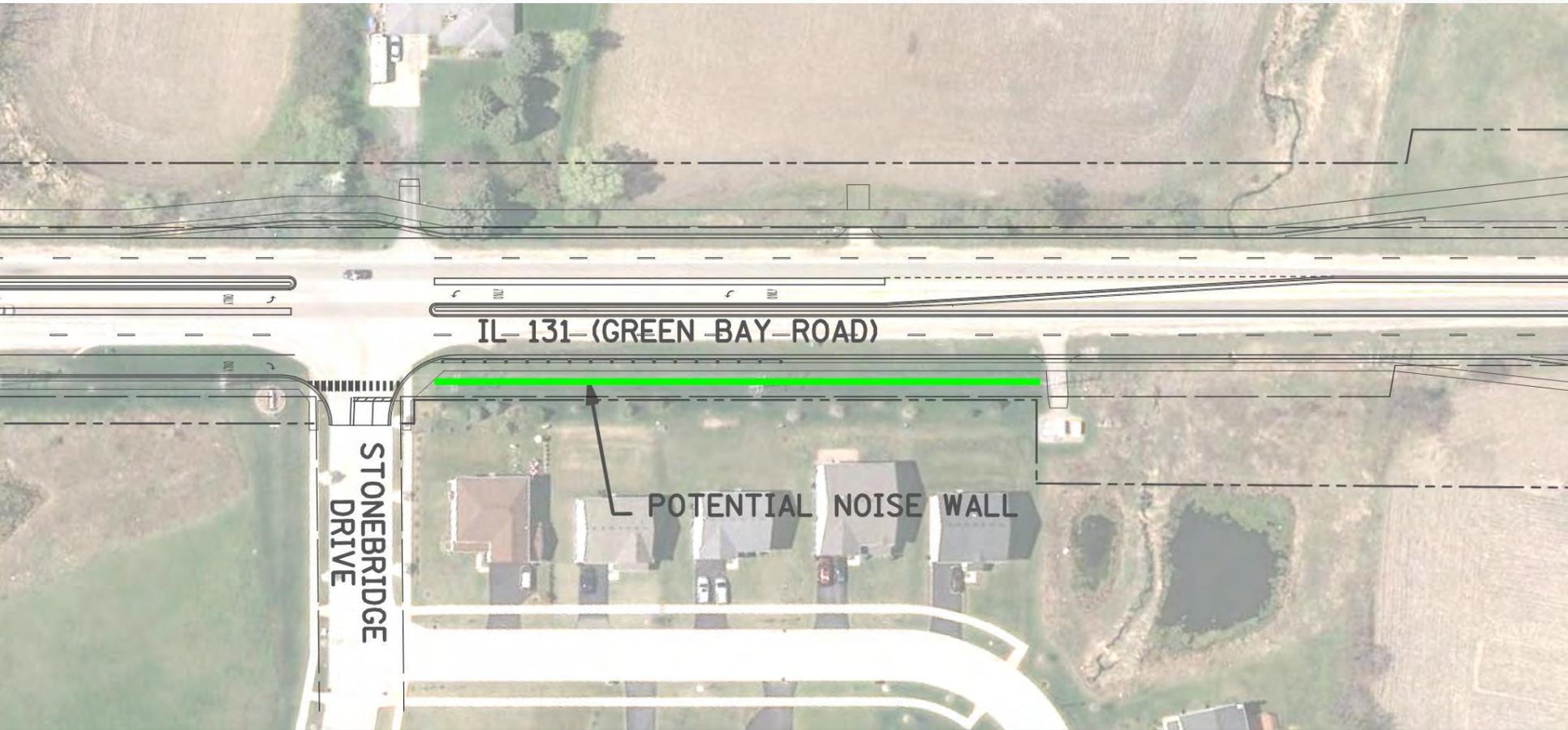
Noise impacts have been evaluated for the Preferred Alternative.



## Potential Noise Wall Location



## Potential Noise Wall Location



## IDOT CURRENT TYPICAL WALL

**FILED**

**Illinois Department of Transportation**  
Division of Highways/Highway Design Section  
301 West Center Court/Schaumburg, Illinois 60196-1046

Project and Environmental Studies  
155 at Weber Road  
Weber Road from 136<sup>th</sup> Street/Romeo Road to 119<sup>th</sup> Street/Rodeo Drive  
Will County

November 8, 2013

Re: Viewpoint Solicitation - First Notice  
Noise Barrier Implementation

-Subject-  
-Address-  
-Address- -app-

Dear Property Owner or Resident:

The Illinois Department of Transportation (Department) in cooperation with Will County Department of Highways (County) are currently engaged in preliminary engineering and environmental studies (Phase 0) for Weber Road from 136<sup>th</sup> Street/Romeo Road to 119<sup>th</sup> Street/Rodeo Drive including the Weber Road interchange at I-55. The proposed improvements include reconstruction of the existing diamond interchange of I-55 at Weber Road to a diverging diamond interchange and widening of Weber Road from four lanes to six lanes. The I-55 at Weber Road improvements are included in the Department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program contingent upon the sale of approximately 200 acres of unused property currently owned by the Illinois Department of Corrections as stipulated in Public Act 98-0019, and contingent upon local financial participation for improvements to adjacent highway facilities under local jurisdiction.

As part of the Phase I Study, traffic noise was evaluated for the proposed roadway improvements. The traffic noise analysis indicated that noise levels in your area warrant the consideration of noise abatement. Based on the noise abatement analysis, a noise wall approximately 10 feet high is warranted along the west side of Weber Road from approximately 230 feet north of Rodeo Drive to just north of Countryside Drive. (See the enclosed figure for the location of the proposed noise wall. The proposed wall in your area is labeled as "B18".

The Department is requesting your viewpoint regarding your desire for the noise wall proposed near your location. The letter has been provided to all property owners and anyone who would benefit from a noise barrier.

**Viewpoint Form**

I-55 at Weber Road  
Weber Road from 136<sup>th</sup> Street/Romeo Road to 119<sup>th</sup> Street/Rodeo Drive  
Will County  
Wall - B18

**Please provide your response by December 9, 2013.**

I am in favor of a noise barrier:

Yes  
 No

Name: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Owner: \_\_\_\_\_ OR Tenant: \_\_\_\_\_  
Address: \_\_\_\_\_  
Date: \_\_\_\_\_

Comments:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



For more information regarding highway traffic noise, please visit IDOT's website <http://www.idot.illinois.gov/Assets/upload/s/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/HighwayTrafficNoiseAssessmentManual>

- ✓ **Rental properties:** One vote for tenant, one vote for owner (per unit)
- ✓ Receptors that share property line with IL 131 receive **TWO VOTES**
- ✓ Up to **TWO ROUNDS** of voting to **MAXIMIZE** response rates



**RESPONSE GOAL OF 33%**  
of benefited receptors per proposed wall

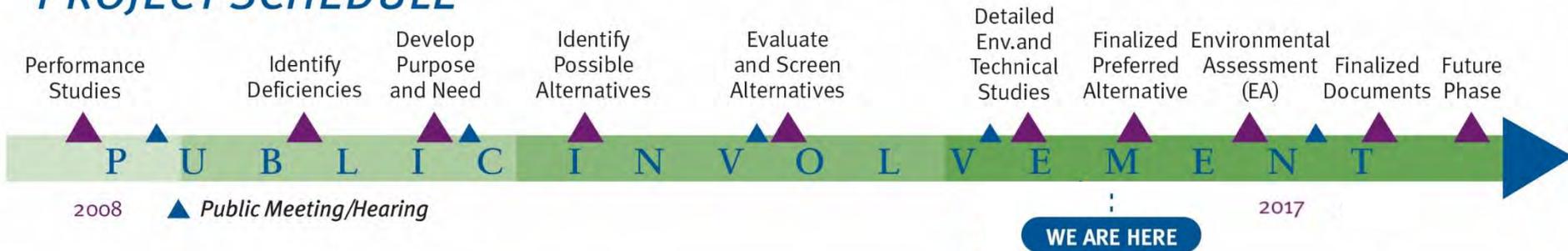
*If more than half of the votes are in favor of a wall, the proposed abatement measure will be likely to be implemented*

- Water retention/infiltration
- Overland flow 2-4 miles to nearest stream/lake provides more infiltration opportunities
- 12" aggregate ditch checks
- Over-excavating regional detention basins
- Catch basins with sumps and vortex separators
- In-line storage where space is restricted
- BMP options limited
  - Airport
  - Recreational areas
  - Residential and commercial developments



- EA signed
  - Public hearing
  - Phase I design approval
- Fall 2016
  - Early 2017
  - Spring 2017

## PROJECT SCHEDULE





Thank you for your on-going participation and input on creating a Plan for Your Community!