

INTERACTION



ILLINOIS ROUTE 131 GREEN BAY ROAD

RECAP OF RECENT MEETINGS

INSIDE THIS ISSUE

Refinement of Preliminary Alternatives p3

Opportunities to Get Involved p3

REFINED PROJECT ALTERNATIVES p3-4

CPG/TAG #4 p5

Next Steps p5

You're Invited! p6



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 to 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.

During recent months, the Illinois Department of Transportation (IDOT) has continued to solicit stakeholder input on the development of alternatives to address needs identified by the Illinois Route 131 Green Bay Road Phase I Preliminary Engineering and Environmental Study. This ongoing public involvement process included the third and fourth Corridor Planning and Technical Advisory Groups meetings as well as a third public meeting.

Corridor Planning and Technical Advisory Groups : MEETING #3

At the third CPG/TAG meeting, held on April 26, 2010, members discussed evaluation criteria and were presented with a set of four Preliminary Alternatives, developed by the study team based on stakeholder input gathered to date, data collection and technical analysis.

CPG/TAG members reviewed the four preliminary alternatives, providing suggestions for possible revisions.

All Preliminary Alternatives proposed widening to two through lanes in each direction to increase roadway capacity and minimize delay. The alignment was shifted to avoid impacts to Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, and Thunderhawk and Shepherd's Crook Golf Courses. Pedestrian and bicycle accommodations were proposed only to provide a link for a Lake County Forest Preserve trail. To carry these alternatives forward, additional bicycle and pedestrian facilities would be necessary. (See "Complete Streets" section below)

EVALUATION CRITERIA

- Environmental impacts to parks, wetlands, forest preserves, and cemeteries
- Accessibility
- Identified needs such as safety, operations/mobility, and capacity
- Residential, industrial, agricultural and commercial property impacts
- Construction cost

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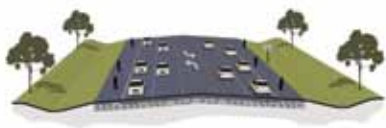
COMPLETE STREETS

The Illinois Complete Streets Law led to significant design changes in the potential alternatives for improvements to Illinois Route 131.

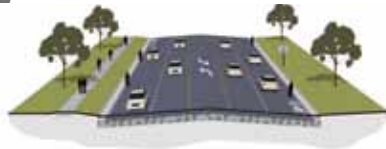
The law states that bicycle and pedestrian facilities shall be given full consideration into state highway projects. In keeping with this law, IDOT made several recent revisions to its policies and procedures including selection guidelines for pedestrian/bicycle infrastructure as well as the proportion of construction costs that is paid for by the state and by the local agency. As part of IDOT's policies, the local agency is responsible for maintenance and some cost participation for the bicycle and pedestrian facility.

For a roadway of IL Rte. 131's classification and characteristics to be compliant with IDOT policy, bicycle use on the roadway in a lane shared with vehicles or on a paved shoulder is not recommended due to high traffic volume and speed. Separate pedestrian and bicycle facilities should be provided along the roadway as part of this project. This means that none of the Preliminary Alternatives A1, A2, B1 and B2 can be carried forward without adding dedicated pedestrian and bicycle accommodations throughout the project limits.

A1



A2



B1



B2



RECAP OF RECENT MEETINGS continued from page 1

ALTERNATIVE A1

- Flush median, 13-foot two-way left turn lane, unrestricted access to driveways and unsignalized intersections along the corridor
- Dedicated left turn lanes at major intersections, with a 6-foot concrete median along the length of the turn lane
- 10-foot paved shoulder to accommodate stranded motorists and emergency vehicles
- Open grass ditch of approximately 25 feet from edge of shoulder to right-of-way (ROW) to provide three feet of depth and a 4-foot wide ditch bottom at desirable ditch slopes

ALTERNATIVE A2

- Flush median, 13-foot two-way left turn lane
- Replaces 10-foot paved shoulder of Alternative A1 with Type B-6.24 curb and gutter
- Requires less ROW than the shoulder and open ditch of Alternative A1
- Storm sewer installation would be necessary for drainage

ALTERNATIVE B1

- Includes 22-foot barrier median
- Provides a barrier between oncoming traffic and reduces possible conflict points
- Limits accessibility to minor intersecting streets and driveways
- Median openings and left turn lanes proposed at approximately 1/4 mile intervals to allow U-turns and access to streets and driveways
- Proposes 10-foot paved shoulder

ALTERNATIVE B2

- Includes 22-foot barrier median
- Replaces 10-foot shoulder of B1 with Type B-6.24 curb and gutter
- Requires less ROW than paved shoulder and open ditch of B1
- Storm sewer installation would be necessary for drainage

CPG/TAG member comments

CPG/TAG member comments concerning the alternatives included:

ALTERNATIVES:

- Provide pedestrian and bicycle connection from Waukegan Savanna Forest Preserve to Waukegan Sports Park with a separate bike path
- Add a right turn lane into Beach Road for south bound traffic and provide sufficient storage

GENERAL COMMENTS:

- Lake County Forest Preserve prefers a separate trail vs. on-road/shoulder, and ditch vs. curb/gutter
- Airport coordination
 - Maintain existing grade of Yorkhouse Road and Blossom Street (access to Waukegan Fire Station)
 - Alignment shift for construction
 - Continue to meet airport team



PUBLIC MEETING #3 comments

The third Public Meeting was held on Wednesday, May 26, 2010 and was attended by 61 stakeholders. The purpose of the meeting was to present preliminary alternatives and solicit public input. The same four preliminary alternatives were displayed at Public Meeting #3. Study team members were in attendance to answer questions, and participants were encouraged to provide comments/suggestions.

The project study team considered the concerns raised by stakeholders as the preliminary alternatives were refined.

- The concerns include roadway user safety and drainage problems along the highway.
- Stakeholders expressed preferences for Kenosha Road intersection realignment and asked that public outreach efforts improve.
- Preferences vary regarding the benefits and disadvantages of shoulder vs. curbed designs, and barrier vs. flush median treatment.
- Finally, local residents are concerned about impacts to their property and land acquisition procedures.

Refinement OF PRELIMINARY Alternatives

The preliminary alternatives were refined based on stakeholder input from previous meetings, identified project elements, the project purpose and needs, analysis of the existing environment, technical analysis of design requirements and constraints, and previous studies of the project area.

Evaluation Criteria:

Each alternative was rated based on the evaluation criteria, which was developed with stakeholder input and is shown on page 1.

Purpose and Need:

A major factor in the evaluation of the project alternatives is how the proposed solutions will address the **PURPOSE** of the project and the **NEED** for improvements. Through public involvement and technical analysis, the project Purpose was identified:

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 identified three key transportation **NEEDS**:

- Improve safety
- Improve capacity
- Improve operations and mobility

REFINED PROJECT Alternatives

E1} PRELIMINARY ALTERNATIVES A₁ AND B₁ WERE COMBINED TO FORM REFINED ALTERNATIVE E₁. THIS ALTERNATIVE WOULD PROPOSE 10-FOOT SHOULDERS AND OPEN DITCHES THROUGHOUT THE PROJECT. DITCHES COLLECT RUNOFF FROM THE HIGHWAY AND ADJACENT AREAS, HELP LIMIT EROSION, AND MAY BE ATTRIBUTED TO HIGHER WATER QUALITIES AS UNWANTED PARTICLES ARE ABSORBED BY CERTAIN SOIL TYPES. TO BRING THE DESIGN INTO COMPLIANCE WITH COMPLETE STREETS, A 10-FOOT SHARED-USE PATH WOULD BE LOCATED ON ONE SIDE OF THE HIGHWAY AND A 5-FOOT SIDEWALK IS ON THE OTHER SIDE.

Refined Alternative E1



Sunset Avenue to Illinois Route 173: The geometry used in Preliminary Alternative A₁ is a good solution for the first two sections of IL Rte. 131. The 13' flush median TWLTL will allow access to homes and businesses, as there are some areas with more than 30 access points per mile. Alignment shifts would avoid impacts to the Waukegan Savanna Forest Preserve, Benton-Greenwood Cemetery, and ThunderHawk Golf Course.

Illinois Route 173 to Russell Road: North of IL Rte. 173, Refined Alternative E₁ is based on the geometry of Preliminary Alternative B₁. The 22-foot barrier median is a safe design that will reduce conflict points while providing access management for future development. Median breaks would be provided approximately every 1/4-mile and at signalized intersections to permit passenger cars to make U-turns for access to driveways and other cross-streets. An alignment shift would avoid impacts to Shepherd's Crook Golf Course.

GET INVOLVED

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, CPG/TAG 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 milestone with the development of refined 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.

*Since the project area is composed of **THREE DISTINCT SECTIONS**, the preliminary alternatives were evaluated for each of the three sections to arrive at the refined alternatives.*

SECTION 1: Sunset Avenue to Wadsworth Road

The existing ROW is narrow and there are many low-volume streets and driveways. Land use in this section is primarily residential.

SECTION 2: Wadsworth Road to IL Rte. 173

The existing ROW widens at some locations and there are fewer intersecting streets and driveways. Residential land use dominates the area, although a TIF Redevelopment area has been proposed.

SECTION 3: IL Rte. 173 north to Russell Road

This section has wider existing ROW in some locations and the fewest driveways and intersecting streets of the three sections. Land use is mixed, including industrial, agricultural, commercial, and residential.

E2}

PRELIMINARY ALTERNATIVES A₂ AND B₂ WERE COMBINED TO FORM REFINED ALTERNATIVE E₂. THIS ALTERNATIVE WOULD PROPOSE CURB AND GUTTER THROUGHOUT THE PROJECT, WHICH REQUIRES COMPARATIVELY LESS ROW THAN A SHOULDER AND DITCH DESIGN. TO BRING THE ALTERNATIVE INTO COMPLIANCE WITH COMPLETE STREETS, A 10-FOOT SHARED-USE PATH WOULD BE PROPOSED ON THE BOTH SIDES OF THE HIGHWAY. A 5-FOOT SIDEWALK COULD BE SUBSTITUTED FOR THE SHARED-USE PATH ON ONE SIDE.

Sunset Avenue to Wadsworth Road: Preliminary Alternative A₂ would be used in the first section of the project. The 13' flush TWLTL will provide access to the homes and businesses, as there are more than 30 access points per mile. The increased potential for conflicts between left turning traffic is outweighed by greater mobility since the left turn volumes are small. Dedicated left turn lanes would be provided at signalized intersections. The alignment would be shifted to avoid impacting the Waukegan Savanna Forest Preserve.

Wadsworth Road to Russell Road: In the northern two sections, Refined Alternative E₂ is based on Preliminary Alternative B₂. The 22-foot barrier median provides a greater degree of access management for future development than the flush median, is a safe design that eliminates many conflict points created by unrestricted left turns, and is proposed in this section because there are fewer driveways and cross streets. Breaks in the median would be provided approximately every 1/4-mile and at all signalized intersections to accommodate U-turns for access to minor streets and driveways.

Alignment shifts would be provided to avoid impacts at Benton-Greenwood Cemetery, ThunderHawk Golf Course, and Shepherd's Crook Golf Course.

Refined Alternative E2



Kenosha Road: Several alternatives for the realignment of Kenosha Road were considered.

One alternative would align Kenosha Road with 28th Street. Another alternative would extend Kenosha Road due south to intersect with 29th Street west of IL Route 131. A third alternative would realign Kenosha Road to intersect IL Rte. 131 in a "T" intersection about halfway between 29th Street and 21st Street. A fourth alternative considered would close Kenosha Road at IL Rte. 131 and use 21st Street for access to Kenosha Road. This would route extra traffic onto 21st Street, would diminish the continuity of this county route, and may cause potential negative impacts regarding access to residential areas along Kenosha Road.

Another alternative would create a "T" intersection about 1000 feet north of 29th Street. This option creates the least impact and provides sufficient intersection spacing. It is shown to the left.

The project study team will coordinate with the Lake County Division of Transportation and other agencies to determine the preferred alternative for the Kenosha Road intersection.

Waukegan Regional Airport: The Waukegan Port District is engaged in a study to expand facilities at the airport, and the preferred alternatives involve extending the runway across and over IL Rte. 131. Using FAA funding, property has been acquired on both sides of the highway. A compressed at-grade cross section with curb and gutter on the outside edges and the shared-use path on one side of the roadway would be proposed along airport property as an interim improvement to minimize impacts to the airport's future expansion plans.



CPG/TAG #4

PROJECT TOTAL Sunset Avenue to Russell Road				
ALTERNATIVE IMPACTS		UNITS	ALTERNATIVE E1	ALTERNATIVE E2
ESTIMATED COSTS	Estimated Construction Cost <i>(not including path/sidewalk)</i>	\$	\$53,402,000	\$55,967,000
	Estimated Construction Cost of Shared Use Path and Sidewalk	\$	\$3,527,000	\$4,245,000
	Estimated Construction Cost of Retaining Walls	\$	\$0	\$2,616,000
	Land Acquisition Cost	\$	\$10,053,000	\$7,056,000
REQUIRED RIGHT-OF-WAY	Number of Parcels with Partial Acquisition	each	358	413
	Residential Acquisition	ac	32.28	21.5
	Potential Residential Acquisition	each	46	4
	Commercial Acquisition	ac	5.30	4.00
	Potential Commercial Acquisition	each	7	1
	Farmland Acquisition	ac	5.26	3.91
	Farmland Parcels Impacted	each	9	9
	Industrial Acquisition	ac	5.75	4.69
	Potential Industrial Relocations	each	1	1
	Total Potential Right-of-Way Acquisition	ac	48.59	34.1
AFFECTED ENVIRONMENT	Impacted Wetlands	ac	2.67	2.35
	Impacted Archaeological Sites	ac	TBD	TBD
	Floodplain Encroachment	ac	0	0
	Special Waste Sites Impacted	each	27	7
	Impacts to Section 4(f) Lands	ac	0	0

NOTES:

Preliminary cost estimate, subject to change

Construction cost estimate includes construction engineering

Construction cost estimate **does not** include path/sidewalk construction or land acquisition costs

All impacts are potential: measures may exist to further minimize property acquisition, relocations, and other impacts

Section 4(f) examples: nature preserves, golf courses, and other designated areas

The fourth CPG/TAG meeting was held on November 30, 2010. Participants reviewed the Refined Alternatives and provided their comments and suggestions. Each Refined Alternative was rated on the degree to which it addresses the Needs of the project. The results are included below. These tables also include rankings provided by the project team for several categories that required engineering analysis. The scores resulting from CPG/TAG MEETING #4 input are shown in red.

PROJECT TOTAL Sunset Avenue to Russell Road				
ALTERNATIVE		RATING	ALTERNATIVE E1	ALTERNATIVE E2
IMPACTS				
ESTIMATED COSTS	Construction Cost	(1-5)	3.00	2.67
	Land Acquisition	(1-5)	1.00	4.00
REQUIRED RIGHT-OF-WAY	Residential Impact	(1-5)	1.00	4.00
	Commercial Impact	(1-5)	1.33	3.67
	Agricultural Impact	(1-5)	2.33	3.67
	Industrial Impact	(1-5)	3.67	4.33
NEEDS	Safety	(1-5)	4.58	3.42
	Capacity	(1-5)	4.00	3.83
	Operartions/Mobility	(1-5)	3.92	3.43
	Pedestrian/Bicycle Accomodation	(1-5)	3.93	5.00
AFFECTED ENVIRONMENT	Wetland Impact	(1-5)	1.00	3.00
	Archaeological Site Impact	(1-5)	TBD	TBD
	Floodplain Impact	(1-5)	5.00	5.00
	Special Waste Sites Impact	(1-5)	2.67	2.67
	Section 4(f) Lands Impact	(1-5)	5.00	5.0
TOTAL			42.43	53.68

NOTES:

Construction cost does not include path/sidewalk construction or land acquisition costs

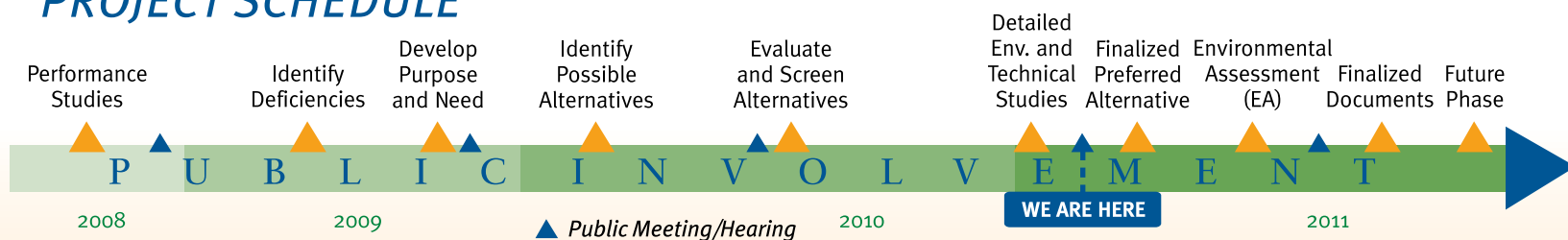
SCORES for each category range 1 to 5:

1 = negative; or less favorable; 3 = neutral; 5 = positive, or more favorable

BLUE SCORES = objective scores from PWG based on the average values for each specific category**RED SCORES** = subjective scores from CPG/TAG responses at November 30, 2010 meeting

NEXT STEPS

PROJECT SCHEDULE



After stakeholder input has been collected for the Refined Alternatives, the next step in the study process is to determine the preferred alternative and document the environmental impacts. This involves a five-step process:


- Determine preferred alternative
- Complete analysis of preferred alternative impacts
- Prepare environmental documentation
- Achieve preferred alternative consensus from CPG and TAG
- Present preferred alternative and environmental document at Public Hearing

The Refined Alternatives will be rated against the approved project Purpose and Need. Along with detailed environmental and technical studies, this process will further refine the alternatives and ultimately result in the selection of the Preferred Alternative.



YOU'RE INVITED to tell us what you think!

The Illinois Department of Transportation (IDOT) is hosting a public meeting to collect public comment on two refined project alternatives to improve the Illinois Route 131 corridor from Russell Road to Sunset Avenue. 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 development and evaluation of alternatives to address the identified transportation needs of the study area. These alternatives will be presented for public review and evaluation at the fourth 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 history of the study process, schedule, project Purpose and Need, and a summary of the alternatives. Exhibits of each alternative 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 Meeting will be held:

DATE:

FEBRUARY 3, 2011

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 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 60196. Telephone: (847) 705-4107 Fax: (847) 705-4159.

**This meeting will be accessible to handicapped 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 Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

*You're invited
to a Public Meeting!
February 3, 2011
(see back for details)*



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

