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

construction cost estimate
Preliminary cost estimate, subject to change

After stakeholder input has been collected for the Refined Alternatives, the next step in the study process is to determine the preferred alternative. Stakeholders, consultants, the project team, and the public all reviewed the Refined Alternatives and provided their comments and review and evaluation at the fourth public meeting.

The study team will be available to answer questions and for Telebraille dial (877) 526-6670 at least two weeks prior to the meeting.

The fourth CPG/TAG meeting was held on November 30, 2010. Participants included the Illinois Department of Transportation, the Illinois Office of Planning and Engineering, the City of Libertyville, and the Libertyville Chamber of Commerce. As part of IDOT’s policies, the local agency is responsible for maintenance and some cost participation for the bicycle and pedestrian facility.

IDOT made several recent revisions to its policies and procedures including development of the Programmatic Environmental Impact Statement (PEIS) for the Illinois State Roadway Improvement Program (SRIP). The PEIS outlines IDOT’s procedures for environmental analysis and determination of project-related environmental impacts. This process allows for consistency in the decision-making process and eliminates the need for separate environmental analyses for each project. The revised procedures also address the need for the study team to collect and consider input from stakeholders and the public before making a decision on a project.

The results are included below. These alternatives will be presented for public review and evaluation at the fourth public meeting.

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Refinement of Preliminary Alternatives

The preliminary alternatives were refined based on feedback from public meetings; identified project elements, the project purpose and need, analysis of the existing environment, technical analysis of design requirements, and previous studies of the project area.

CRITERIA AND WEIGHTS

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<thead>
<tr>
<th>Criteria</th>
<th>Weight</th>
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<tr>
<td>Safety</td>
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<td>Environment</td>
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<tr>
<td>Traffic Flow</td>
<td>20</td>
</tr>
<tr>
<td>Accessibility</td>
<td>10</td>
</tr>
</tbody>
</table>

Evaluation Criteria:
Task Alternatives were based on the evaluation criteria, which was developed with stakeholder input and is shown above.

Purpose and Need:
A major factor in the evaluation of the project alternatives is how the proposed solutions will address the Purpose and Need for the project. The project purpose and need were developed with stakeholder input and are shown above.

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

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

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

SECTION 1: Excellent Avenue to Waukegan Road

The northern section of the project extends from Excellent Avenue to Waukegan Road. The project purpose and need were developed with stakeholder input and are shown above.

Refined Project Alternatives

E1) Proposed Alternative A in AL is more consistent with current focused solutions than E2. This alternative would provide improvements to the existing arterial road network, is a safe design, and replaces the existing grade of Yorkhouse Road with a separate bike path. It eliminates many conflict points created by unrestricted left turns, and provides more room for future development than the flush median, is a safe design, and reduces right-of-way (ROW) maintenance costs.

E2) Proposed Alternative B in AL is more consistent with current focused solutions than E2. This alternative would provide improvements to the existing arterial road network, is a safe design, and replaces the existing grade of Yorkhouse Road with a separate bike path. It eliminates many conflict points created by unrestricted left turns, and provides more room for future development than the flush median, is a safe design, and reduces right-of-way (ROW) maintenance costs.

Alternative E2 was selected for the alignment of Excellent Avenue–Russell Road.

Kennesaw Road:

Kimball Avenue:

Waukegan Regional Airport:

The Waukegan Regional Airport is engaged in a step-by-step facility expansion at the airport, and the project purpose and need were developed with stakeholder input and are shown above.

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

The project team studied this and concluded that the Waukegan County Division of Transportation and other agencies may have more input into the potential acquisition of Waukegan Airport land. 

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Refinement of Preliminary Alternatives

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

Evaluation Criteria:
Task Alternatives was used in the evaluation criteria, which was developed with stakeholder input and is shown in the following:

<table>
<thead>
<tr>
<th>Purpose and Need</th>
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| A major factor in the evaluation of the project alternatives is how the proposed solutions will affect the capacity of the project and the need for improvements. The purpose of the meetings was to present preliminary alternatives and solicit public input. |}

CDBG/2016 member comments

CDBG/2016 member comments concerning the alternatives included:

- Alternatives

- Historic and recreational facilities

- Local roadway and railroad connection from Waukegan Forest Preserve to Waukegan Municipal Golf Course

- Local St. Marys

- Additional lane to be included in the final project

- Parish of St. Mary

- Parish of St. James

- Parish of St. John the Baptist

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

- The project team includes local residents and business along the highway.

- Stakeholders expressed preferences for Waukegan Forest Preserve restoration and education that would enhance the accessibility and connection to the community.

- Stakeholders in support of restoring and expanding the Waukegan Forest Preserve were of great importance to the project.

- Finally, local residents are concerned about impacts to their property and the final design.

OPPORTUNITIES TO GET INVOLVED

Including all alternatives in both the identification of issues and concerns is an important part of the project process. The project has been developed to ensure that all stakeholders are engaged at every stage, and includes a variety of methods including one-on-one meetings; public sessions, CDBG/2016 meetings, newsletters, and the project website.

In order to be invited, evidence of the project’s purpose and participation in the study has been reached by a petition with the development of the project alternatives. The site of the project has been an important component to the process, and the project website provides information on how to participate in the process.

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

Refined Alternatives

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

Refinement of Preliminary Alternatives

The preliminary alternatives were refined based on a review of the project area, available on-site measurements, identified project elements, the project purpose and need, analysis of the existing environment, technical analysis of design requirements and constraints, and previous studies of the project area.

REFINED PROJECT ALTERNATIVES

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

SECTION 1: Kenosha Road to Waukegan Road

Refined Alternative E2

REFINED PROJECT ALTERNATIVES E1 AND E2 ARE MORE CONCERNED TO SHOW PREFERRED ALTERNATIVE E2. THIS ALTERNATIVE WOULD PROPose A POST HOLE/PARALLEL WITH EXISTING RUNWAY AND EXISTING TAXIWAY. THE ALIGNMENT AND SHAPE OF THE NEW RUNWAY AND SHARED-USE PATH WOULD BE CONSTRUCTED TO MINIMIZE INTERVALS BETWEEN THE RUNWAY AND HOLD, AHEAD OF GENERAL USE. THE NEW ALIGNMENT AND SHAPE OF THE TAXIWAY WOULD BE CONSTRUCTED TO MINIMIZE INTERVALS BETWEEN THE TAXIWAY AND HOLD, AHEAD OF GENERAL USE.

The Waukegan Port District is interested in the preliminary design and engineering of a shared runway path to be constructed on the airport property as an interim improvement to minimize impacts to Kenosha Road. This would route extra traffic onto 21st Street, would diminish the continuity of this roadway for local traffic, and is proposed in this section because there are fewer driveways and intersecting streets in the northern two sections, as opposed to the southern section with curb and gutter on the outside edges and the shared-use path in the middle. The project study team will coordinate with the Lake County Division of Transportation and other agencies to ensure that the preferred alternative for the Kenosha Road intersection is consistent with the Lake County/IL Route 173 comprehensive plan.

Several alternatives for the realignment of Kenosha Road were considered. Alternate A2 would avoid the sewer line and is proposed in this section because there are fewer driveways and intersecting streets in the northern two sections, as opposed to the southern section with curb and gutter on the outside edges and the shared-use path in the middle. The project study team will coordinate with the Lake County Division of Transportation and other agencies to ensure that the preferred alternative for the Kenosha Road intersection is consistent with the Lake County/IL Route 173 comprehensive plan.

Kenosha Road: Several alternative alignments for the realignment of Kenosha Road were considered.

1. A refined alternative would avoid Kenosha Road with a width of 25 feet. Another alternative would extend Kenosha Road with a width of 30 feet. A third alternative would extend Kenosha Road with a width of 40 feet. The Kenosha Road extension was considered for the alignment E2. A fourth alternative would extend Kenosha Road with a width of 40 feet. The Kenosha Road extension was considered for the alignment E2. A fifth alternative would avoid Kenosha Road with a width of 25 feet. Another alternative would extend Kenosha Road with a width of 30 feet. A third alternative would extend Kenosha Road with a width of 40 feet. The Kenosha Road extension was considered for the alignment E2. A fourth alternative would extend Kenosha Road with a width of 40 feet. The Kenosha Road extension was considered for the alignment E2. A fifth alternative would extend Kenosha Road with a width of 40 feet.

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The Illinois Department of Transportation (IDOT) is hosting a public meeting to collect public input on Preliminary Alternatives for Improvements to Illinois Route 131 from Russell Road to Sunset Avenue. The meeting will be held in an open house format, so you can visit the event at any time between 4:00 PM and 7:00 PM. The meeting will be accessible to hard of hearing individuals. Anyone needing specific assistance should contact Michael Cheney at (847) 705-4107. Present planning in actual scope will not use a language interpreter. The meeting will be held at Sunset Avenue and discuss the project.


The meeting will be held on November 13, 2010, and will be attended by representatives from IDOT and the project team. The Illinois Department of Transportation Division of Highways – District One, 201 W. Center Road, Schaumburg, IL 60196. Telephone: (847) 705-4107. Persons planning to attend should register in advance by calling (847) 705-4107. Persons needed for Telebraille dial (877) 526-6670 at least three days prior to the meeting.

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 equal consideration during the environmental review and analysis process, and that the environmental review and analysis process should identify opportunities to provide bicycle and pedestrian facilities. The Complete Streets Law’s requirement for equal consideration of bicycle and pedestrian facilities will be included in the environmental review and analysis process, and that the environmental review and analysis process should identify opportunities to provide bicycle and pedestrian facilities. The law states that bicycle and pedestrian facilities shall be given equal consideration during the environmental review and analysis process, and that the environmental review and analysis process should identify opportunities to provide bicycle and pedestrian facilities. The law states that bicycle and pedestrian facilities shall be given equal consideration during the environmental review and analysis process, and that the environmental review and analysis process should identify opportunities to provide bicycle and pedestrian facilities. The law states that bicycle and pedestrian facilities shall be given equal consideration during the environmental review and analysis process, and that the environmental review and analysis process should identify opportunities to provide bicycle and pedestrian facilities. The law states that bicycle and pedestrian facilities shall be given equal consideration during the environmental review and analysis process, and that the environmental review and analysis process should identify opportunities to provide bicycle and pedestrian facilities. The law states that bicycle and pedestrian facilities shall be given equal consideration during the environmental review and analysis process, and that the environmental review and analysis process should identify opportunities to provide bicycle and pedestrian facilities.
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 proposed project to widen Illinois Route 131 from Sunset Avenue to Russell Road to seven lanes.

IDOT invites all members of the general public to attend this meeting to share their opinions on the Preferred Alternative and to provide input on the construction design.

All Preliminary Alternatives proposed widen to two through lanes in each direction to increase carrying capacity of the roadway.

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

The law mandates that bicycle and pedestrian facilities be provided in the project design. Although the Preferred Alternative is a three-lane highway, bicycle and pedestrian facilities are included throughout the area.

You're Invited

The fourth CPG/TAG meeting was held on November 30, 2010. Participants included the Preferred Alternative and several other alternatives for the future of the project. The meeting was split into two halves: the first half included presentations for each Alternative, and the second half included public questions and answers. The meeting was held at the Illinois Department of Transportation in Schaumburg, IL.

The Preferred Alternative is a three-lane highway that connects Sunset Avenue to Russell Road. It includes bicycle and pedestrian facilities, such as sidewalks, bike lanes, and bike paths.

You're Invited

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

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