 Illinois Department of Transportation

HNTB & Sub-Consultants

Corridor Planning Group (CPG) & Technical Advisory Group (TAG)
• Project Overview
• Purpose & Need
• Recap Stakeholder Coordination
• Review Refined Alternatives presented previously
• Present the Preferred Alternative
• Environmental Impacts and Mitigation Measures
• Next Steps
Project Overview

• Follow Federal Project Development Process
  – National Environmental Policy Act (NEPA 1-69)
• Facilitate open and transparent study process
• Develop and evaluate alternatives
• Comprehensive environmental review
• Public involvement
• Formal documentation/disclosure within NEPA documentation
Strategic Regional Arterial

- Supplements freeway and expressway travel
- Long-distance
- High volume
- Automobile and commercial traffic
Phase I Study Schedule

PROJECT SCHEDULE

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

PUBLIC INVOLVEMENT

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  
- Present alternative evaluation findings  
- Present refined alternative  
- Solicit stakeholder input

Public Hearing (Early 2017)  
- Present recommended alternative  
- Present EA

2017

WE ARE HERE
Purpose & Need

Identify Possible Alternatives

Alternatives Evaluation

Preferred Alternative

COMMUNITY & PUBLIC INVOLVEMENT

We Are Here

COmmunity & Public Involvement

Identify Transportation Issues

Develop Problem Statement

WORKING TOGETHER... Creating a Plan For Your Community
www.IL131Project.com
• **Project purpose**
  – Provide an 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
Context Sensitive Solutions (CSS)

- Engages all stakeholders
- Flexible, creative design approach
- Addresses stakeholders’ concerns
- Fits into its surroundings
- Addresses all modes of transportation
- Preserves scenic, aesthetic, historic, and environmental resources
- Maintains safety and mobility
Stakeholder Involvement

- **5** CPG/TAG Meetings
- **4** Public Meetings
- **20** State & Federal Meetings
- **4** State & Federal Permitting Agency Meetings
- **14** FAA and Waukegan National Airport Meetings
- **On-going** Local Agency, Lake and Kenosha County, Wisconsin DOT Meetings
Alternatives Carried Forward –
Public Meeting #4
Sunset Avenue to Russell Road

• Two refined alternatives developed – E1 and E2
• Common design elements
• Key differentiators
• Avoidance measures
Raised Curb Medians

U-turn protected by left turn arrows at traffic light

Midblock U-turn
Alternative Carried Forward – E2

Sunset Avenue to Wadsworth Road
110’ to 145’ Total ROW Width
(Looking North)

Wadsworth Road to Russell Road
120’ to 146’ Total ROW Width
(Looking North)
What We Heard and Further Refinements

Center Median Treatment
Roadway Edge Treatment
Combined Features and Further Refinements
Roadway Shifts and Narrower Medians
Minimize Impacts to Sensitive Areas
Retaining Walls
Curb and Gutter

Sunset Avenue to Russell Road

WORKING TOGETHER... Creating a Plan For Your Community
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What Was Considered?

- Land acquisition
- Community impacts
- Cultural resources
- Air quality
- Noise
- Special waste
- Farmland
- Public lands/parks
- Plant communities
- Wildlife
- T&E species
- Water resources
- Wetlands
Preferred Alternative

131
GREEN BAY ROAD PROJECT

Sunset Avenue to Yorkhouse Road

4-Lane with Flush Median, Curb and Gutter, Sidewalk and Shared Use Path

Sunset Avenue to Russell Road
Preferred Alternative

4-Lane with Raised Curb Median, Curb and Gutter, Sidewalk, and Shared Use Path

**14’ Raised Curb Median from Yorkhouse Road to 33rd Street**

Yorkhouse Road to Stone Bridge Drive and 9th Street to Shepherd’s Crook Golf Course
Preferred Alternative

4-Lane with Raised Curb Median, Shoulder, Sidewalk, and Shared Use Path

Stone Bridge Drive to 9th Street and Shepherd’s Crook Golf Course to Russell Road
• Waukegan Airport
  – FAA coordination
  – Shift approx. 90 feet west; depress roadway 25 to 30 feet
• Waukegan Airport
  – Side street closures at IL 131
  – Impacts 13 residences
  – Airport has been acquiring properties
  – Impacts documented through FAA NEPA process
• Waukegan Airport Typical Section

Looking North
 Avoidance and Minimization

- Alignment shifts
- Curb and gutter vs. shoulder
- Reduced median width (14’ vs. 22’)
- Retaining walls
- Steeper side slopes
- Shared use path widths
- Reduced displacement
The *Preferred Alternative* was chosen because it best meets the project purpose and need.

- Improves mobility
- Improves safety
- Current Design Standards
- Bicycle and Pedestrian Facilities
Estimated Construction Cost for the Preferred Alternative

- $118 million *(2016 $)*
- Includes Land Acquisition
Local Cost Participation

- Traffic Signal Replacement
- Emergency Vehicle Preemption (EVP) Devices
- Bicyclist and Pedestrian Accommodations
- Roadway Lighting Removal & Replacement
- Temporary Lighting
- Medians Maintenance
- Utility Relocation
## Land Acquisition

**Sunset Avenue to Russell Road**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Fee Simple Right-of-Way (acres)</th>
<th>Permanent Easement (acres)</th>
<th>Temporary Easement (acres)</th>
<th>Relocations (buildings)</th>
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<td>Residential</td>
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<td><strong>Total</strong></td>
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<td><strong>9.69</strong></td>
<td><strong>1.33</strong></td>
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Kenosha Road Project

Sunset Avenue to Russell Road

IL 131 (Green Bay Road)

PROPOSED KENOSHA ROAD REALIGNMENT

EXISTING KENOSHA ROAD TO BE REMOVED

29th Street

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

<table>
<thead>
<tr>
<th>Resources</th>
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<tbody>
<tr>
<td>Air quality</td>
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<td>Noise</td>
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<tr>
<td>Wetlands</td>
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<tr>
<td>Cultural/Historic</td>
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<tr>
<td>Recreational</td>
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1. **Inventory Resources**
2. **Analyze impacts**
3. **Avoid and minimize impacts**
4. **Mitigate unavoidable impacts**
Section 4(f) of the USDOT Act of 1966 states that a project using federal money 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; and
- The action includes all possible planning to minimize harm to the property.
- There are no publicly owned wildlife and waterfowl refuges in the project area.
LCFPD - Waukegan Savanna Forest Preserve

Waukegan Savanna Forest Preserve

PROPOSED RETAINING WALL

IL 131 (Green Bay Rd)

Paddock Street

Yorkhouse Rd
Project Development

Sunset Avenue to Russell Road

LCFPD - ThunderHawk Golf Club

IL 131 (Green Bay Rd)

PROPOSED RETAINING WALL

ThunderHawk Golf Club
Project Development

Waukegan Park District – Sports Park

Waukegan Sports Park

PROPOSED TEMPORARY EASEMENT

PROPOSED FEE SIMPLE ACQUISITION

PROPOSED RETAINING WALL

NEW PROPOSED DRIVEWAY

DONATED RIGHT OF WAY BY WPD

IL 131 (Green Bay Rd)

PROPOSED LEFT TURN LANE
Zion Park District - Shepherd’s Crook Golf Course
Noise impacts have been evaluated for the Preferred Alternative.
Potential Noise Wall Location
Potential Noise Wall Location
**Rental properties:** One vote for tenant, one vote for owner (per unit)

- Receptors that share property line with IL 131 receive **TWO VOTES**
- Up to **TWO ROUNDS** of voting to **MAXIMIZE** response rates

**RESPONSE GOAL OF 33%** of benefited receptors per proposed wall

If more than half of the votes are in favor of a wall, the proposed abatement measure will be likely to be implemented
• Water retention/infiltration
• Overland flow 2-4 miles to nearest stream/lake provides more infiltration opportunities
• 12” aggregate ditch checks
• Over-excavating regional detention basins
• Catch basins with sumps and vortex separators
• In-line storage where space is restricted
• BMP options limited
  – Airport
  – Recreational areas
  – Residential and commercial developments
• EA signed
• Public hearing
• Phase I design approval

➢ Fall 2016
➢ Early 2017
➢ Spring 2017
Thank you for your on-going participation and input on creating a Plan for Your Community!