Welcome
Public Hearing
SIGN-IN
• IL 131 is a Strategic Regional Arterial and part of the National Highway System. It serves relatively long distance, high volume traffic and supplements I 94, U.S. 41 and IL 137.

• North of Russell Road, IL 131 is Wisconsin 31, a four lane roadway with wide median. South of Sunset Avenue, IL 131 is a four lane roadway with a center lane for left turns.

• In the project limits, it is a two lane roadway with turn lanes at major intersections, which creates a bottleneck and limits mobility in the project area.
Performance Studies
Identify Deficiencies
Develop Purpose and Need
Identify Possible Alternatives
Evaluate and Screen Alternatives
Detailed Env. and Technical Studies
Finalized Preferred Alternative
Environmental Assessment (EA)
Finalized Future Documents

2008

Public Meeting 1
- Educate stakeholders on project process and study area
- Solicit issues/concerns from stakeholders

Public Meeting 2
- Present Project Purpose & Need
- Solicit ideas to address project deficiencies and needs

Public Meeting 3
- Present alternatives to be evaluated
- Solicit input from stakeholders

Public Meeting 4
- Educate alternative evaluation findings
- Present refined alternative
- Solicit stakeholder input

Public Hearing
- Present preferred alternative
- Present EA

2017

WE ARE HERE

PROJECT SCHEDULE

Phase I Study Schedule
Sunset Avenue to Russell Road
Purpose and Need

Sunset Avenue to Russell Road

PROJECT PURPOSE

› IMPROVED transportation system for IL 131 from Russell Road to Sunset Avenue

PROJECT NEEDS

› IMPROVE mobility
› IMPROVE safety
› UPGRADE roadway features to meet current design standards

PROJECT GOALS AND OBJECTIVES

› IMPROVE bicycle and pedestrian facilities
Waukegan National Airport

- IL 131 shifts approximately 90 feet; roadway lowers 25 to 30 feet
- Waukegan Port District (Airport), IDOT Division of Aeronautics and FAA coordination
- A separate NEPA Environmental Assessment is being prepared for the airport project
- Side street closures at IL 131
- Impacts 13 residences
- Airport has been acquiring properties
- Impacts documented through FAA NEPA process
Types of Environmental Resources & Quantified Impacts

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

**RESOURCES**

- **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

**Flowchart:**

- **Inventory**
- **Analyze Impacts**
- **Avoid and Minimize Impacts**
- **Mitigate unavoidable impacts**
Waukegan Park District Sports Park

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

- There is no feasible (possible) and prudent (sensible) alternative to the use of the land.
- The action includes all possible planning to minimize harm to the property.
- Waukegan Park District intends to donate 1.00 acre of the 1.08 acres of permanent land needed for the improvements.
- The preferred alternative provides a left turn lane in the northbound direction to the park and replaces an existing driveway with left-in/right-out driveway.
- The parking impacts will be mitigated by expanding the existing parking lot on park land located west of the widened roadway and a retaining wall to minimize impacts at the southern portion of the park where IL 131 will be shifted and lowered near Waukegan National Airport.
- The shared use path is also located on the west side of the road in front of the Waukegan Sports Park to provide improved access to the park’s facilities.

The use of property (1.08 acres permanent right-of-way; 0.145 acres temporary) easement from the Waukegan Park District – Sports Park associated with the proposed IL 131 improvements is required.

This property is owned by the Waukegan Park District and is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. IDOT intends to seek a de minimis impact finding from the Federal Highway Administration based on the project not adversely affecting the features, attributes or activities qualifying the properties for protection under Section 4(f).
The preferred alternative also impacts buildings and requires relocations on five properties. The commercial and industrial buildings may be able to be relocated on the same property. Given the small number of relocations and the availability of replacement housing, residents that must move because of the IL 131 project are expected to have options to relocate close to their original locations, if they so choose. IDOT will determine the mitigation for the building impacts during contract plan preparation (Phase II), which will include coordination with the affected property owners.

Table 4-2 summarizes the land required for the preferred alternative, including potential relocations. The purchase of private property and cost of moving residents and businesses to build the project is regulated by state and federal laws, including the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended" and IDOT's Land Acquisition Procedures Manual. Housing resources are available to all relocatees without discrimination.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Permanent Right-of-Way (acres)</th>
<th>Permanent Easement (acres)</th>
<th>Temporary Easement (acres)</th>
<th>Relocations (buildings)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>19.10</td>
<td>0.00</td>
<td>0.64</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>6.39</td>
<td>7.52</td>
<td>6.14</td>
<td>1</td>
<td>Impacts Fritz’s Corner, 1670 Green Bay Road, Zion</td>
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<tr>
<td>Industrial</td>
<td>6.47</td>
<td>0.00</td>
<td>0.25</td>
<td>1</td>
<td>Impacts a building and shed on property owned by Cleveland Corporation, 42810 N. Green Bay Road, Zion</td>
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<tr>
<td>Agriculture</td>
<td>8.50</td>
<td>0.00</td>
<td>0.10</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>40.46</td>
<td>7.52</td>
<td>7.13</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

* Permanent right-of-way includes 1.00 acre donated by the Waukegan Park District (see Section 4.14.2). Permanent easement includes 7.52 acres from Waukegan National Airport for shifting IL 131 near the airport.

The preferred alternative will shift and lower IL 131 between Beach Road and Yorkhouse Road to comply with Federal Aviation Administration (FAA) regulations and planned expansions at the Waukegan National Airport. Lowering the roadway will require Suddard Street, Center Street, Zephyr Street, Townline Road and Eastwood Road to be closed at IL 131 and will land lock 13 residences. The airport is currently acquiring homes in these areas as they become available on the open market. Close coordination will continue between IDOT, FHWA, the Waukegan Port District (owner/operator of the airport) and the FAA so that both projects will be compatible and the IL 131 project will not preclude the construction of the airport project. Based on the coordination efforts to date, the airport has agreed to buy the remaining properties that will be impacted by lowering IL 131. Impacts to these properties will be evaluated, coordinated and approved through the environmental process for the airport project.


**3 TYPES OF LAND ACQUISITION**

**Fee Simple Acquisition**
Or the acquisition of all rights and interest of real property.

**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.

**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.

**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.
Benefited receptors will have an opportunity to vote on the installation of a noise wall during Contract Plan Preparation and Land Acquisition (Phase II) of the project.

Benefited receptors are property owners and residents who will benefit from a noise wall because it reduces the traffic noise by 5 dB(A) (A-weighted decibel) or greater.

- Future traffic noise levels predicted
- Impacts were determined
- Mitigate impacts
- Noise walls to be considered for Contract Plan Preparation and Land Acquisition (Phase II)
Potential Noise Wall Locations

Sunset Avenue to Russell Road
IDOT Typical Noise Walls

Sunset Avenue to Russell Road

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**Sound Level**

**SOUND LEVEL**

- **dB(A)**
  - 90
  - 80
  - 70
  - 60
  - 50
  - 40
  - 30
  - 20
  - 10
  - 3

- **food blender at 3 feet**
- **freight train at 100 feet**

- **67 dB(A)**
  - NAC: Category B & C
  - Library, quiet urban nighttime

- **72 dB(A)**
  - NAC: Category E
  - Large business office

- **threshold of human hearing**

**CATEGORY A**

Serene lands - rarely applies.
(e.g.: Tomb of the Unknown Soldier)

**CATEGORY B**

Residential

**CATEGORY C**

Hospitals, schools, places of worship, parks

**CATEGORY D**

Hospitals, libraries, places of worship, institutions, schools

**CATEGORY E**

Hotels, offices, restaurants
The Illinois Complete Streets Law requires the full consideration of bicycle and pedestrian accommodations into state highway projects.

- In keeping with this law, IDOT recently revised its policies and made several changes to its selection guidelines for pedestrian and bicycle infrastructure.
- Under the new selection criteria, pedestrians and bicyclists are best accommodated by an off-road shared-use path on roadways of Illinois 131’s classification, traffic volumes, and posted speed limits.

IDOT shares the construction cost of the pedestrian and bicycle facility with the local agency. The local agency is solely responsible for maintenance of the facility.
Project Benefits

- Improve Mobility
- Improve Safety
- Current Design Standards
- Bicycle and Pedestrian Facilities*

* Subject to Local Participation

Sunset Avenue to Russell Road

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The preferred alternative maintains access to properties by providing median openings with dedicated lanes for U-turns about every ¼-mile and at intersections with traffic lights. For corner properties, existing access off of side streets will remain unchanged.
Best Management Practices (BMPs)

BMPs are structural, vegetative or managerial practices used to treat, prevent or reduce water pollution.

BMPs:
- 12” aggregate ditch deck
- Vegetated ditches leading to wetlands
- Oversized storm sewers

OUTCOMES:
- Aids in water retention
- Reduces runoff
- Slows velocity, reduces sedimentation to storm water outfalls

Regional Detention Basins
- Convey flow from entire drainage area
- Meet Lake County Watershed Development Ordinance
- Facilitate water quality at 2 locations
- 2-foot over excavation
- Planted Materials
- Not located near airport (no standing water)
Stakeholder Involvement Offers **INSIGHT**

Stakeholder involvement activities allowed the Study Team to gain awareness on stakeholder concerns and work to minimize effects on the communities. IDOT and the Team have worked with agencies, municipalities, and other stakeholders, resulting in the development of the preferred alternative.

5 CPG/TAG Meetings  1 Public Hearing

4 Public 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
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 contract plan preparation and land acquisition.
Next Steps

Sunset Avenue to Russell Road

PHASE I
We Are Here

Preliminary Engineering & Environmental Study

PHASE II*

Contract Plan Preparation and Land Acquisition
Typically 18-24 months

PHASE III*

Construction

* Contract Plan Preparation and Land Acquisition (Phase II) and Construction (Phase III) is not currently included in IDOT’s Fiscal Year 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 Environmental Assessment is available for public review and comment through December 16, 2017 at IL131Project.com, select local libraries, municipalities located within the study area, and the IDOT District One office. A complete listing of these locations can be found on the project website.

- Submit your comments to court reporter between 4:00 PM and 6:00 PM
- Participate in the public forum at 6:00 PM
- Fill out a comment form this evening and drop in the comment box or mail in at your convenience
- You may also submit comments to IL131Project.com
- Comments received through December 16, 2017 will become part of the public hearing record.