



Coordination Meeting
Lake County Forest Preserve District
1899 West Winchester Road, Libertyville, IL

Illinois Route 131 (Green Bay Road)
From Russell Road to Sunset Avenue
Lake County
Phase I Engineering
Friday, June 1, 2012
Meeting Minutes

Attendees: See attached roster.

1. Thunderhawk Golf Course – Temporary Construction Easement

The preferred alternative for IL 131 will require a 10' temporary construction easement along the Thunderhawk Golf Course property for roadside grading. An exhibit showing the preferred alternative geometry between Wadsworth Road and Kenosha Road was displayed on the wall. The preferred alternative widens IL 131 and requires additional right-of-way. South of the golf course between Wadsworth Road and 33rd Street, IL 131 shifts to the east to avoid impacting the Benton-Greenwood Cemetery. Along the golf course, the preferred alternative shifts to the west to minimize impacts to the Forest Preserve property. North of the golf course, IL 131 again shifts to the east to minimize residential property impacts on the west side of the highway. To minimize the residential impacts and minimize the roadway shifts over a short distance, some temporary impact to the forest preserve is anticipated.

Lake County Forest Preserve District (LCFPD) staff requested that vegetation and trees be avoided as much as possible along the temporary construction easement. LCFPD staff will consult the golf course staff to discuss the impact to the adjacent fairway. There are ash trees in the southwest corner of the course near the temporary easement.

The preferred alternative proposes a shared use path on the west side of IL 131 and a sidewalk on the east side of IL 131 along the golf course property. The pedestrian

and bicycle accommodations require local agency cost participation to be constructed, but the ROW will be provided and the shelf graded for future development.

IDOT policy for temporary easements is that the easement agreement is in effect for approximately 5 years from the time of the title. The temporary easement will not be filed as a “de minimis” Section 4(f) impact because IDOT will not be taking ownership of the easement, only using it for construction purposes. IDOT will send a letter to the LCFPD requesting concurrence that the impacts to the property will qualify as temporary occupancy under Section 4(f).

The LCFPD procedure for temporary easements is that the board of commissioners issues a Policy Direction with an 18 month term to formalize the easement. If the construction does not occur within the 18 month term, the Policy Direction must be extended.

2. Waukegan Savanna Forest Preserve – Potential Section 4(f) Impact

The IL 131 study has been coordinating with the Waukegan Regional Airport study to determine how the two improvement projects will work together. The airport completed an Environmental Screening Study in 2008 that analyzed 16 different alternatives that satisfied the need to improve the airfield and meet current FAA safety standards. The two recommended alternatives proposed tunneling IL 131 under the relocated runway and extended taxiway. Alternatives that involved an IL 131 bypass of the airfield were not carried forward for consideration because of the environmental impacts.

IDOT’s Phase I Study for IL 131 includes an Environmental Assessment that requires more detailed documentation of the alternatives considered, alternatives to be carried forward, and preferred alternative than the airport study. Therefore additional documentation is needed for the IL 131 bypass alternatives. An exhibit depicting the IL 131 bypass from airport alternative 3a was displayed on the wall.

LCFPD staff does not support the bypass because of the impacts to the Waukegan Savanna Forest Preserve. The staff also does not believe that the County Board would support the bypass due to the impact to the forest preserve.

The highest quality natural resource areas in the savanna are in the area of the bypass and airport impact. The highest quality oak forest and wetlands are north of Yorkhouse Road between IL 131 and the potential bypass crossing at the west edge of the expanded airport property.

LCFPD displayed an exhibit showing an early airport runway plan and the required areas of forest preserve acquisition and easement by the airport for Runway Safety Area and glide slope requirements. The exhibit and impact area need to be updated. The airport study team will verify any height restrictions for vegetation in

the runway flight path. The IL 131 bypass crosses through this same impact area near the proposed intersection at Yorkhouse Road near the foot of the runway.

LCFPD does not believe that LAWCON grants were used to acquire any part of the Waukegan Savanna Forest Preserve, but they will verify.

IDOT requested documentation of the LCFPD opposition to the bypass for the IL 131 EA. Tom Hahn, LCFPD Executive Director, will present the bypass alternatives to the land acquisition committee executive session on June 25, 2012 to get an official District position on the bypass alternatives. IDOT Highways and Aeronautics offered to attend the executive session if LCFPD would like their testimony. After the session, LCFPD will send a letter to IDOT outlining the opinion of the committee regarding the bypass alternatives.

Several other recently developed bypass alternative alignments were distributed to LCFPD. The alternatives follow the Yorkhouse Road alignment to minimize the impact to the Waukegan Savanna south of Yorkhouse Road. The bypasses propose curves of different radii and different alignments to avoid the Runway Safety Area and cross the wetland and floodplain areas north of Yorkhouse Road.

- **Bypass Alternative 1:** Proposed 45-mph design speed curve in southwest quadrant of IL 131 and Yorkhouse Road intersection, follow Yorkhouse Road right-of-way to point west of runway grading and clearance limits, proposed 45-mph design speed curve to the north to direct roadway around the runway area, cross wetland and floodplain running parallel to runway before returning to existing IL 131 alignment north of runway limits.
- **Bypass Alternative 2:** Similar to Bypass 1, but with east-west portion of bypass shifted ~224' south of Yorkhouse Road right-of-way north line to provide a smoother turn north around the runway grading and clearance limits.
- **Bypass Alternative 3:** Similar to Bypass 2, but with curve radii reduced to 40-mph design speed. The shift south from the Yorkhouse Road north right-of-way line is reduced to ~41'.
- **Bypass Alternative 4:** Similar to Bypass 1, but with curve radii reduced to 40-mph design speed at the existing IL 131 and Yorkhouse Road intersection and reduced to 35-mph design speed at the turn north to the west of the runway grading and clearance limits.
- **Bypass Alternative 5:** Proposed 40-mph design speed curve to the west starts ~750' south of Yorkhouse Road, tangent section at ~15-degrees west southwest to Yorkhouse Road, followed by 40-mph design speed curve west of runway grading and clearance limits. North of Yorkhouse Road, the alignment heads north and curves east at the Waukegan Sports Park boundary to cross the wetland/floodplain/creek at a perpendicular angle before rejoining existing IL 131 north of the runway limits.

3. Schedule and Next Steps – Airport and IL 131 Studies

The airport study team is targeting late 2012 or early 2013 for a Public Hearing. The IL 131 study may be able to achieve a similar Public Hearing schedule. The two studies are linked at this point and need to determine mutually beneficial and coordinated preferred alternatives. The airport will eventually develop a Memorandum of Agreement (MOA) with the Forest Preserve when the proposed ROW is finalized.

Terry Schaddel, IDOT Aeronautics, expressed thanks to IDOT Highways at District 1 because this documentation effort will benefit both the airport and highway studies.

A follow-up meeting was scheduled to review updated information from the airport study (invite list TBD):

Monday, June 18, 10:30 a.m.
Lake County Forest Preserves
1899 West Winchester Road
Libertyville, IL 60048

Action items:

- IDOT Aeronautics (Terry Schaddel) will work with the airport study consultant to provide LCFPD with the following:
 - Revised map of impacts
 - Airport Master Plan schedule
 - Airport Master Plan cost (with authorization from study team)
 - Estimated cost differential between bypass and tunnel alternatives
- LCFPD (Mike Fenelon) will review the Thunderhawk Golf Course temporary construction easement impacts
- LCFPD will verify that the Waukegan Savanna is not a Section 6(f) impact
- IDOT Highways (HNTB) will send the following to LCFPD:
 - Anticipated IL 131 study schedule
 - Electronic copies of bypass exhibits



Illinois Department of Transportation

Attendance Roster

Bureau: Programming Section: Project Studies

Project/Topic: IL-131 (Russell Rd to Sunset Ave) Section 4(f) Issues with Lake County Forest Preserve Property

Date: June 1, 2012

Time: 10:30 a.m.

Location: Lake County Forest Preserve Office – 1899 W. Winchester Rd, Libertyville, IL 60048

	Attendees	Representing	Phone Number	Email Address
1.	Ken Doll	IDOT-Programming	847-705-4088	ken.doll@illinois.gov
2.	TOM HAHN	LCFPD	847-968-3338	THAHN@LCFPD.ORG
3.	MARTIN MARSE	IDOT	847-705-4107	Martin.Marse@illinois.gov
4.	Andy Kimmel	LCFPD	847-968-3209	akimmel@LCFPD.org
5.	Kimberly Murphy	IDOT	847-705-4711	Kimberly.Murphy@gmail.com
6.	DEREK JOHNSON	HNTB	312-798-0239	djohnson@hntb.com
7.	MICHAEL FENELOON	LCFPD	847-968-3339	MFENELOON@LCFPD.ORG
8.	Jerry Schaddel	IDOT-Aeronautics	217-785-5777	Terrence.Schaddel@illinois.gov
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Coordination Meeting

Lake County Forest Preserve District

1899 West Winchester Road, Libertyville, 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.

Representatives of the Illinois Department of Transportation (Department) Illinois Route 131 (IL 131) Phase I Study team, the Waukegan Port District (Port District) Waukegan Regional Airport (UGN) study team, and Illinois Department of Transportation Division of Aeronautics (IDOA) met with the Lake County Forest Preserve District (LCFPD) to discuss potential IL 131 bypass alternatives around the proposed UGN improvements. While the IL 131 bypass alternatives were not carried forward to the airport study Environmental Assessment (EA), the Department's EA of IL 131 requires more detailed documentation of all alternatives considered than the airport study. Several Department bypass alternatives were shown to LCFPD staff and the Department requested documentation of LCFPD's position on the bypasses.

Proposed airport improvements: Hanson Professional Services, the consultant for IDOA and UGN, presented exhibits showing the impact of the leading airport alternative to LCFPD property. The exhibits show solid areas of grading that must be free of objects and hatched areas with height restrictions. Light standards at 15'-25' in height are proposed along the light lane visibility area extending southwest from the end of the runway. The total impact of acquisition and easement required from LCFPD is approximately 80 acres. The Port District would need a management agreement with LCFPD for use of the easement.

The preferred airport alternative design proposes a new runway parallel to the existing runway but shifted north and extended to the southwest. The shift was proposed to minimize impacts to Yorkhouse Road and other off-airport areas and to maintain airport

operations and improve airport construction staging. The existing runway would be converted to the taxiway. The study is currently in the Alternatives Evaluation stage.

Other impacts: The houses on the north end of Bayonne Avenue adjacent to Yorkhouse Road will be acquired, the houses on the south end of the cul de sac will not be impacted by the airport, and some properties in the middle will require avigation easements. Avigation easements are air rights at varying horizontal-to-vertical slopes controlling any objects located up to 50 feet above the proposed runway elevation. The Port District would entertain willing sellers beyond the immediate impacted area.

When the LCFPD staff presents the easement to the County Commissioners, it will be important to know the proposed grade changes within the area of impact. Hanson will run a 3D model and show existing elevations on an exhibit per LCFPD's request.

Schedule: The next steps for the airport study are to continue coordination with the IL 131 study, determine the preferred alternative for the airport and highway, and hold a Public Hearing towards the end of 2012 or early in 2013. It has been two years since the last airport study Public Meeting.

The IL 131 study will follow a similar schedule. The preferred alternative for most of the 7.5 mile study area has been determined; only the segment near the airport is still to be settled. When the preferred alternative is complete, the study team will hold individual meetings with the municipal leaders on the corridor. The individual meetings will be followed by a Corridor Planning and Technical Advisory Group meeting and a Public Hearing in late 2012 or early 2013.

Construction of the airport improvements could be a 7-9 year project. The IL 131 improvements may be split into three construction segments and constructed over a few seasons. The primary source of funding for both construction projects would be federal.

Phase II (contract plan preparation and land acquisition) and Phase III (construction) for the IL 131 project are not funded in IDOT's Fiscal Year 2013-2018 Proposed Multi-Modal Transportation Improvement Program. The IDOA study of UGN is also not funded beyond this preliminary study phase.

Isolated properties: The airport runway easement will extend south to the ComEd ROW south of Yorkhouse Road. This will further divide the Waukegan Savanna Forest Preserve both north and south of Yorkhouse Road between Northwestern Avenue and IL 131. The LCFPD will have to assess the manageability and functionality of these isolated parcels. If the county board feels that the isolated areas adjacent to the airport easement are no longer manageable or unable to function as intended, they may ask for greater acquisition than currently proposed. Hanson will furnish available tree heights versus easement height limitations to aid in the LCFPD assessment.

Action Items: LCFPD requested that only two bypass alternatives be provided for presentation to the County land acquisition commission on Monday, June 25, 2012. HNTB will develop the alternatives and provide cost estimates.

Hanson will update the airport alternatives to provide existing elevations and tree heights in the height restricted areas, the 2007 land use easement exhibit to compare impact area, and a tentative schedule. Hanson will send the easement and impact CADD base files to HNTB so the information can be displayed on the bypass exhibits.

LCFPD requested that they receive these items by the morning of Thursday, June 21, 2012.

The airport and IL 131 studies are seeking an assessment of the feasibility of the bypass alternatives from LCFPD.

Miscellaneous: The runway improvements are necessary to meet FAA standards for Runway Safety Area (RSA) and runway length. IL 131 lies within the RSA and at 6,000 ft, the runway is 1,000 ft short from the FAA-approved 7,000 foot runway length needed for current airport users. If IL 131 were improved at grade within the existing IDOT ROW, the runway would have to shorten to as short as 4,500 ft to meet the RSA. The airport would not be able to serve the majority of their customers at that runway length. The top corporate airport users include Abbott Labs, Baxter, Grainger, Reyes Holdings and Klein Tools. The airport has the second-most international flights in the State of Illinois after O'Hare International Airport.

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 Bypass Alts. with LCFPD and IL Div of Aeronautics

Date: June 18, 2012

Time: 10:30 a.m.

Location: Lake County Forest Preserve Office - 1899 W. Winchester Rd, Libertyville, IL 60048

	Attendees	Representing	Phone Number	Email Address
1.	Ken Doll	IDOT-Programming	(847)705-4088	ken.doll@illinois.gov
2.	Duncan Henderson	Waukegan Airport	847 244 3133	dhenderson@waukeganport.com
3.	Chris Peters	" "	" "	cpeters " "
4.	Kimberly Murphy	IDOT - Uplands District 1	847-705-4791	Kimberly.Murphy@illinois.gov
5.	BILL VISTE	IDOT-AERONAUTICS	217-785-1764	WILLIAM.VISTE@ILLINOIS.GOV
6.	Ron Hudson	Hudson-WPD	630.990.3800 x6211	rhudson@hudson-iaa.org
7.	Andy Kimmel	LCFPD	847 968 3209	akimmel@LCFPD.org
8.	MARCY MARSA	IDOT	847-705-4107	Marcel.Marsa@illinois.gov
9.	Terry Schaddel	IDOT-Aeronautics	217-785-5177	TERRANCE.SCHADDEL@ILLINOIS.GOV
10.	DEREK JOHNSON	HNTB	312-798-0239	djohnson@hntb.com
11.	TOM HAHN	LCFPD	847-968-3338	THAHN@LCFPD.ORG
12.	MICHAEL FENELOW	LCFPD	847-968-3339	M.FENELON@LCFPD.ORG
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IDOT and Lake County Forest Preserves 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. IL 131 may be funded and constructed in different segments. One more Corridor Planning Group Meeting and a Public Hearing are tentatively scheduled for late summer/fall 2015.

2) Waukegan Savanna Forest Preserve

The proposed improvements for IL 131 will not impact the Waukegan Savanna Forest Preserve. The proposed roadway improvements include retaining walls to avoid impacting the property. Waukegan National Airport will coordinate with Lake County Forest Preserve (LCFP) on their future runway and taxiway improvements.

3) ThunderHawk Golf Course

IL 131 improvements will impact the ThunderHawk Golf Course property. A temporary grading easement was first thought to be needed along the right-of-way. However, further drainage study shows that a permanent easement is needed to maintain the proposed drainage ditch. A temporary easement is also needed to grade a stone pathway into the golf course. The golf course has a tree line and a wood rail fence along IL 131 adjacent to the permanent easement location. LCFP noted the stone pathway is utilized and a timber from the wood rail fence is removed for vehicle/truck access.

The permanent easement is proposed approximately 13 feet east of the existing right-of-way. The proposed ditch will impact some of the existing trees along IL 131 that serve as a screen for the golf course.. HNTB conducted a tree survey in October 2010 and identified the wooded plant communities within the study area.

The out of bounds area for the golf course is the roadway. LCFP is concerned for pedestrian and vehicular safety with the proposed five foot sidewalk on the east side of the roadway and the proposed widened roadway. LCFP noted golf balls have been found on the roadway and the #4 fairway is positioned where a pedestrian or vehicle could potentially get hit by a golf ball. The golf course has approximately 20,000 golfers per year. At another LCFP owned golf course (Brae Loch Golf Course, in Grayslake), 12 foot high

trees were planted along the golf course border to provide safety for vehicles and pedestrians. HNTB will verify the setback requirements for the sidewalk and roadway from the golf course. The proposed sidewalk on the east side of the street along the golf course property could potentially be removed from the improvements. Removing the proposed sidewalk on the east side of the roadway will then force pedestrians to cross IL 131 to use the proposed 10 foot shared use path on the west side of IL 131. Pedestrians will have to cross at the Wakefield Drive/33rd Street or Major Avenue intersections. Neither of the intersections has signals or warrants proposed signals, which poses a safety issue for pedestrians crossing IL 131.

LCFP noted an existing field irrigation control system for the golf course located within the proposed permanent easement, which would be mitigated by IDOT. The system needs to be clear of obstructions by about six feet in order to access the irrigation system. Also, the existing Thunder Hawk Golf Course sign is potentially within the proposed permanent easement and will be moved if impacted. The tee box for hole #5 is approximately 35 feet from the proposed permanent easement and should not be impacted by the improvements.

LCFP requested the permanent easement be a simple fee acquisition by IDOT. LCFP provided IDOT with its Ordinance Regarding License and Easement for Public Services and is valid for one year when proceeding with the process.

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 LCFP 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 ThunderHawk Golf Course will be presented at the public hearing. A letter will be sent to LCFP after public comments have been received for LCFP 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 verify golf course setback requirements and provide a more detailed exhibit to show dimensions of the existing conditions and proposed improvements. Also, HNTB will provide LCFP a pdf of the exhibit for the preferred alternative at the airport and the Section 4(f) draft report for the LCFP to review. IDOT requested the LCFP to review the Section 4(f) draft report by the end of May.

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 Lake County Forest Preserve District

Date: 4/30/2015

Time: 1:30 p.m.

Location: Lake County Forest Preserve District Office – 1899 W. Winchester Road, Libertyville, IL 60048

	Attendees	Representing	Phone Number	Email Address
1.	Ken DOLL	IDOT-PIES	(847) 705-4088	ken.doll@illinois.gov
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4.	Mike Tully	"	" 968-3416	mtully@lcfpp.org
5.	Ty Kouach	LCFPP	847-968-338	AKOUACH@LCFPP.org
6.	Loki Brown	IDOT-PROGRAMMING	847-705-4477	Loki.S.BROWN@illinois.gov
7.	Anne Marie Jensen	HNTB	312-798-0239	amjensen@hntb.com
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