

ERRATA

**Illinois Route 131
Russell Road to Sunset Avenue
Lake County, Illinois
Job No. P-91-352-07**

January 10, 2020

This Erratum includes corrections, revisions, and/or additions to the October 2017 Environmental Assessment (EA), for the proposed improvements of Illinois Route 131 (IL 131) from Russell Road to Sunset Avenue in Lake County, Illinois. The EA was approved for public release by the Federal Highway Administration (FHWA) on October 17, 2017. Corrections, revisions, and/or additions are shown in *italics*.

Chapter 3. Alternatives

Section 3.7. Preferred Alternative

Page 3-14: Replace the second paragraph with the following:

“The total cost of the IL 131 project is estimated at \$180 million in 2019 dollars. The project estimate considers all currently known work required to build the project – including land acquisition, implementing environmental commitments and mitigation measures, and constructing the project. The project is included in the Chicago Metropolitan Area’s (CMAP’s) 2020-2024 Transportation Improvement Plan (TIP) 10-09-0024, which was approved October 21, 2019. Complete funding for the southern section of the project (from Russell Road to Sunset Avenue) is included in IDOT’s FY 2020-2025 Proposed Highway Improvement Program.”

Chapter 4. Environmental Resources, Impacts and Mitigation

Table 4-1: Agency Coordination Summary

Page 4-4: In the first row (noise), revise the second bullet to:

“Information about the noise analysis was available at the public hearing.”

Table 4-2: Land Required for Preferred Alternative

Page 4-21: Update the Land Required for the Preferred Alternative Table as follows:

Land Use	Permanent Right-of-Way (acres)	Permanent Easement (acres)	Temporary Easement (acres)	Relocations (buildings)	Comments
Residential*	20.53	4.07	2.77	0	
Commercial	5.15	0.00	0.54	1	Impacts Fritz's Corner, 1670 Green Bay Road, Zion
Industrial	6.65	2.49	2.49	3	<i>Potential Impacts to three buildings on property owned by Cleveland Corporation, 42810 N. Green Bay Road, Zion</i>
Agriculture	7.72	0.00	0.09	0	
Total	40.05	6.56	5.89	2	

Section 4.2.10. Pedestrian, Bicycle and Transit Facilities

Page 4-24: Insert the following after the sixth sentence in the second paragraph:

“As a result of a public hearing comment from the Lake County Forest Preserve District (LCFPD), the preferred alternative was modified to provide a 50-foot connection between the proposed shared-use path and Lake County Forest Preserve District’s Lyon’s Wood Trail located in right-of-way owned by Commonwealth Edison (ComEd) south of Yorkhouse Road as well as a 400-foot long shared-use path along the south side of Yorkhouse Road from IL 131 to the Waukegan Savanna Forest Preserve.”

Section 4.3. Agricultural Resources

Page 4-27: Replace the sixth sentence in the second paragraph with:

“On April 28, 2017, IDOA completed a corridor site assessment, which concluded the IL 131 project has a low rating for farmland protection (see Appendix B). Therefore, no additional evaluation is required, and the project complies with IDOT’s Agricultural Land Preservation Policy and the Illinois Farmland Preservation Act.”

Section 4.6. Noise

Page 4-30: Change the last sentence in the fourth paragraph to:

“The results of the noise analysis were presented at the public hearing, including exhibits showing the locations of barriers likely to be implemented depending on the resulting viewpoints of the benefitted receptors.”

Page 4-31: Change the first paragraph (continued from page 4-30) to:

“Supporting noise analysis information was also available for review at the public hearing. Three of the four proposed noise walls (B2, B9, and B63) are in the southern segment of the project which is included in IDOT’s FY2020-2025 Proposed Highway Improvement Program. Benefitted receptors will be solicited for their viewpoints of these walls before the improvement advances to Phase II, detailed design and land acquisition. The viewpoints of the benefitted receptors for the remaining wall (B33) will be solicited when funding beyond Phase I is secured.”

Section 4.7.4. Threatened and Endangered Species

Page 4-35: Replace the last sentence in the third paragraph with:

“This form was coordinated with USFWS via this EA. No response was received from USFWS. Therefore, the consultation process for the NLEB is complete^{28a}.”

Page 4-35: Add the following footnote to the end of the page:

“^{28a}USFWS has established a framework for streamlined consultation that relies on the January 5, 2016 Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions. If USFWS does not respond within 30 days after being notified of an action that may affect the NLEB, IDOT may consider its responsibilities under Section 7 of the Endangered Species Act of 1973 fulfilled with respect to the NLEB.”

Section 4.14.2. Waukegan SportsPark

Page 4-47: Replace the last four sentences in the fourth paragraph with:

“The public was given the opportunity to comment on the park impacts at the public hearing for this EA and during the comment period. No comments regarding the impact to the Waukegan Sports Park were received. IDOT obtained written concurrence for the de minimis impact from the Waukegan Park District on July 23, 2018 (see Appendix B). Coordination documents for impacts to the Waukegan Sports Park are included in Appendix C (Public Parkland).”

Chapter 5. Environmental Commitments

Page 5-1: Replace the last bullet with:

“Four noise barriers may be constructed within the project area (see Section 4.6 and Appendix C). IDOT will solicit the viewpoints of the property owners and residents who will benefit from the proposed noise walls early in Phase II, detailed design preparation and land acquisition.

Chapter 6. Public Involvement and Agency Coordination

Section 6.5.1. Other Outreach Efforts

Page 6-5: Replace the fourth and fifth sentences with:

“A translator was present at all public meetings and the public hearing to help the project team talk with those better able to communicate in Spanish.”

Table 6-3: Agency Coordination Summary

Page 6-6: In the fourth row (Waukegan National Airport), add the following bullet to the Date(s) of Coordination column:

- *June 29, 2017*

Page 6-6: In the fifth row (Lake County Forest Preserve), add the following bullet to the Date(s) of Coordination column:

- *November 17, 2017*

Page 6-7: In the first row (farmland), revise first bullet point in the Date(s) of Coordination column to:

- *April 28, 2017*

Page 6-7: In the final row (preferred alternative) add the following date to the bulleted list in the Date(s) of Coordination column:

- *December 6, 2017**

Section 6.7. Public Hearing

Page 6-7: Replace the text in this section with the following:

“A public hearing was held on Thursday, November 16, 2017 at Beach Park Middle School (40667 N. Green Bay Road) from 4:00 pm to 7:00 pm to obtain public input on the preferred alternative, EA, and Section 4(f) impacts to the Waukegan Sports Center. The public hearing was advertised through e-mail, press releases, newspaper ads, the project website, and direct mailings. The public hearing consisted of an “open house” session where people could look at exhibits and review information about the project, and members of the project team were available at each of the exhibits to answer questions. A presentation with further project details ran continuously in a separate room. People who attended the meeting were able to provide written and verbal feedback to the project team and a court reporter. A public forum was held at 6:00 pm to allow individuals to make public comments about the preferred alternative.

The public hearing was attended by 86 people. A total of 20 comments were received. In addition, the U.S. Environmental Protection Agency provided comments as a cooperating agency for the project. IDOT responded to the public hearing comments using a newsletter distributed to the project mailing list. Based on the comments received, the preferred alternative was modified to provide a 50-foot connection between the proposed shared-use path and Lake County Forest Preserve District’s Lyon’s Wood Trail located in right-of-way owned by Commonwealth Edison (ComEd) south of Yorkhouse Road as well as a 400-foot long shared-use path along the south side of Yorkhouse Road from IL 131 to the Waukegan Savanna Forest Preserve. Appendix C contains a detailed public hearing summary, including the materials presented, comments received, and the newsletter response to comments.”

Chapter 7. Next Steps

Section 7.1. Environmental Assessment

Page 7-2: Revise the Public Availability Period section to:

“The IL 131 EA and other project information was made available for agencies and the public to review and offer comments 15 days before the public hearing. Both paper and electronic copies of the EA were available. The public availability and comment period lasted 30 days following the public hearing.”

Page 7-2: Revise the last two sentences in the Public Hearing section to:

“People who attended the meeting were able to provide written and verbal feedback to the project team and a court reporter. A public forum was held at 6:00 pm to allow individuals to make public comments about the preferred alternative. Written comments were accepted for 30 days after the public hearing.”

Section 7.2 Phase II

Page 7-3: Revise the second paragraph as follows:

“The IL 131 project is included in the Chicago Metropolitan Area’s (CMAP’s) 2020-2024 Transportation Improvement Plan (TIP) 10-09-0024, which was approved October 21, 2019. Complete funding for the southern section of the project (from Russell Road to Sunset Avenue) including detailed design and land acquisition (Phase II), is included in IDOT’s FY 2020-2025 Proposed Highway Improvement Program.”

Section 7.3 Phase III

Page 7-3: Revise the last sentence as follows:

“Complete funding for the southern section of the project (from Russell Road to Sunset Avenue) including construction (Phase III), is included in IDOT’s FY 2020-2025 Proposed Highway Improvement Program.”

Appendix B: Agency Approval Documents

B1: Farmland

- Insert Form AD-1006 with completed IL LESA Site Assessment Corridor Factors

B5: Section 4(f)

- Insert the July 23, 2018 concurrence response from the Waukegan Park District

Appendix C: Project Reports and Coordination

Farmland

- Insert IDOA Farmland Coordination with Illinois LESA Site Assessment Corridor Factors (April 28, 2018)

NEPA-404 Merger

- Insert USEPA letter with EA comments (December 6, 2017)

Public Involvement

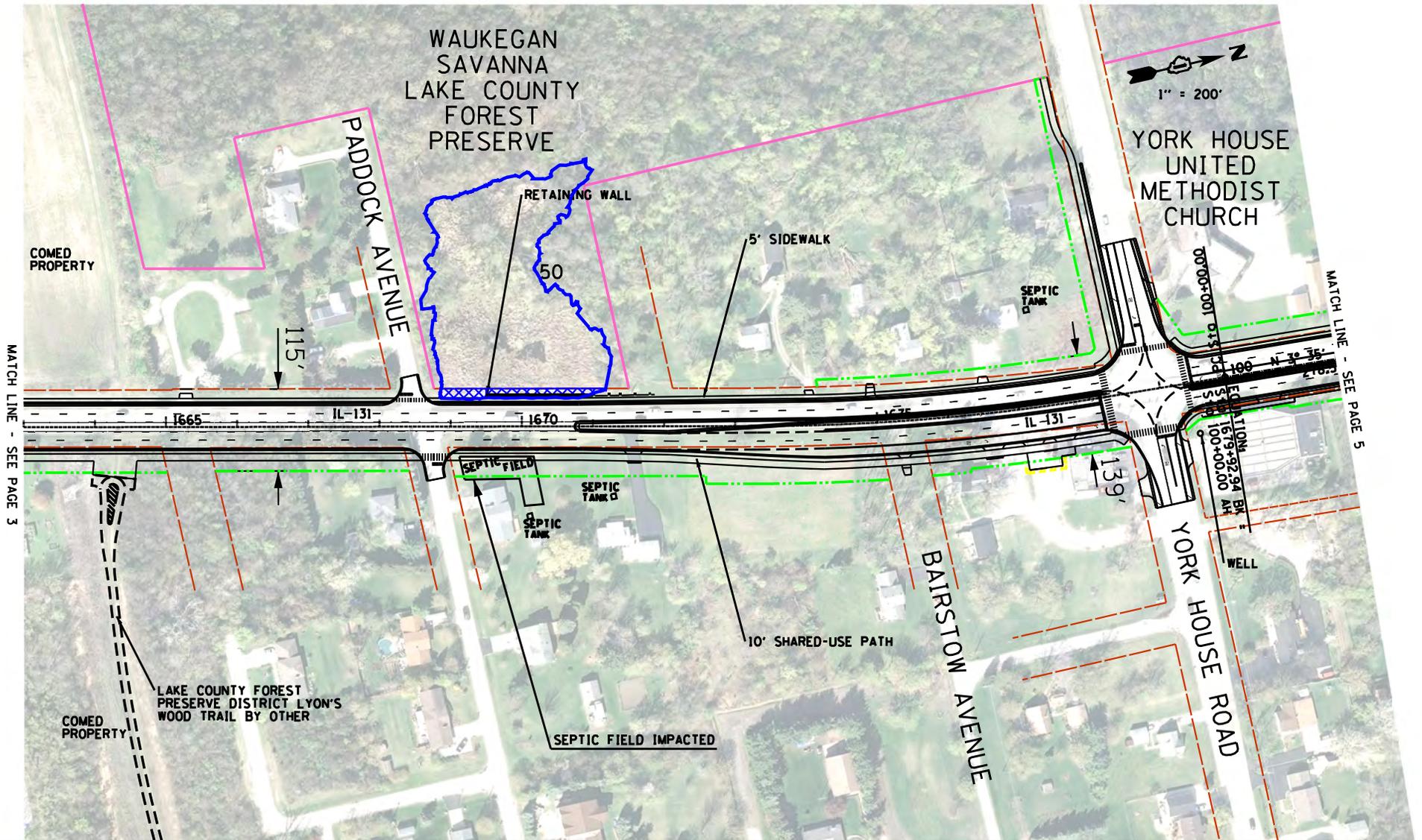
Insert the following:

- Public Hearing Summary and Materials
- Public Hearing Comments
- Public Hearing Newsletter

Waukegan National Airport

Insert the following:

- Airport Coordination Meeting (June 29, 2017)
- Waukegan Port District Email Correspondence Re: Land Acquisition and Project Status (December 12, 2019)
- Waukegan port District Resolution Approving Cost Sharing and Continued Cooperation with the Illinois Department of Transportation Re IL 131 (December 18, 2019)



LEGEND:

- EXISTING ROW
- PROPOSED ROW
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- WETLAND
- STREAMS/DITCHES/WATERS OF THE U.S. (WOUS)
- POTENTIAL NOISE BARRIER

- RETAINING WALL
- IMPACTED WETLAND
- IMPACTED WATERS OF THE U.S. (WOUS)
- IMPACTED SECTION 4(F) PROPERTIES

NOTE:
 NUMBERS ADJACENT TO WETLANDS (*) AND WOUS (W*) REFER TO THE SITE NUMBER ASSIGNED IN THE ILLINOIS NATURAL HISTORY SURVEY REPORTS FROM OCTOBER 2009, JULY 2010, AND JULY 2013. THE WETLAND SURVEY REPORTS ARE LOCATED IN APPENDIX C (ON CD).

ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

**EXHIBIT 3
 PREFERRED ALTERNATIVE
 ENVIRONMENTAL CONSTRAINTS**

AUGUST 2017

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	4/28/17
Name Of Project	IL 131 from Russell Rd to Sunset Ave.	Federal Agency Involved	FHWA
Proposed Land Use	Roadway widening	County And State	Lake County IL

PART II (To be completed by NRCS)		Date Request Received By NRCS	4/28/17
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Major Crop(s)		Acres Irrigated	Average Farm Size
Corn, Soybeans, Wheat, Hay		N/A	372
Farmable Land In Govt. Jurisdiction		Amount Of Farmland As Defined in FPPA	
Acres: 29,633,500 % 97		Acres: 27,695,900 % 91	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS	
Illinois	Statewide	4/28/17	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	2.3			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	2.3	0.0	0.0	0.0

PART IV (To be completed by NRCS): Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	1.6			
B. Total Acres Statewide And Local Important Farmland	0.3			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	50.7			

PART V (To be completed by NRCS): Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	115	0	0	0

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	150	0	0	0	0

See The attached Illinois LESA Site Assessment Corridor Factors

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	150	115	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	150	118	0	0	0
TOTAL POINTS (Total of above 2 lines)	300	133	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Reason For Selection:

** When utilizing the Illinois State Site Assessment Corridor factors, 150 points are assigned to the Land Evaluation Portion, and 150 points are assigned to the Site Assessment portion of the LESA System for a maximum score of 300 points.

**IL 131 – Sunset Ave. to Russell Road
Lake County, Illinois
Federal Highway Administration Funds**

PART VI-B Illinois Site Assessment <i>CORRIDOR</i> Factors	Maximum Points	Site A
1. Amount of agricultural land required	30	3
2. Location of the proposed alignment	30	0
3. Acres of off-site agricultural land required for borrow materials	15	15
4. Acres of Prime and Important farmland required for mitigation	15	0
5. Creation of severed farm parcels	10	0
6. Creation of uneconomical remnants	10	0
7. Creation of landlocked parcels	10	0
8. Creation of adverse travel	10	0
9. Relocations of rural residences and farm buildings	10	0
10. Utilization of minimum design standards	10	0
TOTAL SITE ASSESSMENT <i>CORRIDOR</i> POINTS	150	18

PART VII

Relative Value of Farmland	150	115
Total Site Assessment <i>CORRIDOR</i> Factors	150	18
TOTAL ILLINOIS LESA POINTS	300	133

071717
JL

* The Illinois LESA System applies the **225 point cutoff** when evaluating state and federally funded projects. Site or Corridor alternatives receiving **175 or fewer points** have a **low rating** for protection, and it is not necessary to evaluate additional alternatives. Those alternatives receiving **176 to 225 points** are in the **moderate range** for protection. In most cases, alternatives **exceeding the 225 point level should be retained for agricultural use**, and an alternate site should be utilized for the intended project. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. LESA also serves to maintain and promote the agricultural industry in Illinois.

FILE COPY



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 131 from Russell Road to Sunset Avenue
Lake County

March 26, 2018

CERTIFIED MAIL

Mr. Jay Lerner
Executive Director
Waukegan Park District
2000 Belvidere Street
Waukegan IL 60085

Dear Mr. Lerner:

The Illinois Department of Transportation (Department) is nearing completion of preliminary engineering and environmental studies (Phase I) for the proposed improvement of Illinois Route 131 (IL 131) from Russell Road to Sunset Avenue in the City of Zion, Village of Wadsworth, Village of Beach Park, and the City of Waukegan in Lake County. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The general scope of work for this improvement consists of roadway widening and reconstruction to provide two through lanes in each direction separated by a median, pedestrian and bicyclist accommodations, and drainage improvements.

As discussed in several meetings with the Waukegan Park District (WPD) as well as presented at the November 16, 2017 public hearing, the proposed improvement of IL 131 from Russell Road to Sunset Avenue will impact the Waukegan Sports Park holdings of WPD property. As this project is being processed to be eligible for federal funds, the WPD property is eligible for protection under federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The Department anticipates a *de minimis* impact finding for the WPD property, based on the determination that the project will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). The Federal Highway Administration has evaluated the impacts and has determined that the impacts qualify for a *de minimis* processing. The purpose of this letter is to request the WPD's concurrence that no adverse effects will occur to publicly owned lands maintained by the WPD as a result of the proposed improvement of IL 131 from Russell Road to Sunset Avenue.

The proposed project will impact 1.225 acres of the Waukegan Sports Park, located on the west side of IL 131, south of Beach Road. The Department will be acquiring approximately 0.08 acres of fee simple, 0.145 acres of temporary easement, and 1.00 acres of donated right-of-way for the construction, grading, and maintenance of a retaining wall, the construction of an entrance to the overflow parking lot, the widening of IL 131, and drainage improvements. Please see Attachment A for supporting exhibits and the proposed improvement plans in the enclosed Section 4(f) *de minimis* documentation.

The Department has determined that the impacts of this transportation project on the Waukegan Sports Park qualify for *de minimis* as outlined in 23 CFR 774 because:

1. The transportation use of the WPD, together with the impacts and mitigation measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The WPD, with jurisdiction over Waukegan Sports Park, has been informed by the Department about the *de minimis* impact findings at meetings on June 18, 2012, April 30, 2015 and May 17, that the project will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
3. The public was afforded the opportunity to review and comment on the effects of the project on Blackberry Trail Forest Preserve during a public hearing held on November 16, 2017, and a public comment period held from November 16, 2017 through December 16, 2017. No public comments regarding the Section 4(f) properties were received.

By signing this letter, the WPD concurs with the determination that the proposed improvement of IL 131 from Russell Road to Sunset Avenue will not have an adverse effect on the activities, features, and attributes that qualify the properties described in the enclosure for protection under Section 4(f). The WPD acknowledges that the Federal Highway Administration will use this concurrence as the basis for making a *de minimis* finding for each of the properties impacted and described in the enclosure.

Please review the enclosed *de minimis* documentation and public comment documentation for a more detailed description of the Section 4(f) properties that will be affected. If the WPD concurs with the determination of no adverse effect to the activities, features, and attributes that qualify the resources for protection under Section 4(f), please sign one copy of this letter and return it to the Department. The second copy is for your files.

Mr. Jay Lerner
March 26, 2018
Page Three

At the completion of the Phase I study and once funding is identified for land acquisition (Phase II), your agency will be contacted by the Department about the acquisition of the approximately 1.225 acres needed for highway purposes. Your signature on this letter in no way affects any future negotiations with the Department for land being acquired.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:
Issam Rayyan, P.E.
Acting Bureau Chief of Programming

Enclosure

bcc: File

Prepared By: Jacob Roth, Ext. 5188
Bureau of Programming

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Mr. Jay Lerner
March 26, 2018
Page Four

Project and Environmental Studies
Illinois Route 131 from Russell Road to Sunset Avenue
Lake County

Concurrence on determination of no adverse effects to Waukegan Park
District's 4(f) lands

Concur



Do Not Concur

Name

JAY LERNER

Title

EXECUTIVE DIRECTOR, WAUKEGAN PARK DISTRICT

Date

7-23-18

Comments

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	4/28/17
Name Of Project	IL 131 from Russell Rd to Sunset Ave.	Federal Agency Involved	FHWA
Proposed Land Use	Roadway widening	County And State	Lake County IL

PART II (To be completed by NRCS)		Date Request Received By NRCS	4/28/17
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Major Crop(s)		Acres Irrigated	Average Farm Size
Corn, Soybeans, Wheat, Hay		N/A	372
Farmable Land In Govt. Jurisdiction		Amount Of Farmland As Defined in FPPA	
Acres: 29,633,500 % 97		Acres: 27,695,900 % 91	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS	
Illinois	Statewide	4/28/17	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	2.3			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	2.3	0.0	0.0	0.0

PART IV (To be completed by NRCS): Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	1.6			
B. Total Acres Statewide And Local Important Farmland	0.3			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	50.7			

PART V (To be completed by NRCS): Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	115	0	0	0

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	150	0	0	0	0

See The attached
Illinois LESA Site Assessment
Corridor Factors

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	150	115	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	150	115	0	0	0
TOTAL POINTS (Total of above 2 lines)	300	133	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Reason For Selection:

** When utilizing the Illinois State Site Assessment Corridor factors, 150 points are assigned to the Land Evaluation Portion, and 150 points are assigned to the Site Assessment portion of the LESA System for a maximum score of 300 points.

**IL 131 – Sunset Ave. to Russell Road
Lake County, Illinois
Federal Highway Administration Funds**

PART VI-B Illinois Site Assessment <i>CORRIDOR</i> Factors	Maximum Points	Site A
1. Amount of agricultural land required	30	3
2. Location of the proposed alignment	30	0
3. Acres of off-site agricultural land required for borrow materials	15	15
4. Acres of Prime and Important farmland required for mitigation	15	0
5. Creation of severed farm parcels	10	0
6. Creation of uneconomical remnants	10	0
7. Creation of landlocked parcels	10	0
8. Creation of adverse travel	10	0
9. Relocations of rural residences and farm buildings	10	0
10. Utilization of minimum design standards	10	0
TOTAL SITE ASSESSMENT <i>CORRIDOR</i> POINTS	150	18

PART VII

Relative Value of Farmland	150	115
Total Site Assessment <i>CORRIDOR</i> Factors	150	18
TOTAL ILLINOIS LESA POINTS	300	133

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* The Illinois LESA System applies the **225 point cutoff** when evaluating state and federally funded projects. Site or Corridor alternatives receiving **175 or fewer points** have a **low rating** for protection, and it is not necessary to evaluate additional alternatives. Those alternatives receiving **176 to 225 points** are in the **moderate range** for protection. In most cases, alternatives **exceeding the 225 point level should be retained for agricultural use**, and an alternate site should be utilized for the intended project. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. LESA also serves to maintain and promote the agricultural industry in Illinois.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

DEC 06 2017

REPLY TO THE ATTENTION OF:

Matt Fuller
Federal Highway Administration – Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Draft Environmental Assessment for the Proposed IL 131 (Russell Road to Sunset Avenue) Project, Lake County, Illinois

Dear Mr. Fuller:

EPA has reviewed the referenced draft environmental assessment (EA), dated October 25, 2017, which was prepared by the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA). As we understand, this project does not currently have Federal funding, but may in the future. Our comments are provided pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and as a cooperating agency under the NEPA-Clean Water Act Section 404 (NEPA/404) Merger Process. EPA previously provided concurrence on alternatives to be carried forward (October 25, 2010), and on the preferred alternative (January 20, 2017).

The proposed project involves expanding the capacity of IL 131 from 2 lanes to 4 lanes between Russell Road and Sunset Avenue. Four alternatives have been provided:

No Action Alternative. The proposed project will not proceed;

Refined Alternative E1. Includes construction of two through lanes in each direction, dedicated right turn lanes, a shared use path, a sidewalk, paved shoulders, a raised grassy median (northern section), a flush median (central and southern sections), and shifts in the roadway to avoid impacting the Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, ThunderHawk Golf Club and Shepherd's Crook Golf Course;

Refined Alternative 2. Includes construction of two through lanes in each direction, curb and gutter, dedicated right turn lanes, a shared use path, a sidewalk, a raised grassy median (northern and central sections), a flush median with a left turn lane (southern section), and shifts in the roadway to avoid impacting the Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, ThunderHawk Golf Club and Shepherd's Crook Golf Course; and

Preferred Alternative. Includes construction of two through lanes in each direction, dedicated left turn lanes at major intersections, dedicated right turn lanes where needed to provide acceptable traffic operations, a shared-use path, a sidewalk, combining and removing extra driveways located very close to major intersection areas, a roadway shift at the Benton-Greenwood Cemetery and the ThunderHawk Golf Club, green stormwater infrastructure, relocation and lowering of IL 131 between Beach Road and Yorkhouse Road near the Waukegan National Airport.

We appreciate the opportunity to review the EA. We commend FHWA and IDOT for committing to a reduced project footprint to avoid wetland areas, and best management practices for stormwater management, air quality, and erosion control. Based on our review, we have comments relating to safely crossing IL 131, and permeable pavement, as stated below.

Safely Crossing IL 131

We recommend FHWA and IDOT consider installing either pedestrian bridge(s) or pedestrian tunnel(s) across IL 131, where appropriate, to reduce the need for foot and bicycle traffic to cross IL 131 at street level. The proposed wildlife crossings may also be implemented into the pedestrian bridge/tunnel designs. Though project data indicates large mammals are not a significant safety concern, large mammals will utilize a bridge/overpass if fencing is strategically placed. This would be particularly useful at stream crossings and parks, where wildlife is likely to congregate and cross.

Permeable Pavement

We recommend the shared use path and sidewalks be constructed of permeable pavement, where appropriate.

We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Kimberly Murphy, Illinois Department of Transportation



IL 131 Green Bay Road Project Public Hearing Summary

Executive Summary

The Public Hearing for the Illinois Route 131 (IL 131) Green Bay Road Project was held on Thursday, November 16, 2017 at Beach Park Middle School 40667 N. Green Bay Road in Beach Park, Illinois from 4 to 7 PM, and was conducted in an open house format. The meeting was attended by **86 people**. At total of **20 people provided comments to the court reporter at the hearing, through the project website, in the Public Forum, or filled out a comment form. In addition, the United States Environmental Protection Agency provided comments as a cooperating agency for the project.**

Overview

The IL 131 project stretches for 7.3 miles from Russell Road at the Wisconsin/Illinois state line to Sunset Avenue. The project is in portions of the City of Zion, Village of Wadsworth, Village of Beach Park, City of Waukegan, Benton Township, Newport Township and Waukegan Township in northeastern Lake County, Illinois.

The Illinois Department of Transportation (IDOT) is managing the IL 131 project in partnership with the Federal Highway Administration (FHWA). Alternatives for improving IL 131 were developed through the IDOT's Phase I study process, context sensitive solutions (CSS), and the National Environmental Policy Act (NEPA) process to involve local stakeholders early and often in the decisions about the project.

IL 131 is a Strategic Regional Arterial (SRA) and part of the National Highway System. This means that IL 131 serves as a key north-south route which supplements the expressway system by moving long-distance, high-volume automobile and commercial vehicle traffic in northeastern Illinois. The existing IL 131 roadway is two lanes with turn lanes at major intersections throughout the project area. The existing land use is industrial and agricultural between Russell Road and Illinois Route 173 (Rosecrans Road). The land use changes to mostly single-family residential and commercial between IL 173 and Sunset Avenue. The project area also includes several recreational areas, public facilities, and the Waukegan National Airport.

The general scope of work for this improvement consists of reconstructing Illinois Route 131 to provide two lanes in each direction separated by a median, as well as accommodations for bicyclists and pedestrians.

Kenosha Road Project

Improvements at Kenosha Road have been advanced to address some of the more pressing needs previously heard from the public.

The general scope of work for this break out improvement consists of re-aligning Kenosha Road to the north to improve the visibility and safety of the intersection at Illinois 131, installing traffic signals, and constructing a median on Illinois 131 between 29th Street and north of the realigned Kenosha Road to accommodate turn lanes.

IDOT is currently in the process of finalizing Phase II, contract plan preparation and land acquisition. This improvement is included in the Department's FY 2018-2023 Proposed Highway Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the early years of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations.

Meeting Content

The purpose of the hearing was to present the preferred alternative, the Environmental Assessment (EA), Section 4(f) impacts to the Waukegan Sports Center, and obtain public input during the Public Hearing including at the Public Forum at 6 PM.

There were two rooms, one which contained a continuous audio-visual presentation that included information regarding the project overview, Preferred Alternative, and EA.

The second room contained exhibit boards, roll plot aerial maps, court reporter and comment tables. The boards provided information regarding the project overview, Phase I study process, Illinois Complete Streets Law, noise wall information, environmental resources, Section 4(f) impacts, stakeholder outreach initiatives and the Preferred Alternative.

Attendees were provided an opportunity to speak with project team members. Comment forms were provided, as well as the opportunity to make comments electronically. Attendees were encouraged to provide comments to a court reporter before or at the Public Forum at 6 PM. All public hearing materials were posted to the website that evening and the roll plot of the corridor was posted the beginning of the following week.

Identification of Stakeholders

Per Context Sensitive Solutions (CSS) procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. The identification of stakeholders was completed through online searches and input from local community leaders. Stakeholders were categorized by specific areas of interest such as transit and transportation agencies, counties, municipalities, elected officials, legislators, local businesses, libraries, media, schools, churches, homeowner associations, property owners, public services, and utility agencies. Stakeholders helped the IDOT further understand the needs and concerns about the proposed improvement and project area. This input from the project stakeholders and the public was vital to the decision-making process of the project.

New stakeholders were continuously added throughout the project to the initial stakeholder list. All stakeholders expressing interest in the project were added to the project mailing list and able to participate in the process through various public outreach opportunities.

Representatives from the following communities and county were in attendance:

- City of Waukegan
- Village of Beach Park
- Village of Wadsworth
- City of Zion
- Lake County Council of Mayors
- Illinois 61st District State Representative
- Lake County Board

Several businesses were represented, including:

- Hanson Professional Services Inc.
- Waukegan National Airport
- Anderson Farm Orchard
- Grinus Ent.
- Gowan Oaks
- Cleveland Corp.
- USPS Waukegan

Agencies/organizations represented included:

- Pace Bus
- Waukegan Park District
- Federal Aviation Administration
- United States Postal Service
- Zion Park District
- Lake County Department of Transportation
- Lake County Forest Preserve District
- Lake County Storm Water Management

What we heard

- Can you provide our village (Wadsworth) the final working drainage plan?
- It would be nice to see a deceleration lane going into Shepherd's Crook Golf Course heading northbound.
- Need to only have sidewalk on one-side of the roadway
- Who will pay for the underground utilities to be moved?
- Median with curbs is not necessary
- Who maintains the grassy median area?
- So, this is a lot of public money from the municipalities that's certainly not budgeted, certainly not affordable to the municipalities of Zion and Beach Park
- Barrier median will devalue property

- Overall opposed to project
- Who will pay for the connection to Zion water system?
- Would like to see roundabouts used at Green Bay Road at 29th Street and Green Bay Road at 33rd Street, as well as other major streets
- Issues with school buses causing delays at 29th Street
- Horse trails need access to property at 1500 and 1600 on Green Bay Road; median needs to be opened in front of property instead of a U-turn
- Why is there a need for a shared-use path/bike path/sidewalk on Green Bay Road in an industrial zone?
- Raised median will destroy business
- Sidewalks and multi-use path is not necessary
- Issues with garage and driveway configuration, elevation and access
- The engineers are doing a great job on what they are doing. I just need to see it happen. We want to get it going.
- I am concerned about the traffic flow out of our facility - Advanced Disposal Zion Landfill. Please consider installing a traffic signal at this intersection
- Impacts to gas monitoring and water mains

Public Involvement Efforts

Through the CSS process, stakeholders were notified of the public hearing through a variety of ways.

Classified Ad:

A classified ad (Page 6) in English and Spanish notifying the public of the Public Hearing and included the purpose of the hearing, a description of the meeting format, Environmental Assessment (EA), and contact information. The classified ad ran in the following newspapers:

Publication	Type	Run Date(s)
Lake County News Sun	Monday-Saturday	November 1, 2017 November 8, 2017
Hoy	Friday	November 3, 2017 November 10, 2017
Zion-Benton Express	Weekly (Wednesday)	November 1, 2017 November 8, 2017
Lake County Journal	Weekly (Thursday)	November 2, 2017 November 9, 2017
Kenosha News	Daily	November 1, 2017 November 8, 2017

Postcard Invite:

Postcards (Page 7) were sent out in English and Spanish to approximately 800 stakeholders on November 2, 2017.

Brochure:

A brochure (Page 8) provided updates on the study and information regarding the Public Hearing. Copies of the brochure were made available at the meeting and on the project website. The following article topics were included:

- Purpose and Need
- Preferred Alternative
- Environmental Effects
- Waukegan National Airport Coordination
- Ways to Comment
- Planning Process
- Key Features and Benefits
- Stakeholder Involvement
- Land Acquisition
- Next Steps

Website:

A Public Hearing announcement was also posted on the project website on November 1, 2017.

3rd Party Outreach:

An email (Page 9) included a copy of the Public Hearing classified advertisement and the postcard invite in English and Spanish. They were asked to attach the information to their website or send out via e-news.

The email was sent to the following:

- Sam Cunningham, Mayor, City of Waukegan
- Al Hill, Mayor, City of Zion
- Dan Kloczkowski, Chairman, Gurnee Chamber of Commerce
- Jose Rodriguez, Chair, Hispanic Chamber of Lake County
- J. Rober Reyes, President, LA Nueva Semana
- Kevin Considine, President and CEO, Lake County Partners
- Megan McKenna, Executive Director, Mano o Mano
- Jacque Beltran, Pastor, Most Blessed Trinity Parish
- Myra Gaytan-Morales, Assistant Dean for Academic Services and Programs, University Center of Lake County
- Jon Kindseth, Village Administrator, Village of Beach Park
- Kristina Kovarik, Mayor, Village of Gurnee
- John Steinbrink, President, Village of Pleasant Prairie
- Moses Amidei, Village Administrator, Village of Wadsworth
- Michael Bruno, Mayor, Village of Winthrop Harbor
- David Villalobos, Alderman, Waukegan's 4th Ward
- Ann Taylor, Alderman, Waukegan's 9th Ward
- Rich Coombe, President, Winthrop Harbor Chamber of Commerce

Classified Advertisement

Illinois Department of Transportation PUBLIC HEARING	<p>The Illinois Department of Transportation invites you to attend the public hearing concerning the improvement of IL 131 from Russell Road to Sunset Avenue in Lake County.</p> <p>Date: November 16, 2017 Time: 4 - 7 p.m. Location: Beach Park Middle School 40667 N Green Bay Road Beach Park, IL 60099</p> <p>Purpose of the hearing:</p> <ul style="list-style-type: none"> • To present the preferred alternative and the Environmental Assessment (EA) • To present Section 4(f) impacts to the Waukegan Sports Center • To obtain public input <p>This hearing is an open house format. You are welcome to stop by anytime from 4-7 p.m. Exhibits will be on display, and an audio-visual presentation will be shown continuously during the meeting. A Public Forum will begin at 6 p.m., where the public will be invited to make a statement to a court reporter. Project team members will be present to discuss the project and answer questions.</p> <p>The EA has been completed and will be presented at the public hearing. The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures. It will be available for public review and comment on the project website at www.IL131Project.com, Zion-Benton Public Library District, Waukegan Public Library, the municipalities in the study area, and the Department's District One office in Schaumburg. A complete list of these locations can be found on the project website. Comments will be accepted through December 16, 2017.</p> <p><i>This hearing will be accessible to people with disabilities. Anyone needing special assistance should contact Lori Brown, PE, at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.</i></p> <p>Written comments can be submitted through the project website: www.IL131Project.com.</p>	Illinois Department of Transportation PUBLIC HEARING
	<p>El Departamento de Transportación de Illinois te invita a asistir la audiencia pública en referencia a las mejoras en IL 131 desde Russell Road hasta Sunset Avenue en el Condado de Lake.</p> <p>Fecha: 16 de Noviembre de 2017 Hora: 4 - 7 p.m. Lugar: Beach Park Middle School 40667 N Green Bay Road Beach Park, IL 60099</p> <p>Propósito de la audiencia:</p> <ul style="list-style-type: none"> • Presentar la alternativa preferida y la Evaluación Ambiental (EA) • Presentar los impactos a la Sección 4(f) del Centro de Deportes de Waukegan • Obtener la opinión del público <p>Esta reunión tendrá un formato abierto. Eres bienvenido a llegar en cualquier momento entre las 4-7 p.m. Habrá exhibiciones y una presentación audio-visual que se estará mostrando de manera consecutiva durante la reunión. Un foro público comenzará a las 6 p.m., en donde el público está invitado a expresarse frente a un reportero de la corte. Los miembros del equipo de trabajo del proyecto estarán presentes para discutir detalles del proyecto y responder sus preguntas.</p> <p>El documento EA ha sido completado y será presentado en la audiencia pública. El EA describe el propósito del proyecto propuesto, las alternativas consideradas, la alternativa preferida recomendada, los impactos ambientales anticipados, los beneficios del proyecto, y las posibles medidas de mitigación de impacto. Este documento estará disponible para la revisión y comentarios del público en la página web del proyecto www.IL131Project.com, la Librería Pública del Distrito de Zion-Benton, la Librería Pública de Waukegan, en las municipalidades en el área del proyecto, y en la Oficina del Distrito Uno del Departamento en Schaumburg. Una lista completa de estas localizaciones puede ser encontrada en la página web del proyecto. Los comentarios del público serán aceptados hasta el 16 de Diciembre de 2017.</p> <p><i>Esta audiencia será accesible para personas discapacitadas. Cualquier persona que necesite asistencia especial puede comunicarse con Brenda L. Alicea, PE, al (847) 705-4107. Personas que planifiquen asistir y necesiten un intérprete de lenguaje en señas o cualquier necesidad similar debe notificarlo al menos 5 días antes de la reunión al número TTY/TTD del Departamento (800) 526-0844/ ó 711; TTY (Español) (800) 501-0864/ ó 711; Telebraille (877) 526-6670.</i></p> <p>Comentarios escritos pueden ser sometidos a través de la página web del Proyecto: www.IL131Project.com.</p>	

Postcards Invite

You are invited to attend a Public Hearing

concerning the proposed improvement of **Illinois Route 131 from Russell Road to Sunset Avenue in Lake County**. The scope of work for this improvement is anticipated to consist of widening and reconstructing IL 131 between Russell Road and Sunset Avenue to provide two lanes in each direction separated by a raised median, intersection and drainage improvements, and pedestrian and bicycle improvements.



IL 131
GREEN BAY ROAD PROJECT
IL131Project.com

Jueves 16 de Noviembre de 2017
4:00 – 7:00 P.M.
Beach Park Middle School
40667 North Green Bay Road
Beach Park, Illinois 60099

Thursday, November 16, 2017
4:00 – 7:00 P.M.
Beach Park Middle School
40667 North Green Bay Road
Beach Park, Illinois 60099

Usted está invitado a asistir a la Audiencia Pública

en referencia a las mejoras de **Illinois Route 131 desde Russell Road hasta Sunset Avenue en el Condado de Lake**. Las mejoras propuestas para este proyecto están anticipadas en consistir del ensanche y reconstrucción de IL 131 desde Russell Road hasta Sunset Avenue para proveer dos carriles en cada dirección separadas por un terraplén elevado, mejoras a intersecciones y drenaje, y mejoras a las facilidades de peatones y ciclistas.




Interested persons may attend anytime between 4:00 p.m. and 7:00 p.m. Exhibits will be on display, and an audiovisual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. **A public forum will begin at 6:00 p.m.**, where the public will be invited to make a statement to a court reporter. Right-of-way acquisition and relocation assistance information will be available. Spanish speaking team members will be available to answer questions.

The Environmental Assessment (EA) document has been completed and will be presented at the public hearing. The EA describes the purpose and need, alternatives, the preferred alternative, environmental impacts, benefits, and mitigation measures. The EA can be viewed on the [project website IL131Project.com](http://projectwebsite.IL131Project.com), municipalities and libraries in the study area, and at the IDOT District One Office. **Comments will be accepted through December 16, 2017.**

Las personas interesadas pueden llegar en cualquier momento entre las 4:00 p.m. and 7:00 p.m. Habrá exhibiciones y una presentación audiovisual que se estará mostrando de manera continua durante la reunión. Los miembros del equipo de trabajo del proyecto estarán presentes para discutir detalles del proyecto y responder sus preguntas. **Un foro público comenzará a las 6 p.m.**, en donde el público está invitado a expresarse frente a un reportero de la corte. Información referente a la servidumbre de paso y relocalizaciones estará disponible. Habrá miembros del equipo de trabajo que podrán contestar sus preguntas en español de ser necesario.

El documento de Evaluación Ambiental (EA) ha sido completado y será presentado en la audiencia pública. El EA describe el propósito del proyecto propuesto, las alternativas consideradas, la alternativa preferida, los impactos ambientales anticipados, los beneficios del proyecto, y las posibles medidas de mitigación de impacto. Este documento puede ser localizado en la [página web del proyecto IL131Project.com](http://pagina web del proyecto IL131Project.com), en las municipalidades y librerías localizadas en el área del estudio, y en la Oficina del Distrito Uno del Departamento. **Los comentarios serán aceptados hasta el 16 de Diciembre de 2017.**

This hearing will be accessible to people with disabilities. Anyone needing special assistance should contact Lori Brown, PE, at (847) 795-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodation should notify the department's TTY/TDD number (800) 535-0844 or TTY users (Spanish) (800) 501-0864 for TTY and TeleBraille (877) 526-6670 at least five (5) days prior to the meeting.

Purpose of the hearing:

- To present the preferred alternative and the Environmental Assessment (EA) document
- To present Section 4(f) impacts to the Waukegan Sports Park
- To obtain public input

Propósito de la audiencia:

- Presentar la alternativa preferida y el documento de Evaluación Ambiental (EA)
- Presentar los impactos a la Sección 4(f) del Camino de Deportes de Waukegan
- Obtener la opinión del público

Contact Information:
Illinois Department of Transportation
201 W. Center Court • Schaumburg, IL 60196
Attn: Lori Brown, PE
or submit via the project website IL131Project.com

Printed using soy-based inks on recycled paper.

Brochure

Project Development

PHASE I We Are Here
Preliminary Engineering & Environmental Study
Completion: 4/26/2017

PHASE II Contract Plan Preparation and Land Acquisition
Status: In Progress

PHASE III Construction

NEXT STEPS:

- Release and evaluate public comments
- Refine design, as needed
- Finalize engineering and environmental reports
- Complete - Phase I Study (anticipated 2018)
- Phase II - Contract Plan Preparation and Land Acquisition (not funded)
- Phase III - Construction (not funded)

3 TYPES OF LAND ACQUISITION

Fee Simple Acquisition (Proposed Right-of-Way)

- 60-65 Acres required for the project
- Disposition: 2 Buildings (1 Commercial and 1 Industrial)

Permanent Easements

where underlying ownership is retained by the property owner, but access is temporarily allowed until final construction for uses such as parking, work, driveway construction, and landscaping operations.

- 1.13 Acres required for this project

Temporary Easements

where underlying ownership is retained by the property owner but access is temporarily allowed until final construction for uses such as parking, work, driveway construction, and landscaping operations.

- 1.13 Acres required for this project

Resolution IDOT Land Acquisition representative today's hearing is additional information.

What Do You Think?

IDOT is seeking your comments on the preferred alternative. The Environmental Assessment and Report for the Waukegan Sports Park, Waukegan Sports Park is a project on 400' roadway and impacts include a 1.13 acre of proposed right-of-way and 1.13 acres of temporary easements.

Ways to Comment

You may submit your comments to a staff member between 9 a.m. and 3 p.m. At 4 p.m. you can participate in a public hearing and make a public comment. For participation in the public hearing fill out the public hearing card and place it in the public hearing box at the sign on table.

Comments are available throughout the public hearing. Mail them to IDOT's address or submit them to you at the public hearing. Comments may be submitted on the project website. Comments may be submitted on the project website. Comments may be submitted on the project website.

We encourage comments throughout the course of the study. However, comments received by December 16, 2017 will become part of the public hearing record.

Illinois Department of Transportation
293 N. Center Street
Schwartz, IL 60196
Attn: Bureau of Programming
and E. Brown, IL

Illinois Department of Transportation

INTERACTION

Working Together...Creating a Plan for Your Community

ISSUE 6 Fall/Winter 2017

Purpose and Need

The purpose of the proposed action is to provide an improved transportation system for IL 131 from Russell Road to Sunset Avenue.

THE PREFERRED ALTERNATIVE WILL:

- Improve mobility
- Improve safety
- Upgrade roadway features to meet current design standards

Planning process nearing completion

The IL 131 planning process included a thorough examination of transportation problems, potential solutions, and extensive technical analysis and stakeholder input.

This study is following the National Environmental Policy Act (NEPA) process and involves the preparation of an Environmental Assessment (EA). The NEPA process requires analyzing the social and environmental effects of the proposed improvements. The goal is to avoid impacting environmental resources. If impacts were unavoidable, they were minimized and mitigated. The EA describes these impacts and mitigation measures along with the purpose and need, alternatives, the preferred alternative, and benefits. The EA can be viewed on the project website IL131Project.com, study area municipalities libraries, and at the IDOT District One Office. Comments will be accepted through December 16, 2017.

Environmental Effects

- **Noise** - Four noise walls were found to be feasible and reasonable
- **Wetlands** - 2.84 acres of wetland impacts
- **Cultural/Historic** - No historic properties, archeological or architectural sites will be affected
- **Air** - Air Quality not impacted
- **Recreational** - 0.10 acres of temporary easement is required from Shepherd's Crook Golf Course. 1.08 acres of permanent land acquisition and 0.34 acres of temporary easement are required from Waukegan Sports Park

PUBLIC HEARING

Thursday, November 16, 2017
4 p.m. - 7 p.m.

Beach Park Middle School
40667 N Green Bay Road
Beach Park, IL 60009

DEVELOPING & EVALUATING ALTERNATIVES for the People by the People

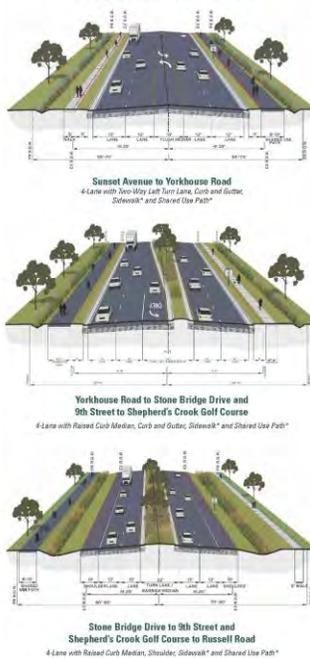
IDOT realizes that the success of a project is contingent upon the participation and input from stakeholders. To provide a forum for discussion and input, IDOT established a Corridor Planning Group and Technical Advisory Groups. These groups consist of members representing various agencies, business owners, and residents from the project area. These members invested a great deal of time by meeting with the project team throughout the study by providing input on the alternative development and evaluation process. Meeting with several alternatives, and four rounds of evaluation, a preferred alternative was developed by combining elements to maximize impacts throughout the project area.

Key Features and Benefits

The Preferred Alternative involves widening and reconstructing IL 131 for 7.3 miles between Russell Road and Sunset Avenue. Roadway features will meet current standards and mobility and safety will improve while reducing delay from turning vehicles and improving traffic flow both along IL 131 and at intersections.

- Two through lanes in each direction
- Dedicated left turn lanes at major intersections
- Dedicated right turn lanes where needed to provide acceptable traffic operations
- 5 foot sidewalk*
- 8 to 10 foot shared-use path*
- Consolidating and removing extra driveways located very close to major intersection to reduce conflict points
- Retaining walls to avoid permanent impacts to the Waukegan Savanna Forest Preserve and the Shepherd's Crook Golf Course
- Shifts in the roadway to avoid permanent impacts to the Benton-Greenwood Cemetery and Thunderhawk Golf Club
- Roadway grading and drainage design that minimizes impacts to wetlands
- Relocation and lowering of IL 131 between Beach Road and Yorkhouse Road to comply with Federal Aviation Administration (FAA) regulations and planned expansions at the Waukegan National Airport
- Best Management Practices (BMPs) will be used to protect water quality, preserve water resources, and minimize the overall impact on aquatic resources

Preferred Alternative



Travel Improvements Beyond the Road

A new shared-use path* will provide:

- Mobility
- Safety for bicycles and pedestrians
- Bicycles and pedestrian accessibility

The shared-use path alternates between the east and west sides of the roadway and will provide better connections to the Waukegan Savanna Forest Preserve, Waukegan Sports Park, schools, churches, residential developments and commercial areas.

*Subject to Local Participation

Future CONNECTIVITY Coming Your Way

The Lake County Forest Preserve District partnered with the City of Waukegan, Waukegan Park District and the Village of Beach Park in planning the shared-use path between Yorkhouse Road and the CMC property (just north of Marine Avenue) and it is a planned connection between the Robert McGary Trail, the Waukegan Savanna Forest Preserve and the Des Plaines River Trail.

Waukegan National Airport Coordination Continues

The Waukegan Port District is currently planning to expand facilities at the Waukegan National Airport, including a new runway and taxiway that cross IL 131. A separate Environmental Assessment is currently being prepared by the airport.

► To accommodate the runway and taxiway expansion, IL 131 shifts approximately 90 feet west and lowers the roadway 25 to 30 feet.



Stakeholder Involvement Offers INSIGHT

Throughout the study, frequent meetings were held to gain insight on stakeholder concerns and work to minimize effects on the communities. The project team has worked with agencies, municipalities, and other stakeholders, resulting in the development of the preferred alternative.

- 1 Public Hearing
 - 4 Public Meetings
 - 5 CPITAG Meetings
 - 20 State & Federal Meetings
 - 4 State & Federal Permitting Agency Meetings
 - 15 FAA and Waukegan National Airport Meetings
- On-going**
- Local Community
 - Lake and Kaneisha County
 - Wisconsin DOT Meetings

Third Party Outreach Email

Cathy Valente

From: Cathy Valente
Sent: Friday, November 03, 2017 8:41 AM
Cc: Cathy Valente
Subject: IL 131 (Russell Road to Sunset Avenue) Lake County, IL
Attachments: 2017-10-20 PH Ad IDOT-Spanish_FINAL.pdf; 131_PH_postcard_103117_FINAL.PDF; 2017-10-20 PH Ad IDOT- English_FINAL.pdf

Categories: Red category

Good morning,

The Illinois Department of Transportation (IDOT) is in the process of completing a Phase I Preliminary Engineering & Environmental Study for the proposed improvement of Illinois Route 131 from Russell Road to Sunset Avenue in Lake County. The scope of work for this improvement is anticipated to consist of widening and reconstructing IL 131 between Russell Road and Sunset Avenue to provide two lanes in each direction separated by a raised median, intersection and drainage improvements, and pedestrian and bicycle improvements.

The Public Hearing is scheduled for Thursday, November 16, 2017 at Beach Park Middle School, 40667 N. Green Bay Road, Beach Park, Illinois. Interested persons may attend anytime between 4:00 p.m. and 7:00 p.m. Exhibits will be on display, and an audiovisual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A public forum will begin at 6:00 p.m., where the public will be invited to make a statement to a court reporter. Right-of-way acquisition and relocation assistance information will be available. Spanish speaking team members will be available to answer questions.

The purpose of the hearing is to present the preferred alternative and the Environmental Assessment (EA) document, present Section 4(f) impacts to the Waukegan Sports Park, and to obtain public input.

Attached to this email you will find the ad displays in English and Spanish and the Postcard Invite that went to 800 stakeholders in the study area. At this time I am asking that you attach this information to your website, or perhaps include it in an e-news if you have one scheduled to be sent to members of your community.

Thank you for your assistance in making this information available to the public. If you have any questions, please feel free to contact me at (630) 510-3944, ext. 104, and see you on the 16th!

Cathy

.....
Cathy Valente, Director of Operations

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Naperville, IL 60563

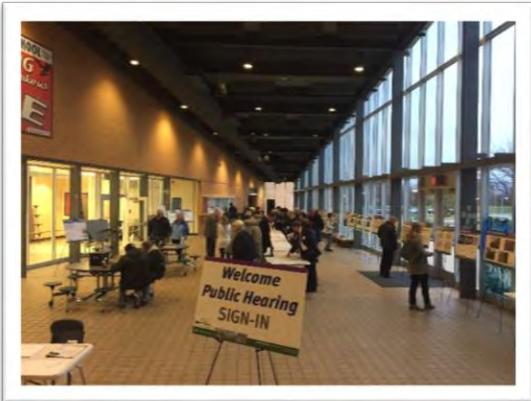
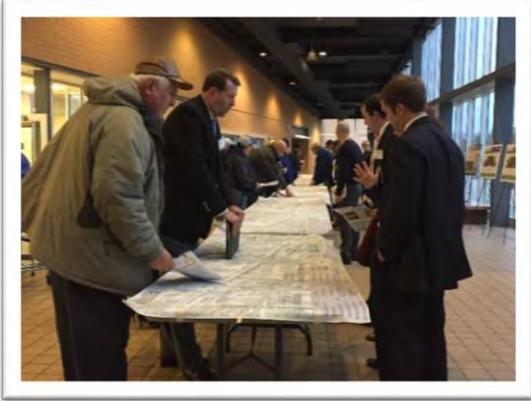
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F 630.701.7648
M 847.217.5004

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Photographs from the Public Information Meeting:



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Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
LARRY WELLS	VILLAGE OF BEACH PARK VILLAGE BOARD	13142 W. YORKSHIRE LN, BEACH PARK IL 60083	LARRY.WELLS@VILLAGE OF BEACH PARK.COM
Robert Allen	WADS WORTH	41078 N. Green Bay Rd	Bobs Toy Cars Art.com

3

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
X Amy Hanson	Federal Aviation Administration	2300 E. Devon Des Plaines, IL 60018	amy.hanson@faa.gov
X SEIT MALLEAN	WAUKEGAN PARK DISTRICT	2211 ERNIE LAUGHLIN CR. WAUKEGAN IL 60087	SMALLEAN@WAUKEGANPARKS.ORG
Jose M Garcia		38607 N. Greenbay Rd.	Jmgap@yahoo.com

6

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
MICHAEL TEMPLETON	RESIDENT	39341 GREEN BAY RD.	MILK-MUSICMATHWA@SBCGLOBAL.NET
Zeb Mason	Resident	40605 N Green Bay	france-bob@ameritech.net
Robert Weaver	Resident	12795 Waverly St.	Robnmo@att.net
X Tim DILSAVEN	PACE BUS	550 W ALCONQUAN RD MILLINGTON (KEOKUK)	TIMOTHY.DILSAVEN@PACEBUS.COM
PAT FONK	Resident	12761- W 21 ST	PFONK418@AOL.COM
Mark Sekulich	Resident	1926 Sunshine Ct. Zion IL 60099	marksekulich@gmail.com

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
ZACHARY HANDYSIDE	—	40875 N GREEN BAY RD BEACH PARK	ZHANDYSIDE@COMCAST.NET
Byron R.		1004 Cardinal Dr. Zion, IL 60099	byronnam10@hotmail.com
Tim & Liz HANSEN		12559 W 33rd ST BEACH PARK, ILL 60089	MITZIKOB@FRONTIER.COM
Lillian Yan.		877 E. Writter Ct Vernon Hills, IL 60061	Lillianyan@comcast.net
Nancy J. Ramey		1st lot 2nd lot 38690 + 38706 N. Green Bay Rd. Beach Park, IL 60087	njramey@comcast.net
Patricia & David Springer		40817 N. Green Bay Rd Beach Park IL.	Springerps@att.net
Jon Kindseth	Village of Beach Park	11270 Wadsworth Rd.	jkindseth@vofbp.com
Anamay Garcia	Wa	36768 Green Bay Rd Waukegan, IL	Babya11703@yahoo.com

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

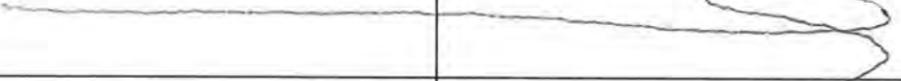
Name (Please Print)	Representing/Organization	Address	E-Mail
Joc Nelson Rebyn Nelson		36864 <u>N Greenbay Rd</u>	
Ginger Matovich		37165 <u>Greenbay Rd.</u>	
Jim Lewis		701 <u>Green Bay Rd.</u>	
John Lukowski		771 <u>1 S. Wacker Pl. Chicago IL 60606</u>	
Kristen Depert		1916 <u>Sunshine Ct Zion IL</u>	
Larry Jones	Realtors	15200 <u>WADSWORTH RD</u> WADSWORTH	wadsworthRealty@ Comcast.net
Karen Rhoton Del Rhoton		12623 <u>Major</u> Beach Park	Willie3101@aol.com
Gary D. Rick		12796 <u>W. Waverly St</u> Beach Park IL 60099	waverly711@ymail.com

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
Glenn Grinus Pattie Grinus	Corinus Ent.	4660 & 4670 W. Hwy 173	
 FRANK J. FORCAL	ACTING CITY ENGINEER Waukegan IL.	1700 N MCAREE ROAD WAUKEGAN IL. 60085	FRANK.FORCAL@WAUKEGAN.IL.GOV
Ray McBride Penny McBride		12626 W 28 th Place	raymcbride@prodigy.net
Michael Kujawinski	Cleveland Corp	400 N. Green Bay Rd Zion	mike@clevelandcorp.com
Mary McClure	USPS Waukegan	2891 Ezekiel Ave Zion	maryinzion13@hotmail.com
			Ernesto Torres
			Elena Torres
MIKE THIBAUT	Self	2013 Green Ave Waukegan IL 60085	

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Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
X Kelcey Traynoff	Lake County Stormwater Management	500 W. Winchester Rd. 60048 Libertyville, IL 60048	ktraynoff@lakecountyil.gov
D Joan Anderson	home Anderson Farms Orchard	43245 Green Bay Rd Zion IL 60099 43133 Green Bay Rd Zion IL 60099	jca42@comcast.net
Angela Perry		1920 Sunshine Ct Zion IL 60099	Angyp807@gmail.com
LeRoy R. BAIR		4265 S. BROWN CIRCLE GURNEE, IL 60031-2028	ELBAIR62@AOL.COM
Barb Parsygnat	Don Kreul	37682 N GREEN BAY ROAD Beach Park, IL 60087	
DAN KREUL	" "	37682 N. GREEN BAY ROAD B.P., IL 60087	DANJANKRU@YAHOO.COM
Ted & Joan Bankamp		40423 GREEN BAY Rd Beach Park, IL 60099	jo924@aol.com
Tom & Jenny Risley	Self	37220 N Green Bay Rd Beach Park, IL 60087	tprj1r@comcast.net

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
Aurelia & Todd Pearson	Homeowner self	13116 W. 21 st Street Wadsworth, IL	aurelia.pearson@901.com
Melika Veloge	Homeowner - self	36833 rd Green Bay Rd, Waukegan, Ill 60087	_____
BOB KUSAWINSKI	Business owner	42810 GREEN BAY RD ZION IL 60099	_____
HELEN COLBOTH	SELF	1940 GREEN BAY ZION IL	HELENC884@N1811.COM
Regelia Villarreal	SELF	4070 N. Green Bay Rd	RVG1961@Yahoo.com
Jim Kirby	GOWEN DAVIS	_____	_____
Richard Gust	SELF	37511 NORTHERN B P 60087	_____
John Hogan	self	41408 N. Greenbay Rd	_____

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM



9

Name (Please Print)	Representing/Organization	Address	E-Mail
CARL REGENAUER		40534 N GREEN BAY RD BEACH PARK IL 60099	Carlregenauer67@gmail.com
X Jerry Nellesen	Village of Beach Park	11270 W. Wadsworth RD Beach Park IL 60099	jerry.nellesen@villageofbeachpark.com
X Moses Amick	Village of Wadsworth	_____	moses@villageofwadsworth.org
X EMILY KARRY	Lake Co Council of Mayors / ICDOT	600 W. Winchester Rd Libertyville IL 60048	ekarry@lakecountyil.gov
Ron Hudson	Hanson Professional Services Inc.	750 Wauernville Road Lisle IL 60532	rhudson@hanson-inc.com
Laura Hanson		41380 N Green Bay Rd Wadsworth, IL 60083	rfrob77@msn.com
X SKIP GOSS	WAUKEGAN NATIONAL AIRPORT	2601 Plane Rest Dr WAUKEGAN, IL 60087	Sgoss@waukeganport.com
Tim + Roni Baum		40305 N. Green Bay Beach Park IL 60099	roni.baum@att.net fbaum@

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
<input checked="" type="checkbox"/> Kevin Carrier	Lake County DOT	600 W. Winchester Rd Libertyville, IL 60043	Kcarrier@lakecountyl.gov
Scott Farrow		41120 N Green Bay Rd Waukegan, IL 60083	Norrabttocs@gmail.com
NADINE Heilmann		41355 N. Greenbay ZION IL 60099	NADINE-Heilmann@SBCGlobal.net
CLAR & BOB BROSE		37380 N GREEN BAY RD BEACH PARK, IL 60087	
<input checked="" type="checkbox"/> RANDY SEEBACH	LAKE COUNTY FOREST PRESERVE DISTRICT	1899 W. WINCHESTER ROAD LIBERTYVILLE, ILLINOIS 60048	rseebach@LcFPD.org
ALLEN O'DETTE		36861 N GREEN BAY O'DETTE PUMPING	
AL HILL	CITY OF ZION	2828 SERIDAN RD ZION, IL. 60099	
<input checked="" type="checkbox"/> John Hucker	Vill. of Beach Park		

Public Hearing

Location: Beach Park Middle School

Date: November 16, 2017

Time: 4:00 PM - 7:00 PM

Name (Please Print)	Representing/Organization	Address	E-Mail
<input checked="" type="checkbox"/> Shane Schneider	Lake County DOT	600 Winchester Rd Libertyville, IL	
<input checked="" type="checkbox"/> Sheri Jesel	State Rep 61st	959 N Main St, Antioch	
<input checked="" type="checkbox"/> Marilyn Krieger	21st Park District	2400 Dowd Memorial Dr	MKRIEGER@21STPARKDISTRICT.ORG
John Shemill	IDOT	205 E. Maple Mahomet, IL 61853	John.Shemill@illinois.gov
Liana Morillo		38607 N. Green Bay Rd. Beach Park IL 60087.	
Diane Hewitt	Lake County Dist 2	1644 Rice St Waukegan, IL 60087	dhewitt@lakecountyil.com
Mike Hewitt	Director Public Works Waukegan	_____ _____ _____	_____
Kathy/paine		40355 N Green Bay Rd	_____

IDOT PUBLIC HEARING

IN RE:

PHASE I OF ILLINOIS ROUTE 131
FROM RUSSELL ROAD TO SUNSET
AVENUE IN LAKE COUNTY

PUBLIC COMMENTS taken at the public hearing of the above-entitled matter, held at 40667 North Green Bay Road, Beach Park, Illinois, reported by Kathleen W. Bono, CSR, a notary public within and for the County of DuPage and State of Illinois, on November 16, 2017, commencing at the hour of 4:00 p.m.

MR. TEMPLETON: My name is Michael Templeton. I live at 39341 Green Bay Road in Beach Park.

I just seen the movie; I thought it was pretty impressive. It covered all the things that was never covered in 2014 when we did what I thought was our last thing. I looked at all the items on the desks and I thought they did a fabulous job. The engineers are doing a great job on what they are doing. I just need to see it happen. We want to get it going. I'm really impressed with the engineers. They all are doing a great job.

MR. AMIDEI: My name is Moses Amidei. I'm the village administrator for the village of Wadsworth, moses@villageofwadsworth.org, 847-336-7771.

I have two comments. As part of the final Phase I concept design process, can you provide our village the final working drainage plan? We are very interested in seeing the drainage on Green Bay Road how it drains

westbound along Taylor Lane. We met a few years ago and we would like to see the outfall of the drainage pipe be at the very west end of Taylor Lane not at the Taylor Lane/Green Bay Road intersection.

Comment No. 2, which is not village of Wadsworth related it's personal related. It would be nice to see a deceleration lane going into Shepherd's Crook Golf Course heading northbound. That's always been a challenging right turn since day one in the late 1990s. Thank you.

MR. GUST: Richard Gust. Who will pay for the underground utilities to be moved? Second one. Should have a walkway only on one side of Green Bay Road and not both. We don't need a median in the middle of 131 with curbs. We should only have striped lines and left turn lanes every so often. Who's going to maintain the median strip with grass in it after it's put in? It's going to be quite costly to do that.

It's an awesome idea. They know,

as well as I do, it's way too costly but we could eliminate some of the cost by only having a sidewalk on one side, don't put a median strip in, just use striped lines down the road like they do 90 percent of the roads we got anyways. Put crosswalks in the adequate places. Don't have to have a left turn-in lane every corner; they can pick and choose where they should be and shouldn't be. I think I got everything.

(WHEREUPON, the following comments were made in the Public Forum portion of the Public Hearing.)

MS. VALENTE: Good evening and welcome. My name is Kathy Valente. I am a sub-consultant for the Illinois Department of Transportation on the Illinois Route 131 project. I will be this evening's moderator at the public forum.

When you arrived this evening you should have been told by Stephanie here of the public forum and offered a yellow form. Public forum is provided so you, the public

stakeholders, are afforded the opportunity to speak publically for up to two minutes about the project, the environmental assessment, the preferred alternative, perhaps the use of the Waukegan Park District Sports Park.

So tonight's format, we have a court reporter here. You will be called up, state your name, spell your name, the court reporter will record your comments.

06:06:26PM There are other opportunities to comment as well. We have comment forms throughout the exhibit room. We also have a website. The website is on your brochure and on the comment form. You can submit comments through the website as well.

06:06:50PM Additionally, after this public forum, the court reporter will be out in the hallway and you can also make a private statement to her if you choose to do so. She will be up and running until the last person provides a comment.

Is there anyone else in the room

that would like to fill out a yellow form to participate? If not, just raise your hand throughout this forum and Stephanie will get you a form, a pen, fill it out and she will bring it up to me. Other than that, we can begin. Our first speaker is John.

MR. HUCKER: Hi. My name is John Hucker. I am in here representing the village of Beach Park. I'm the mayor of the village.

06:07:46PM As we have learned more about this project, several concerns have arisen from the point of view of the municipalities. In conversations today with Mayor Al Hill of Zion I do know that he shares the same concerns about these topics as well.

06:08:14PM First and foremost, we have sewer and water utilities that are buried in the state right-of-way currently. It is our understanding that if this project proceeds as planned, that most likely those utilities will need to be relocated. That, as I understand it, is all done at municipal expense. We are still paying

for those waterlines through bonds and water and sewer bonds. We are not in favor of relocating those.

Additionally, my understanding is any green space will be the local municipalities responsibility to maintain, that the state will mow the areas once a year whether it needs it or not and the rest will be on the village and municipalities to maintain.

06:08:48PM In addition, that the cost of any walking and pedestrian or bike facilities will also have to be installed at the cost of the municipalities as well as maintained by those municipalities.

So this is a lot of public money from the municipalities that's certainly not budgeted, certainly not affordable to the municipalities of Zion, Beach Park.

06:09:18PM So those are my comments and I appreciate the opportunity to speak.

MS. VALENTE: Thank you. Next speaker is Larry Jones.

MR. JONES: My name is Larry Jones.

I'm the owner of Wadsworth Realty. I have been a realtor for about 25, 30 years and a developer for about 40.

06:10:24PM So my concern is, as we all know, the runway does need to be widened and that but in my opinion as a realtor, if we put a divider or median down the road, down the middle of the road, we are not going to have the egress to the properties in and out and that, in my experience, will devalue the property on the other side of the road.

There are no medians in the rest up in Wisconsin and also down from Sunset south, so we need to stay conducive to what is in place already and as we all know and as the mayor of Beach Park just mentioned, we have enough taxes already that we are being engulfed with.

06:11:04PM The only way the municipality would be able to create enough money to do the things that the state wants the municipality to do would be to put a bond out or something of that

nature.

MS. VALENTE: Next speaker Donald Jensen.

MR. JENSEN: Donald Jensen. I'm a resident of Beach Park, also a member of the village board. And to save time, I'll echo the two previous speakers' sentiments, however, Green Bay Road widening is long overdue, it's been promised to us for decades.

06:11:56PM I feel the plan that's been presented here while it's pretty, it's not very practical for us in Beach Park. This wide median with the U turns if anybody drove on Green Bay Road tonight, can imagine how dangerous U turns would be on this road, four lanes or not.

06:12:22PM I like the Lewis Avenue design, think it would be much more appropriate and practical of course. Limiting turns every half mile or so would severely limit the potential for development. Green Bay Road is one of the two commercial corridors -- three commercial

corridors in Beach Park and by limiting the turns, one would limit the commercial potential as was pointed out.

The winding also. I'm curious as to how that would work with bridges, the airport runway and taxiway that's going to increase the cost tremendously to have that full width underneath each of the bridges. It's going to dramatically increase the cost of the project. That pretty much covers it.

MS. VALENTE: We had a few more people enter the room. Ma'am, sir, would you like to participate in the public forum?

UNIDENTIFIED SPEAKER: No.

MS. VALENTE: This concludes the public forum portion of the Public Hearing. Thank you for your participation.

06:13:02PM



Public Hearing Illinois Route 131 (Russell Road to Sunset Avenue)

Thursday, November 16, 2017 Comment Form

This hearing is an opportunity for you to provide your comments on the preferred alternative, the Environmental Assessment and impacts to the Waukegan Sports Park. The scope of work for this improvement is anticipated to consist of widening and reconstructing IL 131 between Russell Road and Sunset Avenue to provide two lanes in each direction separated by a median, intersection and drainage improvements, and pedestrian and bicycle improvements.

Please feel free to fill it out this evening or take it with you and mail at your convenience. Comments may be submitted on the project website, IL131Project.com. We encourage comments throughout the course of the study, however, comments received by **December 16, 2017** will become part of the public hearing record.

Comments/Questions: _____

Sidewalks - Are not needed in our area & is more space being taken from our land. Kids cannot walk to Beach Park Middle School (not allowed). We were told for parks, not parks by us, only Fritz Corner (which would be demolished by this plan) & CVS.

Mayor mention the move of city lines in so many words the funding would be passed down to taxpayers. Lake County, IL already has the highest tax rates w/ the lowest / poverty income families. This will demolish our town more w/ homeless families & bankruptcies. Currently the county does not maintain landscaping over by us (weeds/overgrowth) If this is not maintained then how will county maintain median? put in?

Name /Affiliation Herseel & Angela Perry
Address 1920 Sunshine Ct
City/State Zion IL Zip Code 60099
Phone No. 847-731-7061
E-Mail Address angyp807@gmail.com



Comment Form

BUREAU OF PROGRAMMING
RECEIVED
NOV 22 2017
DISTRICT #1

CAROL STREAM IL 601
201 NOV 2017 PM 3 L



Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Lori Brown, P.E.

60196-1096



IL 131 Green Bay Road

Comment

first_name	David
last_name	Lagerfeldt
email	Dnlogger@gmail.com
zip_code	60099
comment	

We live at 41335 N Green Bay Rd. This project will impact us. We have a few concerns and have listed them below.

There is a drainage tile that runs from Ann and Lee Fuson's property at 41283 N Green Bay road (our south neighbor) and through our property. Both of our homes have our homes drainage tiles connected to this larger drainage tile that runs west under Green Bay Rd. Our concern is if this drainage tile is destroyed or disturbed in any way, the water that now flows away from our homes will back up into our homes and food our basements.

Our second concern is access to and from our houses. As it is planned now, if we want to go south we would have to go north and do a U turn. If we come from the north and want to enter our driveways, we would have to go south the do a U turn. We consider this a safety issue.

Please email me back as confirmation that you received this email.

This form was submitted at 11:35 PM UTC - 14 December 2017.

IL 131 Green Bay Road

Comment

first_name James
last_name Lewis
email james.lewis@advanceddisposal.com
zip_code 60099
comment

I am the general manager of the Advanced Disposal Zion Landfill. I attended the public hearing on 11/16/17 and relayed some concerns that the people I was speaking with wanted me to submit as part of the public comment.

I am concerned about the traffic flow out of our facility. We have a large number of trucks that exit our facility heading southbound on 131. With the proposed 5 lanes near our entrance, this would be more difficult and dangerous. Please consider installing a traffic signal at this intersection. There was some discussion of installing a roundabout at 9th and 131. I would oppose this as it would likely decrease the number of traffic gaps large enough for our exiting trucks to pull out.

Additionally, we have two gas monitoring probes and a ground water monitoring well located along our western boundary that may be impacted by the proposed construction. If you send me an email, I can respond with a pdf that shows the well and probes. Additionally, there is a 12" water main that lies 25' off of our western ROW line along 131.

Finally, there would likely be some permitting coordination with the IEPA required if the project requires ROW within our currently permitted landfill facility boundary.

This form was submitted at 03:58 PM UTC - 29 November 2017.

IL 131 Green Bay Road

Comment

first_name Michael
last_name Hirvela
email mhirvela1@gmail.com
zip_code 60085
comment

I went to a meeting in October 2008, and here we are 9 years later and only the EA is done. Too slow. The initial guess was the road would be done by 2015. Ha. Delay seems to be Illinois' legacy.

The county has had to re-build intersections waiting for you guys to get ready and build it new. So, in the meantime, take a ride on Grand Ave (IL 132) east of Green Bay Road into Waukegan. As a major entrance into the biggest city in Lake County it is an embarrassment. The joint patches between the slabs have heaved to where my glove box has popped open! Snow plowing this winter will be chunking out the asphalt or blades will be severely dented.

This form was submitted at 02:13 AM UTC - 28 November 2017.

IL 131 Green Bay Road

Comment

first_name Moses
last_name Amidei
email mamidei@villageofwadsworth.org
zip_code 60083
comment_text Good afternoon.

I attended yesterday's public hearing and provided a few comments to your court reporter. I was wondering if I can get a PDF of the final plan from 21st Street north to IL-173. I would like to review the impacts related to the raised curbed median versus use of a two-way left turn lane similar to what is being proposed from Sunset to Yorkhouse. Though the uses on both sides of the road from 21st Street to IL-173 are residential today, our long term plan calls for commercial in this area. A raised median may have access impacts to future commercial uses along this stretch. IDOT was provided our long term land use plan at the project's inception.

Thank you,

Moses Amidei, ICMA-CM

Village Administrator

Village of Wadsworth

14155 West Wadsworth Road

Wadsworth, Illinois 60083

Phone: 847.336.7771

E-mail: mamidei@villageofwadsworth.org

Web: www.villageofwadsworth.org

This form was submitted at 08:12 PM UTC - 17 November 2017.

IL 131

GREEN BAY ROAD PROJECT

**Public Hearing
Illinois Route 131**

(Russell Road to Sunset Avenue)

Thursday, November 16, 2017

Comment Form

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Comments/Questions: _____

Issues with garage and driveway
configuration - elevations and access
to garage. Please investigate that access
is maintained.

Name /Affiliation

Robert Allen

Address

41078 Green Bay Rd.

City/State

Wadsworth

Zip Code

60083

Phone No.

E-Mail Address

Bobstoycars@aol.com



Illinois Department
of Transportation



Public Hearing
Illinois Route 131
 (Russell Road to Sunset Avenue)
Thursday, November 16, 2017
Comment Form

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Comments/Questions: _____

CONCRETE IS WELL IS WITHIN NEW ROAD PATH

WHO WILL PAY FOR CONNECTION TO ZION'S WATER SYSTEM

Name /Affiliation HELEN COLBOTH
 Address 1940 GREEN BAY RD
 City/State ZION IL Zip Code 60099
 Phone No. 847-746-3957
 E-Mail Address HELEN0896@MSN.COM



Public Hearing
Illinois Route 131
(Russell Road to Sunset Avenue)

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Comment Form

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Comments/Questions:

Horse trailers need access to the property at 1500^{and 1600} without making a U-turn. The median needs to be open in front of these properties.

Name /Affiliation *Mario Perez*
Address *1500-1600 IL 131*
City/State *Zion, IL* Zip Code *60099*
Phone No. *847-361-2271*
E-Mail Address *mario.perez31@yahoo.com*



Public Hearing
Illinois Route 131
(Russell Road to Sunset Avenue)

Thursday, November 16, 2017
Comment Form

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Comments/Questions:

WHY THE NEED FOR BIKE PATHS OR SIDEWALKS ON GREEN BAY Rd IN A INDUSTRIAL ZONED AREA?

A RAISED median will destroy our business. WE HAVE 50 SEMI TRUCKS PER DAY ENTERING OUR FACILITY FROM THE NORTH AND SOUTH AND WE NEED EXIT ACCESS TO BOTH DIRECTIONS.

Name /Affiliation BOB KUSAWINSKI / CLEVELAND CORP.
Address 42810 N. GREEN BAY Rd
City/State Zion IL 60099 Zip Code
Phone No. 847-872-7200 cell 847-878-7550
E-Mail Address bob@clevelandcorp.com



Public Hearing
Illinois Route 131
(Russell Road to Sunset Avenue)

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Comments/Questions: _____

I don't feel that sidewalks / multi use paths are necessary on both E & W sides. This takes up even more property and increases costs of the project.

I also fear even higher taxes in communities that cannot take any higher taxes - the tax rate is extreme already.

I am strictly opposed to this project.

Name /Affiliation _____

Address _____

City/State _____ Zip Code _____

Phone No. _____

E-Mail Address _____

Public Hearing
Illinois Route 131
(Russell Road to Sunset Avenue)
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Comments/Questions: We are in a commercial area right across the street from the Landfill (Advance Disposal). How will you figure up the check you will be cutting us for knocking down THREE Buildings, over 500ft of Fencing (10ft high) and our Gate entrance? Not including payment for all the land of ours you are taking. What determines the total dollar amount you decide to pay us? If this project is approved we would prefer a median with turn lanes from the north and south. A median with grass and trees is a waste of Money.

Name /Affiliation Michael Kujawinski / Cleveland Corporation
Address 400 North Green Bay Rd or 4286 N. Green Bay Rd.
City/State Zion, IL Zip Code 60099
Phone No. 847-872-7200
E-Mail Address mike@clevelandcorp.com

Public Hearing
Illinois Route 131
(Russell Road to Sunset Avenue)

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Comment Form

This hearing is an opportunity for you to provide your comments on the preferred alternative, the Environmental Assessment and impacts to the Waukegan Sports Park. The scope of work for this improvement is anticipated to consist of widening and reconstructing IL 131 between Russell Road and Sunset Avenue to provide two lanes in each direction separated by a median, intersection and drainage improvements, and pedestrian and bicycle improvements.

Please feel free to fill it out this evening or take it with you and mail at your convenience. Comments may be submitted on the project website, IL131Project.com. We encourage comments throughout the course of the study, however, comments received by **December 16, 2017** will become part of the public hearing record.

Comments/Questions: IN My review of the proposed Green Bay Rd

29th - 33rd Construction, I would like to recommend the following changes:

⇒ At the intersection of Green Bay and 29th + 33rd ^{MAJOR} streets I would recommend putting in a roundabout at each intersection.

⇒ A roundabout would allow a continuous flow of traffic and minimize the packups and delays that are seen at the 2 intersections.

⇒ The roundabout would also slow the traffic within the residential areas, since the cars would need to anticipate the on coming traffic.

⇒ Lastly with the installation of new walking paths and sidewalks, additional lighting would provide additional safety (over)

Name /Affiliation Dawn Schofield
Address 4015 Bertrand Lane
City/State Beach Park, IL Zip Code 60099
Phone No. 224 321 6223
E-Mail Address dawnmorn610@gmail.com

Comment Form

In conclusion, there are numerous accidents that occur at the intersections of 29th + 33rd, the installation of roundabouts could improve the traffic flow while providing a cost-effective solution.

The ~~33rd~~ street is also used by the School buses for Zion Benton + Beach Park Middle School. The additional traffic on 29th causes delays for the school traffic, increases the risk of accidents as people often take chances to enter the on-going traffic in order to be on-time.

place
stamp
here

Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Lori Brown, P.E.

TELEPHONE CORRESPONDENCE

To

Milka Velaga (847) 623-5001

From

Matthew A. Miller



Cc

Kimberly Murphy; Lori Brown

Subject

IL 131 Public Hearing Follow Up

Date

11/20/2017

The call began at approximately 9:41 on Monday November 11, 2017

At the request of the Illinois Department of Transportation, I called Milka Velaga at the number shown to follow up on a discussion we had from the Public Hearing. We discussed the following items in further detail which were also touched on at the Public Hearing:

1. **Noise Walls Concerns** – Milka had questions on noise walls. She was not clear where they were located or how her property would be involved. I provided a very high-level definition of the noise study and explained how it is part of our phase I study. I looked at the exhibits provided at the Public Hearing and confirmed that her house is not located adjacent to a noise barrier. I also explained how the benefited receptors from a noise wall location can vote on whether or not the noise wall is to be constructed. *Milka does not have internet access and requested a hard copy of the Noise Wall exhibit for her records.*
2. **Drainage Concerns** - Milka had some concerns with how her property would be effected by drainage. I told her that the curb and gutter that is proposed at the edge of roadway will intercept the runoff from the road and redirect to the point of outfall. I explained that this is an improvement over the existing condition as the proposed alternative would not just intercept the new pavement but also the existing pavement which now flows to a roadside ditch that is not well maintained and is prone to flood. Milka had some concerns about flow running down her driveway. I explained that we can place inlets and catch basins in the gutter line to minimize “bypass” flow that goes down her driveway. Some flow will escape; however, it will be no worse than the existing condition.

- 3. Shared use path/sidewalk** - Milka had continued concerns on the limits of construction, specific to the shared use path and how it will impact evergreen trees that she had planted. She does not like the shared use path and does not understand why it is required since she “is outside all the time and sees nobody walking around”. I had reiterated that the path is being proposed as a result of IDOT’s complete street policy which is actually part of the Illinois Highway Code (605 ILCS 5/4-220) and requires the incorporation of bicycle and pedestrian accommodations into state highway projects in urban areas to enable safe access for all users. Milka said that she was going to write a letter to Randy Blankenhorn about this issue, however I suggested that she should contact her local agency to let them know that she is not interested in the path since it requires a 20% local match to build so they have a significant say in its construction and should know what their stakeholders want.

The specific evergreen tree in question was not surveyed, however in looking at her property from google maps aerial and street view, it appears to fall at the approximate construction limits of the shared use path. Mike Cullian explained that as part of the negotiation process, the proposed plan can be modified during the phase II process that keep certain aspects such as this. She asked my opinion and based on the location, I said it looks promising that the tree could be spared but she would have to wait till phase II and the ROW negotiation process to be sure. *Milka requested hard copies of applicable complete street policy and a proposed roadway plan/profile that shows her house in view (she lives between Nemesis and Wall).*

The call ended at approximately 10:30. I confirmed the exhibits that I need to send to Milka but said that I need to check with the Illinois Department of Transportation before sending out. She seemed to be satisfied with my explanations for the time being.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

DEC 06 2017

REPLY TO THE ATTENTION OF:

Matt Fuller
Federal Highway Administration – Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Draft Environmental Assessment for the Proposed IL 131 (Russell Road to Sunset Avenue) Project, Lake County, Illinois

Dear Mr. Fuller:

EPA has reviewed the referenced draft environmental assessment (EA), dated October 25, 2017, which was prepared by the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA). As we understand, this project does not currently have Federal funding, but may in the future. Our comments are provided pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and as a cooperating agency under the NEPA-Clean Water Act Section 404 (NEPA/404) Merger Process. EPA previously provided concurrence on alternatives to be carried forward (October 25, 2010), and on the preferred alternative (January 20, 2017).

The proposed project involves expanding the capacity of IL 131 from 2 lanes to 4 lanes between Russell Road and Sunset Avenue. Four alternatives have been provided:

No Action Alternative. The proposed project will not proceed;

Refined Alternative E1. Includes construction of two through lanes in each direction, dedicated right turn lanes, a shared use path, a sidewalk, paved shoulders, a raised grassy median (northern section), a flush median (central and southern sections), and shifts in the roadway to avoid impacting the Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, ThunderHawk Golf Club and Shepherd's Crook Golf Course;

Refined Alternative 2. Includes construction of two through lanes in each direction, curb and gutter, dedicated right turn lanes, a shared use path, a sidewalk, a raised grassy median (northern and central sections), a flush median with a left turn lane (southern section), and shifts in the roadway to avoid impacting the Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, ThunderHawk Golf Club and Shepherd's Crook Golf Course; and

Preferred Alternative. Includes construction of two through lanes in each direction, dedicated left turn lanes at major intersections, dedicated right turn lanes where needed to provide acceptable traffic operations, a shared-use path, a sidewalk, combining and removing extra driveways located very close to major intersection areas, a roadway shift at the Benton-Greenwood Cemetery and the ThunderHawk Golf Club, green stormwater infrastructure, relocation and lowering of IL 131 between Beach Road and Yorkhouse Road near the Waukegan National Airport.

We appreciate the opportunity to review the EA. We commend FHWA and IDOT for committing to a reduced project footprint to avoid wetland areas, and best management practices for stormwater management, air quality, and erosion control. Based on our review, we have comments relating to safely crossing IL 131, and permeable pavement, as stated below.

Safely Crossing IL 131

We recommend FHWA and IDOT consider installing either pedestrian bridge(s) or pedestrian tunnel(s) across IL 131, where appropriate, to reduce the need for foot and bicycle traffic to cross IL 131 at street level. The proposed wildlife crossings may also be implemented into the pedestrian bridge/tunnel designs. Though project data indicates large mammals are not a significant safety concern, large mammals will utilize a bridge/overpass if fencing is strategically placed. This would be particularly useful at stream crossings and parks, where wildlife is likely to congregate and cross.

Permeable Pavement

We recommend the shared use path and sidewalks be constructed of permeable pavement, where appropriate.

We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Kimberly Murphy, Illinois Department of Transportation

From: Randy Seebach
To: [Czaplicki, Scott D](#)
Cc: [Brown, Lori S.](#); [Dettmann, Ryan A.](#); [Alex Ty Kovach](#)
Subject: [External] RE: IL 131; Public Hearing Comments
Date: Friday, November 17, 2017 2:34:57 PM
Attachments: [2016-06-24 - Waukegan Savanna to Lyons Woods Trail - Committee.pdf](#)
[2017-11-17 - Sedge Meadow to Lyons Woods Trail.pdf](#)

Hi Scott,

It was good to see you last night as well. Attached are two maps showing the regional trail that we have been working on with various partners including: Waukegan Park District, City of Waukegan, Village of Beach Park and the Waukegan National Airport. One map shows the entire project from Lyons Woods Forest Preserve to Sedge Meadow Forest Preserve and the other map shows the our current project between Lyons Woods and Waukegan Savanna Forest Preserves.

Though not yet named, this regional trail is considered a key trail connection, stretching 6.9 miles, linking together three Forest Preserves, two regional trails, two parks and large residential areas in Beach Park, Waukegan and Wadsworth. This trail is shown on the Northeastern Illinois Regional Trails and Greenway Plan. We are nearing completion of the first leg of this trail which traverses the ComEd right-of-way 2.4-miles passing through Waukegan Park District's Bevier and Henry Pfau Callahan Parks and connecting them to the Robert McClory Bike Path and Lyons Woods Forest Preserve. We received funding assistance through the CMAQ/TAP program administered through IDOT for this first leg.

Future sections include completing the trail to the west through Waukegan Savanna Forest Preserve which is adjacent the Il. Route 131 project. As shown on the plans, we are requesting IDOT to consider including the construction of a small portion of this planned trail within the overall Route 131 project. Specifically, we would like IDOT to include: 1) a short 50 foot section of asphalt shared use path within the existing ROW connecting the west end of where our current project dead ends with a cul-de-sac to the proposed shared use path shown on IDOT's current plans and 2) extend the shared use path along the south side of Yorkhouse Road west from the intersection of Il. Route 131 and Yorkhouse Road approximately 350 feet to the Forest Preserve property line. If we can get the shared use path to our property line, the District can pick it up from there and construct the path to the west.

As mentioned, I have had conversations with the Village of Beach Park about the local share responsibilities and they have responded favorably regarding their participation in the two sections mentioned above as well as the section of shared use path (shown on IDOT's current plans) running parallel to Route 131 on the east side of the road.

Please consider these additions to your plans and let me know if you have additional questions.

Thank you,
Randy

Randall L. Seebach

Director of Planning and Land Preservation
Lake County Forest Preserves
1899 West Winchester Road
Libertyville, Illinois 60048
p: 847-968-3262 f:847-367-6649 e:rseebach@lcfpd.org

From: Czaplicki, Scott D [mailto:Scott.Czaplicki@illinois.gov]
Sent: Friday, November 17, 2017 8:46 AM
To: Randy Seebach
Cc: Brown, Lori S.; Dettmann, Ryan A.
Subject: IL 131; Public Hearing Comments

Randy,

It was good seeing you last night at the IL 131 public hearing. As discussed, please forward your regional trail plan for us to evaluate your request to connect your existing trail in the ComEd ROW to IL 131's proposed path and to construct a new path along the south side of Yorkhouse Road to LCFPD's property (approximately 400' west of IL 131). Thank you.

Scott Czaplicki, P.E.
(847) 705-4678
scott.czaplicki@illinois.gov

-



Please consider the environment before printing this message or attachments

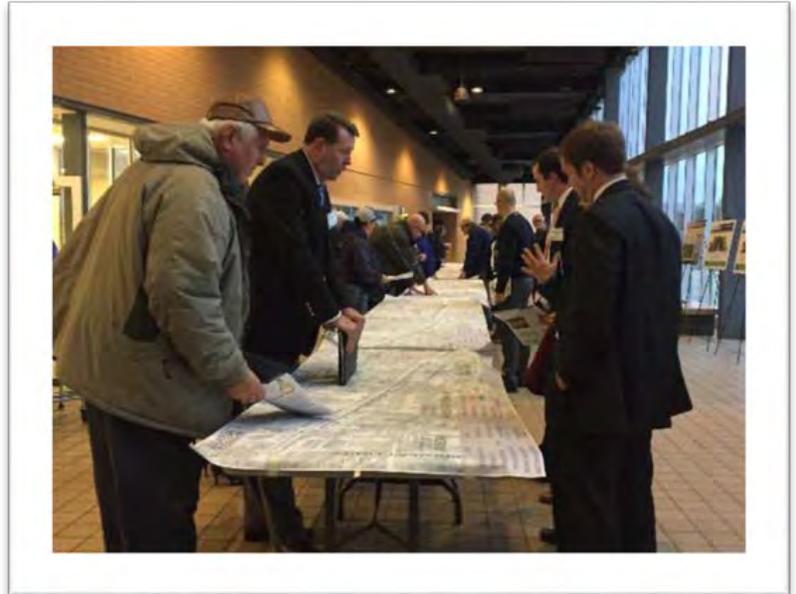
State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.



The Illinois Department of Transportation (Department) thanks you for your attendance at the November 16, 2017 public hearing. Your comments have become part of the official public hearing record. A total of 86 people attended the hearing and 92 comments were received during the 30-day comment period that lasted through December 16, 2017.

As many comments concerned similar issues, this newsletter has been prepared to address your concerns as well as provide you with an overview of topics. Public hearing exhibits and documents can be found on the project website

www.idot.illinois.gov/projects/il131-green-bay-rd.



Kenosha Road Intersection Improvement

Comment – What is the status of the Kenosha Road Intersection Improvement?

Kenosha Road intersects IL 131 at an acute angle and along a curve which impairs visibility for vehicles approaching the intersection. Stakeholders expressed concern about safety at the intersection.

The preferred alternative, identified through the Lake County DOT and stakeholder input, is a perpendicular intersection relocated approximately 1,000 feet north of 29th Street, creating a three-leg intersection. This project is included in the Department's FY 2019-2024 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the early years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations. Currently, contract plans are being prepared and property is being acquired for the improvement.



IL 131 is a Strategic Regional Arterial (SRA) that serves as a key north-south route that supplements the expressway system by moving long distance, high-volume traffic in north-eastern Illinois.

Raised Median & U-Turns

Comment - Why is a raised median being proposed? How will this impact my business and safety? Why do I not get a break in access? Who will maintain the median?

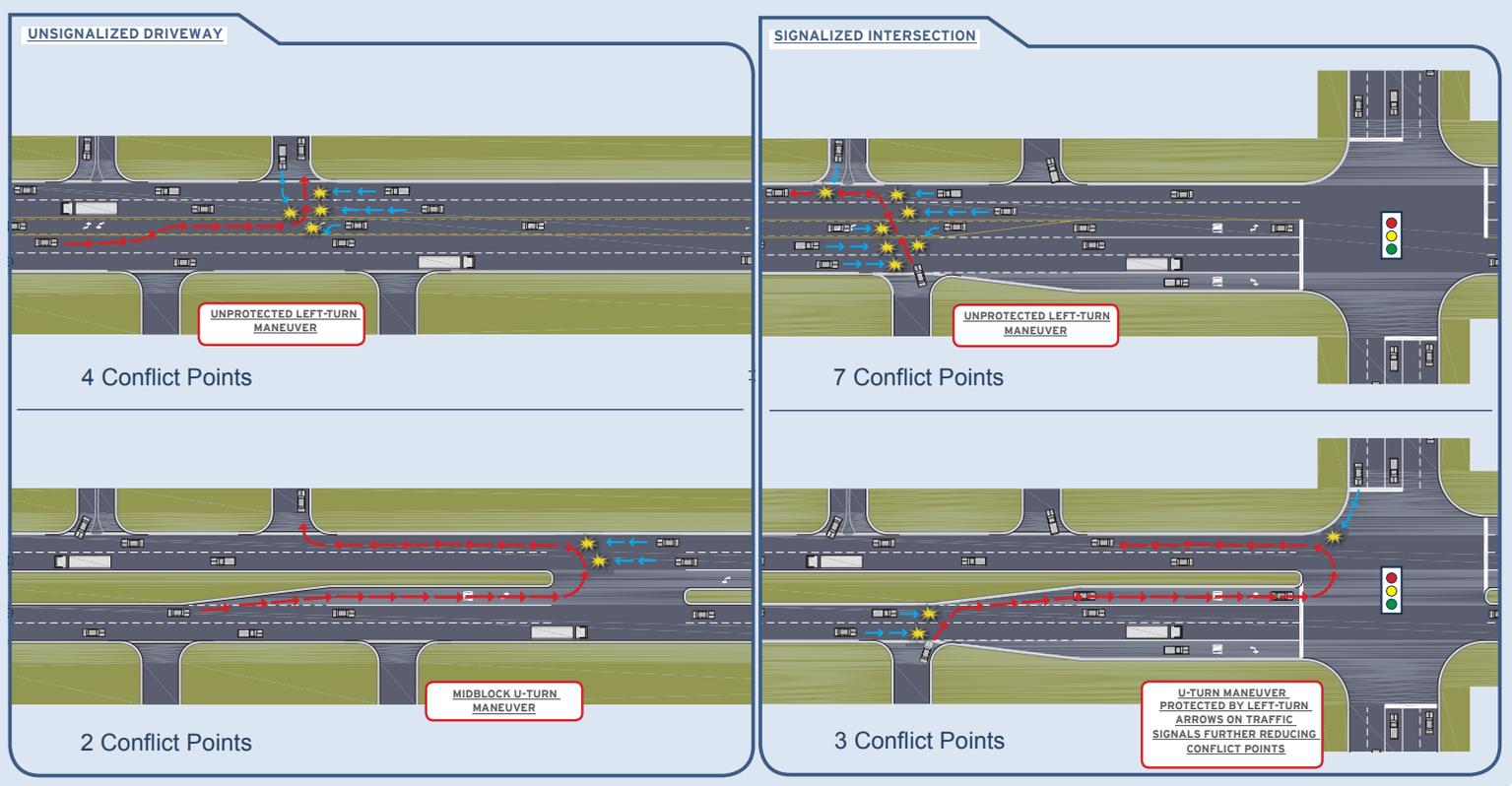
Access management, such as raised medians, is a method to control access to highways and is a proven safety countermeasure. Access management principles are applicable to roadways of all types, but are especially important on Strategic Regional Arterials such as IL 131. The benefits of access management include improved movement of traffic, reduced crashes, and fewer vehicle conflicts. Raised medians improve safety by managing access points so that turning and crossing movements occur at fewer locations, and allow drivers to predict where other drivers will turn and cross.



Studies have shown that providing a U-turn at a median opening to get to the opposite side of a busy highway rather than a direct left-turn from a side street or driveway can result in a 25% reduction in crashes. The reduction of conflict points with raised medians and U-turn median openings is illustrated below. For more information regarding the safety and effects of controlled access from the FHWA and the benefits of controlled access for businesses please visit: https://ops.fhwa.dot.gov/publications/amprimer/access_mgmt_primer.htm.

Local agencies have the option to add landscape items to the median such as trees and bushes, subject to maintenance of the median. If a local agency declines to maintain the median, only grass will be planted and it will be maintained by the Department.

SAFETY BENEFITS OF U-TURNS UNPROTECTED VS. PROTECTED LEFT-TURN MANEUVER



Local Cost Participation

Comment - Who is going to pay for and maintain shared-use path & sidewalk, traffic signals, and utility relocation?

Bicyclist and Pedestrian Accommodations

According to Department policy, a separate shared-use path and sidewalk is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities of this shared-use path and sidewalk. For most roadway improvement projects, the local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. If the local agency chooses not to participate in the bicyclist or pedestrian accommodations, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation of a 15-foot shelf where a shared-use path is proposed and a 10-foot shelf where a sidewalk is proposed.

Traffic Signals

Traffic signal replacement is included in the improvement and local agency cost participation may be needed, depending on jurisdiction of each leg of the signalized intersection. The current energy and maintenance agreements for these signalized intersections will be maintained as no new traffic signal locations are proposed for this improvement.

Utility Relocation

Public and private utilities, installed in the highway right-of-way via permit and requiring relocation, need to be relocated by the owner at their expense.

Pedestrian and Bicyclist Accommodations

Comment - Why do we need a shared-use path and sidewalk? Why do we need one on both sides?

According to Illinois Highway Code, bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities. There are parks, schools, community centers, and other destinations for pedestrians and bicyclists on both sides of the roadway. The Department proposed accommodations on both sides of the roadway to facilitate safer transportation for these modes. Pedestrian signals and crosswalks are proposed at the signalized intersections to cross IL 131. A 10-foot-wide shared-use path and a 5-foot-wide sidewalk are proposed along the entire project corridor.

Travel Improvements *Beyond the Road*



Trail Connections

Comment - How will the shared-use path be incorporated in the Lake County Forest Preserve District's planned Trails?

The Lake County Forest Preserve District (LCFPD) partnered with the City of Waukegan, Waukegan Park District and the Village of Beach Park to plan a shared-use path between Yorkhouse Road and the ComEd property (just north of Warner Avenue) to connect the Robert McClory Trail, the Waukegan Savanna Forest Preserve and the Des Plaines River Trail. This planned connection is shown in LCFPD's 2040 Non-Motorized Plan and the Northeastern Illinois Regional Trails and Greenway Plan.

The Department worked with the Lake County Forest Preserve and has included a connection via shared-use path from the Waukegan Savanna Forest Preserve property along Yorkhouse Road to the ComEd Property (just north of Warner Avenue) in the IL 131 improvement project.

Noise Walls

Comment - How was potential noise evaluated for the roadway improvement?

A traffic noise study was conducted in accordance with the Department's Noise Policy. Noise levels were studied at sensitive locations within the project area. At locations with traffic noise impacts, an evaluation was conducted to determine if noise walls were warranted. Noise walls were found to be both reasonable and feasible at four locations and will be considered for implementation as part of the project, pending the views of those benefited by the proposed barriers. Known as a "viewpoint solicitation", this process involves soliciting input from benefited receptors on noise mitigation measures as part of the project.

In Phase II, benefited receptors will receive a viewpoint solicitation letter and viewpoint form to provide their preference for construction of noise walls. If more than half of the votes are in favor of a barrier at a specific location, the proposed noise wall is likely to be implemented.

Waukegan National Airport

Comment - How will the Waukegan Regional Airport plans affect the IL 131 plans?

The Waukegan Port District (WPD) is engaged in a study to expand runway facilities at the airport over IL 131. Using Federal Aviation Administration (FAA) funding, WPD has acquired property on both sides of IL 131. To accommodate the future runway and taxiway expansion, IL 131 will be shifted approximately 90 feet west, and lowered 30 feet.

Two new bridges are proposed over IL 131 for the runway and taxiway expansions.



Drainage

Comment – How will the improvement affect the drainage in the area?

Most of IL 131 will have closed drainage with curb and gutter and storm sewers. However, some sections of IL 131 will retain outside shoulders and an open drainage design with ditches. These open drainage sections include IL 131 from north of Stone Bridge Road to 9th Street and from south of Russell Road to the Wisconsin State Line at Russell Road.

Lighting

Comment – Where are you placing lighting along the corridor?

Lighting is only proposed where IL 131 passes beneath the Waukegan National Airport's proposed runway expansion. All costs and long-term maintenance associated with other roadway lighting are the responsibility of local agencies.

33rd Street & 29th Street Intersections

Comment – What is being done at Illinois Route 131 intersections with 33rd Street and 29th Street?

Stakeholders expressed concerns about safety at the intersections of IL 131 and Wakefield Drive/33rd Street and IL 131 and 29th Street and suggested installation of a traffic signals at these locations.

Traffic signal installations must meet warrants based on parameters such as traffic volumes, roadway classification, and spacing with respect to other signalized intersections. The Department performed a traffic signal warrant analysis for both locations and found that a traffic signal is not warranted at either intersection.

The new traffic signal installation at the intersection of IL 131 and Kenosha Road will help to provide gaps in traffic for crossing and turning traffic.

Construction

Comment - How will the project be constructed? Will I continue to have access throughout construction?

The proposed staged construction will maintain one lane in each direction similar to today's roadway. Entrances to and from the roadway will be maintained throughout construction. When construction is in front of or at entrances residents and business owners will be notified in advance and access will be temporarily blocked.

Project Funding

Comment – How will this be paid for?

This improvement is not currently included in the Department's FY 2019-2024 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

Land Acquisition

Comment - What is the Land Acquisition Process? How are my buildings and landscaping improvements such as fences, trees, and flowers included in the assessment?

The Department hires an independent appraiser to determine the fair market value of the additional right-of-way necessary to construct the highway improvement. Included in this value is the land to be purchased, as well as the contributory value of any improvements, such as sheds, parking, landscaping, etc., located within the proposed right-of-way. The appraised fair market value is the basis for the offer to purchase presented to the property owner.

THREE TYPES OF LAND ACQUISITION

Fee Simple Acquisition (Proposed Right-of-Way)

or the acquisition of all rights and interest of real property

- 40.46 Acres required for this project
- Displacements: 2 Buildings (1 Commercial and 1 Industrial)

Permanent Easements

underlying ownership is retained by the property owner, but access is permanently allowed during and after construction for maintenance of facilities such as drainage structures

- 7.52 Acres required for this project

Temporary Easements

underlying ownership is retained by the property owner but access is temporarily allowed only during construction for items such as grading work, driveway construction, and landscaping restoration.

- 7.13 Acres required for this project



1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An independent appraisal is made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain.

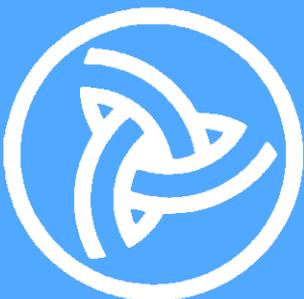
Project Schedule

NEXT STEPS:

- **Phase I** – Completion anticipated for 2018
 - **Obtain** and evaluate public comments
 - **Refine** design, as needed
 - **Finalize** engineering and environmental reports
- **Phase II** – Contract Plan Preparation and Land Acquisition (*not funded*)
- **Phase III** – Construction (*not funded*)



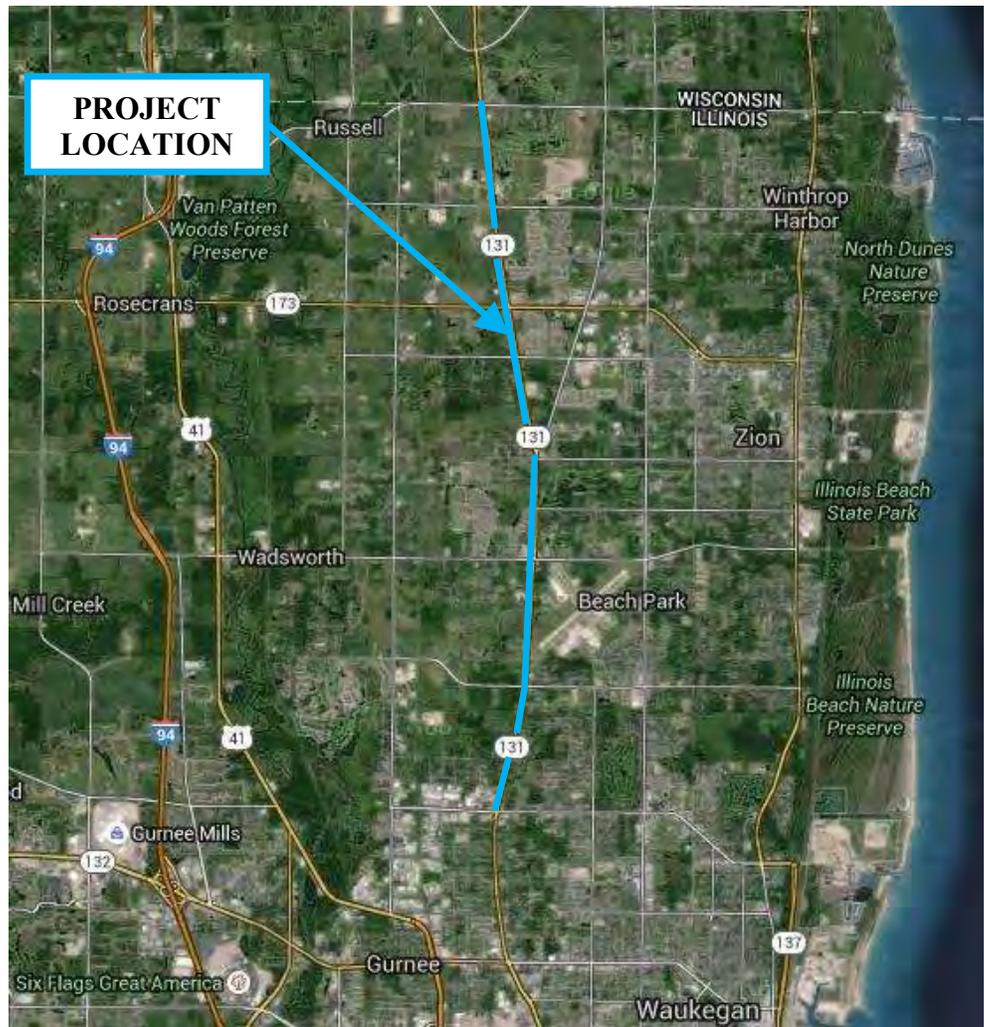
*Contract Plan Preparation and Land Acquisition (Phase II) and Construction (Phase III) are not currently included in the Department's FY 2019-2024 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.



SECTION 4(f) DE MINIMIS DOCUMENTATION

**WAUKEGAN SPORTS PARK
WAUKEGAN PARK DISTRICT**

**ILLINOIS ROUTE 131
RUSSELL ROAD TO SUNSET AVENUE**



P-91-352-07

**City of Waukegan
Lake County, Illinois**

***Illinois Department of Transportation
Division of Highways/District 1/Region 1
January 2018***

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1. Project Description

- a. **Project Number (State and Federal):** P-91-352-07
- b. **Project Name:** Illinois Route 131 (IL 131) from Russell Road to Sunset Avenue
- c. **Location:** Waukegan, Lake County, Illinois
- d. **Project Termini:** Along IL 131, the project limits are from Russell Road to Sunset Avenue.
- e. **Project Type:** The general scope of work for this improvement consists of roadway widening and reconstruction to provide two through lanes in each direction separated by a median, pedestrian and bicyclist accommodations, and drainage improvements.
- f. **Project Length:** 7.3 miles
- g. **NEPA Class of Action:** Environmental Assessment
- h. **Purpose and Need Summary:** The purpose of the proposed action is to provide an improved transportation system along IL 131 from Russell Road to Sunset Avenue. To accomplish this, the proposed improvements are intended to meet the following needs: improve mobility, improve safety and upgrade roadway features to meet current design standards. A goal of the project is to provide improved bicycle and pedestrian facilities along IL 131. The proposed improvements will improve mobility and safety by widening IL 131 to provide two travel lanes in each direction; adding dedicated left and right turn lanes; building a raised median between Russell Road and Yorkhouse Road; constructing a TWLTL between Yorkhouse Road and Sunset Avenue; and providing curb/gutter or shoulders along the corridor. All of the roadway features associated with the proposed improvement will be designed and built to meet current standards. The project will also include a new shared use path and sidewalk to provide improved facilities for pedestrians and bicyclists.
- i. **Project Status:** The Illinois Department of Transportation (IDOT) is nearing completion of a preliminary engineering and environmental study (Phase I). Completion of Phase I studies is anticipated in 2018. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not included in IDOT's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

2. Section 4(f) Resources

- a. **Resource Type:** Public Park
- b. **Resource Name:** Waukegan Sports Park
- c. **Official with Jurisdiction (OWJ):** Waukegan Park District (WPD)
- d. **Description of role/significance in the community:** The Waukegan Sports Park was developed on the property that was once the Orchard Hills Golf Club. Completed in 2011, the first phase of development on the western two-thirds of the site (138 acres) included the installation of thirteen grass soccer fields, one synthetic turf soccer field, four softball fields, a playground and spray park, concession and restroom facilities, an on-site maintenance facility, and 665 parking spaces.

The next phase of development is adjacent to IL 131 where the remaining one third of the site is planned to include four additional multi-purpose fields, parking and a basketball court. The plans for this section of the redevelopment incorporated the anticipated widening of IL 131 with a dedication of 33.75 feet of land for the roadway (1.00 Acres). The plat of dedication is included in WPD's 2009 Traffic Planning Assessment report, but has yet to be recorded. A gravel and asphalt overflow parking lot with access from IL 131 is located in this area.

3 Description of Intended Section 4(f) Resource Use

- a. **Type and Acres of Impact:** 1.225 acres
 - Fee Simple Acquisition: 0.08 acres is needed for the construction and maintenance of the retaining wall.
 - Temporary Easement: 0.141 acres for grading near the retaining wall and 0.004 acres for construction of the entrance to the overflow parking lot.
 - Donated Right of Way by WPD: 1.00 acres is needed for the widening of IL 131 roadway and to provide adequate drainage.
- b. **Existing Function of Impacted Acres:** The impacted area at the sports park consists of a gravel and asphalt parking lot used as overflow parking during large events with an access point from IL 131.

c. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource

- i. Avoidance and minimization efforts made and benefits to resource:** Roadway widening is required to construct the proposed four-lane roadway, northbound left turn lane at the Beach Road intersection, and the 10-foot shared use path on the west side of the roadway.

To accommodate the planned expansion of the Waukegan National Airport, IL 131 will be depressed to allow the new extended runway and taxiway to go over the roadway. An additional requirement to accommodate the airport expansion is that the proposed centerline of IL 131 shift west approximately 90 feet, beginning 0.43 miles south of the WPD property near Blossom Road. The proposed centerline begins to shift back to existing centerline just south of the WPD property.

To avoid impacts to the Waukegan Sports Complex, an alignment shift to the east was considered. As this would result in displacement of two residential properties, the option was eliminated from further consideration.

To minimize the impact of the proposed improvement a retaining wall extending 600 feet north of the sports park's south property line will be constructed to avoid extensive property acquisition needed for grading. The wall will vary in height from 23 feet at the south end to 4 feet at the north.

- ii. Commitments for Mitigation or Enhancement:** WPD will benefit from the proposed ten-foot shared-use path on the west side of IL 131 which will provide community access to the sports park. Waukegan Savanna Forest Preserve's Conceptual Master Plan includes a future regional trail located to the south of the sports park at the IL 131 and Yorkhouse Road intersection. The proposed shared-use path will connect the future regional trail to the sports park.

IDOT will replace the asphalt entrance to the overflow parking lot with a left/right-in and right-out driveway if the second phase of the redevelopment has not been completed. The proposed raised-curb median will be constructed for a northbound left turn lane into the WPD. Undeveloped land disturbed by construction will be restored to turf cover in accordance with Chapter 59 Landscape Design from IDOT Bureau of Design and Environment Manual and IDOT Departmental Design and Environment Policy 18 as appropriate for the project location. According to the Department's policy, a minimum ratio of 1:1 shall be used for any proposed tree removal and a minimum ratio of 3:1 if seedlings are used.

There will be no cost participation to the WPD, provided the City of Waukegan agrees to cost participate and maintain the shared-use path. Waukegan Park District will be compensated for right of way acquisition needed for the project.

4. Evidence of Opportunity for Public Review and Comment:

- a. Type of public availability:** A public hearing was held on November 16, 2017 to provide an opportunity for the public to review and comment on the Section 4(f) impacts. The document was available for 30 days after the Public Hearing (December 16, 2017) for public review at local agencies and libraries within the project corridor, IDOT District One Bureau of Programming, and on the project website. The notifications of 4(f) impacts were advertised in conjunction with the public hearing in Spanish and English. A classified ad ran in Lake County News Sun, Hoy, Zion-Benton Express, Lake County Journal and Kenosha News, a postcard was sent to approximately 800 stakeholders, an announcement was posted to the project website, a brochure was available at the Public Hearing and project website and an email was sent to third party agencies.

- b. Summary of comments:** No public comments were made on the Section 4(f) impacts during the 30-day review period.

5. Evidence of Coordination with Official(s) with Jurisdiction

(See Attachment A-5)

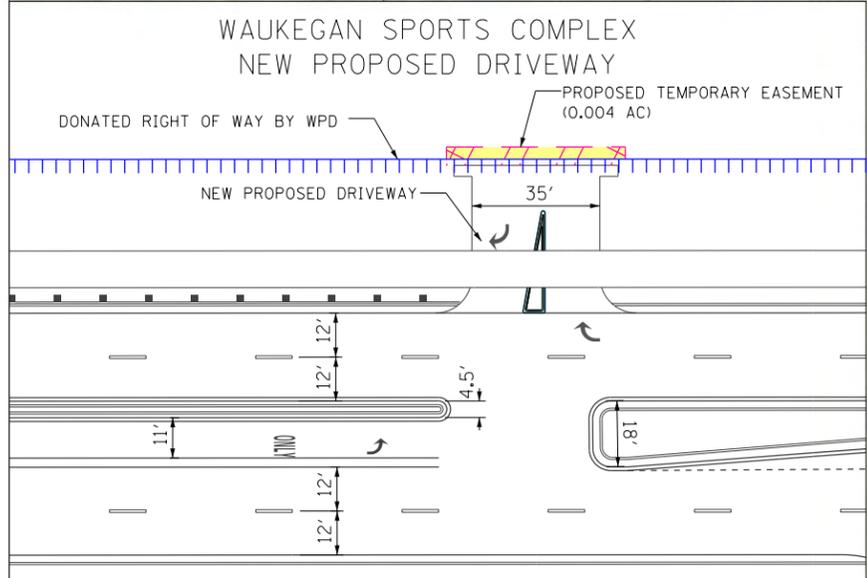
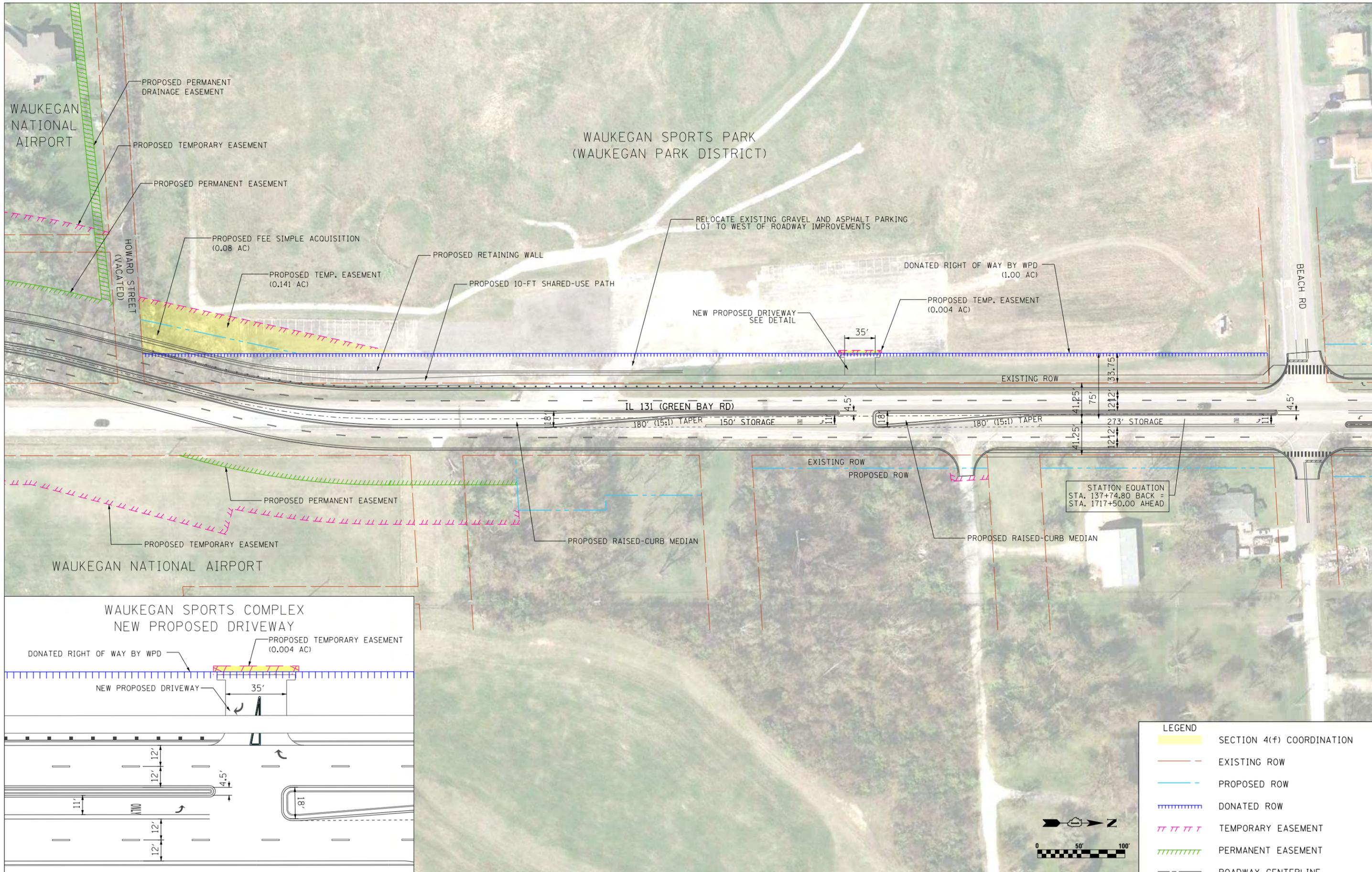
- a. June 18, 2012.....Waukegan Park District Coordination Meeting
 - b. April 30, 2015.....Waukegan Park District Coordination Meeting
 - c. May 17, 2016.....Waukegan Park District Coordination Meeting
-
- 1. TBD.....Transmittal of Draft Section 4(f) Documentation for Waukegan Park District review and requesting no adverse effect determination
 - 2. TBD.....Waukegan Park District written concurrence with a no adverse determination
 - 3. TBD.....Transmittal of Draft Section 4(f) Documentation for public viewing
 - 4. TBD.....Transmittal of final Section 4(f) Documentation to Waukegan Park District
 - 5. TBD.....FHWA finding of de minimis impact

6. Supporting Documentation

- a.** Section 4(f) Impact Exhibit.....Attachment A-1
- b.** Project Location Map.....Attachment A-2
- c.** Waukegan Sports Park Location Map..... Attachment A-3
- d.** Typical Sections.....Attachment A-4.1
- e.** Preliminary Proposed Plan and Profile.....Attachment A-4.2
- f.** Coordination.....Attachment A-5
- g.** Public Review Documentation.....Attachment A-6

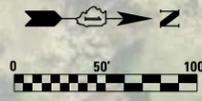
ATTACHMENT A-1

Section 4(f) Impact Exhibit



LEGEND

- SECTION 4(f) COORDINATION
- EXISTING ROW
- PROPOSED ROW
- DONATED ROW
- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- ROADWAY CENTERLINE



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		CHECKED - CZ	REVISED -
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	PLOT DATE = #DATE#		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PERMANENT EASEMENT EXHIBIT
IL 131 AT WAUKEGAN NATIONAL AIRPORT**

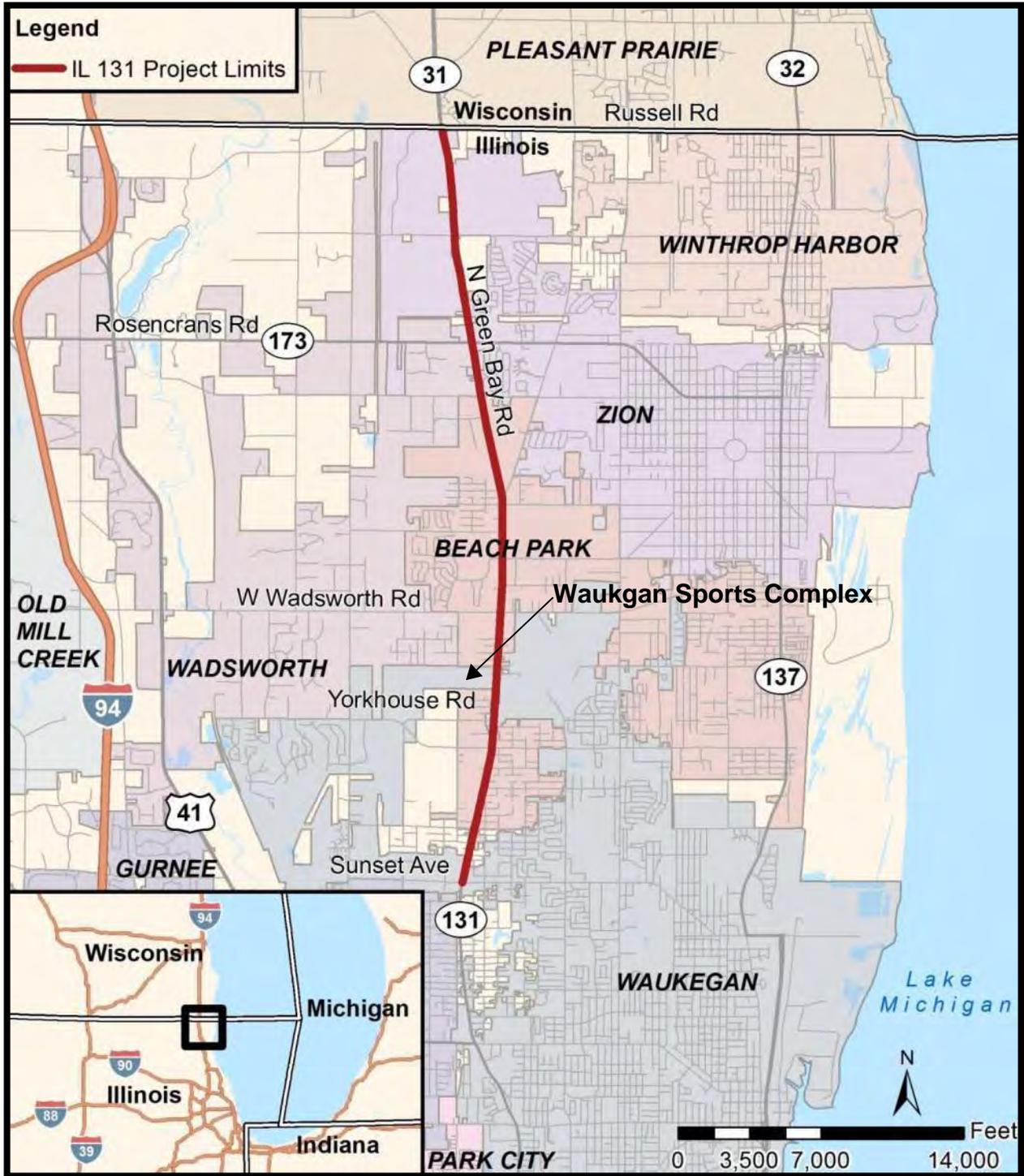
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

ATTACHMENT A-2

Project Location Map

Project Location Map
IL 131 (Green Bay Road)
Russell Road to Sunset Avenue
Lake County, IL
P-91-352-07



ATTACHMENT A-3

Waukegan Sport Complex Facility Area

Illinois Rte. 131 - Section 4(f) Analysis Waukegan SportsPark Location Map



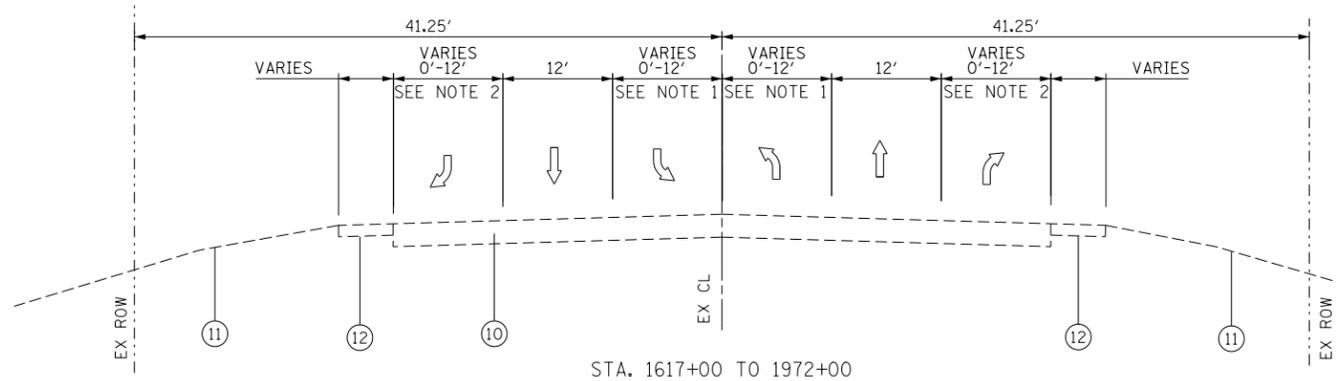
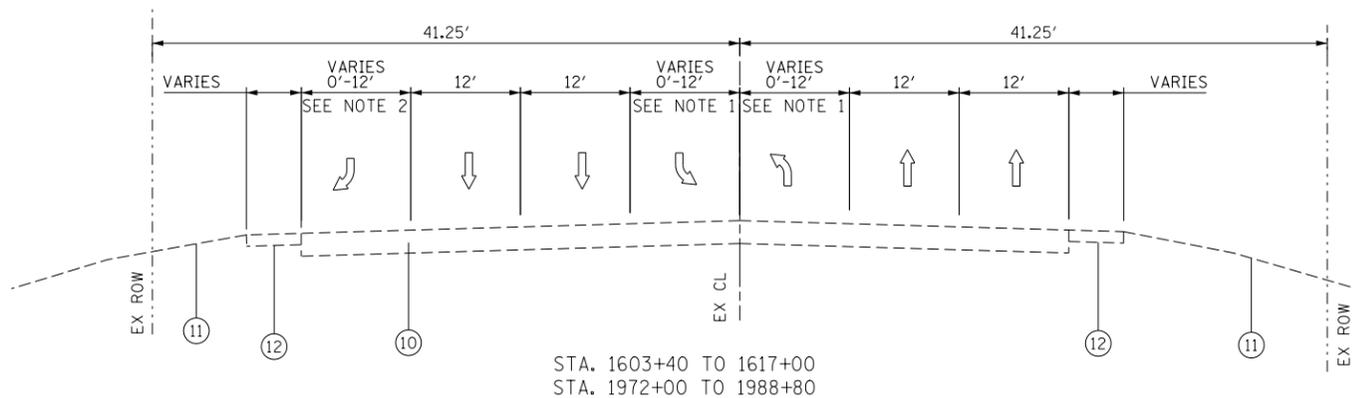
Map Area
Shown In Red

- Legend**
- Existing Right of Way
 - Park Boundary



ATTACHMENT A-4

Proposed Improvement Plans



NOTES:

- 1) LEFT TURN ONLY LANES PRESENT AT: SUNSET AVE, YORKHOUSE RD, BEACH RD, WADSWORTH RD, W 33RD ST, WAKEFIELD DR, WAVERLY ST (NB ONLY), W 21ST ST, IL RTE 173, STONEBRIDGE DR (SB ONLY), AND RUSSELL RD
- 2) RIGHT TURN ONLY LANES PRESENT AT: SUNSET AVE (SB ONLY), YORKHOUSE RD (NB ONLY), WADSWORTH RD, KENOSHA RD (NB ONLY), IL RTE 173 (SB ONLY), AND STONEBRIDGE DR (NB ONLY)

- 1 PROPOSED PCC PAVEMENT
- 2 PROPOSED CONCRETE CURB & GUTTER
- 3 PROPOSED PCC SHOULDER
- 4 PROPOSED SIDEWALK
- 5 PROPOSED SHARED-USE PATH
- 6 PROPOSED BARRIER MEDIAN
- 7 PROPOSED DRAINAGE SWALE, VARIABLE DEPTH AND WIDTH
- 8 PROPOSED DITCH, VARIABLE DEPTH AND WIDTH
- 9 PROPOSED RETAINING WALL
- 10 EXISTING PAVEMENT
- 11 EXISTING GROUND
- 12 EXISTING AGGREGATE SHOULDER
- 13 4-FT SHELF AT 2.0% ADJACENT TO PATH
- 14 PROPOSED BRIDGE PIER
- 15 PROPOSED BRIDGE ABUTMENTS

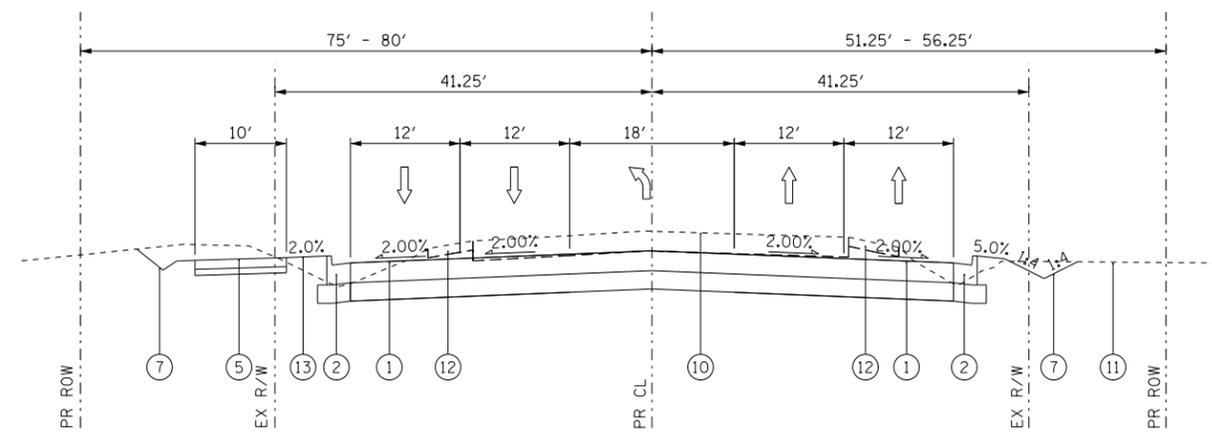
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

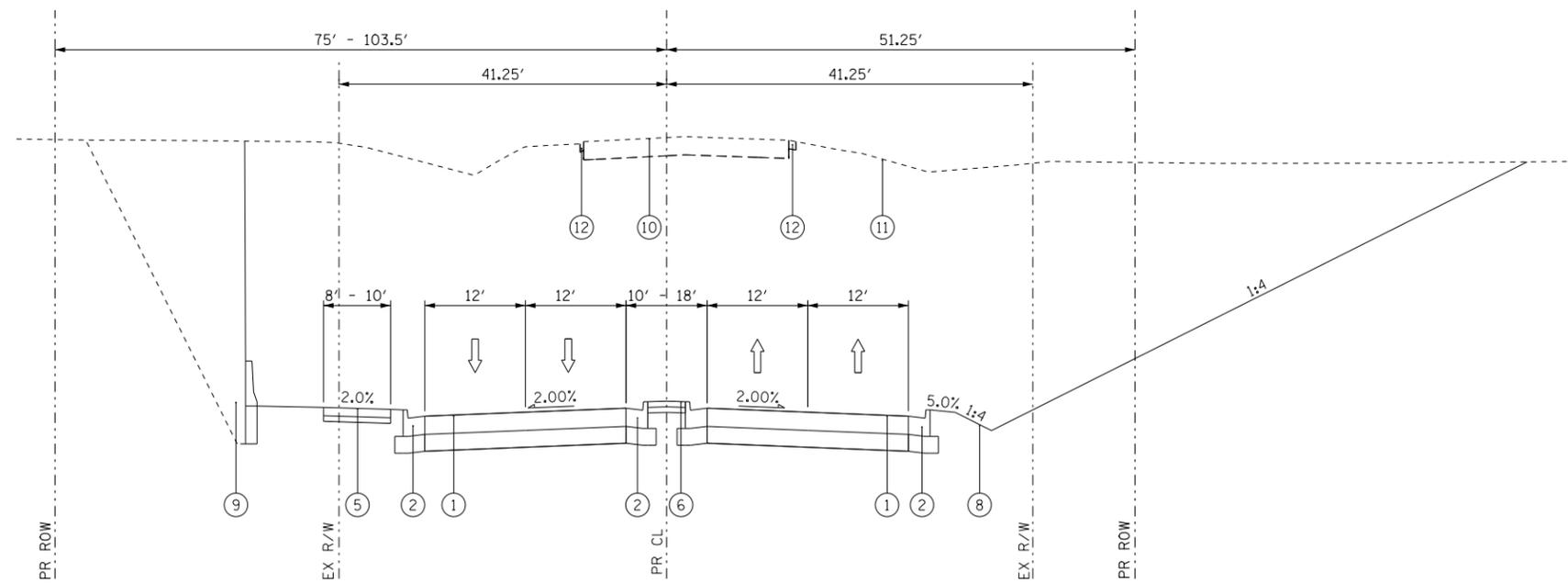
**ILLINOIS ROUTE 131
SUNSET AVENUE TO RUSSELL ROAD
EXISTING TYPICAL SECTIONS**

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				



STA. 132+00 TO 137+74
 STA. 1717+50 TO 1718+44



STA. 125+50 TO 132+00

NOTES:

- 1) IL RTE 131 CENTERLINE AT STATION 1679+92.94
 EQUALS STATION 100+00.

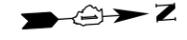
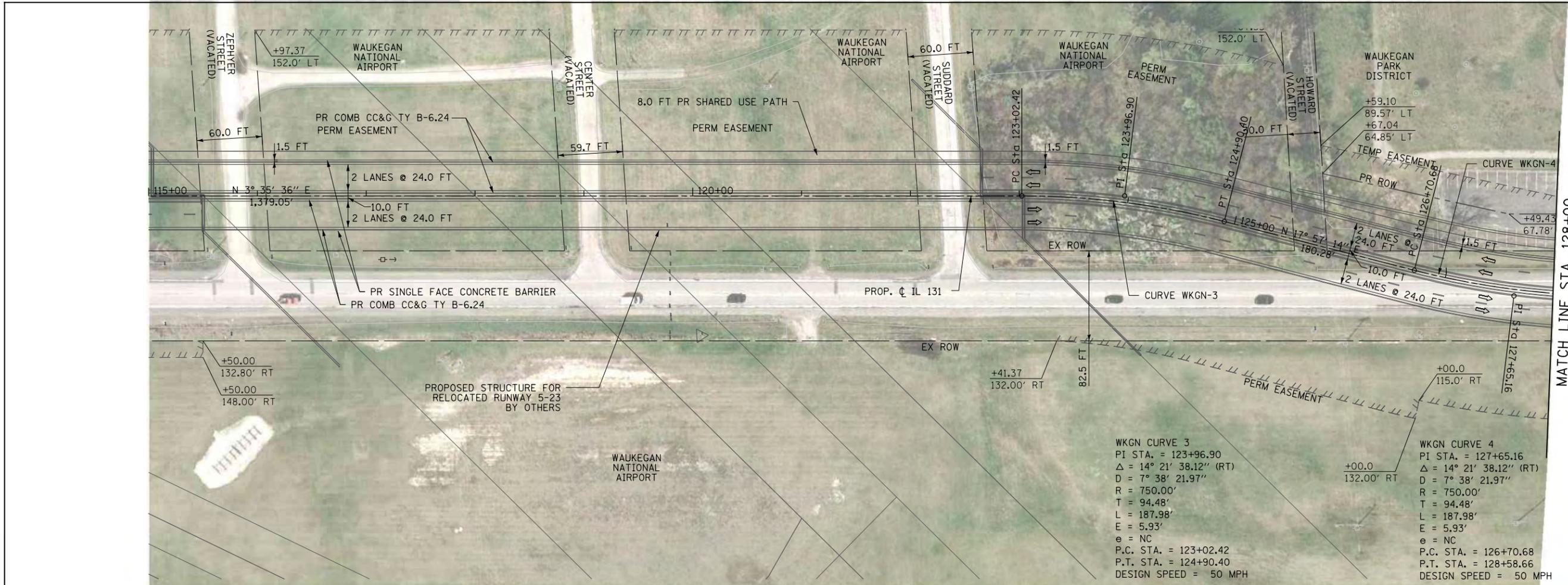
- 1 PROPOSED PCC PAVEMENT
- 2 PROPOSED CONCRETE CURB & GUTTER
- 3 PROPOSED PCC SHOULDER
- 4 PROPOSED SIDEWALK
- 5 PROPOSED SHARED-USE PATH
- 6 PROPOSED BARRIER MEDIAN
- 7 PROPOSED DRAINAGE SWALE, VARIABLE DEPTH AND WIDTH
- 8 PROPOSED DITCH, VARIABLE DEPTH AND WIDTH
- 9 PROPOSED RETAINING WALL
- 10 EXISTING PAVEMENT
- 11 EXISTING GROUND
- 12 EXISTING AGGREGATE SHOULDER
- 13 4-FT SHELF AT 2.0% ADJACENT TO PATH
- 14 PROPOSED BRIDGE PIER
- 15 PROPOSED BRIDGE ABUTMENTS

A-4.1

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		DATE -	REVISED -										

DESIGNED BY: **HNTB**

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	CHECKED	10/20/03
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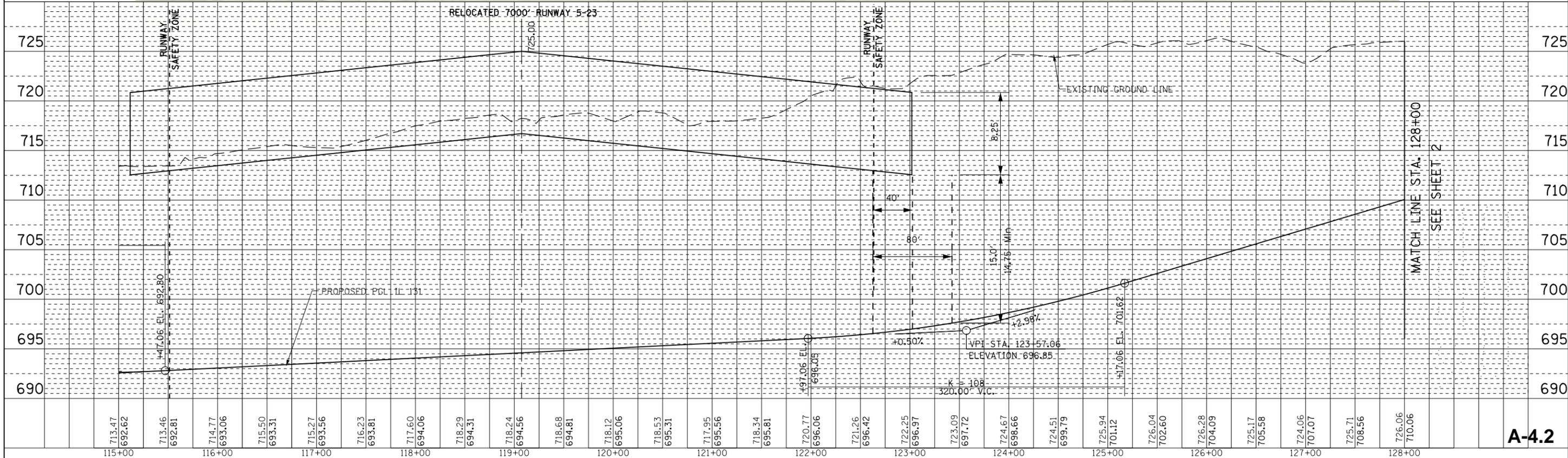


MATCH LINE STA. 128+00
SEE SHEET 2

ENTRANCE LEGEND

⊙	= COMMERCIAL
⊗	= RESIDENTIAL

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE NOTATIONS CHECKED	

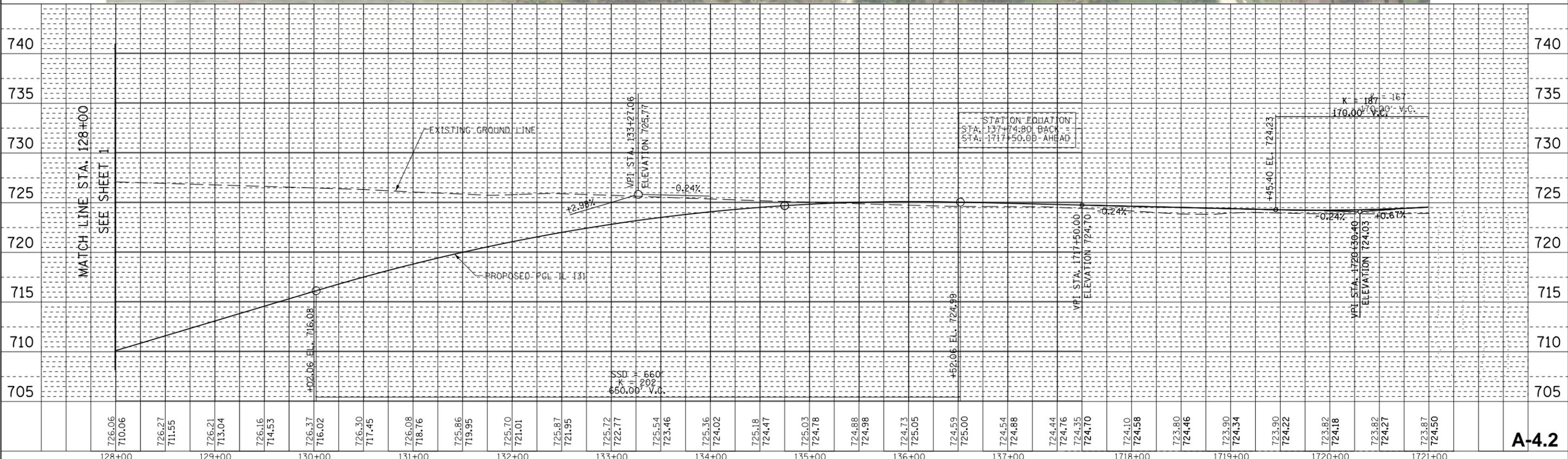
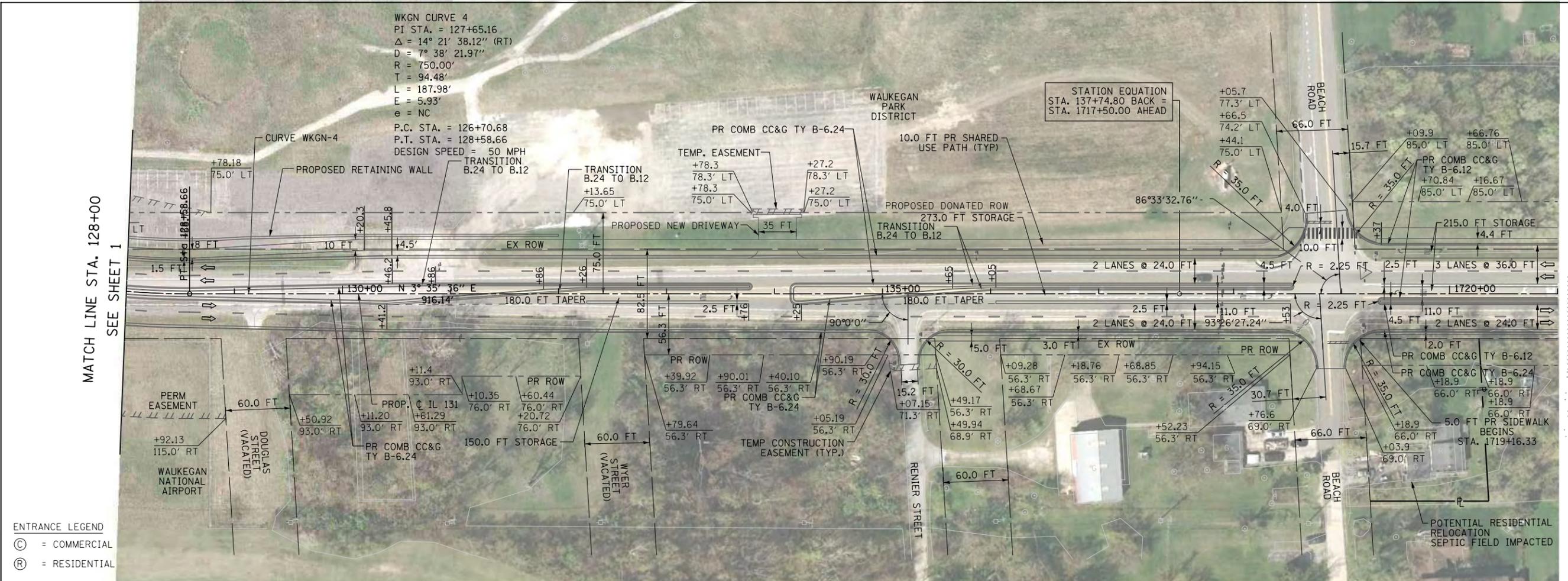


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BY	
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	PLOTTED
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	STRUCTURE NOTATIONS OK'D
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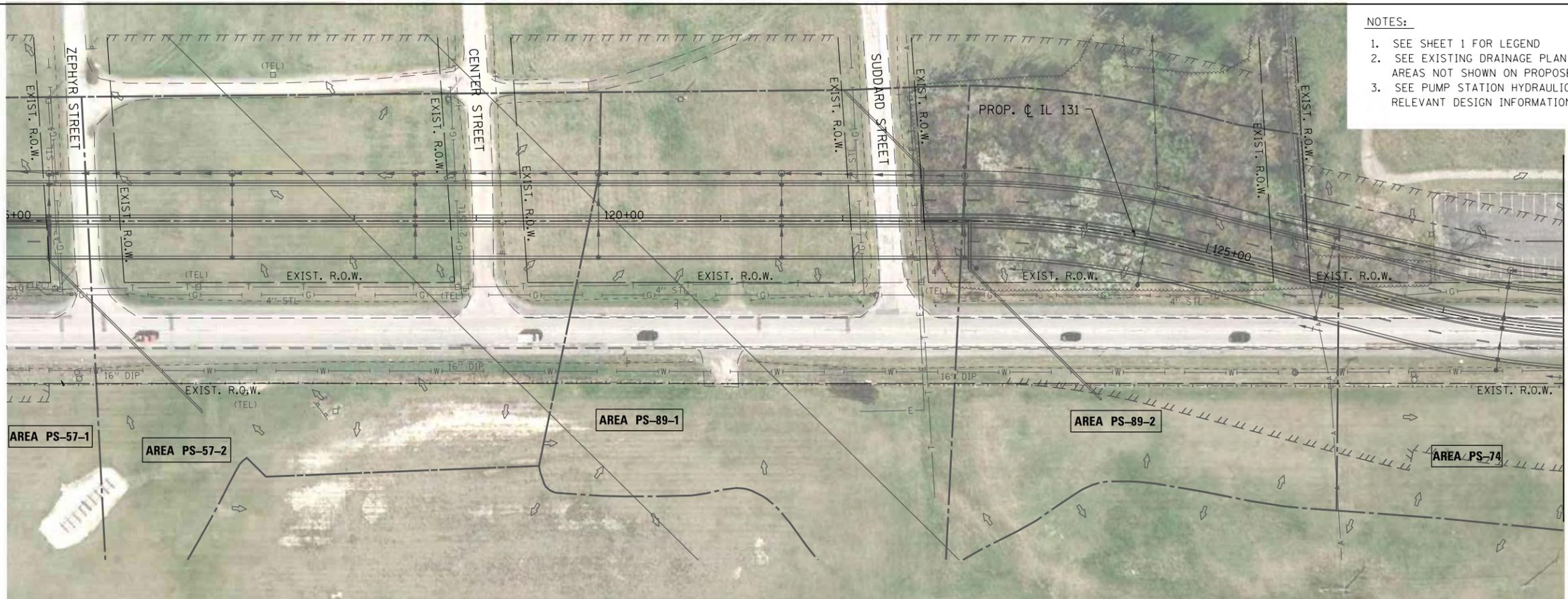
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PS-57-2	3.02
PS-89-1	2.60
PS-89-2	2.27
PS-74	1.40

- NOTES:
- SEE SHEET 1 FOR LEGEND
 - SEE EXISTING DRAINAGE PLAN FOR DRAINAGE AREAS NOT SHOWN ON PROPOSED DRAINAGE PLAN
 - SEE PUMP STATION HYDRAULIC REPORT FOR RELEVANT DESIGN INFORMATION

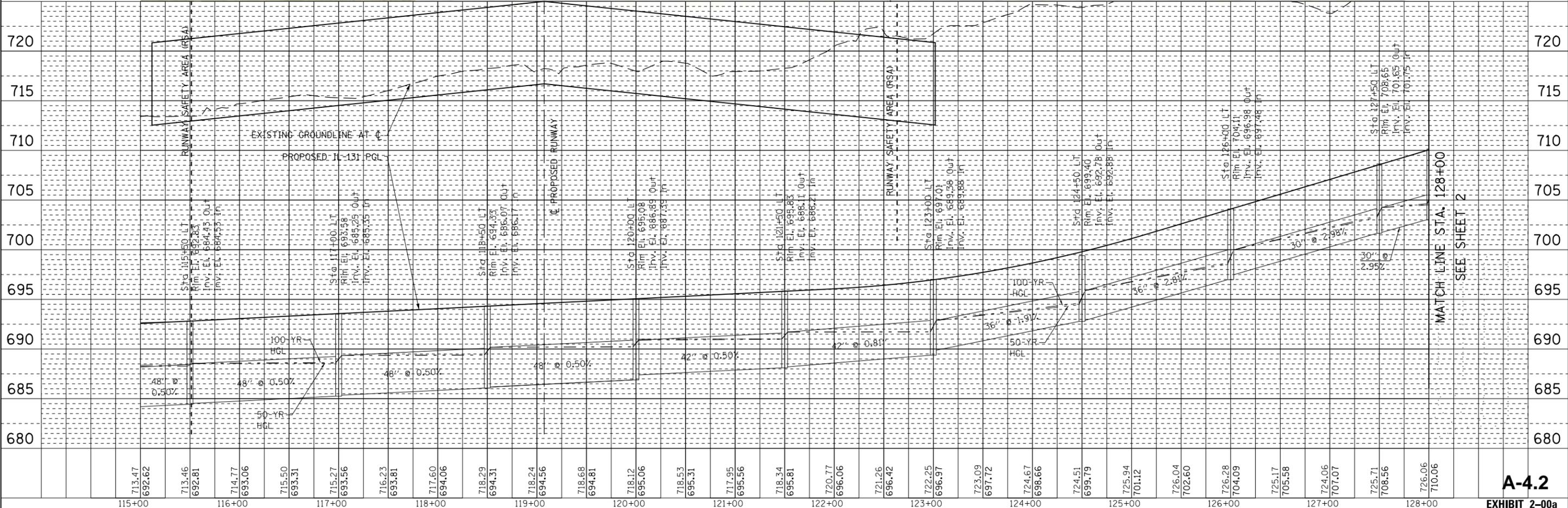


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NOTE BOOK NO.	GRADES CHECKED	
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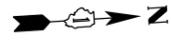
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SEE SHEET 2



MATCH LINE STA. 128+00
SEE SHEET 2

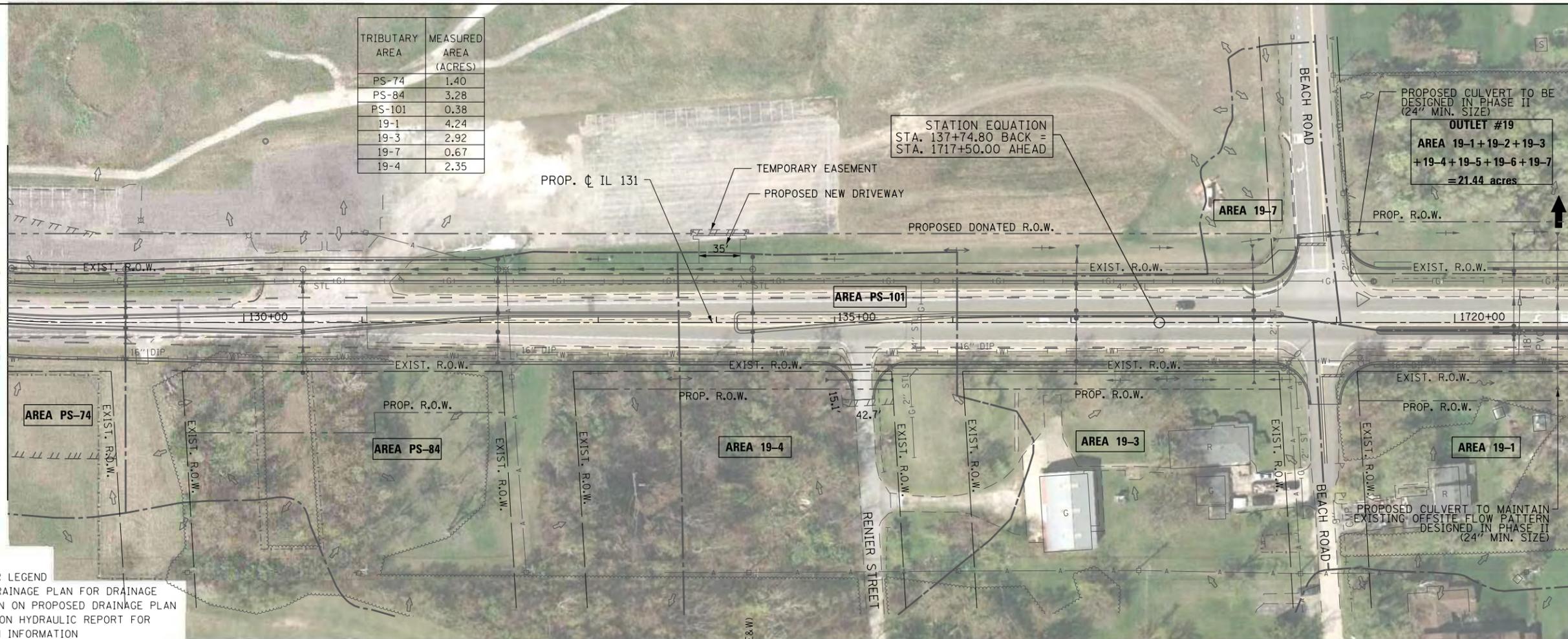
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		CHECKED -	REVISED -							EXHIBIT 2-00a		

TRIBUTARY AREA	MEASURED AREA (ACRES)
PS-74	1.40
PS-84	3.28
PS-101	0.38
19-1	4.24
19-3	2.92
19-7	0.67
19-4	2.35



DATE	10/23
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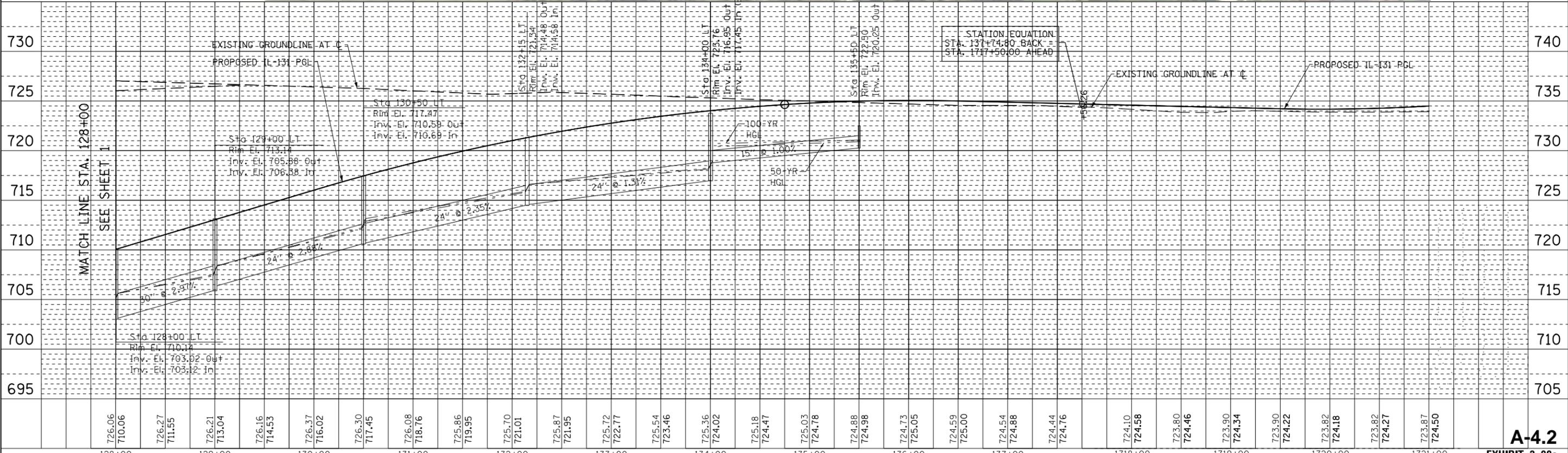
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SEE SHEET 1



- NOTES:
- SEE SHEET 1 FOR LEGEND
 - SEE EXISTING DRAINAGE PLAN FOR DRAINAGE AREAS NOT SHOWN ON PROPOSED DRAINAGE PLAN
 - SEE PUMP STATION HYDRAULIC REPORT FOR RELEVANT DESIGN INFORMATION

DATE	
BY	
PROFILE	SURVEYED
	GRADES CHECKED
	PLOTTED
	STRUCTURE NOTATIONS OK'D
	NO.

MATCH LINE STA. 128+00
SEE SHEET 1



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A-4.2
EXHIBIT 2-00a

ATTACHMENT A-5

Coordination



**Coordination Meeting
Waukegan Park District**

2000 Belvidere Street, Waukegan, 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.

Waukegan Sports Park impact: The Illinois Department of Transportation (Department) Illinois Route 131 (IL 131) Phase I Study is developing a preferred alternative for improvements to the route from Sunset Avenue in Waukegan to Russell Road at the Wisconsin state line. Where IL 131 passes the Waukegan Sports Park (WSP), the proposed roadway configuration is two lanes in each direction with a median and left turn lane at Beach Road. The preferred alternative also proposes a shared-use path on the west side of the highway to conform with Illinois Complete Streets Law and to join the Lake County Waukegan Savanna Forest Preserve and the WSP. The existing ROW of 82.5' (41.25' on each side of the highway centerline) is not adequate to accommodate the improvements and land will need to be acquired on both sides. The highway improvements will need up to 33.75' additional ROW along the WSP property. Total avoidance of the WSP was considered but shifting the alignment east would displace two residential properties south of Beach Road.

The WSP redevelopment plans and traffic planning assessment report developed by Gewalt Hamilton Associates (GHA) included this anticipated ROW for Department and IL 131 (Green Bay Road) improvements.

The IL 131 study team proposes to process this land acquisition as a de minimis Section 4(f) impact in the Environmental Assessment. The area of acquisition is not currently used and is not proposed in the redevelopment plans to be used for recreation.

Any proposed acquisition must be presented to and reviewed and approved by the Waukegan Park District Board. The Board meets monthly on the second Tuesday of each month and the land acquisition committee meets on the fourth Tuesday.

The WSP redevelopment was controversial but has proven lucrative so far, with a recent soccer tournament reportedly bringing \$2.5 million to the local economy.

The WSP plan that HNTB has on file is old and an updated design can be requested from GHA. Greg Petry provided a contact name and number.

Waukegan Airport Coordination: The IL 131 study is actively coordinating with the Waukegan Regional Airport (UGN) improvement study to determine the preferred roadway alternative along the airport.

The airport preferred alternative is to lower the roadway below the proposed runway and taxiway. Under this scenario, IL 131 would be shifted slightly west to allow the existing highway to remain open to traffic while the proposed underpass is constructed. This alternative may require a small amount of additional ROW in the southeast corner of the Sports Park as the highway curves back east to the existing alignment.

Another alternative to be considered is a western bypass of IL 131 around the improved airfield. This alternative would result in approximately 2.5 acres of acquisition in the southeast corner in addition to the approximately one acre of acquisition for the highway widening. This would impact a proposed parking lot in the southeast corner of the property.

Waukegan Sports Park access: The current IL 131 preferred alternative only proposes access to the WSP via Beach Road. The Sports Park plan includes a 4-lane public entrance in the middle of the east side of the property. A two-lane emergency only access to IL 131 is proposed near the south edge of the property as well.

Due to the proximity of the middle entrance to the existing intersection with Beach Road, the Department recommends that this driveway propose a right-in/right-out in design, with no access from northbound IL 131. The emergency access will be provided.

Schedule: The next step for the IL 131 study is to coordinate with the Airport Study to determine the preferred alternative. When the preferred design is complete, the study team will schedule individual meetings with each of the municipal leaders. After the individual meetings, the preferred alternative will be available for comment at a Corridor Planning and Technical Advisory Group meeting and a Public Hearing in late 2012 or early 2013. When the preferred alternative is determined, it will be sent to the Waukegan Park District Board to review the impacts to the WSP.

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 Section 4(f) Impacts with Waukegan Park District

Date: June 18, 2012

Time: 1:30 p.m.

Location: Waukegan Park District Offices, 2000 Belvidere Road, Waukegan, Illinois 60085

	Attendees	Representing	Phone Number	Email Address
1.	Ken Doll	IDOT-Programming	(847) 705-4088	ken.doll@illinois.gov
2.	Greg Pecky	Waukegan Park Dist	847-360-421	gregp@waukeganparkdist.org
3.	Kimberly Murphy	IDOT-Programming	847-705-4791	Kimberly.Murphy@illinois.gov
4.	Marty Morsz	IDOT	847-705-4107	Martell.Morsz@illinois.gov
5.	DEREK JOHNSON	HNTB	312-798-0239	djohnson@hntb.com
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IDOT and Waukegan Park District Coordination Meeting

Illinois Route 131 (Green Bay Road) From Russell Road to Sunset Avenue Lake County Phase I Engineering Thursday, April 30, 2015 Final Meeting Minutes

Attendees: See attached list

1) IL 131 Project Status Update

The IL 131 project is moving forward now that the preferred geometric alternative has been determined for IL 131 at the Waukegan National Airport. The roadway alignment at the airport will be offset to the west and depressed to maintain access during construction, to accommodate the future airport extension of the runway and taxiway and to meet runway safety area requirements. Neither the IL 131 project nor Waukegan National Airport currently has funding for construction. One more Corridor Planning Group Meeting and a Public Hearing are tentatively scheduled for late summer/fall 2015.

2) Waukegan Sports Complex Redevelopment Update

Phase I of the sports complex redevelopment has been completed. Currently there is no funding to complete Phase II and there is no anticipated date of when funding will be available. Phase I consisted of building the sports complex, parking and aquatic habitats/dry/wet bottom detention areas. on the west end of the property.

A temporary one-way roadway was built from Beach Road to access the existing parking lots adjacent to IL 131 that serve as overflow lots. These consist of an asphalt parking lot at the southeast end of the complex and an adjacent gravel parking lot to the north. The lots are used during large events and national tournaments held at the sports complex. Approximately five of these larger events are held each year while the park is open from spring to fall. These parking lots have right in/right out access to IL 131. The closest intersection for traffic to perform a U-turn from the parking lot is Yorkhouse Road. IL 131 experiences traffic queues mostly from the south entering the sports complex from IL 131 and Beach Road experiences traffic queues with visitors exiting the sports complex during these tournaments. Law enforcement helps direct traffic at the intersection during the tournaments. Several residents have complained about the traffic on Beach Road during these tournaments.

3) Waukegan Sports Complex Property

The proposed roadway improvements will impact part of the overflow parking lots. Waukegan Park District (WPD) had shown 33.75 feet of right of way to accommodate the IL 131 future roadway improvements. WPD has not yet dedicated the right of way. IDOT will have to mitigate part of the existing overflow parking lot to the west of the proposed improvements. Slightly more right-of-way is needed at the south end of the property due to the offset roadway alignment, as the Waukegan National Airport is being shifted back to the existing alignment. A retaining wall is proposed at the south end of the property to minimize the impacts to the sports complex property. WPD noted they also currently own three lots south of Howard Street. The Port District allows the Park District to use part of their land for parking if needed.

IDOT will replace the driveway with the proposed roadway improvements and may locate the driveway further north along IL 131, which WPD would allow. WPD would prefer to have a break in the proposed median to allow traffic to make a left turn in and out into the parking lots from IL 131, and reduce the traffic on Beach Road. Making a roadway connection at the west end of their property from Townline Road into the sports complex to help reduce traffic volumes on Beach Road was also suggested by WPD. However, this would be an agreement between WPD and the jurisdictional local agency, not IDOT.

The roadway improvements also include a proposed ten foot shared use path on the west side of IL 131. IDOT could construct the path with the roadway improvements if the community agrees to cost sharing (80% IDOT/20% Local) and future maintenance responsibility. WPD is willing to consider maintaining the path. Otherwise, a shelf would be graded for a future path, if and when the local agency chose to install it.

Section 4(f) is a federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The Department anticipates a de minimis impact finding for the Waukegan Park District property, based on the determination that the project will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). The impacts at the Waukegan Sports Complex will be presented at the public hearing. A letter will be sent to the Park District after public comments have been received for the Park District to take into account the public's input. The board will then be requested to approve the impacts to the property and the impacts are de minimis. HNTB will update the Section 4(f) draft report for WPD to review.

HNTB verified the ownership of the lots south of Howard Street with Lake County Maps online. Waukegan Park District owns lot 1 through 5 with PIN #s 0431306005, 0431306006, 0431306007, 0431306008 and 0431306009. These five lots are located along IL 131 between Howard Street and Suddard Street.

Based on follow-up discussions, WPD indicated the roadway improvements will be impacting the recreational use of the sports complex by not providing a proposed driveway on IL 131. HNTB is evaluating the alternatives for providing access to the sports complex from IL 131.

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 with Waukegan Park District

Date: 4/30/2015

Time: 10:30 a.m.

Location: Waukegan Park District Offices – 2000 Belvidere Road, Waukegan, IL 60085

	Attendees	Representing	Phone Number	Email Address
1.	Ken DOLL	IDOT-PIES	(847)705-4088	Ken.doll@illinois.gov
2.	Leki Brocco	IDOT-PROGRAMMING	847-705-7977	Leki.S.Brocco@illinois.gov
3.	Ann Marie Jensen	HNTB	312-798-0239	amjensen@hntb.com
4.	Greg Pedy	Wkgn Park Dist	847-360-4721	gregp@waukegan-park-district.org
5.	Don Wittmer	HNTB	312-930-9119	dwittmer@hntb.com
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IDOT and Waukegan Park District Coordination Meeting

Illinois Route 131 (Green Bay Road) From Russell Road to Sunset Avenue Lake County Phase I Engineering Tuesday, May 17, 2016 Final Meeting Minutes

In attendance: see attached roster

1) IL 131 Project and Waukegan Sports Complex Redevelopment Update

HNTB and IDOT are continuing to work on the IL 131 project. A public hearing for the project is anticipated for end of 2016 or the beginning of 2017. The IL 131 project currently does not have funding for Phase II Design or Phase III construction.

Currently there is no funding to complete Phase II of the Waukegan Sports Complex Redevelopment and there is no anticipated date of when funding will be available.

2) Waukegan Sports Complex Property

HNTB and IDOT provided the 4(f) report for Waukegan Sports Complex to Waukegan Park District. The proposed roadway improvements will impact part of the overflow parking lots along IL 131. Waukegan Park District (WPD) had shown 33.75 feet of dedicated right of way to accommodate the IL 131 future roadway improvements. WPD has not yet dedicated the right of way. IDOT will have to relocate part of the existing overflow parking lot to the west of the proposed improvements. IDOT will coordinate with WPD on relocating the parking lot, but typically IDOT provides a fee for the owner to relocate and it is not included as part of the roadway project. Proposed fee simple acquisition and temporary easement are needed at the south end of the property due to the roadway alignment and grade shifting back from being offset and depressed at the Waukegan National Airport. A retaining wall is proposed at the south end of the property to minimize the impacts to the sports complex property.

IDOT will replace the existing driveway to the overflow parking lots with the proposed roadway improvements. The driveway needs to be relocated further north due to the location of the proposed retaining wall and IL 131 becoming on grade. The driveway will allow right turns in and out of the parking lots. Also, a proposed dedicated left turn lane will allow left

turns from the northbound direction into the parking lots. This will help alleviate traffic impacts on IL 131 from the south and on Beach Road during larger sporting events. A few residents on Beach Road complain about the traffic on Beach Road during these large events. WPD built a one way road from Beach Road to the overflow parking lots to help the traffic access.

The roadway improvements also include a ten foot asphalt path on the west side of IL 131. The shared-use path will be part of the planned connections between Robert McClory trail, Waukegan Savanna Forest Preserve and the Des Plaines River Trail. IDOT could construct the path with the roadway improvements if the community agrees to the required cost participation. Otherwise, a shelf would be graded for a future path, if and when the local agency decided to install it. However, as noted, local and IDOT cost sharing is involved to pave the path along with an agreement that the local community will maintain the paved path. WPD could potentially maintain the path and would need to coordinate such an arrangement with the local community.

IDOT was asked to present the 4(f) report to the Waukegan Park District Board Commissioners. The board meetings are held every 2nd and 4th Tuesday of the month at the Waukegan Park District Administration office. There are five members on the board. A formal powerpoint presentation is not necessary.

Section 4(f) is a federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The Department anticipates a de minimis impact finding for the Waukegan Park District property, based on the determination that the project will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). The impacts at the Waukegan Sports Complex will be presented at the public hearing. A letter will be sent to the Park District after public comments have been received for the Park District to take into account the public's input. The board will then be requested to approve the impacts to the property and agree that the impacts are de minimis.

HNTB corresponded with Waukegan Park District on May 25, 2016. IDOT and HNTB will present to the board after the public hearing comment period.

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 with Waukegan Park District

Date: May 17, 2016

Time: 10:00 a.m.

Location: Waukegan Park District Offices – 2000 Belvidere Street, Waukegan, IL 60085

	Attendees	Representing	Phone Number	Email Address
1.	Ken Doll	IDOT-PEES	847-705-4088	ken.doll@illinois.gov
2.	Anne Marie Jensen	HNTB	312-798-0239	amjensen@hntb.com
3.	Lori Brown	IDOT-PROGRAMMING	x4477	Lori.S.Brown@illinois.gov
4.	Brenda L. Alicea	IDOT-Prog.	847-705-4184	Brenda.Alicea@illinois.gov
5.	Greg Petry	WPD	847-287-4721	gregp@waukegan-park.il.gov
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ATTACHMENT A-6

Public Review Documentation



The Illinois Department of Transportation invites you to attend the public hearing concerning the improvement of IL 131 from Russell Road to Sunset Avenue in Lake County.

Date: November 16, 2017

Time: 4 - 7 p.m.

Location: Beach Park Middle School
40667 N Green Bay Road
Beach Park, IL 60099

Purpose of the hearing:

- To present the preferred alternative and the Environmental Assessment (EA)
- To present Section 4(f) impacts to the Waukegan Sports Center
- To obtain public input

This hearing is an open house format. You are welcome to stop by anytime from 4-7 p.m. Exhibits will be on display, and an audio-visual presentation will be shown continuously during the meeting. A Public Forum will begin at 6 p.m., where the public will be invited to make a statement to a court reporter. Project team members will be present to discuss the project and answer questions.

The EA has been completed and will be presented at the public hearing. The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures. It will be available for public review and comment on the project website at www.IL131Project.com, Zion-Benton Public Library District, Waukegan Public Library, the municipalities in the study area, and the Department's District One office in Schaumburg. A complete list of these locations can be found on the project website. Comments will be accepted through December 16, 2017.

This hearing will be accessible to people with disabilities. Anyone needing special assistance should contact Lori Brown, PE, at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

Written comments can be submitted through the project website: www.IL131Project.com.

El Departamento de Transportación de Illinois te invita a asistir la audiencia pública en referencia a las mejoras en IL 131 desde Russell Road hasta Sunset Avenue en el Condado de Lake.

Fecha: 16 de Noviembre de 2017
Hora: 4 - 7 p.m.
Lugar: Beach Park Middle School
40667 N Green Bay Road
Beach Park, IL 60099

Propósito de la audiencia:

- Presentar la alternativa preferida y la Evaluación Ambiental (EA)
- Presentar los impactos a la Sección 4(f) del Centro de Deportes de Waukegan
- Obtener la opinión del público

Esta reunión tendrá un formato abierto. Eres bienvenido a llegar en cualquier momento entre las 4-7 p.m. Habrá exhibiciones y una presentación audio-visual que se estará mostrando de manera consecutiva durante la reunión. Un foro público comenzará a las 6 p.m., en donde el público está invitado a expresarse frente a un reportero de la corte. Los miembros del equipo de trabajo del proyecto estarán presentes para discutir detalles del proyecto y responder sus preguntas.

El documento EA ha sido completado y será presentado en la audiencia pública. El EA describe el propósito del proyecto propuesto, las alternativas consideradas, la alternativa preferida recomendada, los impactos ambientales anticipados, los beneficios del proyecto, y las posibles medidas de mitigación de impacto. Este documento estará disponible para la revisión y comentarios del público en la página web del proyecto www.IL131Project.com, la Librería Pública del Distrito de Zion-Benton, la Librería Pública de Waukegan, en las municipalidades en el área del proyecto, y en la Oficina del Distrito Uno del Departamento en Schaumburg. Una lista completa de estas localizaciones puede ser encontrada en la página web del proyecto. Los comentarios del público serán aceptados hasta el 16 de Diciembre de 2017.

Esta audiencia será accesible para personas discapacitadas. Cualquier persona que necesite asistencia especial puede comunicarse con Brenda L. Alicea, PE, al (847) 705-4107. Personas que planifiquen asistir y necesiten un intérprete de lenguaje en seña o cualquier necesidad similar debe notificarlo al menos 5 días antes de la reunión al número TTY/TTD del Departamento (800) 526-0844/ ó 711; TTY (Español) (800) 501-0864/ ó 711; Telebraille (877) 526-6670.

Comentarios escritos pueden ser sometidos a través de la página web del Proyecto: www.IL131Project.com.

You are invited to attend a **Public Hearing**



concerning the proposed improvement of **Illinois Route 131 from Russell Road to Sunset Avenue in Lake County**. The scope of work for this improvement is anticipated to consist of widening and reconstructing IL 131 between Russell Road and Sunset Avenue to provide two lanes in each direction separated by a raised median, intersection and drainage improvements, and pedestrian and bicycle improvements.

Thursday, November 16, 2017
4:00 – 7:00 P.M.
Beach Park Middle School
40667 North Green Bay Road
Beach Park, Illinois 60099

Jueves 16 de Noviembre de 2017
4:00 – 7:00 P.M.
Beach Park Middle School
40667 North Green Bay Road
Beach Park, Illinois 60099

Usted está invitado a asistir a la **Audiencia Pública**

en referencia a las mejoras de **Illinois Route 131 desde Russell Road hasta Sunset Avenue en el Condado de Lake**. Las mejoras propuestas para este proyecto están anticipadas en consistir del ensanche y reconstrucción de IL 131 desde Russell Road hasta Sunset Avenue para proveer dos carriles en cada dirección separadas por un terraplen elevado, mejoras a intercesiones y drenaje, y mejoras a las facilidades de peatones y ciclistas.



IL131Project.com

Interested persons may attend anytime between **4:00 p.m. and 7:00 p.m.** Exhibits will be on display, and an audiovisual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. **A public forum will begin at 6:00 p.m.,** where the public will be invited to make a statement to a court reporter. Right-of-way acquisition and relocation assistance information will be available. Spanish speaking team members will be available to answer questions.

The Environmental Assessment (EA) document has been completed and will be presented at the public hearing. The EA describes the purpose and need, alternatives, the preferred alternative, environmental impacts, benefits, and mitigation measures. The EA can be viewed on the **project website IL131Project.com**, municipalities and libraries in the study area, and at the IDOT District One Office. **Comments will be accepted through December 16, 2017.**

Las personas interesadas pueden llegar en cualquier momento entre las **4:00 p.m. and 7:00 p.m.** Habrá exhibiciones y una presentación audio-visual que se estará mostrando de manera consecutiva durante la reunión. Los miembros del equipo de trabajo del proyecto estarán presentes para discutir detalles del proyecto y responder sus preguntas. **Un foro público comenzará a las 6 p.m.,** en donde el público está invitado a expresarse frente a un reportero de la corte. Información referente a la servidumbre de paso y relocalizaciones estará disponible. Habrá miembros del equipo de trabajo que podrán contestar sus preguntas en español de ser necesario.

El documento de Evaluación Ambiental (EA) ha sido completado y será presentado en la audiencia pública. El EA describe el propósito del proyecto propuesto, las alternativas consideradas, la alternativa preferida, los impactos ambientales anticipados, los beneficios del proyecto, y las posibles medidas de mitigación de impacto. Este documento puede ser localizado en la página **web del proyecto IL131Project.com**, en las municipalidades y librerías localizadas en el área del estudio, y en la Oficina del Distrito Uno del Departamento **Los comentarios serán aceptados hasta el 16 de Diciembre de 2017.**

This hearing will be accessible to people with disabilities. Anyone needing special assistance should contact Lori Brown, PE, at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

Purpose of the hearing:

- To present the preferred alternative and the Environmental Assessment (EA) document
- To present Section 4(f) impacts to the Waukegan Sports Park
- To obtain public input

Propósito de la audiencia:

- Presentar la alternativa preferida y el documento de Evaluación Ambiental (EA)
- Presentar los impactos a la Sección 4(f) del Centro de Deportes de Waukegan
- Obtener la opinión del público

Contact Information:

Illinois Department of Transportation
201 W. Center Court • Schaumburg, IL 60196
Attn: Lori Brown, P.E.
or submit via the project website IL131Project.com



Illinois Department of Transportation
Office of Highways Project Implementation - District One
201 W. Center Court
Schaumburg, Illinois 60196



Project Development

* Contract Plan Preparation and Land Acquisition (Phase II) and Construction (Phase III) are not currently included in IDOT's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.



NEXT STEPS:

- Obtain and evaluate public comments
- Refine design, as needed
- Finalize engineering and environmental reports
- Complete - Phase I Study (anticipated 2018)
- Phase II - Contract Plan Preparation and Land Acquisition (not funded)
- Phase III - Construction (not funded)

3 TYPES OF LAND ACQUISITION

Fee Simple Acquisition (Proposed Right-of-Way)

- or the acquisition of all rights and interest of real property.
- 40.46 Acres required for this project
- Displacements : 2 Buildings (1 Commercial and 1 Industrial)

Permanent Easements

- where underlying ownership is retained by the property owner, but access is permanently allowed during and after construction for maintenance of facilities such as drainage structures.
- 7.52 Acres required for this project

Temporary Easements

- where underlying ownership is retained by the property owner but access is temporarily allowed only during construction for items such as grading work, driveway construction, and landscaping restoration.
- 7.13 Acres required for this project

Please talk to an IDOT Land Acquisition representative at today's hearing for additional information.

Land Acquisition Process

The Land Acquisition process involves the following sequence of steps:

1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An independent appraisal is made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain.



What Do You Think?

IDOT is seeking your comments on the preferred alternative, the Environmental Assessment and impacts to the Waukegan Sports Park. Waukegan Sports Park is a section 4(f) resource and impacts include 1.08 acres of proposed right-of-way and 0.145 acres of temporary easement.

Ways to Comment

You may submit your comments to a court reporter between 4 and 6 p.m. At 6 p.m. you can participate in a public forum and make a public statement. To participate in the public forum fill out the yellow speakers card and place it in the public forum box at the sign in table.

Comment forms are available throughout the exhibit room. Feel free to fill it out this evening or take it with you and mail at your convenience. Comments may be submitted on the project website, IL131Project.com.

We encourage comments throughout the course of the study, however, comments received by **December 16, 2017** will become part of the public hearing record.

Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196
Attn: Bureau of Programming
Lori S. Brown, P.E.



INTERACTION

Working Together...Creating a Plan for Your Community

ISSUE 6 Fall/Winter 2017



Purpose and Need

The purpose of the proposed action is to provide an improved transportation system for IL 131 from Russell Road to Sunset Avenue.

THE PREFERRED ALTERNATIVE WILL:

- ▶ Improve mobility
- ▶ Improve safety
- ▶ Upgrade roadway features to meet current design standards

Planning process nearing completion

The IL 131 planning process included a thorough examination of transportation problems, potential solutions, and extensive technical analysis and stakeholder input.

This study is following the National Environmental Policy Act (NEPA) process and involves the preparation of an Environmental Assessment (EA). The NEPA process requires analyzing the social and environmental effects of the proposed improvements. The goal is to avoid impacting environmental resources. If impacts were unavoidable, they were minimized and mitigated. The EA describes these impacts and mitigation measures along with the purpose and need, alternatives, the preferred alternative, and benefits. The EA can be viewed on the project website IL131Project.com, study area municipalities, libraries, and at the IDOT District One Office. Comments will be accepted through December 16, 2017.

Environmental Effects

- **Noise** - Four noise walls were found to be feasible and reasonable
- **Wetlands** - 2.84 acres of wetland impacts
- **Cultural/Historic** - No historic properties, archaeological or architectural sites will be affected
- **Air** - Air Quality not impacted
- **Recreational** - 0.10 acres of temporary easement is required from Shepherd's Crook Golf Course. 1.08 acres of permanent land acquisition and 0.145 acres of temporary easement are required from Waukegan Sports Park



The IL 131 project stretches 7.3 miles from the Wisconsin/Illinois state line (Russell Road) south to Sunset Avenue.

IL 131 is a Strategic Regional Arterial that serves as a key north-south route that supplements the expressway system by moving long-distance, high-volume traffic in north-eastern Illinois.

PUBLIC HEARING

Thursday, November 16, 2017
 4 p.m. – 7 p.m.

Beach Park Middle School
 40667 N Green Bay Road
 Beach Park, IL 60099

DEVELOPING & EVALUATING ALTERNATIVES for the People by the People

IDOT realizes that the success of a project is contingent upon the participation and input from stakeholders. To provide a forum for discussion and input, IDOT established a Corridor Planning Group and Technical Advisory Groups. These groups consist of members representing various agencies, business owners, and residents from the project area. These members invested a great deal of time by meeting with the project team throughout the study by providing input on the alternatives development and evaluation process. Beginning with several alternatives, and four rounds of evaluation, a preferred alternative was developed by combining elements to minimize impacts throughout the project area.



Key Features and Benefits

The **Preferred** Alternative involves widening and reconstructing IL 131 for 7.3 miles between Russell Road and Sunset Avenue. Roadway features will meet current standards and mobility and safety will improve while reducing delay from turning vehicles and improving traffic flow both along IL 131 and at intersections.

- Two through lanes in each direction
- Dedicated left-turn lanes at major intersections
- Dedicated right-turn lanes where needed to provide acceptable traffic operations
- 8- to 10-foot shared-use path*
- 5-foot sidewalk*
- Consolidating and removing extra driveways located very close to major intersections to reduce conflict points
- Retaining walls to avoid permanent impacts to the Waukegan Savanna Forest Preserve and the Shepherd's Crook Golf Course
- Shifts in the roadway to avoid permanent impacts to the Benton-Greenwood Cemetery and ThunderHawk Golf Club
- Roadway grading and drainage design that minimizes impacts to wetlands
- Relocation and lowering of IL 131 between Beach Road and Yorkhouse Road to comply with Federal Aviation Administration (FAA) regulations and planned expansions at the Waukegan National Airport

..... Best Management Practices (BMPs) will be used to protect water quality, preserve water resources, and minimize the overall impact on aquatic resources

Preferred Alternative



Sunset Avenue to Yorkhouse Road
4-Lane with Two-Way Left Turn Lane, Curb and Gutter, Sidewalk* and Shared Use Path*



Yorkhouse Road to Stone Bridge Drive and 9th Street to Shepherd's Crook Golf Course
4-Lane with Raised Curb Median, Curb and Gutter, Sidewalk* and Shared Use Path*



Stone Bridge Drive to 9th Street and Shepherd's Crook Golf Course to Russell Road
4-Lane with Raised Curb Median, Shoulder, Sidewalk* and Shared Use Path*

*Subject to Local Participation

Travel Improvements Beyond the Road

A new shared-use path* will provide:



- **Mobility**
- **Safety for bicycles and pedestrians**
- **Bicycle and pedestrian accessibility**

The shared-use path alternates between the east and west sides of the roadway and will provide better connections to the Waukegan Savanna Forest Preserve, Waukegan Sports Park, schools, churches, residential developments and commercial areas.

*Subject to Local Participation

Future **CONNECTIVITY** Coming Your Way

The Lake County Forest Preserve District partnered with the City of Waukegan, Waukegan Park District and the Village of Beach Park in planning the shared-use path between Yorkhouse Road and the ComEd property (just north of Warner Avenue) and it is a planned connection between the Robert McClory Trail, the Waukegan Savanna Forest Preserve and the Des Plaines River Trail.

Waukegan National Airport Coordination Continues

The Waukegan Port District is currently planning to expand facilities at the Waukegan National Airport, including a new runway and taxiway that cross IL 131. A separate Environmental Assessment is currently being prepared by the airport.

- > To accommodate the runway and taxiway expansion, IL 131 shifts approximately 90 feet west and lowers the roadway 25 to 30 feet.



Stakeholder Involvement Offers **INSIGHT**

Throughout the study, frequent meetings were held in order to gain insight on stakeholder concerns and work to minimize effects on the communities. The project team has worked with agencies, municipalities, and other stakeholders, resulting in the development of the preferred alternative.

1 Public Hearing **4** Public Meetings **5** CPG/TAG Meetings

20 State & Federal Meetings

4 State & Federal Permitting Agency Meetings

15 FAA and Waukegan National Airport Meetings

On-going

- Local Community
- Lake and Kenosha County
- Wisconsin DOT Meetings

Third Party Outreach:

The email (on next page) included a copy of the Public Hearing classified advertisement in English and Spanish, and the postcard invite. They were asked to attach the information to their website or send out via e-news.

The email was sent to the following:

- Sam Cunningham, Mayor, City of Waukegan
- Al Hill, Mayor, City of Zion
- Dan Kloczkowski, Chairman, Gurnee Chamber of Commerce
- Jose Rodriguez, Chair, Hispanic Chamber of Lake County
- J. Rober Reyes, President, LA Nueva Semana
- Kevin Considine, President and CEO, Lake County Partners
- Megan McKenna, Executive Director, Mano o Mano
- Jacque Beltran, Pastor, Most Blessed Trinity Parish
- Myra Gaytan-Morales, Assistant Dean for Academic Services and Programs, University Center of Lake County
- Jon Kindseth, Village Administrator, Village of Beach Park
- Kristina Kovarik, Mayor, Village of Gurnee
- John Steinbrink, President, Village of Pleasant Prairie
- Moses Amidei, Village Administrator, Village of Wadsworth
- Michael Bruno, Mayor, Village of Winthrop Harbor
- David Villalobos, Alderman, Waukegan's 4th Ward
- Ann Taylor, Alderman, Waukegan's 9th Ward
- Rich Coombe, President, Winthrop Harbor Chamber of Commerce

Cathy Valente

From: Cathy Valente
Sent: Friday, November 03, 2017 8:41 AM
Cc: Cathy Valente
Subject: IL 131 (Russell Road to Sunset Avenue) Lake County, IL
Attachments: 2017-10-20 PH Ad IDOT - Spanish_FINAL.pdf; 131_PH_postcard_103117_FINAL.PDF; 2017-10-20 PH Ad IDOT - English_FINAL.pdf

Categories: Red category

Good morning,

The Illinois Department of Transportation (IDOT) is in the process of completing a Phase I Preliminary Engineering & Environmental Study for the proposed improvement of Illinois Route 131 from Russell Road to Sunset Avenue in Lake County. The scope of work for this improvement is anticipated to consist of widening and reconstructing IL 131 between Russell Road and Sunset Avenue to provide two lanes in each direction separated by a raised median, intersection and drainage improvements, and pedestrian and bicycle improvements.

The Public Hearing is scheduled for Thursday, November 16, 2017 at Beach Park Middle School, 40667 N. Green Bay Road, Beach Park, Illinois. Interested persons may attend anytime between 4:00 p.m. and 7:00 p.m. Exhibits will be on display, and an audiovisual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A public forum will begin at 6:00 p.m., where the public will be invited to make a statement to a court reporter. Right-of-way acquisition and relocation assistance information will be available. Spanish speaking team members will be available to answer questions.

The purpose of the hearing is to present the preferred alternative and the Environmental Assessment (EA) document, present Section 4(f) impacts to the Waukegan Sports Park, and to obtain public input.

Attached to this email you will find the ad displays in English and Spanish and the Postcard Invite that went to 800 stakeholders in the study area. At this time I am asking that you attach this information to your website, or perhaps include it in an e-news if you have one scheduled to be sent to members of your community.

Thank you for your assistance in making this information available to the public. If you have any questions, please feel free to contact me at (630) 510-3944, ext. 104, and see you on the 16th!

Cathy

.....
Cathy Valente, Director of Operations

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**Coordination Meeting
Waukegan National Airport**

**Illinois Route 131 (Green Bay Road)
From Russell Road to Sunset Avenue
Lake County
Phase I Engineering
Thursday, June 29, 2017**

Final Meeting Minutes

Location: Lake County Division of Transportation
600 W Winchester Road, Libertyville, Illinois

Time: 10:00 am

Attendance: See Attached List

Background and Airport Layout Plan (ALP)

The airport expansion project has been in the planning stages for many years. The Waukegan National Airport (Airport), which is owned by the Waukegan Port District (WPD), is one of 89 airports in the national system that serves mostly corporate and private aviation. Other users include the Coast Guard and Great Lakes Military Academy. Currently, the Airport's existing runway is 6,000 feet long with an 80-year-old subbase. The runway doesn't meet current FAA safety standards and the airport itself is at capacity. The annual economic impact of the Airport is estimated at \$130M based on an Illinois Department of Transportation (IDOT) economic impact report of the Airport in 2012.

An exhibit with the proposed runway in the Airport Layout Plan (ALP) was shown. It is at 7,000 feet long and meets current FAA standards. The proposed taxiway will be where the existing runway is, and the proposed runway will be shifted north of the existing runway. The only changes from the previous plans shown to IDOT were the revised right-of-way requirements and the connection from the runway to the taxiway. Hanson Engineering (Hudson), the consultant for WPD, stated that neither revision will affect the proposed design for the IL 131 improvement. The proposed runway will be able to accommodate larger aircraft and is anticipated by the WPD to be a catalyst for growth. The Lake County Department of Transportation (LCDOT) (Trigg) inquired if this new runway will affect the Wadsworth Road and Lewis Avenue intersection improvement. Hanson (Hudson) stated that the new runway will actually move away from this ongoing improvement and therefore not affect it. HNTB (Wittmer) inquired how the WPD will mitigate impacts to the creek near the southwest end of the proposed runway. Hanson (Hudson) stated they were planning to do a terraced channel to help mitigate effects.

The WPD (Goss) has briefed Beth McClusky, Director of Office of Intermodal Project Implementation, in Springfield on the status of the project prior to this meeting.

Waukegan Port District and Lake County Forest Preserve District Coordination

The proposed runway is not on Waukegan Savannah Forest Preserve property but aviation easements, which are needed for the Airport's runway protection zone, are. Some ownership is needed by the Airport to give them the right to fly below 50 feet in the runway protection zone and maintain safe clearances for runway approaches. They have proposed taking 38.7 acres of fee simple acquisition and 13.6 acres of aviation easement. Improved dialogue between the WPD and Lake County Forest Preserve District (LCFPD) enabled a Letter of Intent (LOI) to be signed as an agreement between the two agencies. IDOT (Murphy) requested a copy of the LOI. The two agencies have also discussed an intergovernmental agreement. With the LOI signed, the FAA has resumed reviewing the Airport's Airport Layout Plan (ALP) and Environmental Assessment (EA).

Funding and Upcoming Coordination

The WPD (Goss) anticipates holding a public hearing in March 2018 with the goal of having the Finding of No Significant Impact (FONSI) signed in June 2018. IDOT asked to be invited to the Public Hearing. IDOT (Murphy) stated that they anticipate holding a public hearing in the fall or winter of this year (2017) and will invite the WPD, Airport, and LCDOT. However, they noted that the public hearing date will be dependent on the approval of the EA and the possible state government shut-down.

With the EA progressing for both the roadway and airport improvements, funding is the critical subject. An agreement for cost sharing will be needed between IDOT and WPD. WPD (Goss) anticipates the airport runway improvement to be a seven to eight year project. Once they receive the FONSI, the project will become eligible for federal funding participation with the funding splits normally 90% federal, 5% state, and 5% local.

The IL 131 roadway improvement will need substantial identified funding beyond Phase I to receive a FONSI. The IDOT EA is currently being reviewed by the Federal Highway Administration (FHWA). LCDOT (Trigg) stated that funds are limited considering all the proposed projects in Lake County and inquired how the two improvements will plan construction if funding is not identified for the roadway improvement or the airport improvement since both improvements are dependent on each other. WPD (Goss) stated that the FAA may be open to funding the structures and realignment for IL 131 for one lane in each direction but not the two lanes if the IL 131 roadway project stalled. WPD and IDOT agreed that planning and continued coordination will be needed, and will meet again in the next 6-8 months. Hanson (Hudson) stated that airport construction could be staged to give extra time for the roadway improvement if it is delayed. IDOT acknowledged that the roadway project could be broken into sections enabling it to be more readily fundable.

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: Ryan Dettmann, IDOT & Don Wittmer, HNTB

Sign in Sheet for: _____

Date: _____ Trainer: _____ Time: _____

Print Name

Signature

1. Kimberly Murphy IDOT - Bureau of Programming Kimberly.Murphy@illinois.gov
618-705-4101
2. Lori Brown IDOT - B of Prog. lori.s.brown@illinois.gov
3. RYAN DETMANN IDOT - B of PROGRAMMING RYAN.DETMANN@ILLINOIS.GOV
4. Don Wittmer HNTB dwittmer@hntb.com
5. SKIP GOSS Waukegan National Airport
6. Tom Somodji tsomodji@lakecountyil.gov
7. Ron Hudson Hanson Prof Svcs - Waukegan Airport
8. PAULA TRIGG ptrigg@lakecountyil.gov
9. Kevin Carrier kcarrier@lakecountyril.gov
10. AL GIERTYCH agiertych@lakecountyril.gov
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From: [Skip Goss](#)
To: [Brown, Lori S.](#)
Cc: [Baczek, John A.](#); [Murphy, Kimberly K.](#); [Craig Loudon](#); [Terry Schaddel](#)
Subject: [External] UGN Airport Land Acquisition and Project Status
Date: Thursday, December 12, 2019 4:24:31 PM
Attachments: [image007.png](#)
[image002.png](#)
[image003.png](#)
[image011.png](#)
[image013.png](#)
[Sponsors Proposed Action Plan_Rotated.pdf](#)

Thanks for your time this afternoon Lori.

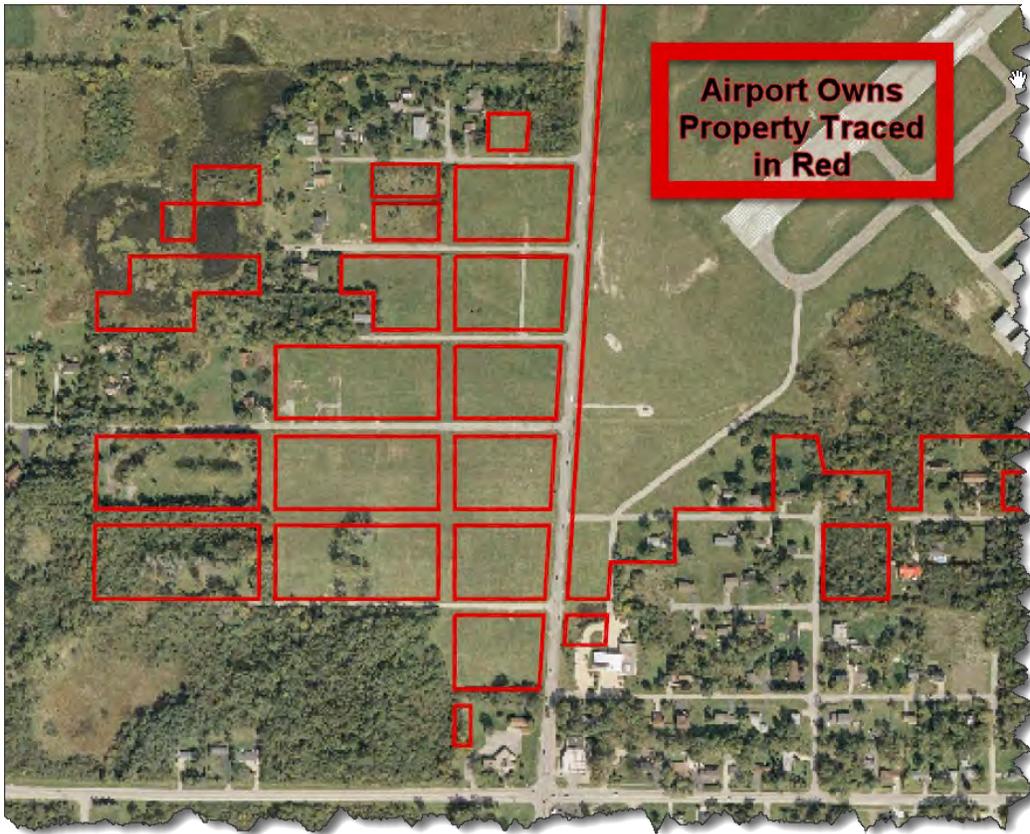
First, I would like to clear-up the misunderstanding about property acquisition of the homes on the west side of IL 131 that would be "cut-off" by construction of the new roadway. The airport owner and sponsor, Waukegan Port District (WPD), fully intends to acquire those properties off of Suddard St., Center St., and Zepher St. as indicated below:



Our "Sponsor's Proposed Action" (full image attached) clearly show that this is in the plan:



WPD already owns most of the property to the west of IL 131 as indicated below:



We are in the process of vacating the roadway rights-of-way between the red squares.

As a contingency, if IL 131 construction begins before all properties are acquired and vacated, we can build a temporary roadway to allow residence to exit via Townline Rd. as indicated below:



Second, I would like to clear-up the misconception that the WPD is still floundering with this replacement runway project. To the contrary, we have made more progress on this project in the last 12 months than has made in the last decade. The airport is of great strategic and economic importance to the region. We have the support of the FAA,

our State and Federal Legislators, Lake County and its Forest Preserve District, and the airport users who are comprised of an impressive block of Chicagoland's corporate power that rely on this airport to conduct their global business. The replacement runway is needed because the existing runway length, strength, and safety parameters are inadequate for the current critical aircraft activity.

We expect a draft environmental assessment in the first quarter of 2020 that will lead to a public hearing and eventually a FONSI that will open the door to continued FAA processing and Federal funding. The Waukegan Port District is committed to working with local leaders and stakeholders to explore a combination of financing options to help match state and federal funds, including a public-private partnership (P3) along with bonding and user fees to be able to achieve a viable investment strategy. WPD is partnering with the Lake County Municipal League, Lake County Partners, local mayors, county board members, and business representatives in a consensus-building process to discuss and develop a funding solution. The Lake County Airport Investment Task Force convened in the fall of 2019 to provide recommended funding solutions in early 2020.

We have a great deal of momentum going on this project and we seek to collaborate with IDOT District 1 to make both IL 131 widening and the UGN replacement runway projects move forward together in lockstep.

We look forward to meeting with you and your team in January 2020.

Have a great holiday season!

Skip Goss
General Manager



Waukegan Port District - Airport
2601 W Plane Rest Drive | Waukegan, IL 60087
Office: 847.244.0055 | **Fax:** 847.244.3813
Cell: 847.226.7326

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WAUKEGAN PORT DISTRICT

RESOLUTION 2019-R-39

**A RESOLUTION APPROVING PRELIMINARY
COST SHARING AND CONTINUED COOPERATION WITH THE ILLINOIS
DEPARTMENT OF TRANSPORTATION REGARDING THE
PROPOSED IMPROVEMENT OF ILLINOIS ROUTE 131.**

WHEREAS, the Waukegan Port District ("***District***") is a political subdivision, body politic, and municipal corporation established in accordance with the Waukegan Port District Act, 70 ILCS 1865/1, *et seq.* ("***Act***"); and

WHEREAS, the District owns and operates the Waukegan National Airport, a public facility ("***Airport***"); and

WHEREAS, Section 4.7 and Section 4.15 of the Act authorize the District to make and enter into contracts for the use of the Airport, any Airport facility, or any Airport land; and

WHEREAS, Illinois Department of Transportation ("***Department***") is in the process of completing studies for the improvement of Illinois Route 131 from Sunset Avenue to Russell Road ("***Improvements***") as more fully described in the letter from Department to the District dated January 18, 2013 ("***Letter***") and attached as **Exhibit A**; and

WHEREAS, Department identified certain items in the Letter that require cost participation by the District and, subject to the understanding that the District will be relying on the Federal Aviation Administration ("***FAA***") Airport Improvement Program ("***FAA Program***") funds for this Project, the District would agree to a general commitment to pay fifty percent of the total costs for items deemed eligible under the FAA Program; and

WHEREAS, Department identified in the Letter proposed division by the parties of future long term responsibility for the maintenance of the various systems and structures that make up the Improvements; and

WHEREAS, Department will develop a memorandum of understanding or similar document when better details concerning the Improvements and their associated costs are known, with further refinement during contract plan preparation, until an agreement is developed outlining the cost sharing and maintenance responsibilities of the District (as further provided in the Letter and the related correspondence also attached to this Resolution as **Exhibit A**) ("***Understandings***"); and

WHEREAS, the Department will require a right of way from the District to implement the Improvements and the parties will work with each other as well as with the FAA and the Illinois Department of Aeronautics to develop a mutually acceptable agreement; and

WHEREAS, the Waukegan Port District Board ("**Board**") has determined that it is in the best interest of the District to continue to cooperate with the Department to pursue the proposed Improvements consistent with the Understandings;

NOW, THEREFORE, BE IT RESOLVED by the Waukegan Port District Board, Lake County, Illinois, as follows:

SECTION 1: RECITALS. The foregoing recitals are incorporated into, and made a part of, this Resolution as findings of the Board.

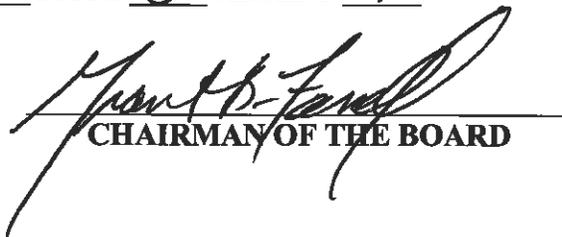
SECTION 2: APPROVAL OF CONTINUED COOPERATION. The Board hereby approves the continued cooperation by the District with the Department for the planning of the proposed Improvements, the determination of the associated costs and their eligibility for funding by the FAA Program, and the determination of long term responsibilities for maintenance of the various systems and structures that make up the Improvements, all in a manner consistent with the Understandings.

SECTION 3: EFFECTIVE DATE. This Resolution shall be in full force and effect from and after its passage and approval according to law.

PASSED this 18th day of December, 2019.

APPROVED this 18th day of December, 2019..

VOTE: AYES 4 NAYS 0 ABSENT 1



CHAIRMAN OF THE BOARD

EXHIBIT A

LETTER AND RELATED CORRESPONDENCE

Ken
Doll



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

January 18, 2013

Mr. Duncan C. Henderson, A.A.E.
Executive Director
Waukegan Port District
P O Box 620
55 South Harbor Place
Waukegan, IL 60079

Dear Mr. Henderson:

The Illinois Department of Transportation (Department) is in the process of completing preliminary engineering and environmental studies (Phase I) for the improvement of IL 131 from Sunset Avenue to Russell Road as described herein below (the improvement). The improvement is not currently included in the Department's FY 2013-2018 Proposed Multi-Modal Transportation Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This letter will serve as a Letter of Intent between the Waukegan Port District (District) and the Department confirming your concurrence with the preliminary proposed improvement plan and the cost participation responsibilities of the District and the Department for this project as described below; it is understood by the parties that this Letter of Intent is subject to the parties having obtained the necessary funding to fulfill their respective cost participation responsibilities.

The general scope of work for this project is anticipated to consist of reconstructing IL 131 to provide two lanes in each direction separated by a median, as well as accommodations for bicyclists and pedestrians. Through the District's airport area, located from approximately north of Yorkhouse Road along IL 131 to south of Wyer Street, the roadway will be grade separated from the future proposed runway and taxiway with a tunnel and bridge, respectively.

Based on previous coordination with the District, specific items identified by the Department requiring cost participation consist of grade separation structures and associated roadway improvements, structure lighting, a pump station and drainage outfall, land acquisition, utility relocation, environmental mitigation, and alternative design options. Enclosed is a basic improvement plan for your review and information.

Waukegan Port District runway and taxiway structures

In the District airport area north of Yorkhouse Road, the Department will construct the roadway and two new structures to accommodate the District's proposed extended taxiway and runway over IL 131. Under the new structures, the roadway will have two 12-foot lanes in each direction separated by a 6-foot median, and there will be a 10-foot shared-use path on the west side of the roadway.

The District must agree to accept the future long term responsibility for the administration, control, reconstruction, and maintenance of the bridge decks and superstructures, and the Department will retain responsibility for the substructures, retaining walls, and roadway.

The cost of the necessary fire protection system for the grade separated structures will be split equally between the District and the Department. Two independent water supply sources must be identified for the system. The District must agree to accept the future long term responsibility for the administration, control, reconstruction, and maintenance of the fire protection system.

A ventilation system for the grade separated structures is not anticipated to be required. If further analysis finds that a ventilation system is required, the cost would be split equally between the District and the Department, and the District would be required to accept the future long term responsibility for the administration, control, reconstruction, and maintenance of the ventilation system.

At this time, the estimated cost of the above proposed new structures and the associated roadway improvements is approximately \$42,350,000. The District will be responsible for 50% of this cost, plus a 15% engineering fee on the District's share of the cost, for a total of \$24,351,250. The estimate does not include relocation of utilities, any right-of-way required due to the construction of the new structures and roadway, structure fire protection, or ventilation (if required).

Roadway and underpass lighting

New roadway and underpass lighting will be needed for the new structures and roadway improvements. The estimated cost of this lighting is estimated to be approximately \$8,000,000. The District will be responsible for 50% of this cost, plus a 15% engineering fee on the District's share of the cost, for a total of \$4,600,000.

The Department will be responsible for the future administration, control, reconstruction, and maintenance of the roadway and underpass lighting.

Pump station and drainage outfall required due to roadway underpass

A new pump station with affiliated outfall/stormwater detention requirements for roadway purposes will be required. The estimated cost of this work is \$5,000,000. The District will be responsible for 50% of this cost, plus a 15% engineering fee on the District's share of the cost, for a total of \$2,875,000. The estimate does not include relocation of utilities, or any right-of-way required due to the construction of the new pump station and drainage outfall/detention requirements. A potential pump station located north of the proposed runway extension at the west end of West Chaplin Street was suggested by the District in a meeting with the Department on December 13, 2012. This location is not favorable to the Department, as it is not adjacent to IL 131 and the outfall/detention would be shared with other airport drainage.

The Department presented an alternative location for the pump station south of the extended taxiway and west of IL 131. The proposed pump station sites and the outfall/detention areas will need to be extensively studied to find a mutually acceptable location. The above estimate would be the same for either of the two locations discussed.

The Department will be responsible for the future administration, control, reconstruction, and maintenance of the pump station and the affiliated outfall drainage. The District will be responsible for the future administration, control, reconstruction, and maintenance of the detention area.

Land acquisition and/or transfer of right-of-way

Land acquisition and/or a transfer of right-of-way will be needed to accommodate the District's proposed taxiway and runway extension and the Department's roadway improvements, which include the pump station and outfall/detention. The proposed relocated IL 131 will require the use of existing District right-of-way as well as the acquisition of additional private property. During coordination between the Department and the District, it was mutually agreed that the cost of private property land acquisition for this purpose would be shared equally between the Department and District. The District also agreed to transfer to the Department any right-of-way under District ownership that is required to construct the proposed improvement, and/or provide to the Department any required District owned right-of-way/easement. At this time, the right-of-way required for the highway portion of the improvement, as well as right-of-way required for changes in access due to the improvement, are not fully known and therefore costs cannot be estimated.

Utility relocation

Public utilities, installed by local agencies in the Department's highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The costs to relocate utilities outside the existing Department right-of-way which are necessitated by the construction of the grade separated roadway from the proposed runway and taxiway, will be shared between the Department and the District equally. The District will be responsible for 100% of the cost of removal and relocation of its facilities if such facilities conflict with the IL 131 improvements. The District facilities subject to the previously stated condition may include, but are not necessarily limited to, water mains, fire hydrants, and storm, sanitary and/or combined sewers.

A preliminary investigation of the utility information that was provided to the Department in Phase I indicates underground and overhead electrical lines outside of the existing right-of-way that will require relocation. Further studies could identify other utilities requiring relocation.

Environmental mitigation

At this time, environmental impacts have not been fully identified. Any cost of environmental mitigation for the construction of the structures and associated highway improvements will be shared between the Department and the District equally. Costs include, but are not limited to, mitigation for impacts to floodplains, wetlands, Waters of the United States, forest preserve property, and threatened and endangered species.

Alternative design option

The District has agreed to analyze roadway realignment alternatives that address safety concerns at the airport without relocating and/or expanding the runway and taxiway across IL 131. This analysis may require the IL 131 roadway to shift at grade west of the existing alignment. In the event this option becomes necessary, the District has agreed that any acquisition of land or right-of-way owned by the District required to complete this option would be provided at no cost to the Department. In the event this option would also require acquisition of additional property owned by other parties, the Department and the District would share the cost equally.

Summary of estimated costs

The estimated total cost responsibility for the District, based on the available information collected during the Phase I process is approximately \$31,826,250 as outlined in the following table. However, this estimate does not include the cost of any necessary, and as of yet, unknown items such as structure fire protection and ventilation systems, right-of-way costs, access impacts to adjacent properties, utility relocations, environmental mitigation, and alternate design options.

Improvement	Runway/ Taxiway Structure Total Costs	District Cost	Engineering Fee (15%)	Total District Cost
Runway/taxiway structures and associated roadway improvements	\$42,350,000	\$21,175,000	\$3,176,250	\$24,351,250
Structure and roadway lighting	\$8,000,000	\$4,000,000	\$600,000	\$4,600,000
IL 131 pump station and outfall improvements	\$5,000,000	\$2,500,000	\$375,000	\$2,875,000
	Total District Costs			\$31,826,250

Mr. Duncan C. Henderson, A.A.E.
January 18, 2013
Page 5

This Letter of Intent will be used as a basis, during contract plan preparation (Phase II), for the development of a project agreement between the District and the Department assuming that the parties have obtained the necessary funding for this project. Please sign and return an original copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Section Chief, at (847) 705-4104.

Very truly yours,



John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

cc: Jim Stanczak - Waukegan Port District, Airport Manager
Chris Peters - Waukegan Port District, Administrative Assistant
Terrance Schaddel - IDOT Aeronautics

Enclosure

bcc: Rick Kabaker, Esq.
Michael Forti, Esq.
Susan Shea
John Fortmann
Jose Rios
Ken Eng
Jim Stumpner
Sarah Wilson
Steve Travia
Rick Wojcik
Brian Carlson
~~Ken Doherty~~

Prepared By: Marty Morse (Extension 4107)
Bureau of Programming

Mr. Duncan C. Henderson, A.A.E.
January 18, 2013
Page 6

Concur with the cost participation and maintenance responsibilities for the proposed runway/taxiway structures for the extension of the future Waukegan Airport facilities over IL 131 and the associated roadway improvements as noted above and summarized as follows:

- **Waukegan Port District Airport runway and taxiway structures**
- **Roadway and underpass lighting**
- **Pump station and drainage outfall required due to roadway underpass**
- **Land acquisition and/or transfer of right-of-way**
- **Environmental mitigation**
- **Alternative design option**

Name: _____

Signature: _____

Title: _____

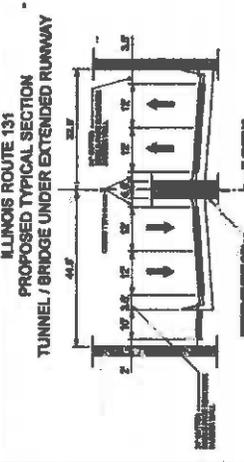
Date: _____

Comments:

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- WETLAND
- PARKS, GOLF COURSE, FOREST PRESERVED
- PROPOSED COMMERCIAL
- EXISTING BASE-USE PATH / SIDEWALK
- PROPOSED STRUCTURE
- EXISTING TRAFFIC SIGNAL

SECTION	DATE	BY	DESCRIPTION
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2	11/10/03
3	12/15/03
4	01/20/04
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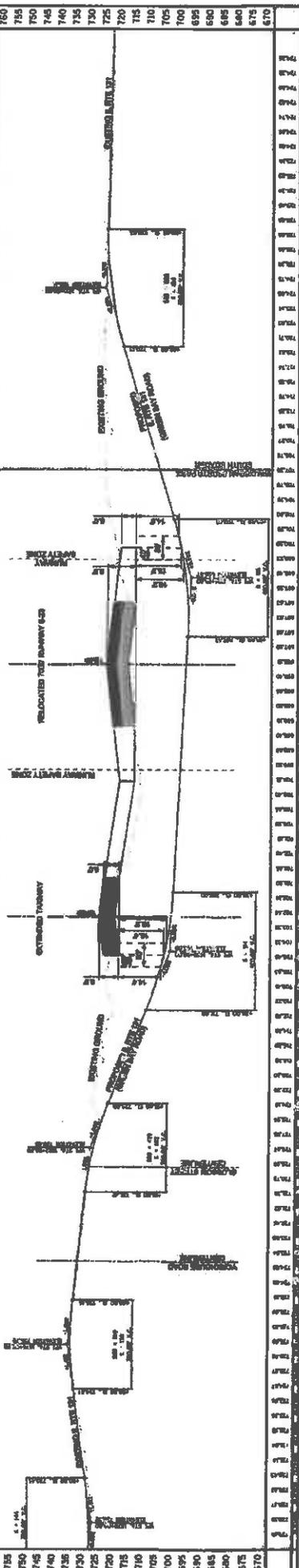
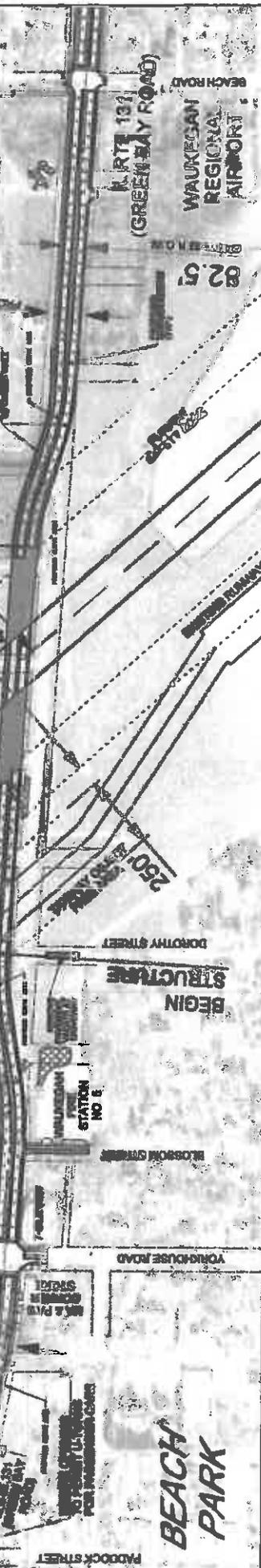
**ILLINOIS ROUTE 131
PHASE I ENGINEERING STUDY**

**WAUKEGAN REGIONAL AIRPORT
RUNWAY/TAXIWAY EXTENSION
AL RTE. 131 TUNNEL / BRIDGE
AIRPORT ALTERNATIVE 3b:
Critical Alignment Design**

**PRELIMINARY PLAN
SUBJECT TO CHANGE**

COMMUNITY SPORTS COMPLEX WAUKEGAN PARK DISTRICT

FORMER OGDON HILLS GOLF COURSE



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**Waukegan Port District • Waukegan Regional Airport
Waukegan Harbor**

15 March 2013

Illinois Department of Transportation - District 1
201 West Center Court
Schaumburg, IL 60196-1096

Attention: Mr. John Fortmann, P. E.
Acting Deputy Director of Highways,
Region One Engineer

Subject: Roadway Improvements for Extending Airport Facilities
IL Route 131 at Waukegan Regional Airport
Waukegan Port District
Waukegan, Illinois

Dear Mr. Fortmann:

The Waukegan Port District is in receipt of the Department's letter of 18 January 2013 on the subject matter. The letter is intended by the Department as a "Letter of Intent" to facilitate the completion of a project mutually satisfactory to both IDOT and the Waukegan Port District. We thank you for the letter and the time since to allow us to thoroughly review the draft, and to vet the proposal with Airport stakeholders that are impacted by the runway/roadway circumstances. The Waukegan Port District and its airport users are committed and are convinced that further collaboration with IDOT is vital to safeguarding the very future of Waukegan Regional Airport. Failure to develop a workable plan could hamper both road and air access, and the resulting effects could impede economic progress throughout Lake County.

Before presenting our comments, we do suggest that we change the nomenclature of the document. A "Letter of Intent" is a specific procedure in the FAA funding process, with predestined meanings. To avoid future misunderstandings, we suggest that this initial document be titled "Preliminary Memorandum of Understanding", or similar title.

As a general comment, the 18 January 2013 letter is thorough and comprehensive, and is detailed in areas that - in our view - still have high degrees of uncertainty, especially considering the breadth of the improvements needed and the level of detail now available to us. We believe that

Illinois Department of Transportation – District 1
15 March 2013
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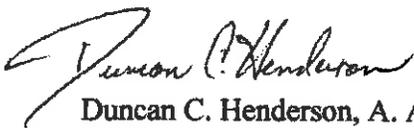
the following areas of the letter should be more general in their definition, until such time as the "Phase II project agreement" referred to is developed:

Estimated Project Costs – Each of us accepts that project costs will change during each stage of the project implementation process, but we believe that it is premature to commit to specific project costs in this initial understanding. Waukegan Port District will be relying on FAA Airport Improvement Program funds for this project. In this understanding, the Port District could agree to a general commitment to pay fifty percent of the total costs for items deemed eligible for FAA funding. During the collaboration process, it will be important that project elements be refined and shaped so that all costs assigned to the Port District are "FAA-eligible". The FAA has specific rules regarding the eligibility of existing facilities that must be relocated by airport projects, and the Port District cannot agree to any specific cost until FAA-eligibility is determined by the FAA. Costs that are assignable to project elements that are solely an upgrade to either of our respective existing facilities should not be shared. The following paragraphs should be re-written considering these comments: 8, 9, 11, and 18.

Land Transfer Associated with Alternative Design Option - The 18 January 2013 letter discusses a process by which Waukegan Port District would transfer its land for an "Alternative Design Option". As such an option may be contrary to the best interests of the Airport and its stakeholders, the Port District cannot commit to a process with such an automatic trigger. The Port District is fully committed to collaboration with the Department for a consensus on solving the roadway-runway intersection dilemma. However, the Waukegan Port District cannot be subject to a requirement that is contrary to present or intermediate needs of the Airport, and cannot take actions contrary to the grant obligations it has and will continue to have with the FAA and the Illinois Department of Transportation, Division of Aeronautics. Paragraph 17 should be re-written considering these comments.

The Waukegan Port District, and other parties as appropriate, is ready to discuss a revised memorandum of understanding document with the Department at a convenient time. Should you have any questions or need additional information, please contact me at 847.244.3133.

Very truly yours,



Duncan C. Henderson, A. A. E.
Executive Director

DCH:cep

cc: Terrence Schaddel, IDOT Aeronautics
Ronald Hudson



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 10, 2013

Mr. Duncan C. Henderson, A.A.E.
Executive Director
Waukegan Port District
P O Box 620
55 South Harbor Place
Waukegan, IL 60079

Dear Mr. Henderson:

This is in response to your letter of March 15, 2013 regarding the Illinois Department of Transportation's (Department) Letter of Intent for the improvement of IL 131. This project is not included in the Department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program. Therefore, contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not funded. However, the project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

The Department's Letter of Intent requests the Waukegan Port District's (District) concurrence with the preliminary proposed improvement plan and cost participation responsibilities between the District and the Department. The Letter of Intent depicts cost estimates, to date, of known plan items as well as potential plan items the Department may encounter during contract plan preparation and construction of the project. Given your concerns, a revised Letter of Intent (or similar document) will be developed later during the on-going Phase I study process when better detail concerning the improvements and costs associated with the improvements is known. This documentation will then be further refined during Phase II contract plan preparation. This will culminate in the development of an agreement which will be sent to the District outlining in more detail the cost sharing responsibilities.

Concerning the project costs, the Letter of Intent does not describe any costs that are considered solely an upgrade to either of our respective facilities. Therefore, all costs identified are subject to cost sharing. However, we will continue to work with you on what cost participation items can be considered FAA eligible such that the overall cost participation remains a 50/50 split. Given the Department will require right-of-way from the District to implement an improvement of IL 131, we would continue to work with the District, IDOA and the FAA, as appropriate, to develop a mutually acceptable arrangement.

Mr. Duncan C. Henderson, A.A.E.
October 10, 2013
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The Department will be setting up a future meeting with the District, FAA, and the Department's Division of Aeronautics to discuss the next steps required to continue project progress.

If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very truly yours,



John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

cc: Jim Stanczak- Waukegan Port District, Airport Manager
Chris Peters – Waukegan Port District, Administrative Assistant
Susan Shea – IDOT Aeronautics
Terrance Schaddel – IDOT Aeronautics
Amy Hanson - FAA
James Keefer – FAA
Gary Wilson – FAA
Ronald Hudson – Hanson Professional Services, Inc.

bcc: Rick Kabaker, Esq.
Michael Forti, Esq.
Omer Osman
John Fortmann
Jose Rios
Ken Eng
Jim Stumpner
Sarah Wilson
Steve Travia
Rick Wojcik
Brian Carlson
Ken Doll

Prepared By: Kimberly Murphy (Extension 4791)
Bureau of Programming