The Illinois Department of Transportation (IDOT) has initiated a Phase I Preliminary Engineering and Environmental Study for Illinois Route 131 (IL Rte. 131)/Green Bay Road. The project will follow the National Environmental Protection Act (NEPA) process and encourage extensive public involvement throughout the development process. The IL Rte. 131 Phase I project will prepare an Environmental Assessment (EA) and will include an analysis of the primarily two lane rural roadway, drainage, intersection deficiencies, and an examination of the impacts that proposed improvements will have on the communities and the environment.

The study area is located in Lake County extending approximately 7.5 miles from Russell Road to Sunset Avenue. The corridor is developed with a mix of residential, commercial, and agricultural uses, forest preserve, golf courses and the Waukegan Regional Airport. The study area includes six communities: Gurnee, Waukegan, Beach Park, Wadsworth, Zion, and Winthrop Harbor, which are experiencing rapid growth with much of the agricultural area zoned for residential or commercial development.

The study process is expected to take 3 - 4 years to complete and will follow the National Environmental Protection Act (NEPA) process. Extensive public involvement will be encouraged throughout the development process. There are a number of steps to complete the process which includes:

- Analyzing existing and future conditions
- Defining Purpose & Need
- Alternatives Analysis
- Assess Environmental Consequences
- Draft/Final Environmental Assessment
Message from IDOT

I am pleased to announce that the Illinois Department of Transportation has initiated the IL Rte. 131 Project in Lake County. The study will include an analysis of the existing two lane rural roadway, an evaluation of drainage, intersection deficiencies, and an examination of the impacts that proposed improvements will have on the communities and the environment. A vital element of our study effort is a broad-based public involvement program. This program provides meaningful opportunities for all interested stakeholders and the public at large to participate in defining transportation issues and solutions for this project. We are looking forward to working with all communities, agencies, and interested parties to develop a comprehensive transportation system that fits into its surroundings and that will benefit the project stakeholders and the entire region.

Sincerely,

Diane M. O’Keefe, PE
Deputy Director of Highways
Region One Engineer

Corridor Planning Group to be Formed to Provide Input

IDOT realizes that feedback from potentially affected communities is important to ensuring that IDOT proposals are consistent with community goals and objectives. To provide a forum for discussions of details about potential improvements and design of IL Rte. 131, IDOT is forming a Corridor Planning Group. The Corridor Planning Group will include elected officials from the county and six municipalities located along the 7.5 mile corridor. These include Lake County, and the municipalities of Gurnee, Waukegan, Beach Park, Wadsworth, Zion and Winthrop Harbor.

The elected officials on the Corridor Planning Group are supported by Technical Advisory Groups, whose members are selected from transportation and land use planning agencies, economic development councils, forest preserve district, environmental conservation groups, and other civic groups. The task force members will have experience and knowledge of local issues related to transportation, environmental resources, and land use planning.

The Corridor Planning Group and supporting technical groups interact with the study team for discussions about the project needs, potential impacts and roadway footprint, opportunities to establish a corridor theme, and community responses to those proposed ideas.

The group also provides a framework for local government cooperation on land use and enhancements to the area. The technical groups may address project transportation issues, including crossroad design and adjacent property access, right-of-way width, accommodation of utilities, emergency vehicle access, non-motorized trails maintenance traffic, design standards; and environmental issues including preservation, storm water discharge, water quality, wetlands, home and business displacements, construction impacts, and secondary impacts stimulated by the project. Land use planning can be addressed by the technical groups by providing a framework for development of corridor land use and development plans.

When the group raises issues or has suggestions, IDOT and the project team will work hard to accommodate the request or reduce the impact. Often times this results in adjustments that eventually provide a good solution for all parties. These potential draft footprints may change based on public comments or new environmental conditions that are identified during the ongoing surveys. IDOT and the project team will also periodically brief other agencies, local jurisdictions, and interest groups on the study progress, as well as continue to hold public meetings and workshops.

Project Working Groups

Organizational Structure

- **Project Study Group**
  - IDOT ➔ FHWA ➔ REGIONAL AGENCIES

- **Corridor Planning Group**
  - ONE COUNTY ➔ 6 COMMUNITIES

- **Environmental Technical Advisory Group**
  - Public/Private Interest Groups

- **Land Use Technical Advisory Group**
  - Public/Private Interest Groups
  - Business Representatives
  - Land Use/Planning Interest Groups

- **Transportation Technical Advisory Group**
  - Public/Private Interest Groups
  - Transportation Agencies
Phase I Process continued from page 1

The next step in the study process is a screening step that begins with identification of a wide range of possible solutions, and ends with the selection of an alternative for further detailed evaluation. Possible solutions will be evaluated by looking at preliminary alternatives that meet the purpose and need. A wide range of alternatives will be identified and evaluated against the needs that are found. The process of evaluating and selecting possible solutions to identify needs will follow the federally mandated National Environmental Policy Act (NEPA) process and involve the provisions of the NEDA, “reasonable alternatives,” including a “no action” alternative, will be objectively examined during this process. Public activity and stakeholder input will continue to be followed through this part of the study.

The purpose of the screening process is to identify as many alternatives as possible that meet the identified needs for the study area. This process may include potential solutions to the identified needs. This process will also consider the benefits and limitations associated with the alternatives to avoid the selection of an inappropriate solution. The screening process will also consider potential solutions that may be beneficial to the project area and may not have been considered in previous studies. The purpose of this process is to identify a limited number of alternatives that are feasible and can be further evaluated in detail.
Communities Curious About the Next Steps

The study team is at the beginning of the Phase I Study Process and includes a series of steps used to determine if there is a need for improvement and leads to the ultimate development of the Purpose & Need Statement. During the upcoming months, the focus is to define existing and future transportation needs in the study area. Several tasks need to be completed before any consideration is given to defining solutions.

Public Involvement Is Key

Public Involvement is an interactive process that provides information to the public so they may make informed decisions and offer important input into the solutions that address the community’s concerns. A public involvement program has been designed to encourage your participation throughout the study.

frequently asked Questions

Will safety be addressed in this study?
One of IDOT’s primary concerns is providing safe, accessible transportation; therefore, safety will be evaluated and addressed in this study.

How do you know what is needed—and who needs it?
There will be a number of factors involved in determining need. These factors could include, but are not limited to: Mobility, Accessibility, System Connectivity, Safety, and support for Economic Development. IDOT is seeking input from home owners, business owners, community officials, and commuters at the Public Meetings and Study Groups who have first-hand knowledge of needs of the roadway.

What constitutes a Stakeholder?
Stakeholders for a project include any person or organization which has a direct stake in the project being considered. This can be anything from a small group of residents and businesses affected by the redesign of a rural intersection to thousands of individuals when a major roadway or transit extension is being built. Stakeholders can include residents and landowners near a project, advocates for policy, community and historic interests, elected officials, government agencies, and many others.

Will any homes or businesses be displaced?
Since a full range of alternatives have not been identified or analyzed, it is impossible to say, however, through the NEPA and CSS process, IDOT will strive to avoid, minimize, or mitigate impacts and ensure responsible planning in the area of increasing population growth and traffic congestion.

What happens to the comments I submit to the project team?
Ideas and recommendations from the public are vital to our efforts. The project team records your comments, which may be submitted via the website, at public meetings, or via letters. All the feedback we receive from the public, along with technical analysis, will be considered throughout the project. Both will be especially valuable at key milestones, such as shaping the project’s “Purpose and Need” statement. Feedback will also be instrumental as we develop and evaluate project alternatives.

Is the Waukegan Airport Authority’s runway expansion study part of this study?
No. The Waukegan Airport Authority and the IL Rte. 131 study are two separate studies led by different agencies. The Waukegan Airport Authority is conducting an Environmental Assessment for a possible future runway expansion, whereas, this study is evaluating the roadway needs along a 7.5 mile section of IL Rte. 131. The Waukegan Airport Authority is a stakeholder in this study and IDOT intends to coordinate with their project plans throughout this study.

About IDOT

Illinois Department of Transportation

Illinois contains over 138,000 miles of highways, streets and roads. This system is owned and operated by four levels of government: state, county, township, and municipal. The Illinois Department of Transportation (IDOT) is responsible for the state-owned and operated portion of the vast system. The following is a listing of some of IDOT’s major responsibilities:

- Overseeing construction, operation and maintenance of 17,000 miles of highways
- Development and implementation of a comprehensive public transportation program
- Development and administration of airport improvement programs
- Administration of state assistance for rail lines and new facilities
- Advancement of transportation safety

There are several principle divisions within IDOT:

- Division of Highways (DOH) is responsible for the design, construction, operation and maintenance of the state highway system as well as the administration of the program for Local Roads and Streets. Nine geographical districts exist within the DOH. Each district is responsible for the divisional operation within its assigned area. District One encompasses six counties in northeastern Illinois including the counties of Cook, DuPage, Kane, Lake, McHenry, and Will.

The state highway system in District One consists of 3,006 miles of highways and 1,769 bridges, supporting more than 100 million miles of travel daily. Approximately $2.8 billion will be provided during the Fiscal Years 2009-2014 for improvements to state highways in District One.

District One Fiscal Year 2009-2014 Anticipated Accomplishments:

- 51 miles of interstate maintenance
- 1,836 miles of non-interstate maintenance
- 46 interstate bridges
- 162 non-interstate bridges
- 6 new bridges
- 82 minor structure repairs
- 56 miles of highway congestion mitigation
- 1 highway expansion location
- 82 traffic safety improvement locations

Newsletter, workshops and public meetings will coincide with key project milestones throughout the duration of the project. If you cannot attend an outreach event, up-to-date information is available at www.I131Project.com.

Public Involvement Opportunities Include:

- Newsletters
- Website: www.I131Project.com
- Sign up for mailing list
- Small group meetings
- Invite us to speak at your event!
- Public Meetings: First meeting October 29, 2008

FAQS

Question 1: Will safety be addressed in this study?

Question 2: How do you know what is needed—and who needs it?

Question 3: What constitutes a Stakeholder?

Question 4: Will any homes or businesses be displaced?

Question 5: What happens to the comments I submit to the project team?

Question 6: Is the Waukegan Airport Authority’s runway expansion study part of this study?

Question 7: About IDOT

Question 8: Newsletter, workshops and public meetings will coincide with key project milestones throughout the duration of the project. If you cannot attend an outreach event, up-to-date information is available at www.I131Project.com.

Question 9: Public Involvement Opportunities Include:

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- Public Meetings: First meeting October 29, 2008

The study team is at the beginning of the Phase I Study Process and includes a series of steps used to determine if there is a need for improvement and leads to the ultimate development of the Purpose & Need Statement. During the upcoming months, the focus is to define existing and future transportation needs in the study area. Several tasks need to be completed before any consideration is given to defining solutions.

These tasks include:

- Meeting with community leaders and collecting transportation plans and capital improvement programs from local, regional and state agencies. It also will be necessary to learn what projects agencies have planned for the future.
- Verifying the existing transportation network
- Conducting traffic counts to determine travel patterns.
- Collecting available traffic and crash data and information on public transit, pedestrian, bike, and equestrian travel. Population and employment data will be collected, as well as community comprehensive land use plans, zoning ordinances, and other significant development proposals.
- Collect geographic data, including legislative districts and community boundaries, identify the transportation network and environmental issues.
- Future travel demand forecasts will use 2030 population and employment projections. The travel demand forecast will help identify where traffic congestion may happen in the future as well as predict how today's travel patterns will change.
- The transportation system performance studies will result in data needed to understand existing and future transportation conditions. Based on the 2030 population, employment, future as well as predict how today’s travel patterns will change.
- Public Meetings: First meeting October 29, 2008

Public meetings and project updates will be provided throughout the study. The purpose of the meetings is to provide opportunities for the stakeholders to learn about the project and provide their input into the solutions that address the community's concerns. A public involvement program has been designed to encourage your participation throughout the study.
The Illinois Department of Transportation (IDOT) has initiated a Phase I Study for IL Rte. 131. This study will take an in depth look at current and future transportation needs along IL Rte. 131 in Lake County. The study extends approximately 7.5 miles from Russell Road to Sunset Avenue.

IDOT will present information regarding the study schedule and process, study area characteristics, public involvement opportunities, and basic information regarding the current conditions along the corridor.

The public will have the opportunity to comment on the current and future needs and conditions along the corridor.

This meeting will be an open house format and allow the public the opportunity to watch a PowerPoint presentation, review exhibits, provide comments, and meet with IDOT and study team representatives on a one-on-one basis.

The public open house will be held:

Wednesday, October 29, 2008
4:00 p.m.-7:00 p.m.
Beach Park Middle School
Multi-Purpose Room
40667 North Green Bay Road
Beach Park, IL 60099

Get Involved!
Check our website for project updates, sign-up for the mailing list, and to send comments to us. Go to www.IL131Project.com or contact us at the Illinois Department of Transportation Division of Highways – District One, 201 W. Center Court, Schaumburg, IL 60196.

Telephone: Marty Morse at (847) 705-4107 Fax: (847) 705-4159.

Secretary, Milton R. Sees

This newsletter is printed using soy based inks on recycled paper.
In an effort to provide a forum for meaningful local participation and ensure that potential alternatives are consistent with community goals and objectives, IDOT created a Corridor Planning Group (CPG) for the Illinois Route 131 Green Bay Road Phase I Preliminary Engineering Study. The CPG is comprised of the chief elected officials of the 7 municipalities and 2 counties within the 7.5 mile corridor from Russell Road to Sunset Avenue. To support the efforts of the CPG, IDOT additionally formed Technical Advisory Groups (TAG’s), whose members provide expertise in the areas of transportation, environmental, and land use.

The project team first met with CPG and TAG members on July 15, 2009. The members engaged in hands-on workshops to collectively identify corridor-wide transportation issues and concerns, and then used those issues to develop goals and objectives for the project. A variety of topics emerged from the dynamic discussions that resulted in the identification of the following five primary themes for the goals and objectives of the project improvements:

- Improve safety for motorists, bicyclists, and pedestrians
- Improve mobility (capacity and efficiency)
- Coordinate with planned land uses and area developments
- Facilitate economic growth along the route
- Minimize impacts to the surrounding environment

IDOT utilized this feedback, along with the input received from stakeholders at the first public meeting, to generate a project Problem Statement. Consensus was given by the CPG and TAG on the statement. This problem statement, along with technical data and analysis, has been used in the next steps of the process to create a draft Purpose and Need Statement.

The project team met with the CPG and TAG a second time on October 19, 2009. During the first of two workshops, group members rated project elements according to their ability to meet the needs of the project. The consensus ratings 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)

...members engaged in hands-on workshops to collectively identify corridor-wide transportation issues and concerns, and...to develop goals and objectives for the project.”

(continued on page 3)
Parts of the study area are undergoing changes from rural agriculture to suburban residential and commercial. Traffic is growing on the local roads, with increased commuting and truck travel. Area development has and will continue to increase the volume of local trips within the study area, as well as increase trips from local area to regional job centers and other regional destinations. The limited capacity of the existing two-lane road, number of intersections and driveways, and conflicts at unsignalized locations, results in not only congestion and long delays at intersections, but increased travel times and reduced safety.

Safety deficiencies

- 803 crashes along IL Rte. 131 from 2004 – 2007*
- Types of Crashes:
  - Rear End: 42% of total
  - Turning Crash: 24% of total
  - Angle Crash: 11% of total
- 108 injuries*
- 3 fatalities (Yorkhouse, 33rd 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

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

Where are we now?

We are currently at the “Identify Possible Alternatives” step in the process. This step begins with the development and review of the Purpose and Need for improvement, and identifies a wide range of possible solutions, such as transit, improving existing roads, transportation management techniques, or combination of these solutions.

Next, the possible solutions are assessed through a two-step process, “Evaluate and Screen Alternatives”, to determine how well they address the Purpose and Need for improvement. The first step is a functional review that assesses the performance of an alternative. The second step considers how well the location of a particular solution meets the identified needs. Those possible solutions that do not adequately address the Purpose and Need will be dropped from further consideration. This step ends with the selection of an alternative(s) for further detailed evaluation.

Throughout this process there will be continued public involvement, including public meetings, Corridor Planning and Technical Advisory Group meetings, and meetings with environmental resource agencies.
StakeholderS
IdentIfy Project needS
(continued from page 1)
Group members also identified specific locations of deficiencies and potential solutions to the project needs on aerial maps of the project area. Key ideas from the workshop included providing pedestrian and bicycle access to community areas, maintaining the existing roadway alignment near the airport, providing safe school access, adding traffic signals at certain intersections, linking area bike path systems, accommodating truck traffic, and limiting access to the roadway.

A public involvement program has been designed to encourage your participation throughout the study.

Public Involvement Program
Public involvement is an interactive process that provides information to the public so they can make informed decisions and offer important input into the solutions that address the community’s concerns. The issues also provide a forum for discussing the trade-offs between the project improvements and their impacts. A public involvement program has been designed to encourage your participation throughout the study. Newsletters, workshops, small group and public meetings will coincide with key project milestones. Please visit our website at www.IL131Project.com for up-to-date information, learn more about the IL Rte. 131 Study, and express your ideas or concerns.
Take part in this opportunity to identify transportation solutions!

In 2008, the Illinois Department of Transportation (IDOT) initiated the Phase I Preliminary Engineering and Environmental Study for Illinois Route 131. During the past year, IDOT has hosted a series of small group meetings and has identified a number of existing and projected transportation deficiencies along the corridor. As part of the Purpose and Need for the project and the next steps for advancing further studies, IDOT plans to define a range of potential alternatives to address the identified issues and concerns. IDOT is seeking continued involvement from the public to aid in creating these potential alternatives.

The meeting will be an open house format. Interested persons may visit anytime between 4:00 and 7:00 p.m. to view an audio-visual presentation, view exhibits, and speak with study team representatives. The audio-visual presentation will be running continuously. At the top of each hour, stakeholders can participate in workshops to develop ideas on how to address transportation deficiencies and needs within the project area.

What Are Your Ideas?

During the meeting, you can join a workshop with your fellow community members to discuss and identify possible solutions for the IL Rte. 131 corridor’s existing and future transportation needs.

Wednesday, December 2, 2009
4:00–7:00 p.m.
Beach Park Middle School
40667 North Green Bay Road
Beach Park, IL 60099

This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Marnell M. 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.

What Are Your Ideas?
Transportation deficiencies

- Incapacity
- Crash and collision issues
- Deteriorating pavement & shoulders
- Traffic signals
- Lack of signal coordination
- Insufficient turn lane lengths
- Truck traffic
- Pedestrian and bicycle safety
- Signage
- Roadside design
- Median treatment
- Bluestone

Cost

- $200 – $400 million
- Not including design & construction
- Not including right-of-way

Environmental considerations

- Noise
- Emissions
- Water quality
- Wildlife
- Habitat

Technical/Environmental

- Environmental Impact Statement
- Technical Review
- Municipalities
- Environmental Permit

The increased travel demand and future projections combined with the limited capacity of the existing two-lane road, large number of intersections and driveways, and conflicts and regional deficiencies along Illinois Route 131 are the primary drivers for the project.

Capacity of a Two-lane Roadway:

- 21,000 vehicles per day
- Yorkhouse Rd. to Sunset Ave.
- Existing two-lane road, large number of intersections and driveways, and conflicts and unsignalized intersections
- The increased travel demand and future projections combined with the limited capacity of the existing two-lane road, large number of intersections and driveways, and conflicts and unsignalized intersections
- Lake County Division of Transportation Data

- 2004 – 2008
- Angle crash: 11% of total

As the list of possible project alternatives has now been identified, the functional review that assesses the performance of the alternative needs to be conducted. The functional review will be used to identify deficiencies or lack of capacity and to establish the criteria for the evaluation of the alternatives.

The increased travel demand and future projections combined with the limited capacity of the existing two-lane road, large number of intersections and driveways, and conflicts and unsignalized intersections, and long delays at intersections, and accelerated travel times, respectively.

The feedback received from the CPG/TAG members in a workshop setting, using post-its to provide comments, concerns, and suggestions to the Illinois Department of Transportation (IDOT), the airport, and the communities impacted by the project.

The solutions should also consider the need for individual communities to coordinate land use and area developments, and facilitate economic growth in the corridor.

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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.

**INTERACTION**

**PURPOSE & NEED**

ONE OF THE MAJOR FACTORS IN THE IDENTIFICATION AND EVALUATION OF PROJECT ALTERNATIVES IS HOW THE PROPOSED SOLUTIONS WILL IMPROVE THE SAFETY OF THE PROJEC

The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 (Kenosha Road) from Green Bay Road to the Chicago city limits. The project is intended to address issues of roadway and intersection capacity and efficiency; enhance bicycle, pedestrian, and highway access and safety; and be the result of active community participation.

The same data sheets that the following four key transportation needs:

- Improve safety
- Improve capacity
- Improve operations and reliability

The full detailed version of the Draft Purpose and Need Statement was available for comment and public meeting on December 4, 2002. Comments were made at the meeting and the submitted Comment Forms were submitted to IDOT after the meeting within 30 days of the public comment period ending December 18, 2002. Subsequent comments and suggestions included adding issues to the purposes for consideration.

**PUBLIC OUTREACH EFFORTS**

The meeting was well attended, with a total attendance of 61 persons representing a variety of stakeholders, including residents, business owners, local officials, economic development agencies, the Wisconsin Regional Airport, property owners and community, and neighborhood groups.

**THE STUDY TEAM**

The study has now reached a key milestone in the development of alternatives, and the level of committed public participation for the benefits derived and the betterment of the communities at large, and includes a variety of methods including community meetings, public meetings, Carrier Advisory Group and Technical Advisory Group meetings, technical documents, and the project website, in order to keep the public informed of study progress and opportunities.

Including all stakeholders in both the identification of issues and concerns as well as the potential solutions is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project. IDOT's Context Sensitive Solutions (CSS) is critical to the success of any project.
YOU'RE INVITED to tell us what you think!

The Illinois Department of Transportation (IDOT) is hosting a public meeting to collect public input on the development of Alternatives to the project that will be presented for public comment and review. The project is the proposed widening of the Illinois Route 131 from Russell Road to Green Bay Road. IDOT hosted the first of four Public Meetings to present preliminary information and gather initial public input. The project limits are from Russell Road on the east to Green Bay Road on the west. The project would widen the roadway to four lanes from Russell Road to Sunset Avenue and then to three lanes from Sunset Avenue to Green Bay Road. The project also includes a grade separation at the Illinois Route 130 (Green Bay Road) intersection.

NEXT STEPS

1. Complete Preliminary Engineering and Environmental Study
2. Finalize Preferred Alternative
3. Present Preferred Alternative at Public Meetings
4. Complete Preliminary Design
5. Complete Final Design
6. Construction

The fourth (CPG/TAG) meeting was held on November 30, 2010. Participants included the Preferred Alternative and all consultants, contractors, and IDOT engineers. Each Ballot Alternative was rated on the degree to which it fulfilled the goals and criteria established during the project planning stage. The results of the survey were included below. These tables also include balloting provided by the project team for several categories that were not accepted for engineering analysis. The scores resulting from CPG/TAG suggestions. Each Refined Alternative was rated on the degree to which it addressed needs identified by the Illinois DOT.

EVALUATION CRITERIA

As an IDOT project, the Illinois Route 131 South Green Bay Road Alternatives Study will be reviewed for compliance with Section 4(f) of the Federal Aid Highway Act. Section 4(f) of the Federal Aid Highway Act requires preservation of historic sites, favors and cemeteries. The law states that bicycle and pedestrian facilities shall be given full consideration. The project is located in a Federal-aid highway area.

OPPORTUNITIES TO GET INVOLVED

Please contact Mr. Marnell Morse, Project Manager, at 847-705-4107 to sign-up for the project newsletter. The information meeting will be an open house format, so you are free to stop-by at any time between 4:00 PM and 6:00 PM. There will be a continuous audio-visual presentation that provides a history of the study process, selected project purposes, and Alternatives. Exhibits of each Alternative will be on display, and IDOT staff will be available to answer questions and discuss the project.

The Public Meeting will be held:

Date: December 1, 2010
Time: 6:00 PM to 8:00 PM
Place: Schaumburg Park District, 701 E. Golf Road, Suite 200

Don’t miss the opportunity to participate in the solutions!

GET INVOLVED!

Your comments and ideas are valuable in the development of this project. Please contact the project team and let us know what you think about the project.

INSIDE THIS ISSUE

• Preliminary Alternatives
• Public Meeting

RECAP OF RECENT MEETINGS

Carroll Planning and Technical Advisory Groups

At the third CPG/TAG meeting, held on April 26, 2010, the Alternatives Team further developed the Alternatives. These Alternatives were presented at an Open House held on May 13, 2010. At the CPG/TAG meeting, the Alternatives were further developed and refined. The Alternatives will be presented for public comment and review. The Alternatives will be presented at a Public Meeting held on September 30, 2010.

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Refrinement of Preliminary Alternatives

The preliminary alternatives were refined based on feedback from community meetings and input from the CPG/TAG members. The final project alternatives include:

- Park and Ride development
- Storm sewer installation
- Median openings
- Lower-speed limit
- Alignment shifts
- Curb and gutter

Evaluation Criteria

The project team considered the comments raised by the stakeholders as the preliminary alternatives were refined. The evaluation criteria includes:

- Impact on the highway
- Safety and traffic problems along the highway
- Identifiable environmental and social concerns along the highway
- Open space opportunities
- Stormwater management
- Noise impact
- Surface water management
- Special features

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

SECTION 1: Sunset Avenue to Wadsworth Road

The meeting was held on Wednesday, May 30, 2010, to plan for the construction of Preliminary Alternative C. The project study team will coordinate with the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions is critical to the success of any project. The project study team will work with the Lake County Division of Transportation to coordinate with the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions.

Refined Project Alternatives

E1) Preliminary Alternative A is a good solution in Preliminary Alternative C. This alternative would connect the project to the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions.

Refined Alternative E2

Kemel Road: Several alternatives for the alignment of Kemel Road were considered:

- Alternative would align Kemel Road with 21st Street.
- Alternative would realign Kemel Road to Sunset Avenue.
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Since the project area is composed of three distinct sections, the preliminary alternatives evaluated were for each of the three sections to arrive at the refined alternatives.

SECTION 1: Sunset Avenue to Wadsworth Road

The meeting was held on Wednesday, May 30, 2010, to plan for the construction of Preliminary Alternative C. The project study team will coordinate with the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions is critical to the success of any project. The project study team will work with the Lake County Division of Transportation to coordinate with the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions.

Refined Project Alternatives

E1) Preliminary Alternative A is a good solution in Preliminary Alternative C. This alternative would connect the project to the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions.

Rounded Alternative E2

Wadsworth Road: The project study team will coordinate with the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions is critical to the success of any project. The project study team will work with the Lake County Division of Transportation to coordinate with the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions.

Refined Project Alternatives

E1) Preliminary Alternative A is a good solution in Preliminary Alternative C. This alternative would connect the project to the Lake County Division of Transportation and other agencies to conduct further technical analysis of design requirements and constraints, as well as potential solutions.

Rounded Alternative E2
The purpose of this section was to present preliminary alternatives for each of the three sections to arrive at the refined alternatives.

**Public Involvement**

The final 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 explored at Public Meeting #1. Study team members were in attendance to answer questions, and participants were encouraged to provide comments/suggestions.

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

**Opportunities to Get Involved**

Including all alternatives in both the identification of issues and concerned parties allowed for stakeholders to review preliminary alternatives. RFF and CIC facilitated a website (www.21ststreetplan.com) which was published and used until the final report was completed. The website can now be accessed at www.21ststreetplan.com. It is designed to keep you informed and connected to the project. 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.
The alternative project alternatives were refined based on an understanding of the progress and precision meetings, the individual project elements, the project purpose and needs, the analysis of the existing environment, technical analysis of design requirements and constraints, and previous studies of the project area.

### Evaluation Criteria

Each alternative was evaluated on the basis of the criteria selected, which were developed with input and input from the project area.

#### Purpose and Need

A major factor in the evaluation of the project alternatives is the need for the proposed solution to achieve the purpose of the project and the NCHRP for improved safety and mobility. The purpose of the project is to improve public environment and technical analysis, the project Performance.

**The purpose of the alternative project is to improve public safety and mobility.**

#### Refined Project Alternatives

Since the project area is composed of three distinct sections, the preliminary alternatives are evaluated for each of the three sections to arrive at the refined alternatives.

**SECTION 1: Sunset Avenue to Waukegan Road**

The preliminary alternatives for this section were evaluated based on the project purpose, the analysis of the existing environment, technical analysis of design requirements and constraints, and previous studies of the project area.

**SECTION 2: Sunset Avenue to Waukegan Road**

The preliminary alternatives for this section were evaluated based on the project purpose, the analysis of the existing environment, technical analysis of design requirements and constraints, and previous studies of the project area.

**SECTION 3: Sunset Avenue to Waukegan Road**

The preliminary alternatives for this section were evaluated based on the project purpose, the analysis of the existing environment, technical analysis of design requirements and constraints, and previous studies of the project area.

### Involvement Opportunities

#### OPPT INVOLVEMENT

Involving all stakeholders is critical to the success of the project. Participation in the project process is encouraged for all stakeholders. The project team will provide opportunities for public input and public review of the project.

**OPPT INVOLVEMENT OPPORTUNITIES**

- Public Meetings
- Community Meetings
- Public Hearings
- Public Comment Periods
- Public Workshops
- Public Forums

### Traveling Together: A Plan for Your Community

The project team invites all stakeholders to participate in the planning process for the project. Opportunities for public input include public meetings, public forums, and public comment periods. All stakeholders are encouraged to participate in the project process to ensure that the needs of all communities are met.

**GET INVOLVED**

**Refined Alternative E2**

- Additional information about the extended Kenosha Road route is considered.
- One alternative would align Kenosha Road with 29th 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.
- A fourth alternative would extend Kenosha Road to the airport's future expansion plans.
- The preliminary alternatives considered were: Sunde Road (IL Rte. 131) or one Route for the airport. The Sunde Road route is feasible for the airport.
- The county route, and may cause potential negative impacts regarding access to residential areas along east of IL Route 131.
- Another alternative would create a "U" intersection about 4000 feet west of 29th Street. This option was selected for the proposed alternative for the Kenosha Realignment of Kenosha Road.
- The project team held public meetings with the Lake County Division of Transportation and other agencies to determine the preferred alternative for the Kenosha Realignment of Kenosha Road.

**Kenosha Road**

Several alternatives for the realignment of Kenosha Road were considered. One alternative would align Kenosha Road with 29th 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 the airport's future expansion plans.

**Wadsworth Regional Airport**

The Wadsworth Regional Airport is engaged in a study to expand facilities at the airport, and the project team held public meetings with the Lake County Division of Transportation and other agencies to determine the preferred alternative for the Kenosha Realignment of Kenosha Road.

**Waukegan**

The project team held public meetings with the Lake County Division of Transportation and other agencies to determine the preferred alternative for the Kenosha Realignment of Kenosha Road.
### NEXT STEPS

#### Performance Measures

- Roadway capacity and congestion
- Pedestrian and bicycle safety
- Community concerns

#### Evaluation Criteria

- Accessibility
- Operational and capacity needs
- Environment
- Accessibility and accommodates persons with disabilities

### PROJECT SCHEDULE

<table>
<thead>
<tr>
<th>Completion Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-2018</td>
<td>PUD Plan Approval</td>
</tr>
<tr>
<td>2018-2020</td>
<td>Construction</td>
</tr>
</tbody>
</table>

### MEETING SCHEDULE

- **June 23, 2011**
  - Time: 6:00 PM–8:00 PM
  - Place: Darkwood Presbyterian Church
  - Topics: Proposed Project

### RECALL OF RECENT MEETINGS

#### Illinois Route 131 Green Bay Road Project

**Program Statement**

- The Illinois Route 131 Green Bay Road Project involves the construction of a new highway facility from Russell Road to Sunset Avenue to improve the Illinois Route 131 corridor from Russell Road to Sunset Avenue. IDOT initiated the Phase I Preliminary Engineering and Environmental Study to identify project alternatives and document the environmental impacts. This involves a five-step process:
  - Technical studies
  - Public involvement
  - Environmental impact analysis
  - Selection of the Preferred Alternative

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

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>Construction Cost</th>
<th>Residential Acquisition</th>
<th>Special Waste Sites Impacted</th>
<th>Impacted Wetlands</th>
<th>Floodplain Encroachment</th>
<th>Industrial Impact</th>
<th>Farmland Parcels Impacted</th>
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<tr>
<td>ALTERNATIVE E1</td>
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<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>$50,412,000</td>
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</table>

**Notes:**

- SCORING
  - BLUE scores = subjective scores from CPG/TAG responses at November 30, 2010 meeting
  - RED scores = subjective scores from CPG/TAG responses at May 23, 2011 meeting
  - GREEN scores = subjective scores from CPG/TAG responses at July 26, 2011 meeting

- ESTIMATED COSTS and REQUIRED RIGHT-OF-WAY
  - $ = 2010 costs
  - TBD = To Be Determined

**COMMENTS:**

- All Preliminary Alternatives were prepared utilizing 2010 through 2015 data to determine route and alignment impacts and economic analysis.

**Contact:**

- Illinois Department of Transportation – District One, 201 W. Center Court
  - Beach Park, IL  60099
  - Beep:  (847) 705-4107  Fax:  (847) 705-4159.

**You’re Invited!**

- Illinois Department of Transportation (IDOT) is hosting a public meeting to solicit public input on project alternatives. The meeting will be held at 6:00 PM on June 23, 2011 at Darkwood Presbyterian Church. It is important for you to attend the meeting on June 23 and provide your feedback on the various project alternatives.

**GOT INVOLVED!**

- Check our website for project updates, sign-up for the email list at www.IL131Project.com or contact:
  - Project Manager, Illinois Department of Transportation – District One, 201 W. Center Court
  - Beach Park, IL  60099
  - Telephone:  (847) 705-4107  Fax:  (847) 705-4159.

**Inside This Issue**

- Informational opportunities to get involved
- ESTIMATED COSTS and REQUIRED RIGHT-OF-WAY

**Meeting #4 input are shown in red.**

- Suggestions. Each Refined Alternative was rated on the degree to which it
  - Meets the CPG/TAG’s Purpose and Need
  - Meets the suggested transportation needs of the study area
  - Addresses the project Purpose and Need
  - Addresses the project construction needs

- The fourth CPG/TAG meeting was held on November 30, 2010. Participants
  - Presented the results of the study process, schedule, project Purpose
  - Presented the results of the study area
  - Presented the input from the meeting
  - Member votes on the Refined Alternatives

- The Refined Alternatives will be rated against the approved project Purpose
  - This meeting will be accessible to hand
  - audio-visual presentation that provides a history
  - to the surrounding environment. The solutions
  - to the surrounding environment. The solutions
  - to the surrounding environment. The solutions
  - to the surrounding environment. The solutions
  - to the surrounding environment. The solutions

**EVALUATION CRITERIA**

- Accessibility
- Operational and capacity needs
- Environmental
- Accessibility and accommodates persons with disabilities

**COMPLETE STREETS**

- The Illinois Complete Streets Law is designed to address the needs of all users of our roadways and to promote investments in roadways that are safe, efficient, and economic.

**Reroute project?**

- Distributed to 3,000 residents for input

- Don’t miss the opportunity to participate in the solutions!
Vehicle Volume Analysis

<table>
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<th>Year</th>
<th>Year 2035 Projected Volume</th>
<th>Year 2050 Projected Volume</th>
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Next Steps

- CPG completion/next steps
- Data gathering
- Preliminary cost estimate/subject to change

The Illinois Department of Transportation (IDOT) is hosting a public meeting to solicit public input on project alternatives for improvements to Illinois Route 131, a stretch of roadway between Waukegan and Beach Park, Illinois. This meeting is part of a five-step process that will further refine the alternatives and ultimately result in a Preferred Alternative.

The four CPG meetings were held on November 18, 2020. Participants provided feedback on preferred alternatives and identified issues requiring further investigation. Each Bellbrook Alternative was rated on the degree to which it addressed the identified issues. The results are included below. These meetings also included railings provided by the project team for an evaluation of alternative right-of-way. The railings were included to better understand the degree to which the preferred alternatives were acceptable.

The four CPG meetings were held on November 18, 2020. Participants provided feedback on preferred alternatives and identified issues requiring further investigation. Each Bellbrook Alternative was rated on the degree to which it addressed the identified issues. The results are included below. These meetings also included railings provided by the project team for an evaluation of alternative right-of-way. The railings were included to better understand the degree to which the preferred alternatives were acceptable.

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 in the design of the road projects. Separate pedestrian and bicycle facilities should be provided along the roadway to improve safety for all users and to accommodate the increasing number of cyclists and pedestrians on the route. The law also requires that bicycle and pedestrian facilities be provided along the route to improve safety for all users and to accommodate the increasing number of cyclists and pedestrians on the route.

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The Refined Alternatives consider both raised curb and flush median designs. The 13 ft. two-way left-turn-lane (TWLTL) flush median provides direct access to driveways of homes and businesses and side streets along IL 131. A flush median provides a high level of mobility but allows a greater number of conflict points.

The 22 ft. raised curb median provides access management for future development and is appropriate for areas with few existing driveways and other access points. See page 2 for additional discussion of raised curb medians.

Stakeholder input and engineering analysis will determine which median designs are appropriate for the preferred alternative.

GET INVOLVED!
Check our website for project updates, sign-up for the mailing list or send comments. Visit www.IL131Project.com or contact: Ms. Lori Brown, Project Manager, Illinois Department of Transportation Division of Highways – District One, 201 W. Center Court, Schaumburg, IL 60196. Telephone: (847) 705-4477 Fax: (847) 705-4159.

INSIDE THIS ISSUE
Project Update p1
Purpose and Need p2
Frequently Asked Questions/Common Inquiry Topics p2-3
Refined Project Alternatives p4

PROJECT COORDINATION CONTINUES
Progress on the IL 131 Phase I study from Russell Road to Sunset Avenue slowed as coordination efforts increased with the Waukegan Airport on their proposed planning efforts. Discussions continue among numerous agencies to determine how the two projects will work together, in anticipation of wrapping up the IL 131 Phase I study. There will be one more Corridor Planning Group / Technical Advisory Group meeting, with a Public Hearing to follow approximately four to six weeks later. Notification of the Public Hearing will be provided to the general public as well as to the project stakeholder listing.

This Newsletter has been written to address comments that were made and submitted during and after Public Meetings 3 and 4. The Department has developed answers that address similar-themed questions from stakeholders. The input provided thus far on this study has been instrumental in the identification of solutions and the development of the project alternatives. We appreciate feedback, and look forward to any further discussion or comments that you may have as we complete the study.

REFINED PROJECT Alternatives

A major factor in the evaluation of the project alternatives for IL 131 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 IL 131 ENGINEERING STUDY IS TO IMPROVE SAFETY AND FUNCTIONALITY ALONG IL 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

The preliminary alternatives were refined to two remaining alternatives. The refinement process took into account stakeholder input received at the four public meetings and four stakeholder workshops, the project Purpose and Need, technical analysis and design requirements.

The Refined Alternatives are undergoing evaluation to determine the Preferred Alternative. Traffic volumes require that two through lanes be provided in both directions on IL 131 for all studied alternatives. The treatment of the median and roadway edge vary between alternatives and sections of the project area.

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Environmental Impacts

A Preferred Alternative will be developed based upon stakeholder input, constructability, and analysis of environmental/social impacts. Environmental and technical reports will be drafted to document the alternative and the impacts of the improvements. The project must follow the National Environmental Policy Act (NEPA) which strives to enhance quality of the social and natural environment by avoiding, minimizing, and mitigating impacts. Several environmental and drainage concerns have been identified through stakeholder input and agency coordination, and were considered in the development of alternatives. Sensitive resources in the project area include city parks, county forest preserves and cemeteries. Measures to minimize impacts to these resources as well as address reported drainage problems were included in the Preliminary and Refined Alternatives, and will continue to be considered during the development of the Preferred Alternative.

The Department’s procedures to acquire property occur during design and plan preparation (Phase II) of the project process, and begin with a determination of ownership and preparation of a property description. An independent appraisal is then ordered with a review and report given to the Department. An offer to acquire the property at the appraised value is made. Compensation for the property acquisition is then negotiated between the property owner and the Department.

Raised Curb Medians & U-Turns

Stakeholders inquired about how the raised curb medians proposed by the Refined Alternatives in some areas on IL 131 would modify access to properties. IL 131 is an important north-south Strategic Regional Arterial (SRA) in Lake County. In accordance with Department requirements for SRA routes, median breaks are generally provided at quarter-mile spacing to accommodate u-turns and provide access to properties. The “Safe Access Is Good for Business” brochure published by the FHWA states that making a u-turn at a median opening to get to the opposite side of a busy road is about 25% safer than a direct left turn from a side street or other access point. Roadway configurations including a center two-way left-turn lane create potential conflicts between through traffic and traffic turning left to access driveways. Visit the project website to review a copy of the FHWA brochure: http://ill131project.com/publications.html.

Raised curb medians help manage access to properties along IL 131 so that turning and crossing movements occur at fewer locations. As you can see in the figure, a raised curb median on a four-lane arterial reduces the number of conflict points for a left-turning vehicle. Through stakeholder workshops and engineering analysis, the Refined Alternatives propose two-way left-turn lane and raised curb medians as appropriate to the characteristics of different areas of IL 131.

Impacts to Private Property

This project will require the Department to acquire additional land to complete the potential improvements. The Department employs three types of land acquisition:

- Fee simple taking, or the acquisition of all rights and interests of real property;
- Permanent easement, or use of the property where underlying ownership is retained by the property owner, but access is provided for maintenance of facilities such as storm sewers and outfall ditches; and
- Temporary construction easement, where access is required only during construction for grading work, sidewalk or driveway construction, light pole relocation and other minor improvements.

Safety/Crashes

Stakeholders raised concerns about safety on IL 131 in the project area. Analysis of crash data shows a record of safety issues over the past several years, including recent crashes that resulted in fatalities. Efforts to address safety concerns were significant factors in the development of the Preliminary Alternatives, the two Refined Alternatives, and ultimately the design of the Preferred Alternative.

Kenosha Road Intersection Realignment

Kenosha Road currently intersects IL 131 at an angle and along a curve which impairs visibility for vehicles approaching the intersection. Stakeholders have expressed concern about safety at the intersection. Several alternatives for realignment of the Kenosha Road intersection were proposed to stakeholders and local agencies. The Preferred Alternative identified by the Lake County Division of Transportation and stakeholder input is a perpendicular intersection relocated approximately 1,000 feet north of 29th Street, creating a three-leg intersection. This option meets the project Purpose and Need since a perpendicular intersection is preferable to the current intersection configuration and will improve operations, capacity, and safety.

Bicyclist and Pedestrian Accommodations

In compliance with the Illinois “Complete Streets” legislation, the Department considers the needs of all users of a transportation corridor, including bicyclists and pedestrians. The Refined Alternatives include a 10-foot shared-use path on one side of the roadway and a 5-foot sidewalk on the other to accommodate bicycles and pedestrians.

33rd Street Traffic Signal

Stakeholders have expressed concerns about safety at the intersection of IL 131 and Waukegan Drive/33rd Street and suggested installation of a traffic signal. Traffic signal installations must meet warrants that are 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 and found that a signal is not warranted at 33rd Street.

Next Steps

The IL 131 study is in the preliminary engineering and environmental analysis stage of the project, known as Phase I. All federally-funded projects, such as the IL 131 study, must evaluate a range of alternatives in Phase I to comply with the National Environmental Policy Act (NEPA). One of the alternatives must be the “No Build” alternative, which would not propose any changes. The potential impacts to the environment due to each alternative are assessed during Phase I. The phase concludes with identification of the Preferred Alternative. The next stage of the project is Phase II. Final design plans are produced and the right-of-way necessary for construction is acquired during Phase II. Finally, Phase III is the construction of the project’s Preferred Alternative.

This improvement is not currently included in the Department’s FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program. However, this project will be included in our priorities for future funding considerations among similar improvement needs throughout the region.