

Welcome

Public Hearing

SIGN-IN

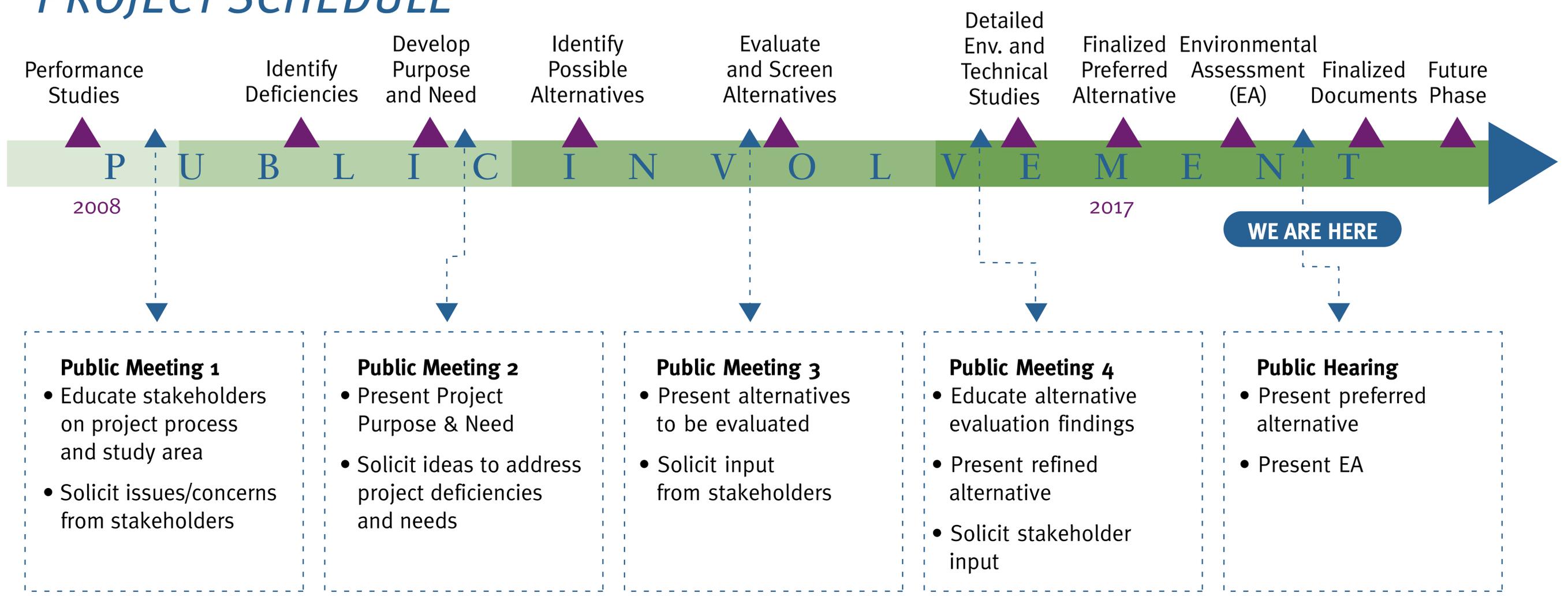


WORKING TOGETHER... Creating a Plan For Your Community
www.IL131Project.com



- IL 131 is a Strategic Regional Arterial and part of the National Highway System. It serves relatively long distance, high volume traffic and supplements I 94, U.S. 41 and IL 137
- North of Russell Road, IL 131 is Wisconsin 31, a four lane roadway with wide median. South of Sunset Avenue, IL 131 is a four lane roadway with a center lane for left turns.
- In the project limits, it is a two lane roadway with turn lanes at major intersections, which creates a bottleneck and limits mobility in the project area.

PROJECT SCHEDULE



PROJECT PURPOSE

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

PROJECT NEEDS

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

PROJECT GOALS AND OBJECTIVES

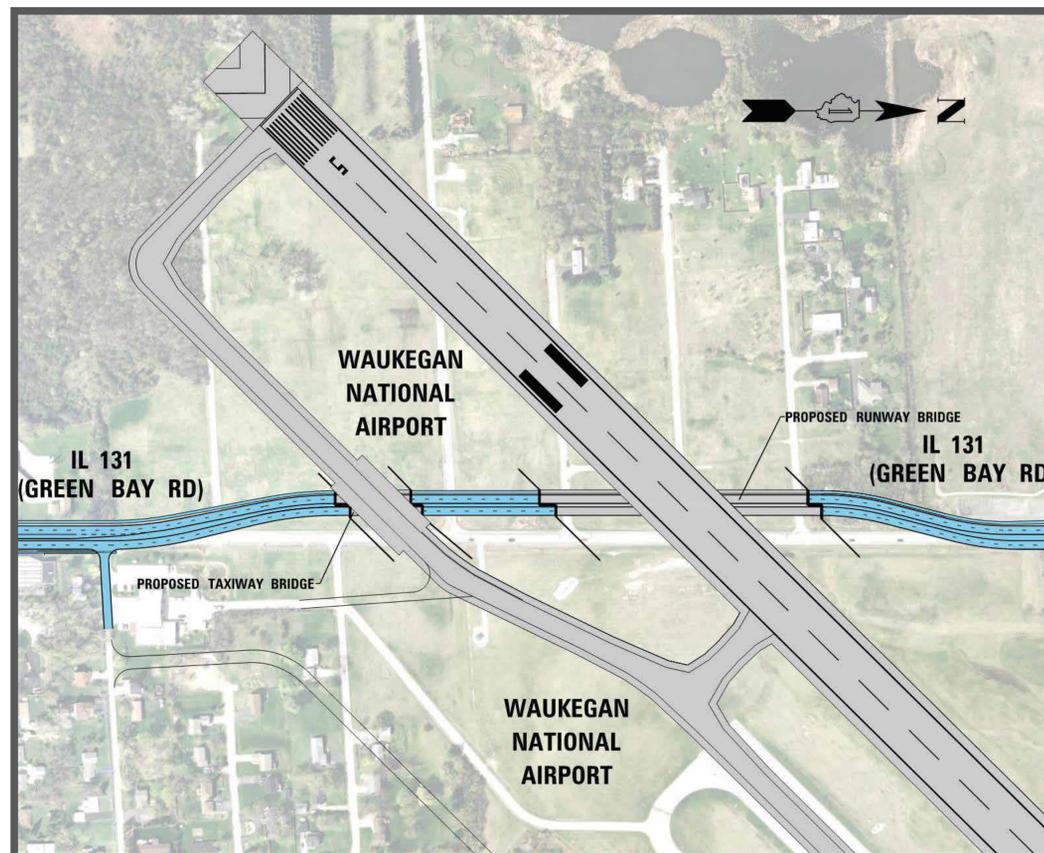
- › **IMPROVE** bicycle and pedestrian facilities



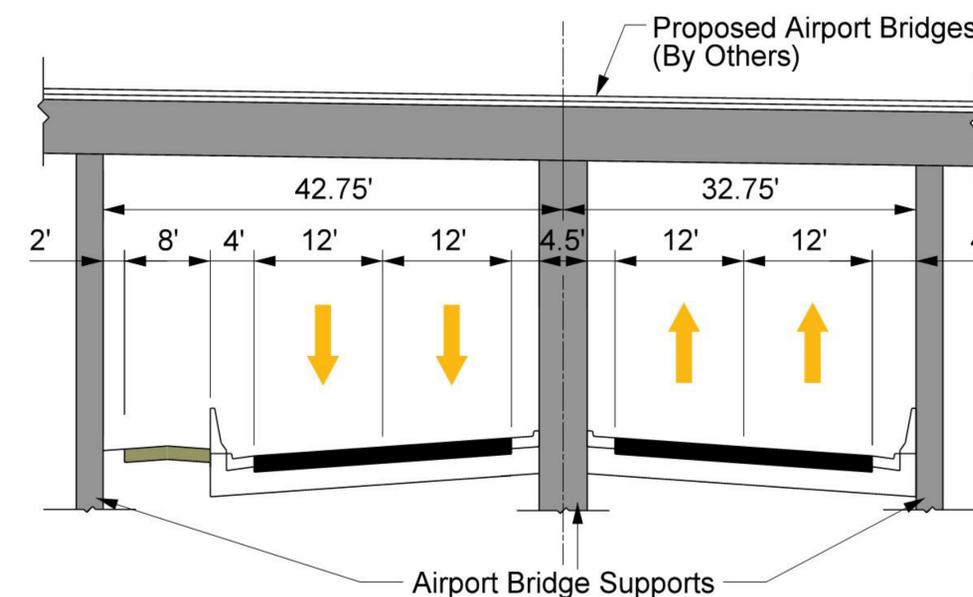
Waukegan National Airport



Sunset Avenue to Russell Road



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



Looking north

Types of Environmental Resources & Quantified Impacts

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

RESOURCES



- **Noise** - Four noise walls were found to be feasible and reasonable



- **Wetlands** - **2.84 acres** of wetland impacts



- **Cultural/Historic** - No historic properties, archaeological or architectural sites will be affected

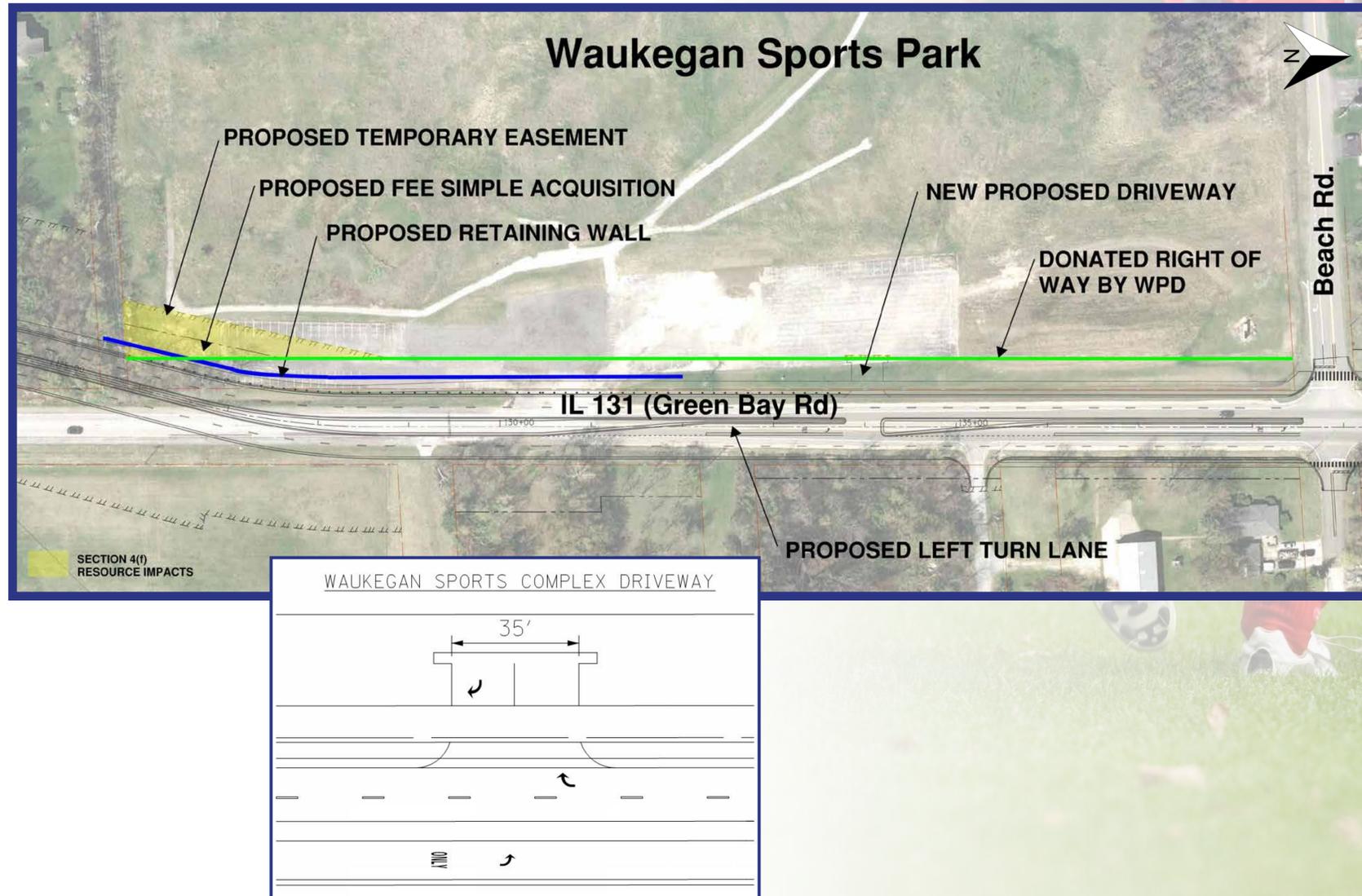


- **Air** - Air Quality not impacted

- **Recreational** - **0.10 acres** of temporary easement is required from Shepherd's Crook Golf Course. **1.08 acres** of permanent land acquisition and **0.145 acres** of temporary easement are required from Waukegan Sports Park



Waukegan Park District Sports Park



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

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

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

*This property is owned by the Waukegan Park District and is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. IDOT intends to seek a de minimis impact finding from the Federal Highway Administration based on the project **not adversely affecting** the features, attributes or activities qualifying the properties for protection under Section 4(f).*

Land Required for the Preferred Alternative

Sunset Avenue to Russell Road

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

Land Acquisition



Sunset Avenue to Russell Road

3 TYPES OF LAND ACQUISITION

Fee Simple Acquisition

or the acquisition of all rights and interest of real property.

Permanent Easements

where underlying ownership is retained by the property owner, but access is permanently allowed during and after construction for maintenance of facilities such as drainage structures.

Temporary Easements

where underlying ownership is retained by the property owner but access is temporarily allowed only during construction for items such as grading work, driveway construction, and landscaping restoration.

LAND ACQUISITION PROCESS

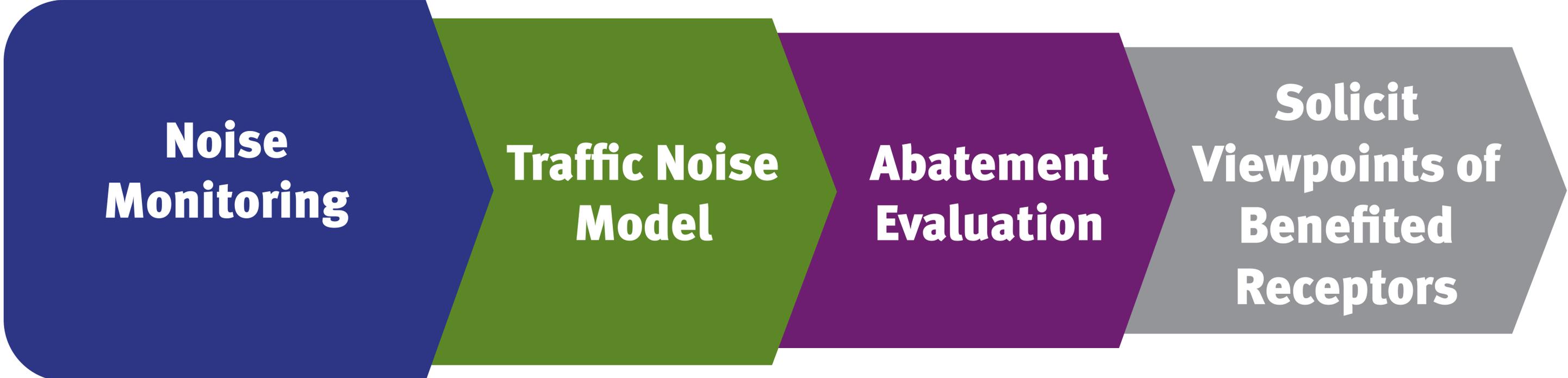
The land acquisition process involves the following sequence of steps:

1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An independent appraisal is made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the Courts for acquisition under the law of Eminent Domain.



Noise Analysis Process

Sunset Avenue to Russell Road



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

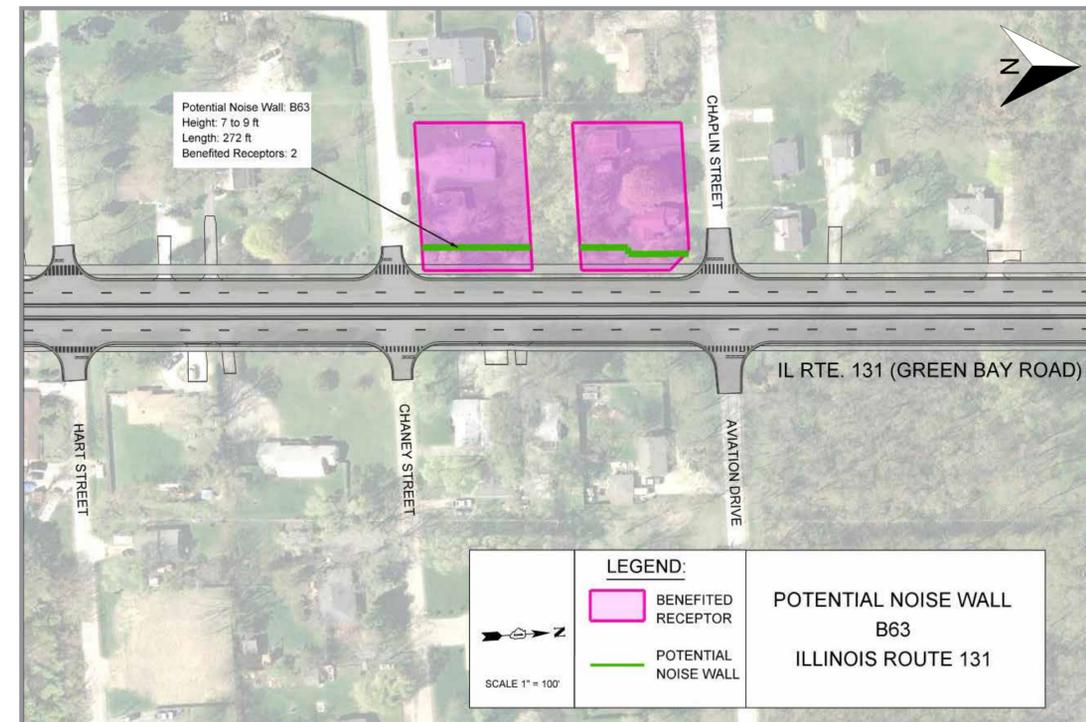
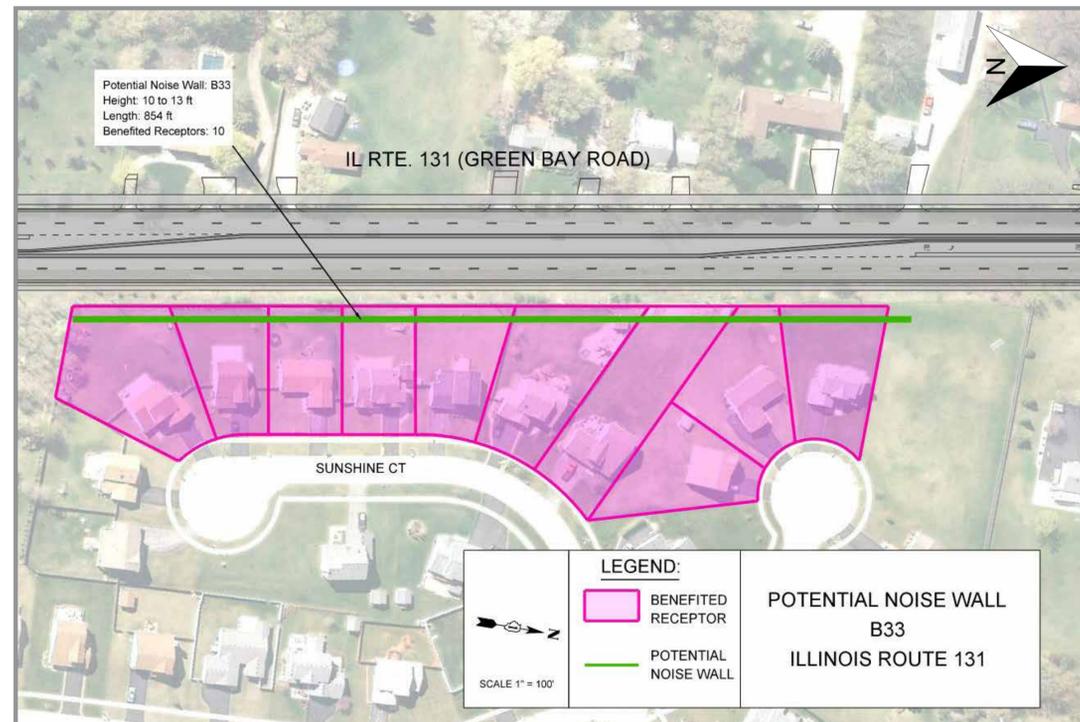
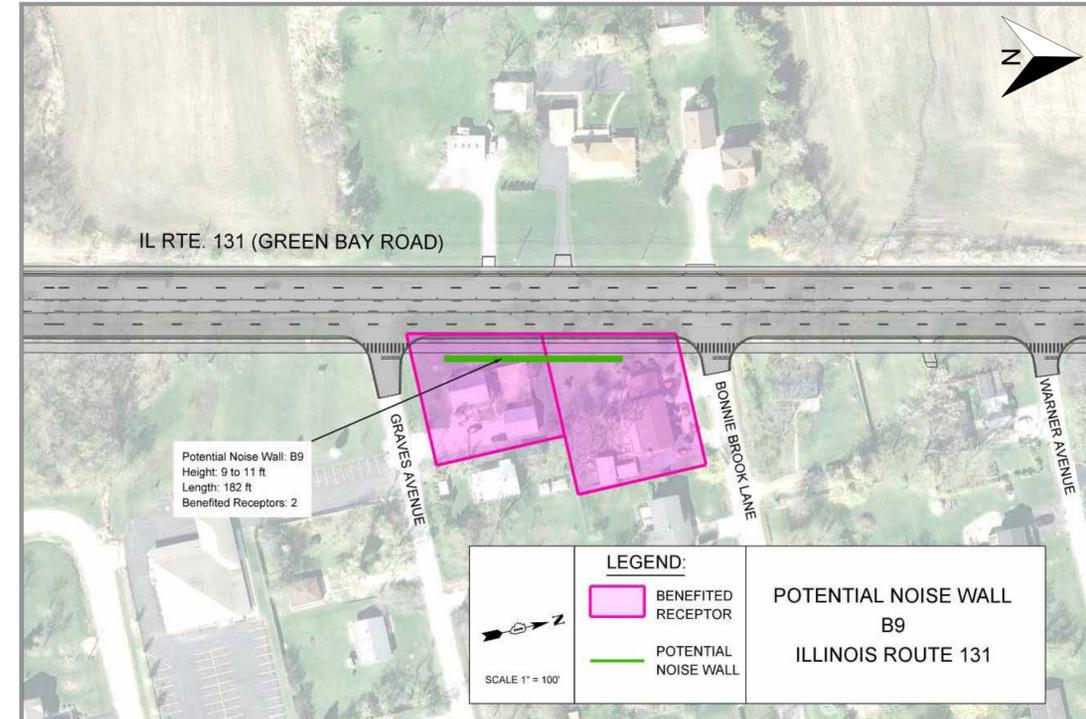
Benefited receptors are property owners and residents who will benefit from a noise wall because it reduces the traffic noise by 5 dB(A) (A-weighted decibel) or greater.

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



Potential Noise Wall Locations

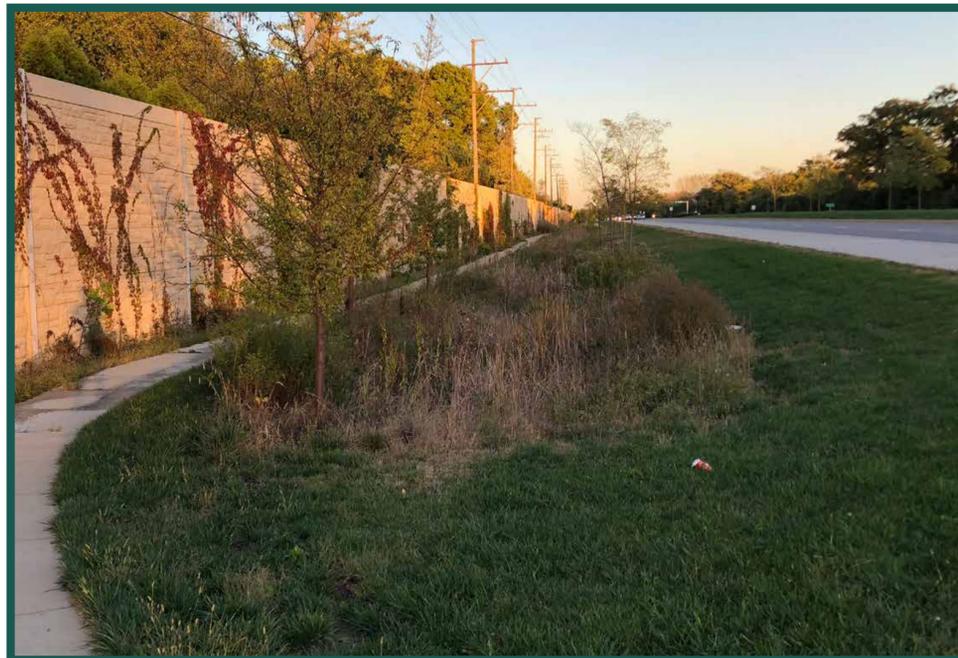
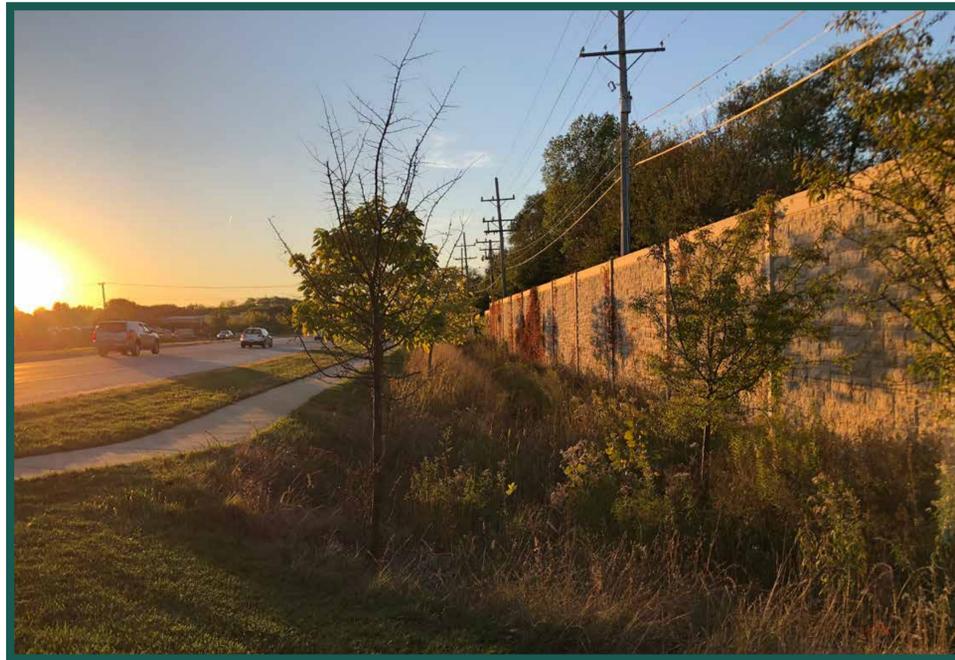
Sunset Avenue to Russell Road



IDOT Typical Noise Walls



Sunset Avenue to Russell Road



SOUND LEVEL

dB(A)



food blender
at 3 feet



freight train at 100 feet

67 dB(A)

NAC: **Category B & C**



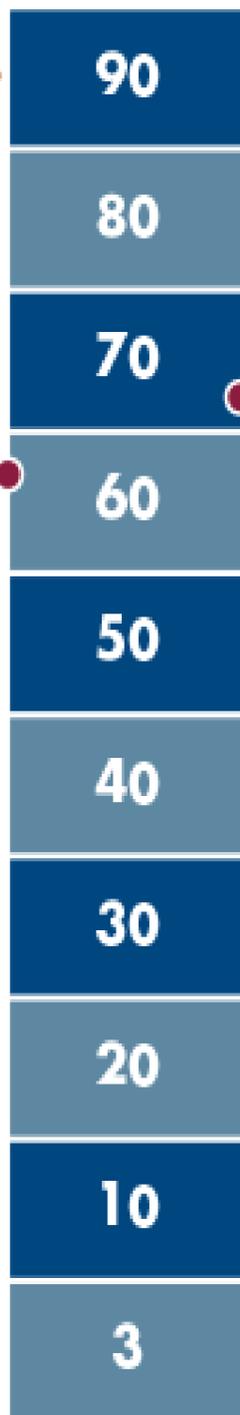
library,
quiet urban nighttime

72 dB(A)

NAC: **Category E**



large business office



threshold of
human hearing

CATEGORY A

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

CATEGORY B

Residential

CATEGORY C

Hospitals, schools, places of worship, parks

CATEGORY D

*Hospitals, libraries, places of worship,
institutions, schools*

CATEGORY E

Hotels, offices, restaurants

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

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

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

Project Benefits



Sunset Avenue to Russell Road



- **Improve Mobility**

- **Improve Safety**

* Subject to Local Participation

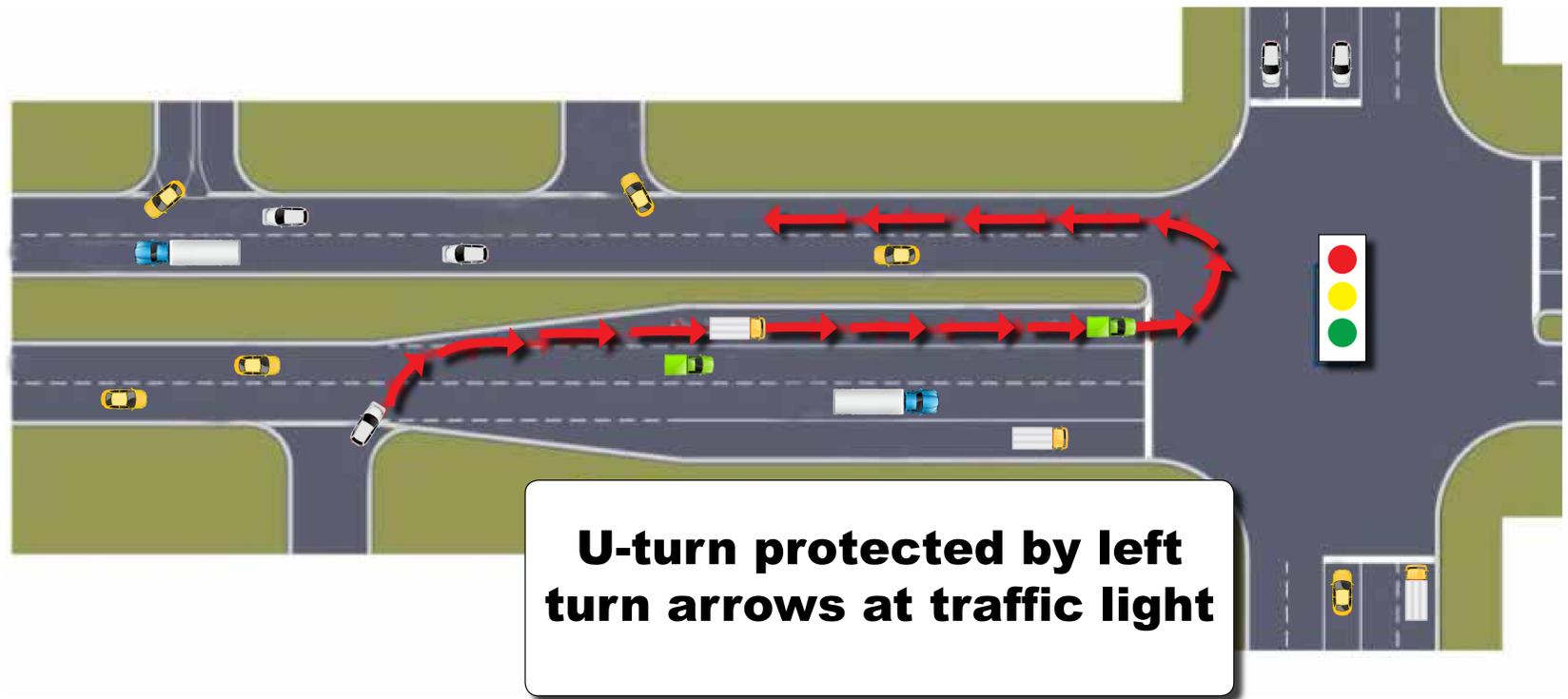
- **Current Design Standards**

- **Bicycle and Pedestrian Facilities***

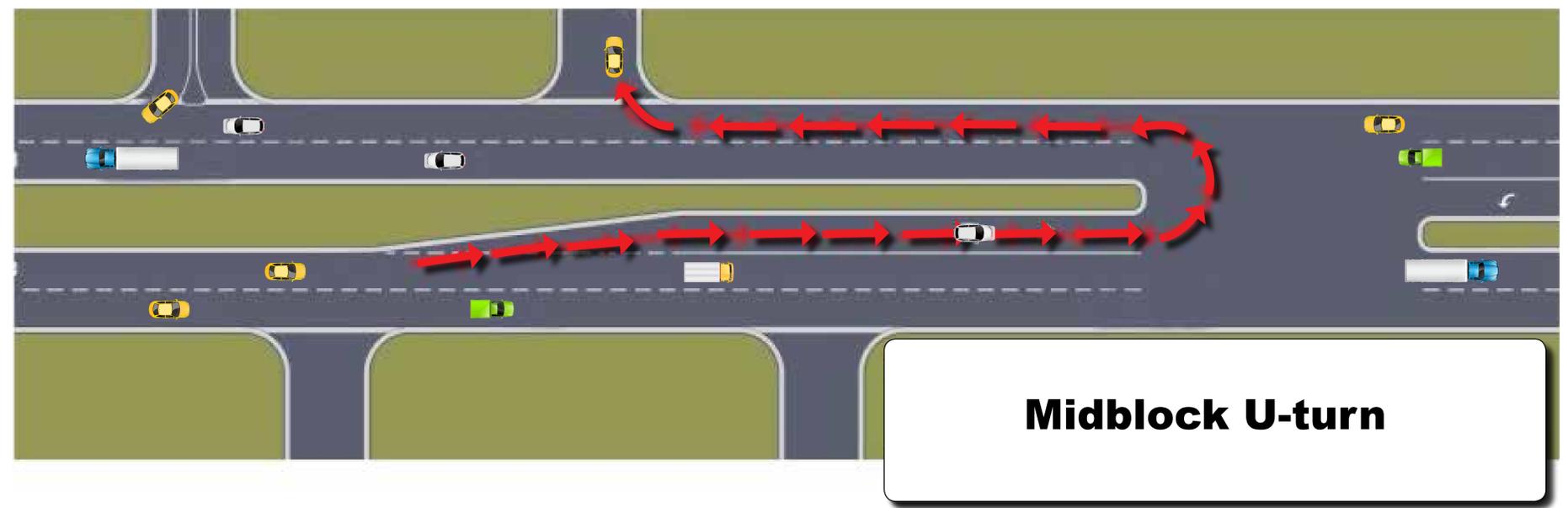


Raised Curb Medians

Sunset Avenue to Russell Road



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



IL 131
GREEN BAY ROAD PROJECT



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

BMPs:

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

OUTCOMES:

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



Regional Detention Basins

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



Stakeholder Involvement Offers **INSIGHT**



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

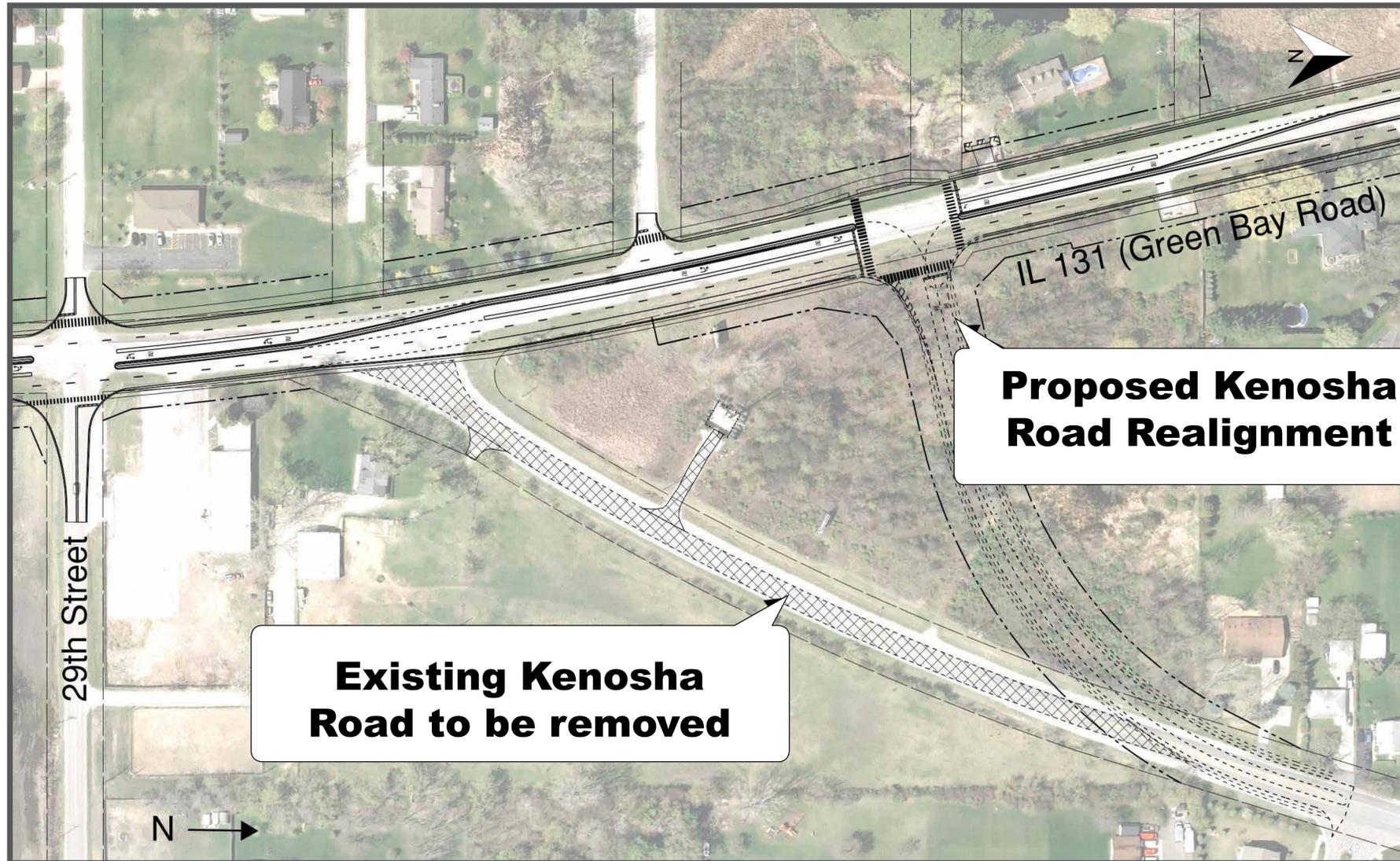
5 CPG/TAG Meetings **1** Public Hearing

4 Public Meetings **20** State & Federal Meetings

4 State & Federal Permitting Agency Meetings

15 FAA and Waukegan National Airport Meetings

On-going Local Community, Lake and Kenosha County, Wisconsin DOT Meetings



Improvements at Kenosha Road have been advanced to address some of the more pressing needs previously heard from the public.

The general scope of work for this break out improvement consists of re-aligning Kenosha Road to the north to improve the visibility and safety of the intersection at Illinois 131, installing traffic signals, and constructing a median on Illinois 131 between 29th Street and north of the realigned Kenosha Road to accommodate turn lanes.

IDOT is currently in the process of finalizing contract plan preparation and land acquisition.

This improvement is included in IDOT's Fiscal Year 2018-2023 Proposed Highway Improvement Program, utilizing funding through the federal Highway Safety Improvement program.



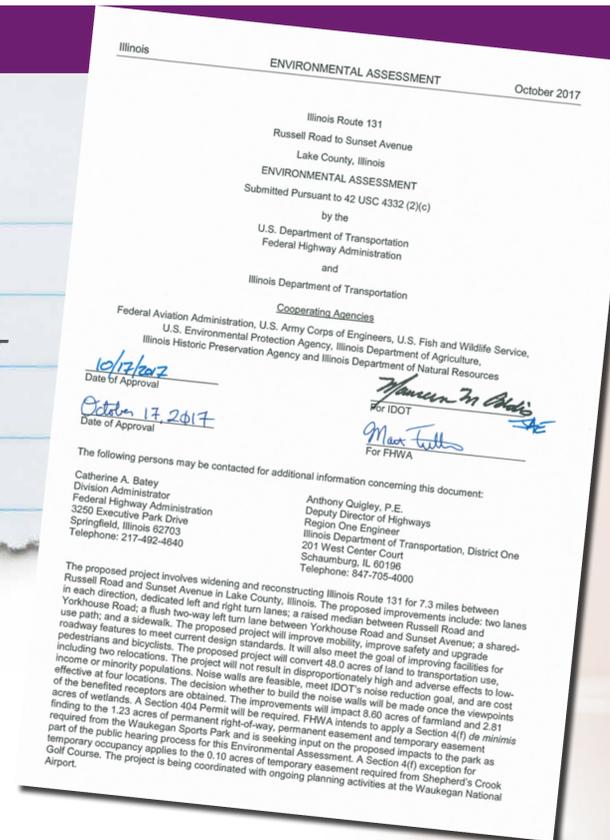
* *Contract Plan Preparation and Land Acquisition (Phase II) and Construction (Phase III) is not currently included in IDOT's Fiscal Year 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.*

Ways to Comment



Sunset Avenue to Russell Road

The Environmental Assessment is available for public review and comment through **December 16, 2017 at IL131Project.com**, select local libraries, municipalities located within the study area, and the IDOT District One office. A complete listing of these locations can be found on the project website.



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

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