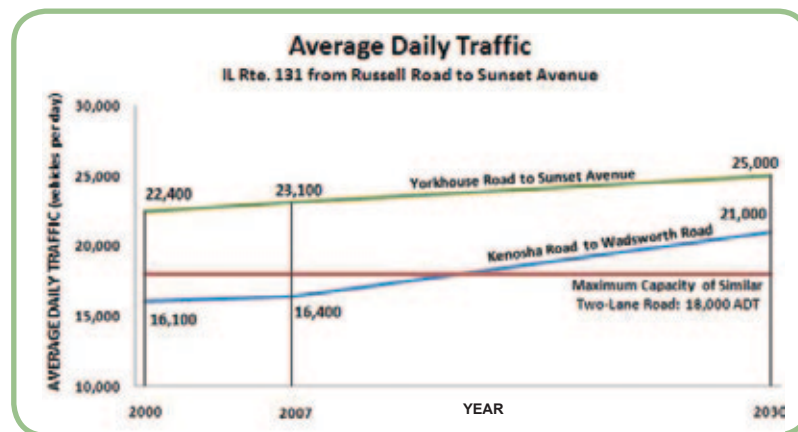
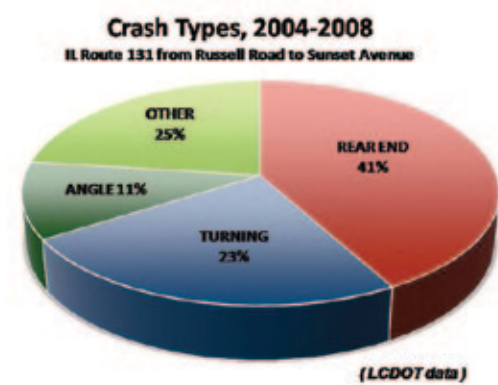


TRANSPORTATION DEFICIENCIES

Keep Roads Safe
and Accessible



Capacity Deficiencies

- Kenosha Rd. to Wadsworth Rd.
– Current Traffic Volume (2007): 16,400 vehicles per day
– Projected Traffic Volume (2030): 21,000 vehicles per day
- Yorkhouse Rd. to Sunset Ave.
– Current Traffic Volume (2007): 23,100 vehicles per day
– Projected Traffic Volume (2030): 25,000 vehicles per day

Capacity of a Two-lane Roadway:
14,000 to 18,000 vehicles per day

Safety Deficiencies*

- 1012 crashes along IL Route 131 from 2004 – 2008
- Types of Crashes:
– Rear End: 41% of total
– Turning Crash: 23% of total
– Angle Crash: 11% of total
- 206 injuries
- 4 fatalities (Yorkhouse Road, 33rd Street, IL Rte. 173, between 9th Street and IL Rte. 173)

*Lake County Division of Transportation Data

Operations and Mobility Deficiencies

- Skewed angle of Kenosha Road intersection
- Vertical alignment north of IL Rte. 173
- Truck traffic
- Insufficient turn lane lengths
- Lack of separate left turn lanes
- Lack of signalization
- Lack of signal coordination
- Conflicts at unsignalized intersections and driveways
- Deteriorating pavement & shoulders
- Drainage issues

NEXT STEPS

PROJECT SCHEDULE



As the list of possible project alternatives has now been identified and presented for stakeholder input, the next step in the study process is to evaluate and screen the alternatives. This involves a five-step process:

- A functional review that assesses the performance of the alternative
- An analysis that considers how well the location of a particular solution meets the identified needs
- Cost
- Environmental considerations
- Property impacts

It is during this phase of the study that the approved project Purpose and Need is paramount in determining the evaluation criteria to rank the alternatives. This approach combined with detailed environmental and technical studies will further refine the alternatives and assist in determining which alternative(s) should be carried forward for further detailed study, ultimately resulting in the selection of the Preferred Alternative.

YOU'RE INVITED • Tell us what you think!

The Illinois Department of Transportation (IDOT) is hosting a public information meeting to collect public comment on alternatives to improve the Illinois Route 131 corridor from Russell Road on the north to Sunset Avenue on the south. IDOT initiated the Phase I Preliminary Engineering and Environmental Study for the project in 2008, and has been actively engaged in extensive public outreach efforts and technical analysis to assist with the identification of a range of alternatives to address the identified transportation needs of the study area. These alternatives will now be presented for public review and evaluation at the third public meeting for the project.

The meeting will be an open house format, so you can visit the event at any time between 4:00 PM and 7:00 PM. There will be a continuous audio-visual presentation that provides a review of the study process, schedule and project Purpose and Need, and a summary of proposed alternatives. Exhibits that define the alternatives will be on display, and representatives from IDOT and the project study team will be available to answer questions and discuss the project.

The Public Information Meeting will be held:

DATE:

MAY 26, 2010

TIME:

4:00 P.M. – 7:00 P.M.

PLACE:

BEACH PARK MIDDLE SCHOOL
40667 NORTH GREEN BAY ROAD
BEACH PARK, IL 60099

*Don't miss this opportunity
to participate
in the solution!*



GET INVOLVED!

Check our website for project updates, sign-up for the mailing list or to send comments. Visit www.IL131Project.com or contact: Mr. Marnell Morse, Project Manager, Illinois Department of Transportation Division of Highways – District One, 201 W. Center Court, Schaumburg, IL 60096. Telephone: (847) 705-4107 Fax: (847) 705-4159.

**This meeting will be accessible to handi-capped individuals. Anyone needing specific assistance should contact Marnell Morse at (847) 705-4107. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebaille dial (877) 526-6670 at least five days prior to the meeting.*

(see back for details)

May 26, 2010

You're invited
to a Public Meeting!

IL 131
GREEN BAY ROAD PROJECT

Illinois Route 131 Project
Illinois Department of Transportation
Division of Highways – District One
201 W. Center Court
Schaumburg, IL 60196



INTERACTION

ILLINOIS ROUTE 131 GREEN BAY ROAD

PUBLIC MEETING #2 SUMMARY



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IL 131
GREEN BAY ROAD PROJECT

PROBLEM STATEMENT

Regional growth and travel demand on Illinois Route 131 from Russell Road to Sunset Avenue are creating safety and operational deficiencies along the roadway and at its intersections. The insufficient capacity of the roadway to handle the demand creates congestion, hampers intersection operations, limits safe access of adjacent properties, and leads to safety issues for motorists, pedestrians, and bicyclists. Both pedestrian access to adjacent land uses and bicycle accessibility through and across the corridor are limited.

Solutions to these transportation deficiencies must be developed while minimizing impacts to the surrounding environment. The solutions should also consider the communities' efforts to coordinate land use and area developments, and facilitate economic growth along the route.

UPDATE

CORRIDOR PLANNING GROUP/TECHNICAL ADVISORY GROUP

In addition to input received at the December 2, 2009 Public Meeting #2, the study team had previously enlisted the efforts of the IL Route 131 Corridor Planning Group (CPG) and Technical Advisory Group (TAG) to assist with the identification of specific deficiencies and potential solutions to the project needs. At the October 19, 2009 CPG/TAG Meeting #2, members held workshops similar to those conducted at the December public meeting to rate project elements and suggest options on aerial maps to address corridor needs.

Recommended project elements were:

- Number of Lanes: four lanes with a divided median
- Median Treatment: wide grass median
- Edge Treatment: paved shoulder with curb and gutter
- Pedestrian and Bicycle Accommodations: sidewalk or shared use path (tie)

Suggestions to address transportation deficiencies of the corridor included:

- Provide pedestrian and bicycle access to community areas and link bike path systems
- Maintain existing roadway alignment near the airport
- Provide safe school access
- Add traffic signals at certain intersections
- Accommodate truck traffic
- Limit access to the roadway

In addition to the workshops, the CPG/TAG also affirmed consensus for the project Problem Statement, which had been drafted based on identified issues and concerns and associated goals and objectives for the project (*to left*).

The feedback received from the CPG/TAG workshops is another element of stakeholder input considered by the project study team in the development of project alternatives.



(Continued from p. 1)

The meeting was well attended, with a total of 61 persons representing a variety of stakeholders including state, county and local officials, economic development agencies, the Waukegan Regional Airport, property owners and commuters. Study team members answered questions and urged participants to provide their suggestions for improvements to address the transportation needs of the IL Route 131 study area. Fifty-four post-it comments were affixed to the aerals and seven Comment Forms were submitted that evening. Two additional Comment Forms were submitted to IDOT after the meeting within the public comment period ending December 18, 2009. Submitted comments and suggestions included adding lanes, including provisions for bicycle and pedestrian facilities, realigning the Kenosha Road/Green Bay Road intersection and adding dedicated turn lanes at major intersections. The input received from the public meeting was used to assist the study team with the evaluation and screening of the conceptual project alternatives.



The study has now reached a key project milestone with the development of alternatives, and the level of committed public participation has never been more important.

PURPOSE & NEED

ONE OF THE MAJOR FACTORS IN THE IDENTIFICATION AND EVALUATION OF PROJECT ALTERNATIVES IS HOW THE PROPOSED SOLUTIONS WILL ADDRESS THE **PURPOSE** OF THE PROJECT AND THE **NEED** FOR IMPROVEMENTS. USING THE TECHNICAL ANALYSIS AND PUBLIC INVOLVEMENT FINDINGS TO DATE, THE GENERAL PROJECT PURPOSE HAS BEEN DRAFTED BY THE STUDY TEAM AS FOLLOWS:

The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

The same data has identified the three following key broad transportation needs:

- Improve safety
- Improve capacity
- Improve operations and mobility

The full detailed version of the Draft Purpose and Need Statement was available for review and comment at Public Meeting #2 on December 2, 2009, CAG/TF Meeting #2 on October 19, 2009, and also on the project website. No public comments have been received to date, and the document will be presented for formal Federal Highway Administration (FHWA) approval in April, 2010. Alternatives developed for the project will then be measured against how each addresses the various components of the approved Purpose and Need.



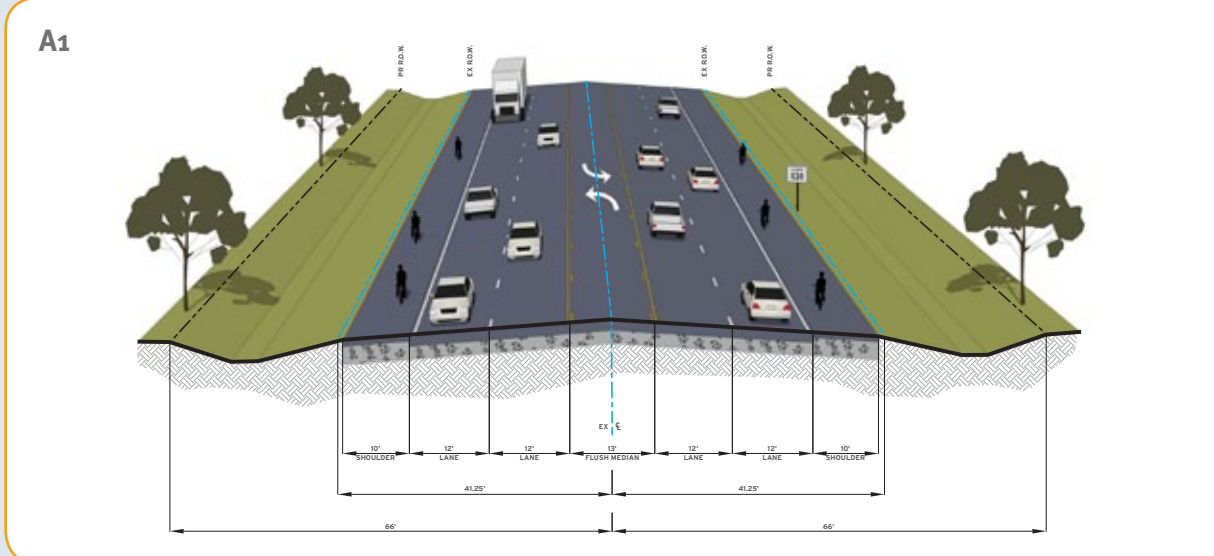
Opportunities to Get Involved!

Including all stakeholders in both the identification of issues and concerns as well as potential solutions is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) designation for this project involves extensive public outreach efforts to the affected stakeholders and community at large, and includes a variety of methods including one-on-one meetings, public meetings, Corridor Advisory Group and Technical Advisory Group meetings, newsletters and the project website, in order to keep the public informed of study progress and opportunities for participation. The study has now reached a key project milestone with the development of

alternatives, and the level of committed public participation has never been more important. Your meaningful and continued involvement in the IL Route 131 Study is strongly encouraged. Please visit the project website at www.IL131Project.com for up-to-date information and to express your comments and concerns.

- One-on-one meetings
- Public meetings
- Corridor Advisory Group and Technical Advisory Group meetings
- Newsletters
- Website: www.IL131Project.com

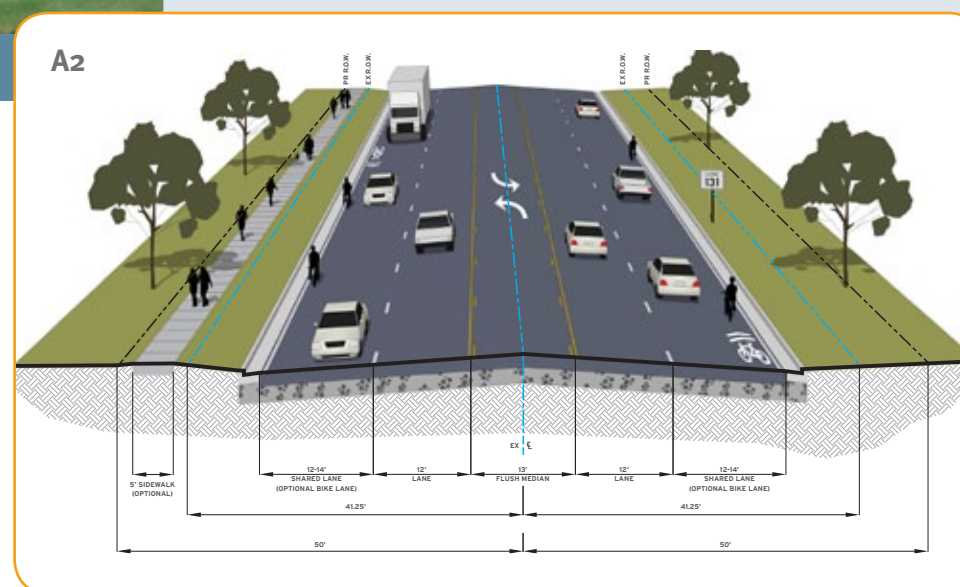
POTENTIAL PROJECT Alternatives



A1} ALTERNATIVE A1 WIDENS IL ROUTE 131 TO TWO THROUGH LANES IN EACH DIRECTION PLUS A 13-FOOT TWO-WAY LEFT TURN LANE.

At major intersections, dedicated left turn lanes would be provided with a 6-foot concrete median along the length of the turn lane. Access to the many driveways and unsignalized intersections along the corridor would not be restricted.

A 10-foot paved shoulder is proposed on the edge of the roadway which accommodates stranded motorists, emergency vehicles, and bicyclists. An open grass ditch will measure approximately 25 feet from the edge of shoulder to the right-of-way (ROW) to provide three feet of depth and a 4-foot wide ditch bottom at desirable ditch slopes.



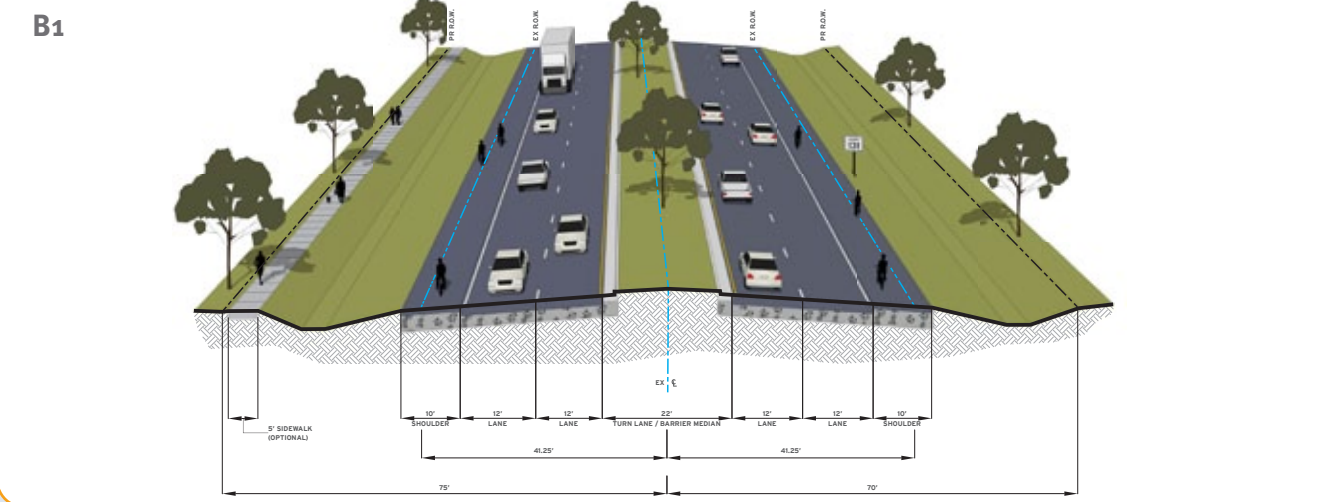
The extensive amount of stakeholder involvement activities coupled with detailed technical analysis over the past year-and-a-half has culminated in the development of four potential project alternatives and two Kenosha Road intersection realignment alternatives intended to address the transportation needs of the IL Route 131 corridor.

Alternative A1 includes an option for realigning the Kenosha Road intersection to approximately 1000 feet north of 29th Street, eliminating the skewed angle, avoiding impact to any existing structures, and providing a minimum amount of spacing between two potentially signalized intersections.

Pedestrian needs in appropriate areas could be addressed with the addition of a 5-foot sidewalk placed one foot inside the ROW line. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

A2} ALTERNATIVE A2 USES THE SAME TWO THROUGH LANES IN EACH DIRECTION PLUS A 13-FOOT TWO-WAY LEFT TURN LANE AS ALTERNATIVE A1, BUT REPLACES THE 10-FOOT PAVED SHOULDER WITH TYPE B-6.24 CURB AND GUTTER. This requires less ROW than the shoulder and open ditch of Alternative A1. The outside lane could be widened from the standard 12 feet to 14 feet to accommodate on-road bicyclists. Pedestrian accommodations would require adding a sidewalk where necessary. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

This alternative would require an alignment shift of 4 feet to the east in the vicinity of the Waukegan Savanna Forest Preserve and the Benton-Greenwood Cemetery, and 4 feet to the west near ThunderHawk Golf Course and Shepherd's Crook Golf Course in order to avoid impacts to these public lands. Alternative A1 would require a 26-foot shift in these locations.



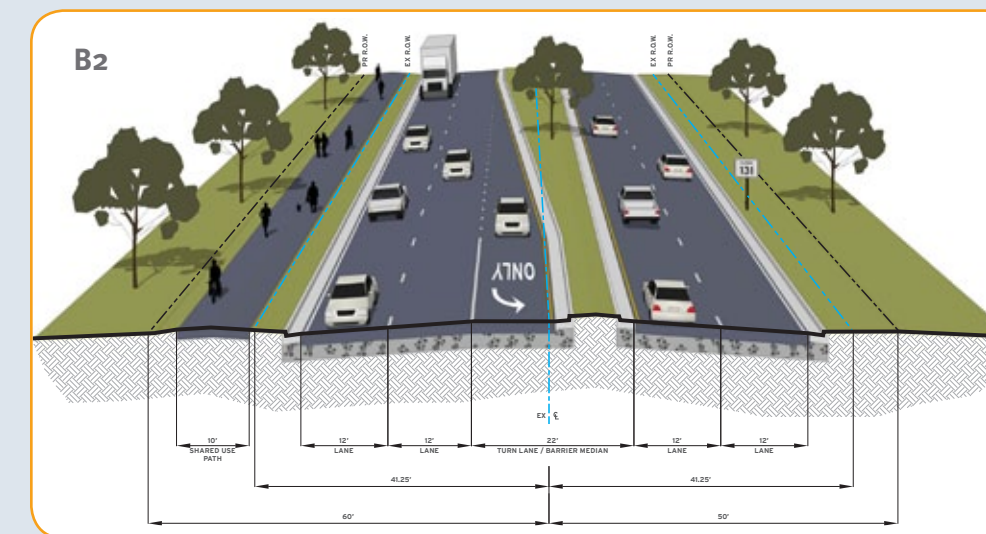
B1} ALTERNATIVE B1 WIDENS IL ROUTE 131 TO TWO THROUGH LANES IN EACH DIRECTION WITH 10-FOOT OUTSIDE SHOULDERS, AND INCLUDES A 22-FOOT BARRIER GRASS MEDIAN. The grass median provides a barrier between oncoming traffic, and limits accessibility to minor intersecting streets and driveways. Grass median openings and left turn lanes are proposed at approximately one-quarter mile intervals to allow U-turns and access to these streets and driveways.

Alternative B1 includes a proposal for realigning the Kenosha Road intersection to the approximate mid-point between 21st and 29th Streets. This realignment eliminates the existing skewed

angle and avoids impacts to existing structures, and requires ROW acquisition between Kenosha Road and IL Route 131.

The paved shoulder can accommodate bicyclists so an off-road trail is not necessary. Pedestrian needs in appropriate areas could be addressed with the addition of a 5-foot sidewalk placed one foot inside the ROW line. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

A 30-foot alignment shift would be required near the four public lands within the study area to avoid impacts.



B2} ALTERNATIVE B2 USES THE SAME PROPOSED TWO THROUGH LANES IN EACH DIRECTION AND 22-FOOT BARRIER GRASS MEDIAN AS ALTERNATIVE B1, BUT REPLACES THE 10-FOOT SHOULDER WITH TYPE B-6.24 CURB AND GUTTER. This reduces the amount of ROW required by the paved shoulder and open ditch section. The outside lane could be widened from the standard 12-foot to 14-foot to accommodate on-road bicyclists. Pedestrian accommodations would require a sidewalk where necessary. The addition of pedestrian or bicycle accommodations would require cost-sharing by local agencies and potentially additional ROW.

Alternative B2 would require a 9-foot alignment shift near the four public lands within the study area to avoid impacts.

OTHER OPTIONS CONSIDERED

Kenosha Road: Two other alternatives for the Kenosha Road realignment were considered. One alternative aligned Kenosha Road with 28th Street. This alternative solves the problem of the skewed angle between the two roadways, and a four-legged intersection is created instead of adding another T-intersection, but the distance to 29th Street is too small. The second alternative for realignment extended Kenosha Road due south to intersect with 29th Street west of IL Route 131. The spacing of these intersections is too small and complicates the northbound IL Route 131 to Kenosha Road movement.

Wide-Grass Median: One of the project elements identified to satisfy project needs was a wide-grass median. The median treatment would address safety but at a great expense of ROW acquisition, residential and commercial displacement, and environmental disturbance.