Public Meeting #3

May 26, 2010
Meeting Agenda

- Review Study Process
- Review Meeting Results and Consensus Decisions
- Explain Alternatives Development
- Present Alternatives
- Project Next Steps
Project Overview

- The Illinois Route 131 Phase I Study began in Spring 2008

- Project Limits: Russell Road to Sunset Avenue

- Transportation, safety, and other needs of the project are being studied
Existing Conditions

- Two-Lane Strategic Regional Arterial (SRA)
- Rural Roadway Section
- 82.5-ft Right-of-Way
- Posted Speed Limit:
  - South of IL Rte. 173 = 45 mph
  - North of IL Rte. 173 = 55 mph
**PROJECT SCHEDULE**

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<th>Develop Purpose and Need</th>
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**Public Meeting 3 (Spring 2010)**

- Present alternatives to be evaluated
- Solicit input from stakeholders

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WORKING TOGETHER...Creating a Plan for Your Community
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Purpose & Need

- Transportation Issues
- Problem Statement

Alternatives Development

Preferred Alternative

Community Involvement

Agency Input

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Workshop Accomplishments

CPG/TAG Meetings

- Identified Issues & Concerns and Goals & Objectives
- Rated Project Elements
- Preview Alternatives
- Review Evaluation Criteria
Problem Statement

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

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

Safety

Within Project Area From 2004 – 2008:

1012 Crashes  206 Injuries  4 Fatalities

( LCDOT data )

Other Safety Deficiencies:

• 1/4-mile segment north of 9th Street = top 5% of roadway mileage in Illinois

• Deficient pedestrian / bicycle accommodations

Crash Types, 2004-2008

IL Route 131 from Russell Road to Sunset Avenue

- REAR END 41%
- TURNING 23%
- ANGLE 11%
- OTHER 25%

( LCDOT data )
Corridor Deficiencies

Roadway Capacity

Two-Lane Roadway Capacity of 14,000 to 18,000 vehicles per day exceeded:
- Between Kenosha Road and Wadsworth Road
  - 16,400 (2007)
  - 21,000 (2030)
- Between Yorkhouse Road and Sunset Avenue
  - 23,100 (2007)
  - 25,000 (2030)

Intersection Capacity

Intersection capacity is measured using Level of Service (LOS): Rating A – F
- Highlighted intersections = LOS F in design year 2030
Corridor Deficiencies

Operations / Mobility

- Skewed angle of Kenosha Road intersection
- Truck traffic
- Lack of signalization and coordination
- Deteriorating pavement & shoulders
## Project Elements

### Element Categories:

- **Number of Lanes**
- **Median Treatment**
- **Edge Treatment**
- **Pedestrian/Bicycle Accommodations**

### Highest Rated Elements:

- **Four Lanes – Divided**
- **Wide Grass Median**
- **Paved Shoulder with Curb & Gutter**
- **Shared-Use Path**
Environmental Impacts

Consider minimizing impact to sensitive resources:

- Waukegan Savanna Forest Preserve (Lake County)
- Waukegan Community Sports Complex
- Benton-Greenwood Cemetery
- ThunderHawk Golf Course (Lake County)
- Shepherd’s Crook Golf Course (Zion Park District)

Consider problem drainage areas:

- Bonniebrook Lane
- Wadsworth Road
- Kenosha Road
- Zephyr Street
- Major Avenue
- IL Rte. 173 to 9th St
Purpose & Need

Project Purpose:
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.

Project Needs:
Improve Safety          Improve Capacity
Improve Operations and Mobility
Alternatives Development

Combine:
- Stakeholder input
- Project Elements
- Purpose & Need
- Environmental Analysis
- Technical Analysis
- Previous Studies

Four alternatives have been developed
Alternative A1

Note: Pedestrian and bicycle accommodation may require additional right-of-way.
Alternative A2

Note: Pedestrian and bicycle accommodation may require additional right-of-way.
Alternative B1

Note:
Pedestrian and bicycle accommodation may require additional right-of-way.
Alternative B2

Note:
Pedestrian and bicycle accommodation may require additional right-of-way.
Other Options Considered

Kenosha Road Intersection Realignment
- Intersect at 28th Street
- Intersect with 29th Street

Wide Grass Median
- Identified Project Element
- Analyzed Practicality
Design Considerations

Flush Median
+ Requires less ROW, direct access
- Numerous conflict points

Barrier Median
+ Increased safety, access management
- Changes access patterns

Paved Shoulder
+ Roadside safety, serves many uses
- Greater impact to adjacent property

Curb & Gutter
+ Reduces ROW, drainage control
- Increased cost, no pull-off area
Access Management

- Function of major vs. minor roads
- Barrier medians aid access management
- Improved traffic flow
- Increased safety
- Congestion drives away customers
- www.ops.fhwa.dot.gov/access_mgmt
- Video
Waukegan Regional Airport

Independent Study
Lead agency FAA
Coordination with IL Rte. 131 Study

Two Preferred Alternatives
Runway Extension / Relocation
Shown on aerial exhibits
Evaluation Criteria

• Environmental Impacts
  Drainage          Wetlands          Parks
  Forest Preserves  Cemeteries

• Accessibility
  Traffic Control          Vehicles
  Bicycles                  Pedestrians

• Waukegan Airport Coordination

• Identified Needs
  Safety
  Capacity
  Operations/Mobility

• Property Impacts
  Residential
  Commercial
  Industrial
  Zoning & Land Use Plans

• Cost
  Construction
  Maintenance

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Review Alternatives

Provide Input

How well do the Alternatives:

• Satisfy the project Purpose?
• Meet the project Needs?
• Minimize impacts to the surrounding environment?
Next Steps

CPG/TAG Meeting #4
- Evaluate and Screen Alternatives
- Develop Preferred Alternative

Public Meeting #4
- Present Evaluation Findings
- Present Preferred Alternative

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 Documents
Future Phase

We are here

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We Want to Hear From You

- www.IL131Project.com
- Comment Forms
- Mail/Fax

Provide comments by June 11, 2010
Thank you!

Please view the alternatives, meet with the Project Team, and provide your comments.