APPENDIX A: EXHIBITS

Exhibit 1	Working Groups Refined Alternative Scores
Exhibit 1A	Alternatives Evaluation Matrix
Exhibit 2	Preferred Alternative Typical Sections
Exhibit 3	Preferred Alternative Environmental Constraints
Exhibit 4	Environmental Inventory
Exhibit 5	Existing Land Use Plan
Exhibit 6	Future Land Use Plan
Exhibit 7	Waukegan Savanna Forest Preserve Conceptual Master Plan (Showing Planned Bicycle Trails)
Exhibit 8	Noise Analysis Results Summary
Exhibit 9	Noise Abatement Summary
Exhibit 10	Noise Monitoring, Receptors and Model Noise Barrier Locations
Exhibit 11	Wetland Impact Summary – Preferred Alternative
Exhibit 12	Waukegan Sports Park

Exhibit 1
Working Groups Refined Alternatives Scores

PROJECT TOTAL SUNSET AVENUE to RUSSELL ROAD				
	Impacts \ Alternative	Rating	Alternative E1	Alternative E2
Estimated Costs	Construction Cost	(1-5)	3.00	2.67
	Land Acquisition	(1-5)	1.00	4.00
Required Right-of-Way	Residential Impact	(1-5)	1.00	4.00
	Commercial Impact	(1-5)	1.33	3.67
	Agricultural Impact	(1-5)	2.33	3.67
	Industrial Impact	(1-5)	3.67	4.33
Needs	Safety	(1-5)	4.58	3.42
	Capacity	(1-5)	4.00	3.83
	Operations/Mobility	(1-5)	3.92	3.43
	Pedestrian/Bicycle Accommodation	(1-5)	3.93	5.00
Affected Environment	Wetland Impact	(1-5)	1.00	3.00
	Archaeological Site Impact	(1-5)	TBD	TBD
	Floodplain Impact	(1-5)	5.00	5.00
	Special Waste Sites Impact	(1-5)	2.67	2.67
	Section 4(f) Land Impact	(1-5)	5.00	5.00
Total			42.43	53.68

Notes:
Construction cost does not include path/sidewalk construction or land acquisition costs.
Scores *range* ***1 to 5****: 1=negative (or less favorable); 3=neutral; 5=positive (or more favorable).*
Blue Scores *= objective scores from PWG based on the average values for each specific category.*
Red Scores *= subjective scores from CPG/TAG responses at November 30, 2010 meeting.*

Exhibit 1
Working Groups Refined Alternatives Scores

ILLINOIS ROUTE 173 to RUSSELL ROAD				
	Alternative Description / Impacts		**Alternative E1**	**Alternative E2**
			Both alternatives have two through lanes in each direction	
		Rating	22' Barrier Median, Paved Shoulder edge treatment	22' Barrier Median, Curb & Gutter edge treatment
Estimated Costs	Construction Cost	(1-5)	**3**	**2**
	Land Acquisition	(1-5)	**1**	**3**
Required Right-of-Way	Residential Impact	(1-5)	**1**	**2**
	Commercial Impact	(1-5)	**1**	**4**
	Agricultural Impact	(1-5)	**1**	**3**
	Industrial Impact	(1-5)	**1**	**3**
Needs	Safety	(1-5)	**4.75**	**3.50**
	Capacity	(1-5)	**4.00**	**3.75**
	Operations/Mobility	(1-5)	**3.75**	**3.50**
	Pedestrian/Bicycle Accommodation	(1-5)	**4.25**	**5.00**
Affected Environment	Wetland Impact	(1-5)	**1**	**2**
	Archaeological Site Impact	(1-5)	**TBD**	**TBD**
	Floodplain Impact	(1-5)	**5**	**5**
	Special Waste Sites Impact	(1-5)	**3**	**3**
	Section 4(f) Land Impact	(1-5)	**5**	**5**
Total			**38.75**	**47.75**

Notes:
Construction cost does not include path/sidewalk construction or land acquisition costs.
Scores *range* ***1 to 5****: 1=negative (or less favorable); 3=neutral; 5=positive (or more favorable).*
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Exhibit 1
Working Groups Refined Alternatives Scores

WADSWORTH ROAD to ILLINOIS ROUTE 173				
Alternative Description / Impacts			**Alternative E1**	**Alternative E2**
			Both alternatives have two through lanes in each direction	
		Rating	13' Two-way Left-turn Flush Median, Paved Shoulder edge treatment	22' Barrier Median, Curb & Gutter edge treatment
Estimated Costs	Construction Cost	(1-5)	**2**	**3**
	Land Acquisition	(1-5)	**1**	**4**
Required Right-of-Way	Residential Impact	(1-5)	**1**	**5**
	Commercial Impact	(1-5)	**2**	**2**
	Agricultural Impact	(1-5)	**1**	**3**
	Industrial Impact	(1-5)	**5**	**5**
Needs	Safety	(1-5)	**4.25**	**3.75**
	Capacity	(1-5)	**4.00**	**3.75**
	Operations/Mobility	(1-5)	**4.00**	**3.50**
	Pedestrian/Bicycle Accommodation	(1-5)	**4.25**	**5.00**
Affected Environment	Wetland Impact	(1-5)	**1**	**3**
	Archaeological Site Impact	(1-5)	**TBD**	**TBD**
	Floodplain Impact	(1-5)	**5**	**5**
	Special Waste Sites Impact	(1-5)	**4**	**4**
	Section 4(f) Land Impact	(1-5)	**5**	**5**
Total			**43.50**	**55.00**

Notes:
Construction cost does not include path/sidewalk construction or land acquisition costs.
Scores *range* ***1 to 5****: 1=negative (or less favorable); 3=neutral; 5=positive (or more favorable).*
Blue Scores *= objective scores from PWG based on the average values for each specific category.*
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Exhibit 1
Working Groups Refined Alternatives Scores

SUNSET AVENUE to WADSWORTH ROAD				
	Alternative Description / Impacts		**Alternative E1**	**Alternative E2**
			Both alternatives have two through lanes in each direction	
		Rating	13' Two-way Left-turn Flush Median, Paved Shoulder edge treatment	13' Two-way Left-turn Flush Median, Curb & Gutter edge treatment
Estimated Costs	Construction Cost	(1-5)	**4**	**3**
	Land Acquisition	(1-5)	**1**	**5**
Required Right-of-Way	Residential Impact	(1-5)	**1**	**5**
	Commercial Impact	(1-5)	**1**	**5**
	Agricultural Impact	(1-5)	**5**	**5**
	Industrial Impact	(1-5)	**5**	**5**
Needs	Safety	(1-5)	**4.75**	**3.00**
	Capacity	(1-5)	**4.00**	**4.00**
	Operations/Mobility	(1-5)	**4.00**	**3.30**
	Pedestrian/Bicycle Accommodation	(1-5)	**3.30**	**5.00**
Affected Environment	Wetland Impact	(1-5)	**1**	**4**
	Archaeological Site Impact	(1-5)	**TBD**	**TBD**
	Floodplain Impact	(1-5)	**5**	**5**
	Special Waste Sites Impact	(1-5)	**1**	**1**
	Section 4(f) Land Impact	(1-5)	**5**	**5**
Total			**45.05**	**58.30**

Notes:
Construction cost does not include path/sidewalk construction or land acquisition costs.
Scores *range* ***1 to 5****: 1=negative (or less favorable); 3=neutral; 5=positive (or more favorable).*
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Exhibit 1A
Alternative Evaluation Matrix

August 2017

PROJECT TOTAL RUSSELL ROAD to SUNSET AVENUE						
	Impacts \ Alternative	Units	No-Build Alternative	Refined Alternative E1	Refined Alternative E2	Preferred Alternative
Estimated Costs	Length	mi	**N/A**	**7.28**	**7.28**	**7.28**
	Estimated Construction Cost	$	**$0**	**$97,692,600**	**$100,257,600**	**$103,208,000**
	Cost per Linear Foot	$/lft	**$0**	**$2,542**	**$2,608**	**$2,685**
	Estimated Construction Cost of Shared Use Path and Sidewalk	$	**$0**	**$2,884,000**	**$3,602,000**	**$2,652,000**
	Estimated Construction Cost of Retaining Walls	$	**$0**	**$2,167,700**	**$4,783,700**	**$4,715,000**
	Land Acquisition Cost	$	**$0**	**$9,939,000**	**$6,942,000**	**$7,961,000**
	Residential Acquisition	ac	**0.00**	**32.28**	**21.5**	**19.10**
	Potential Residential Relocations	each	**0**	**46**	**8**	**3**
	Commercial Acquisition	ac	**0.00**	**5.30**	**4.00**	**6.39**
	Potential Commercial Relocations	each	**0**	**7**	**1**	**1**
	Farmland Acquisition	ac	**0.00**	**5.26**	**3.91**	**8.50**
	Farmland Parcels Impacted	each	**0**	**19**	**19**	**21**
	Industrial Acquisition	ac	**0.00**	**5.75**	**4.69**	**6.47**
	Potential Industrial Relocations	each	**0**	**1**	**1**	**1**
	Total Right-of-Way Acquisition	ac	**0.00**	**48.59**	**34.1**	**40.46**
	Total Temporary Easement	ac	**0.00**	**0.14**	**0.14**	**7.13**
	Total Permanent Easement	ac	**0.00**	**3.33**	**3.09**	**7.52**
Affected Environment	Impacted Wetlands	ac	**0.00**	**2.67**	**2.35**	**2.81**
	Impacted Streams and Ditches	ac	**0.00**	**0.03**	**0.03**	**0.03**
	Impacted Archaeological Sites	ac	**0**	**0**	**0**	**0**
	Floodplain Encroachment	ac	**0**	**0**	**0**	**0**
	Special Waste Sites Impacted	each	**0**	**48**	**48**	**48**
	Impacts to Section 4(f) Lands (easement or de minimis)	ac	**0.00**	**1.39**	**1.39**	**1.33**

Exhibit 1A
Alternative Evaluation Matrix

Notes:

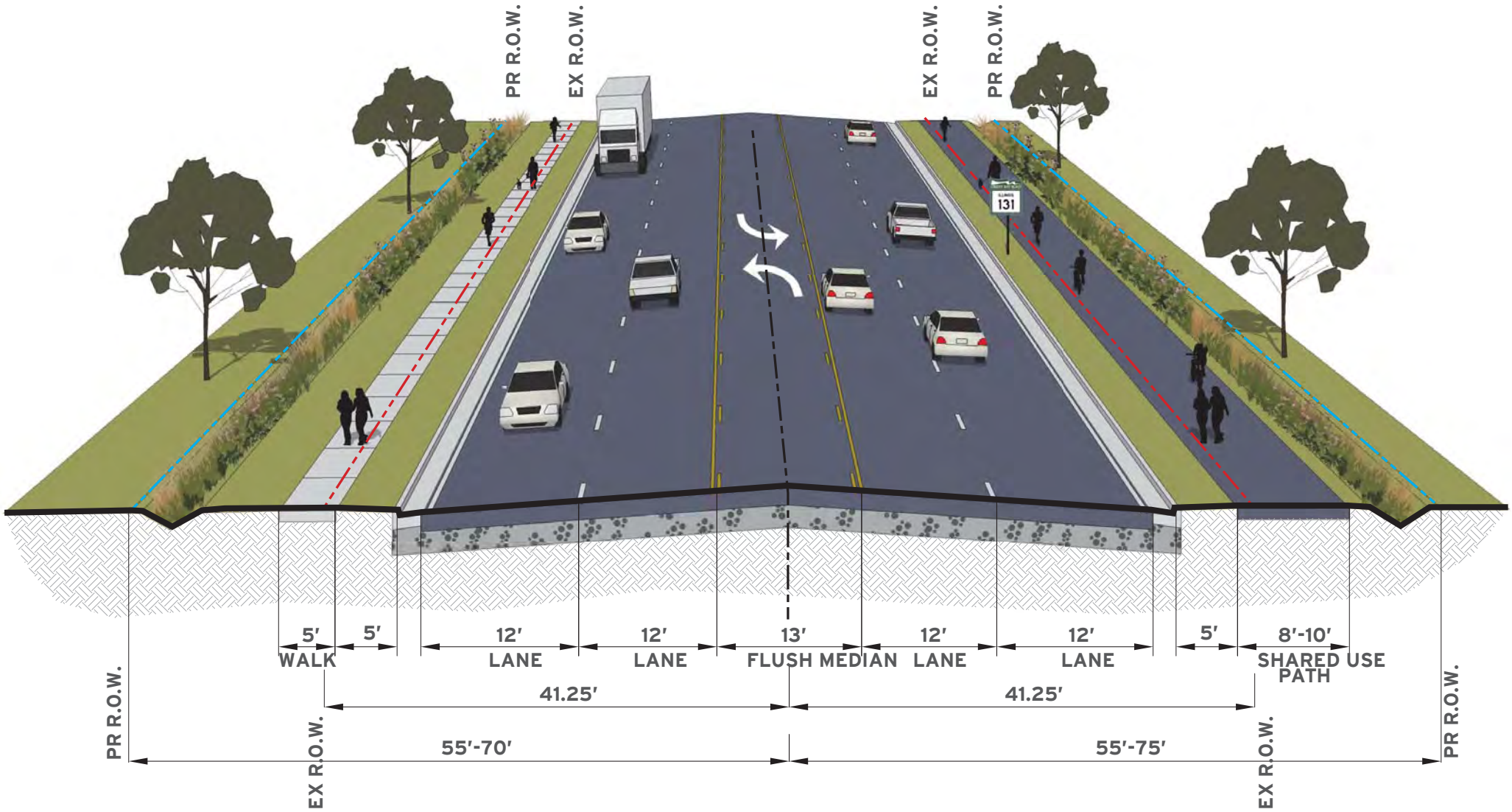
1. *Refined Alternative E1 was developed in 2010 and included two through lanes in each direction, 22-foot raised grassy median in the northern section, 13-foot flush two-way left turn lane in the middle and southern sections, 10-foot paved shoulders, and open grass ditch.*
2. *Refined Alternative E2 was developed in 2010 and included two through lanes in each direction, 22-foot raised grassy median in the northern and middle sections, 13-foot flush two-way left turn lane in the southern section, storm sewer, and curb and gutter.*
3. *The Preferred Alternative includes geometric and drainage features from both Refined Alternatives E1 and E2 and includes the following:*
    a. *Sunset to Yorkhouse Road includes two through lanes in each direction, 13-foot flush two-way left turn lane, and curb and gutter with storm sewer.*
    b. *Yorkhouse Road to Stone Bridge Drive and 9th Street to Shepherd's Crook Golf Course includes two through lanes in each direction, 14' or 22' raised curb median, and curb and gutter with storm sewer.*
    c. *Stone Bridge Drive to 9th Street and Shepherd's Crook Golf Course to Russell Road includes two through lanes in each direction, 22' raised curb median, 10-foot paved shoulders, and open grass ditch.*
4. *Wetland impacts for the preferred alternative include refined drainage design for storm sewers, ditches and detention basins that was not included in the refined alternatives.*
5. *INHS Wetland Survey Reports from October 2009 and July 2010 identified 57 wetland sites and no WOUS. INHS Wetland Survey Report from July 2013 identified 72 wetland sites and 9 WOUS. Jurisdictional determination from January 2017 identified 53 wetland sites and 4 WOUS.*
6. *Preliminary cost estimate, subject to change.*
7. *Construction cost estimate does not include shared-use path/sidewalk construction, construction engineering or land acquisition costs.*
8. *All impacts are potential: measures may exist to further minimize property acquisition, relocations, and other impacts.*
9. *Section 4(f) Land examples: nature preserves, public parks, golf courses, and other designated natural areas.*
    a. *Temporary construction easement at Shepherd's Crook Golf Course (received concurrence).*
    b. *De Minimis impact at Waukegan Sports Park anticipated.*

Exhibit 2

ILLINOIS ROUTE 131 | PREFERRED ALTERNATIVE

< PREFERRED ALTERNATIVE >
4-LANE WITH FLUSH MEDIAN,
CURB AND GUTTER, AND
SHARED USE PATH

STA. 1604+40 (SUNSET AVENUE) < TO > STA. 1679+00 (YORKHOUSE ROAD)



Looking North

IL 131 GREEN BAY ROAD PROJECT

www.IL131Project.com

Illinois Department of Transportation

ILLINOIS ROUTE 131 | PREFERRED ALTERNATIVE

Exhibit 2

< PREFERRED ALTERNATIVE >

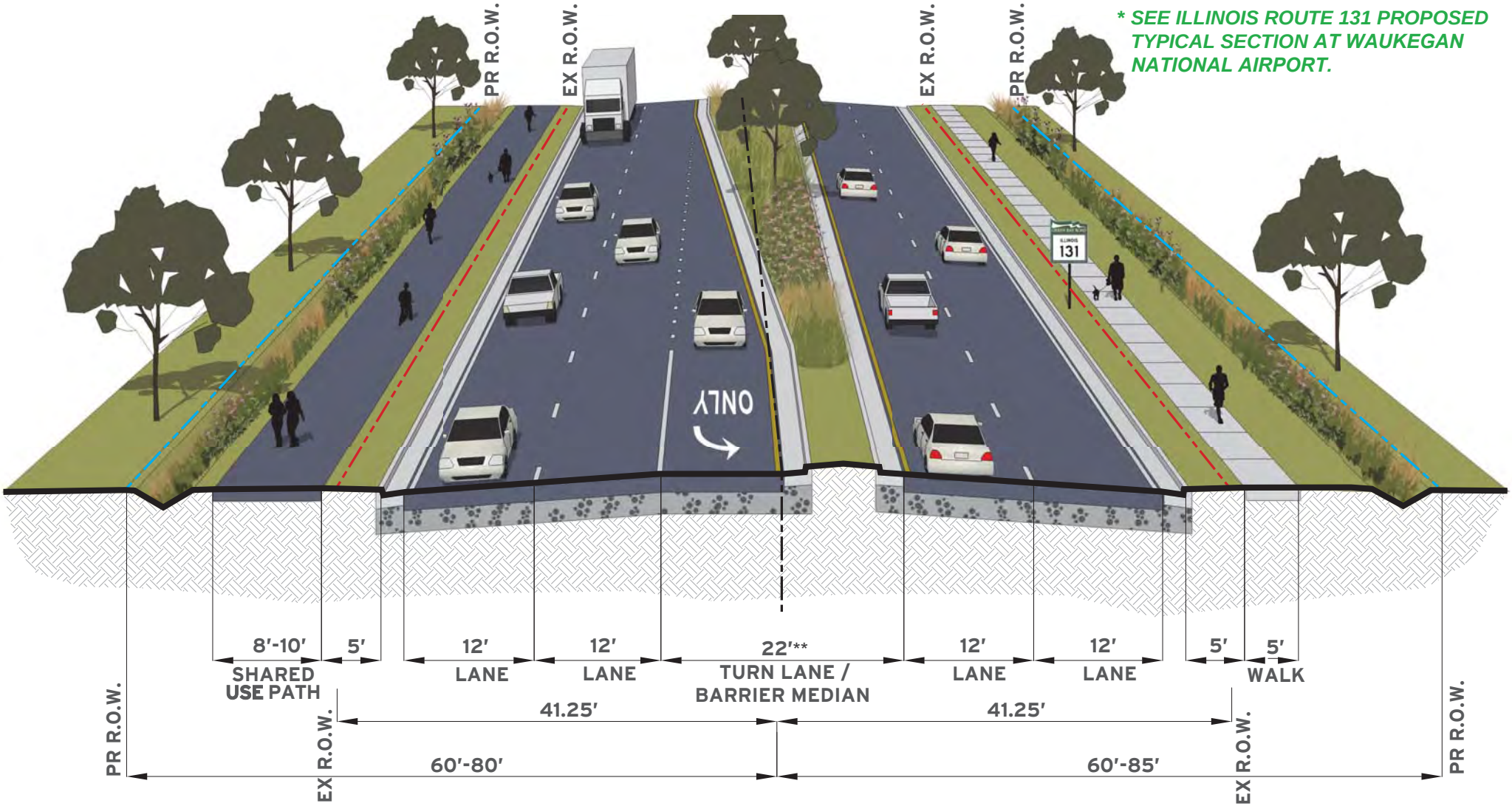
4-LANE WITH LANDSCAPED BARRIER MEDIAN, CURB AND GUTTER, SIDEWALK AND SHARED USE PATH

STA. 1679+00* (YORKHOUSE ROAD) < TO > STA. 1905+00 (STONE BRIDGE DRIVE)

AND

STA. 1932+30 (9TH STREET) — STA. 1968+00

** SEE ILLINOIS ROUTE 131 PROPOSED TYPICAL SECTION AT WAUKEGAN NATIONAL AIRPORT.*



Looking North

***14' BARRIER MEDIAN FROM YORKHOUSE ROAD TO 33RD STREET.**

IL 131 GREEN BAY ROAD PROJECT

www.IL131Project.com

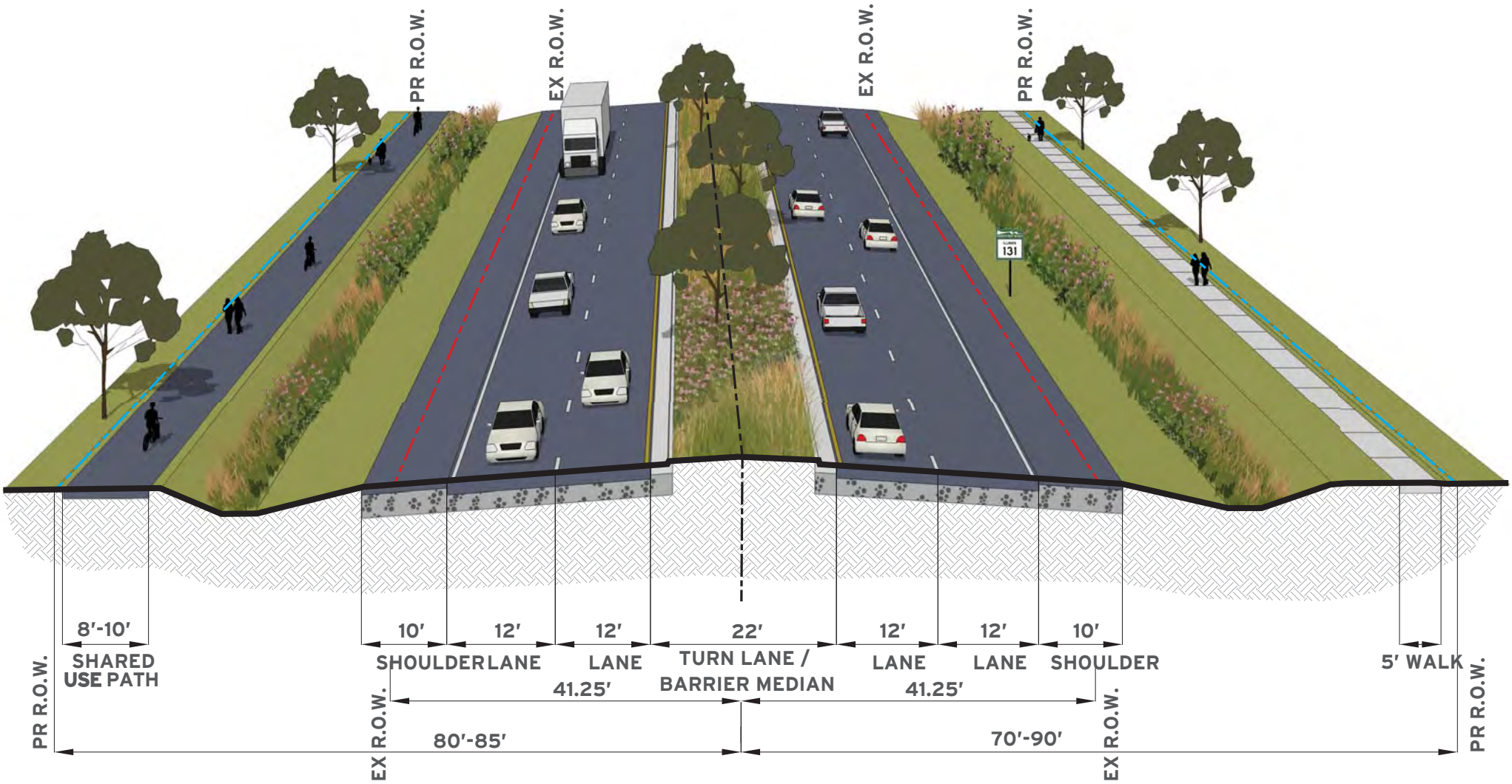
Illinois Department of Transportation

Exhibit 2

< PREFERRED ALTERNATIVE >
4-LANE WITH LANDSCAPED BARRIER
MEDIAN, SHOULDER,
SIDEWALK AND SHARED USE PATH

STA. 1905+00 (STONE BRIDGE DRIVE) < TO > STA. 1932+30 (9TH STREET)

STA. 1968+00 < TO > STA. 1988+80 (RUSSELL ROAD)



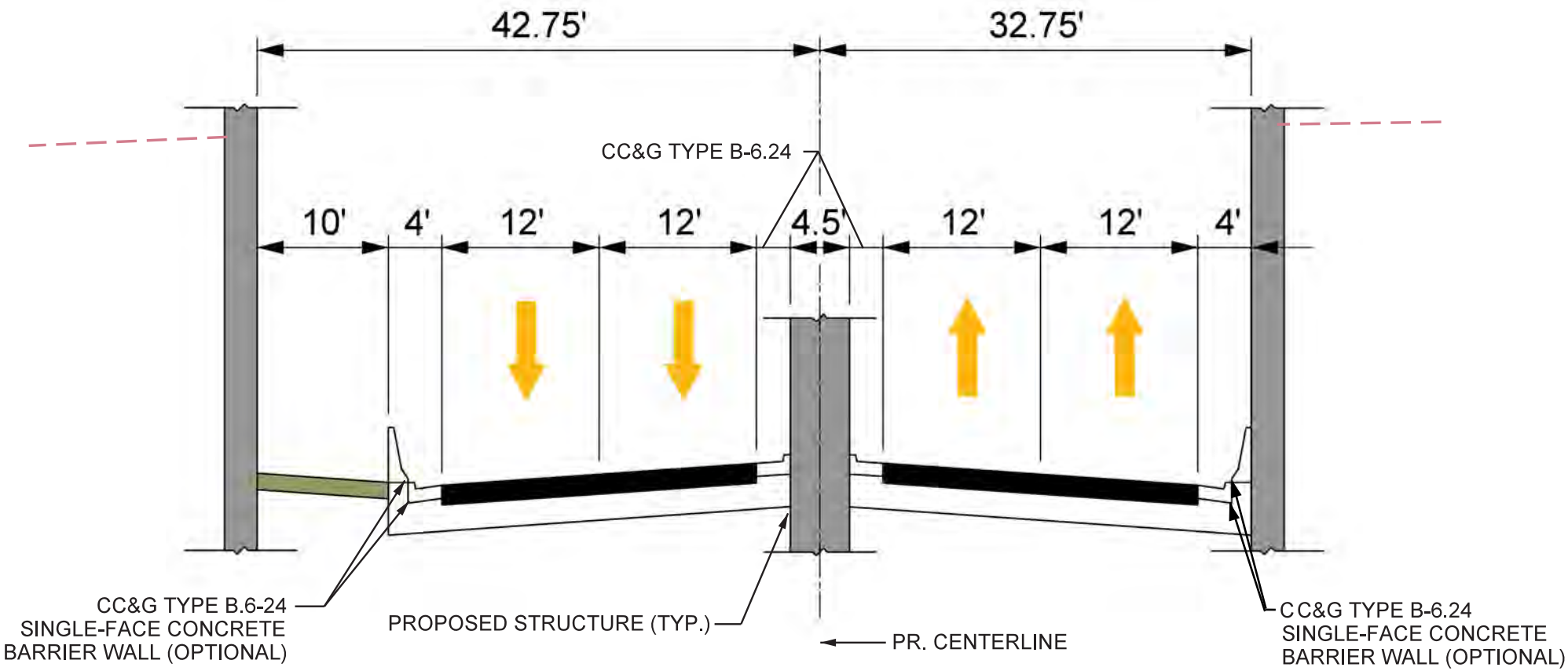
Looking North

Exhibit 2

<PREFERRED ALTERNATIVE>

WAUKEGAN NATIONAL AIRPORT

ILLINOIS ROUTE 131
PROPOSED TYPICAL SECTION
BRIDGE UNDER EXTENDED RUNWAY



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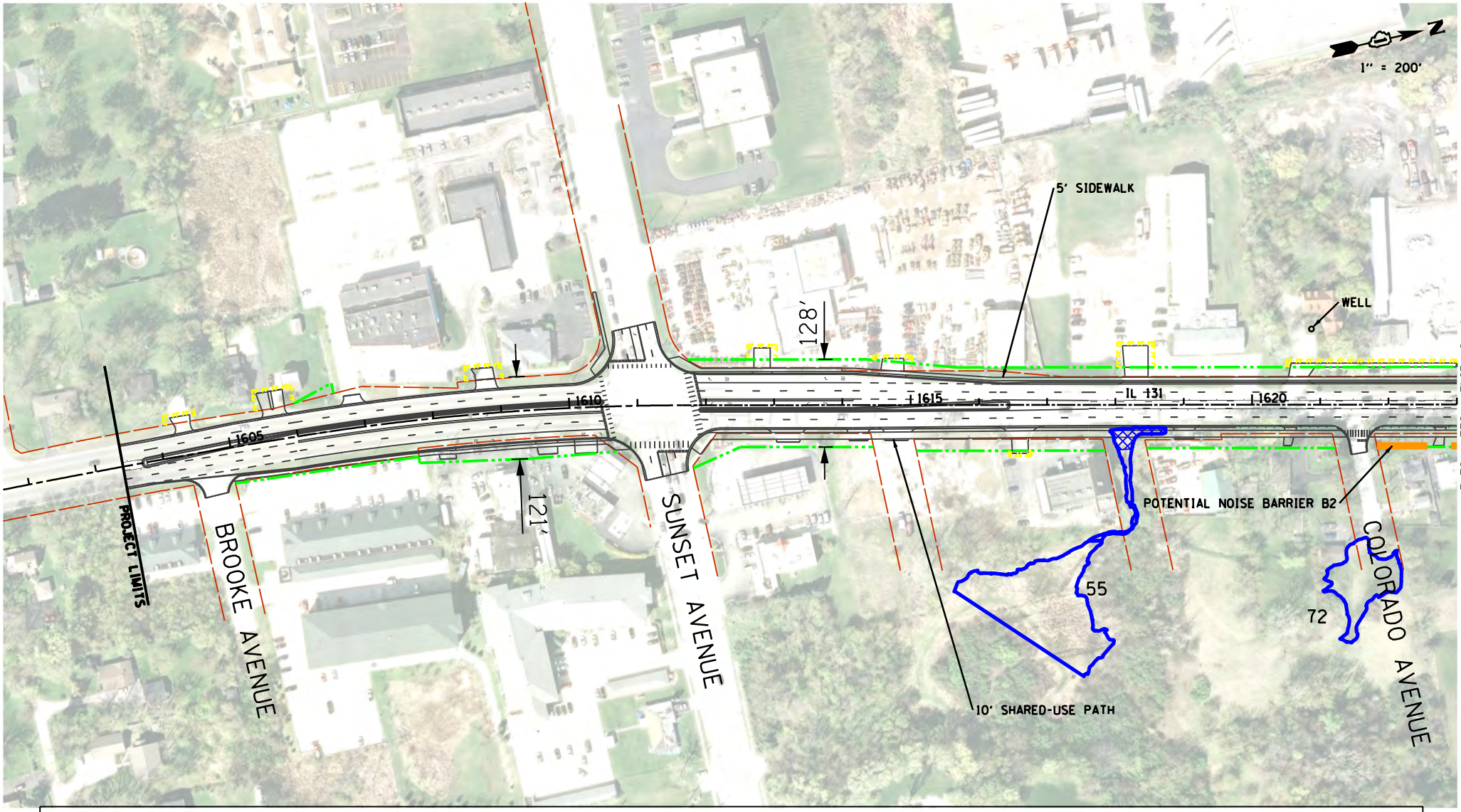


LEGEND:

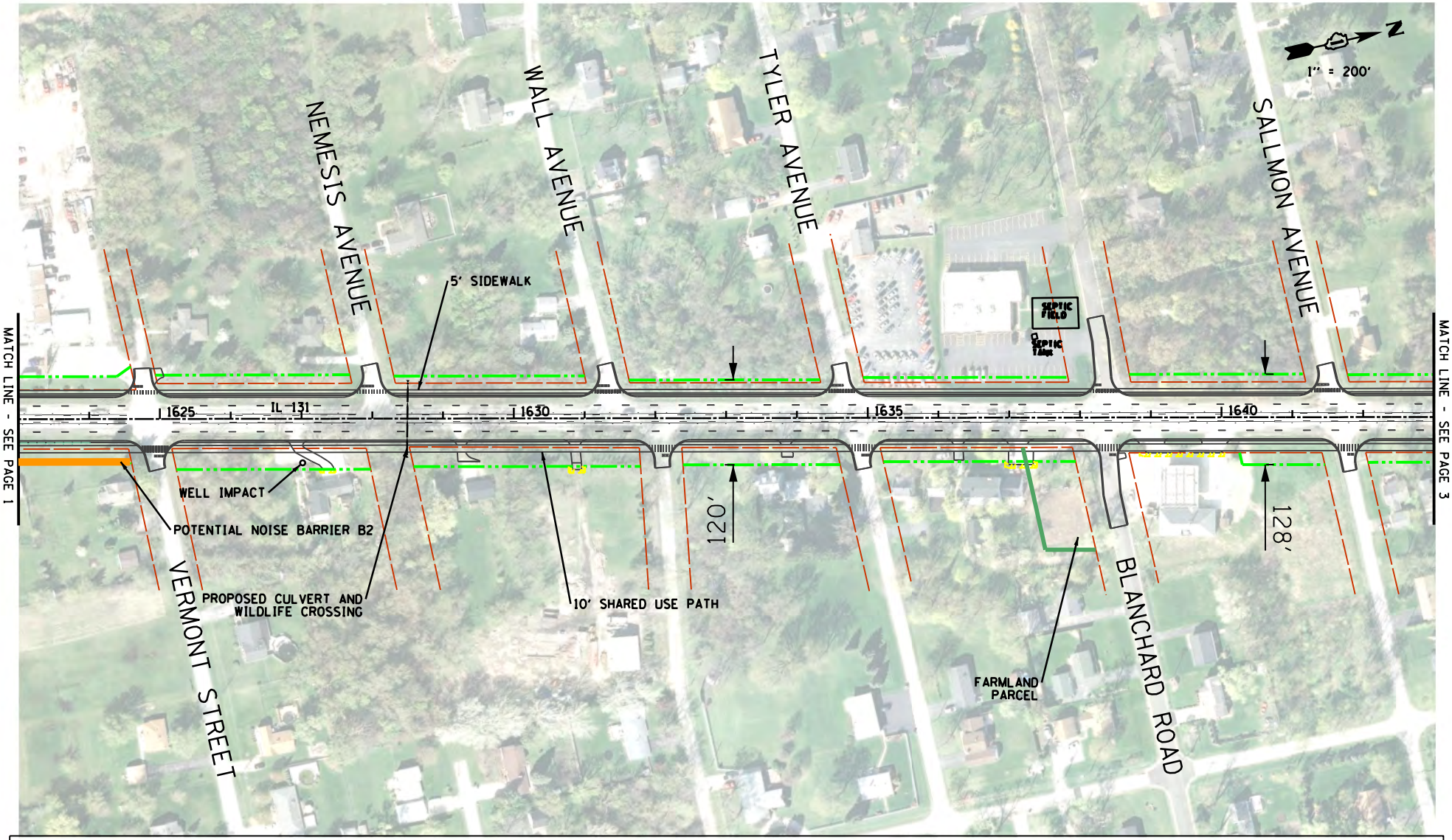
- EXISTING ROW
- PROPOSED ROW
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- WETLAND
- STREAMS/DITCHES/WATERS OF THE U.S. (WOUS)
- POTENTIAL NOISE BARRIER
- RETAINING WALL
- IMPACTED WETLAND
- IMPACTED WATERS OF THE U.S. (WOUS)
- IMPACTED SECTION 4(F) PROPERTIES

NOTE:
NUMBERS ADJACENT TO WETLANDS (#) AND WOUS (W#) REFER TO THE SITE NUMBER ASSIGNED IN THE ILLINOIS NATURAL HISTORY SURVEY REPORTS FROM OCTOBER 2009, JULY 2010, AND JULY 2013. THE WETLAND SURVEY REPORTS ARE LOCATED IN APPENDIX C (ON CD).

ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

EXHIBIT 3
PREFERRED ALTERNATIVE
ENVIRONMENTAL CONSTRAINTS

AUGUST 2017



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ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

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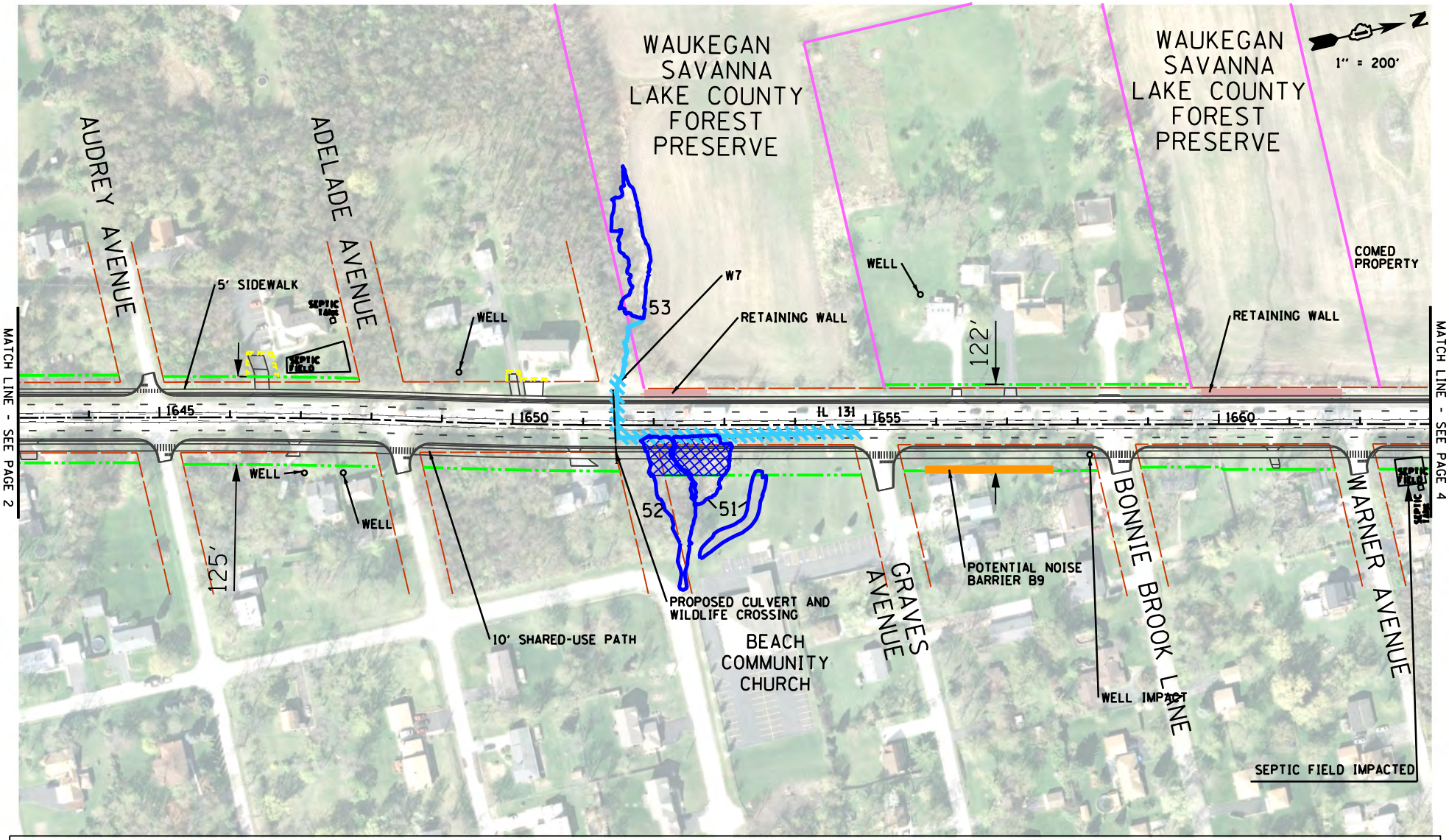

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ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

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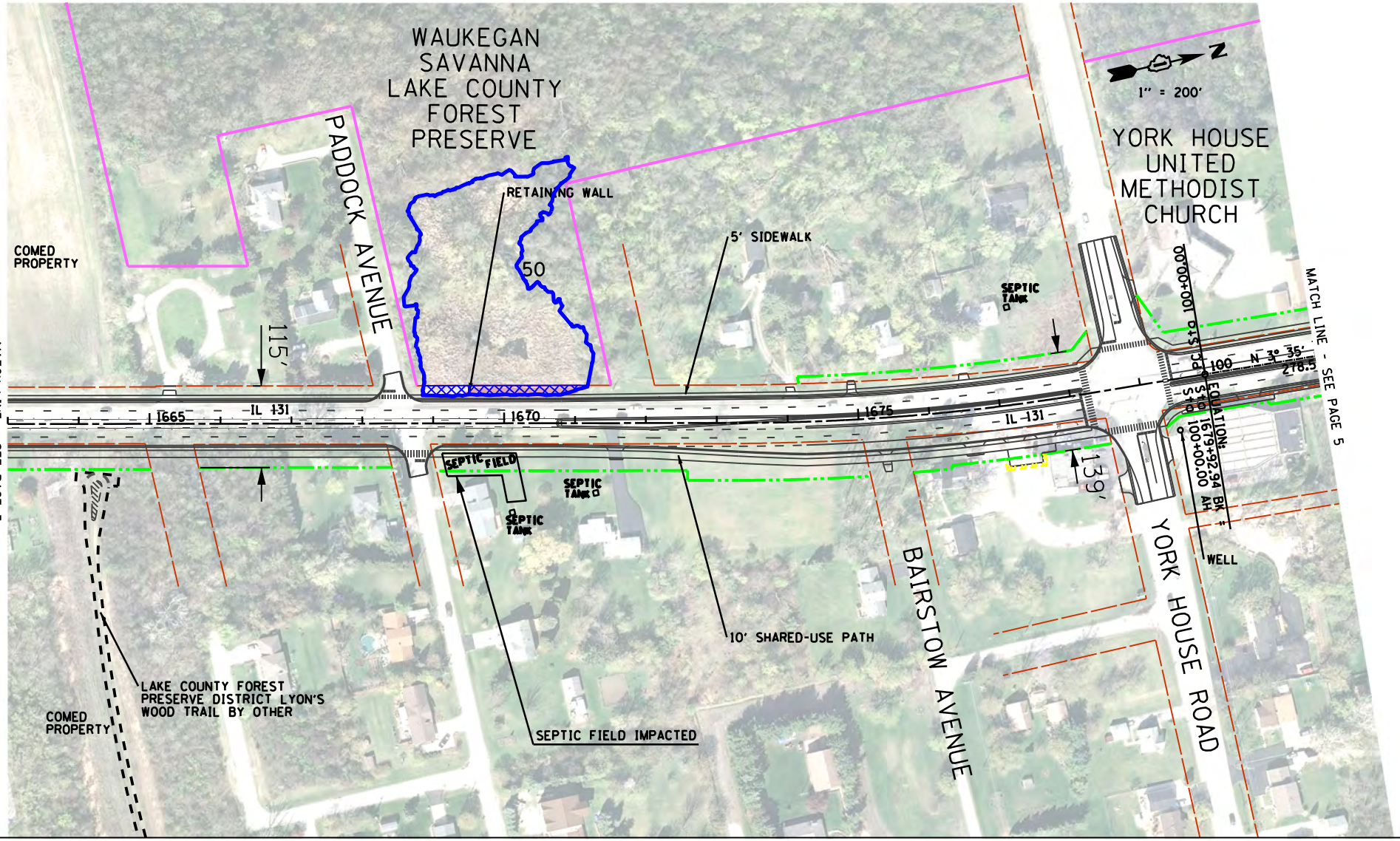

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ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

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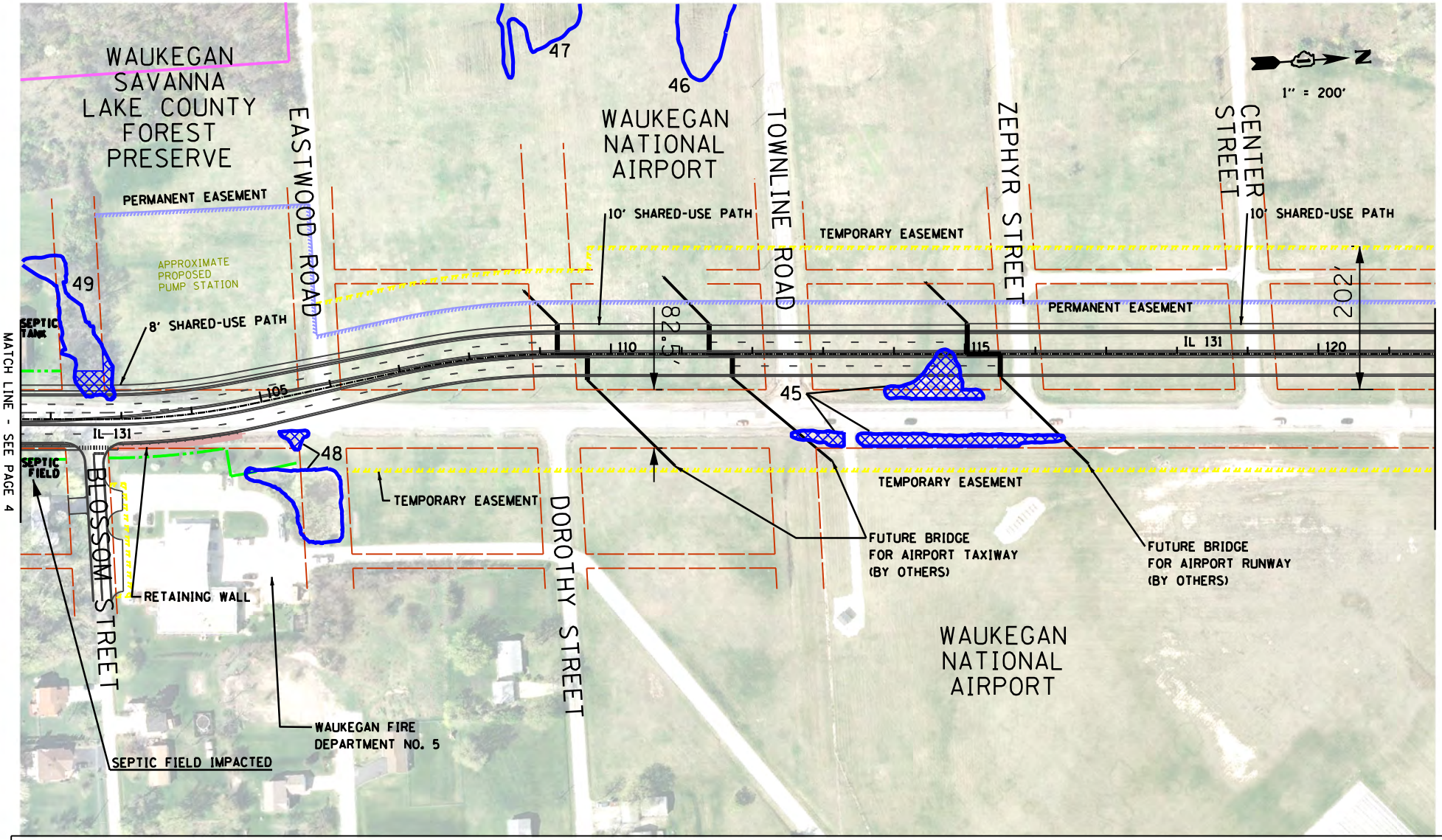

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ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

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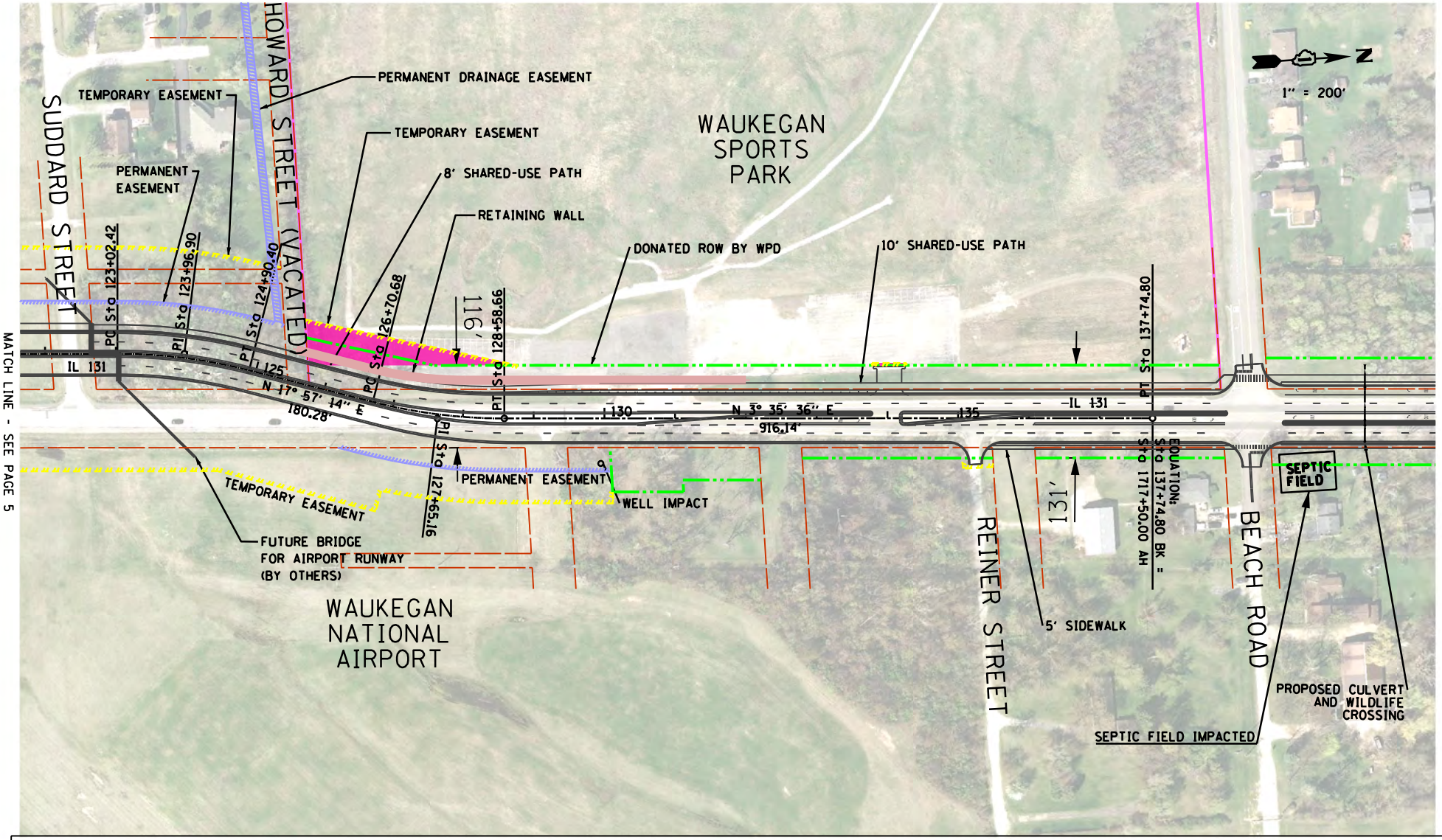

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ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

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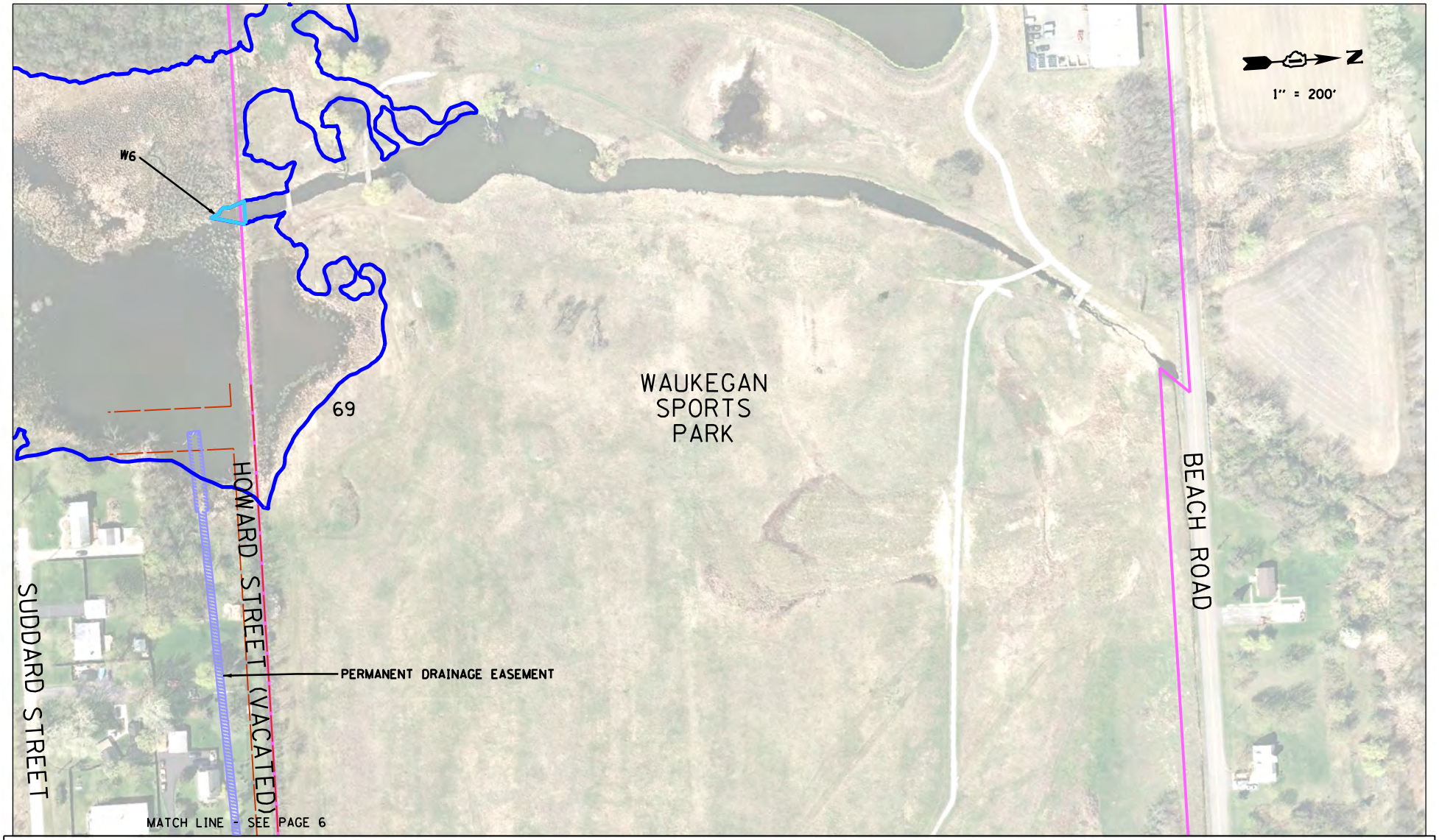

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ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

EXHIBIT 3
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ENVIRONMENTAL CONSTRAINTS

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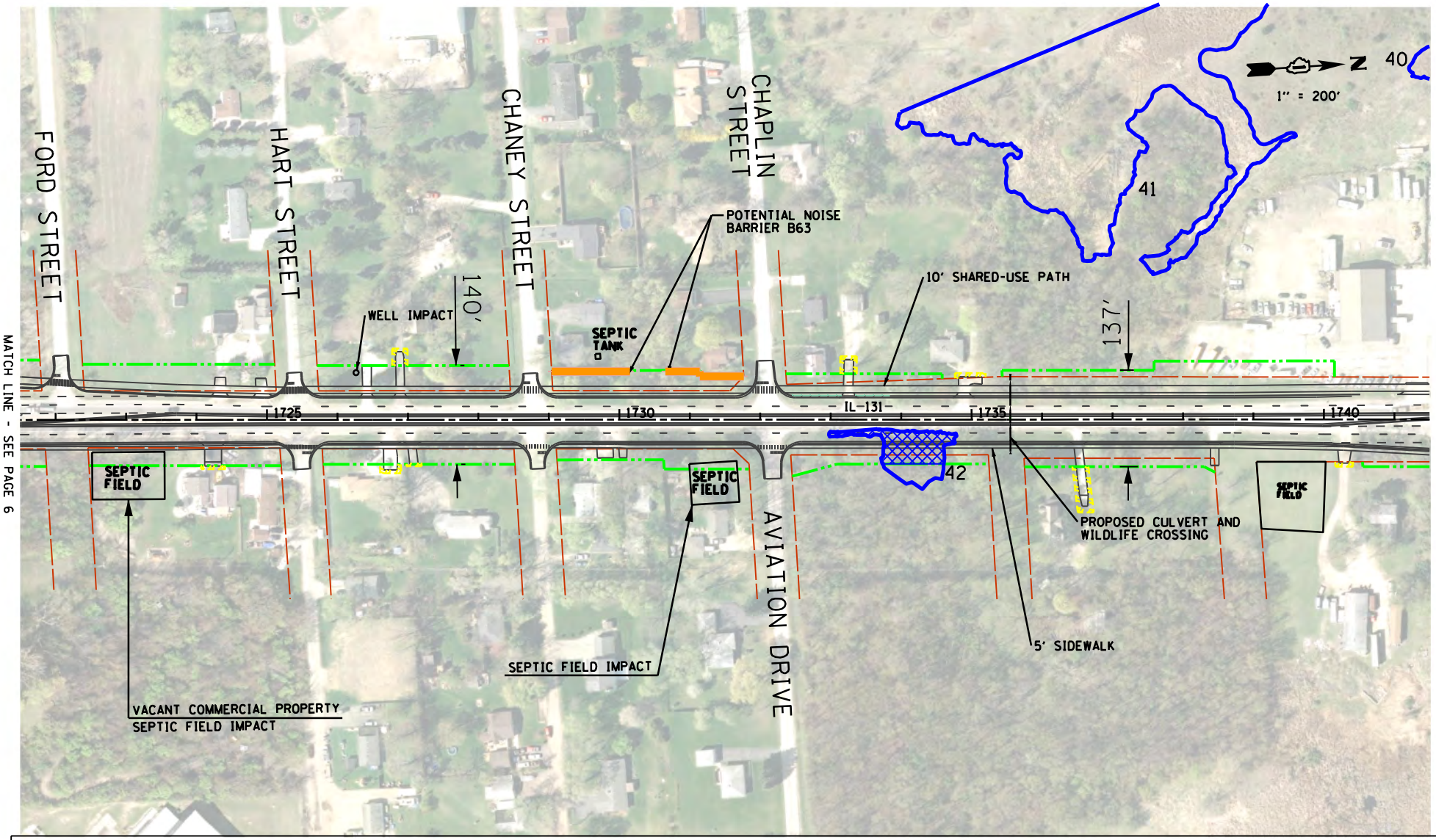

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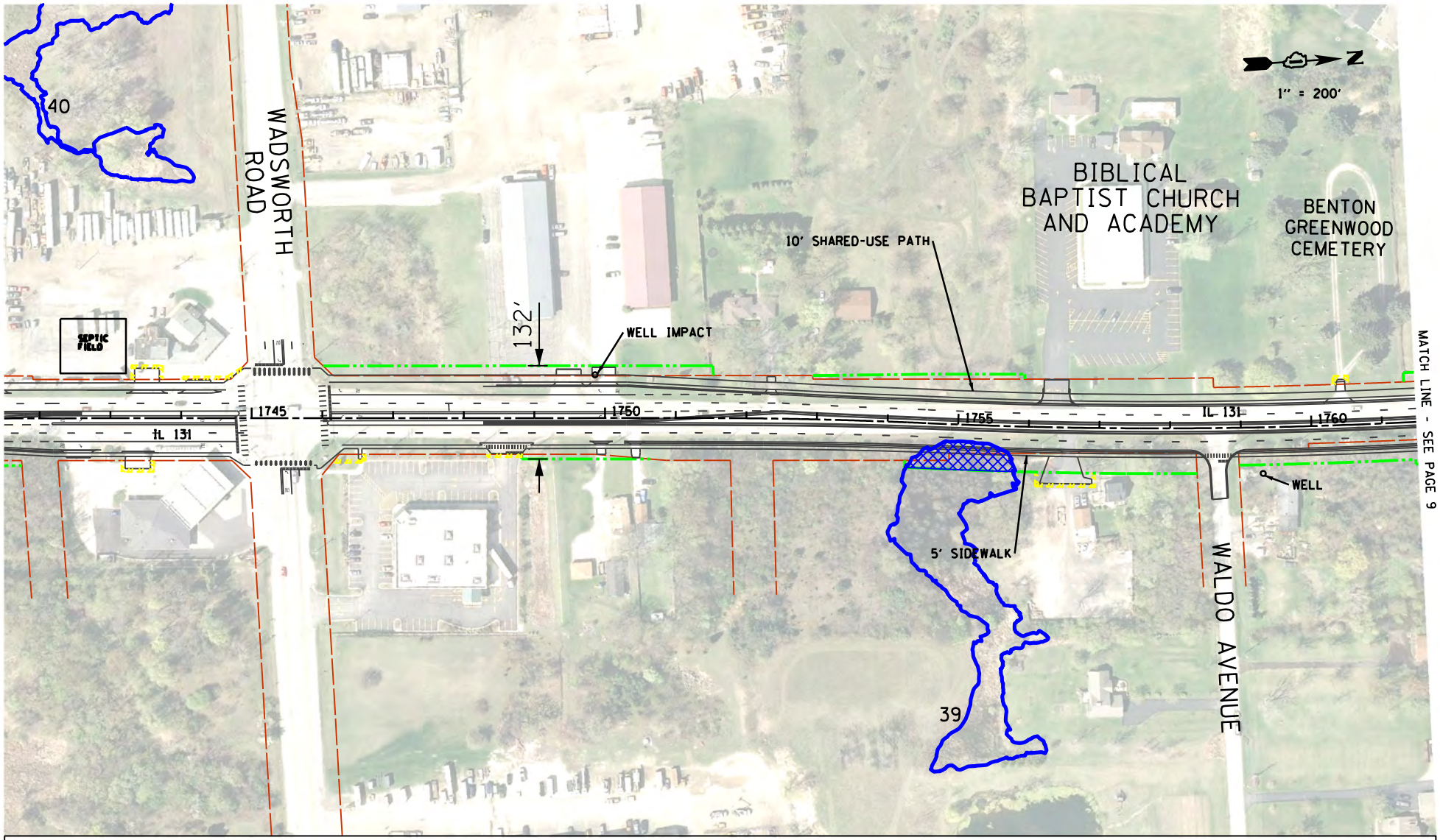
ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

EXHIBIT 3
PREFERRED ALTERNATIVE ENVIRONMENTAL CONSTRAINTS

AUGUST 2017



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- PERMANENT EASEMENT
- WETLAND
- STREAMS/DITCHES/WATERS OF THE U.S. (WOUS)
- POTENTIAL NOISE BARRIER
- RETAINING WALL
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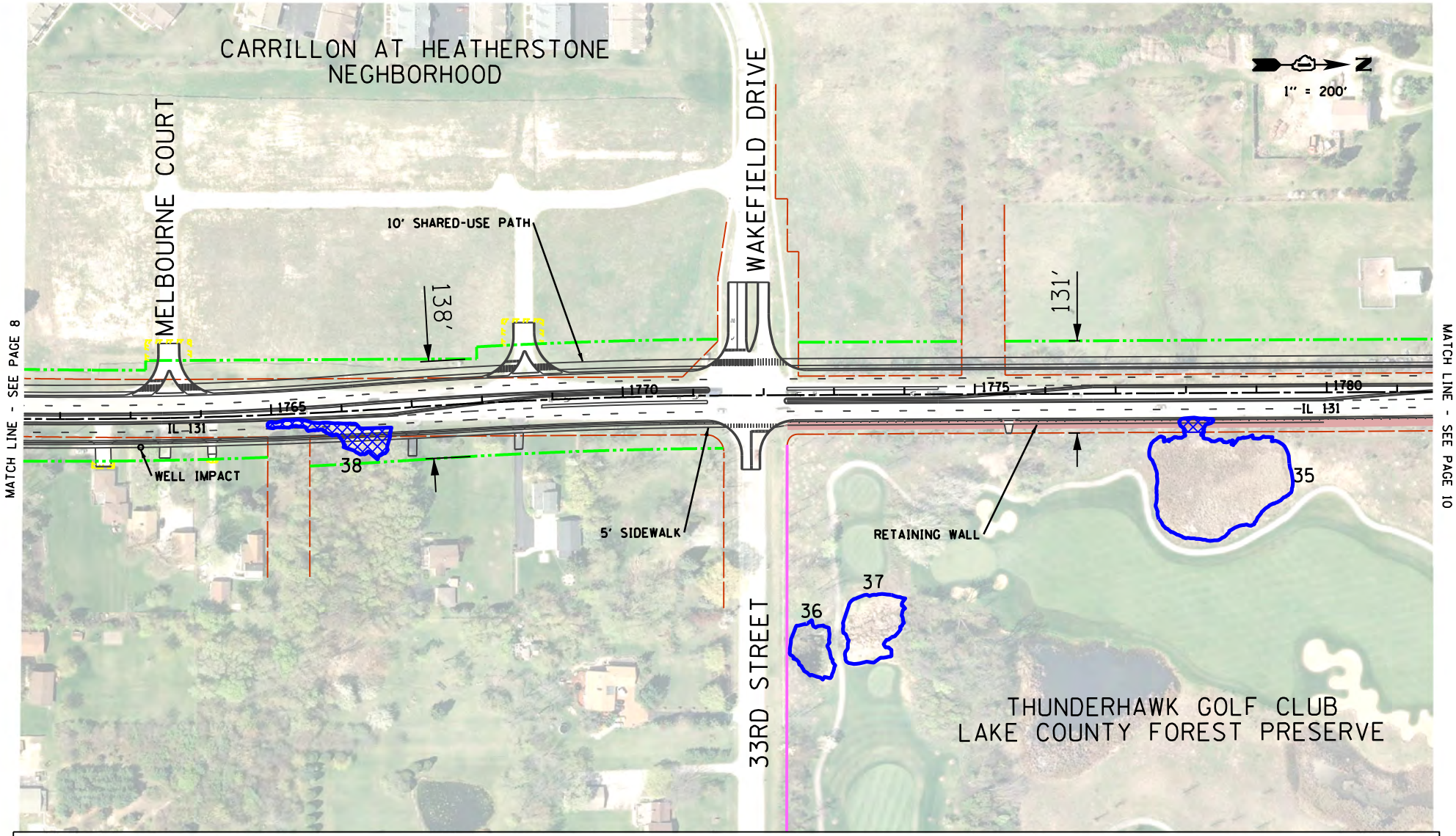
ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

EXHIBIT 3
PREFERRED ALTERNATIVE
ENVIRONMENTAL CONSTRAINTS

AUGUST 2017



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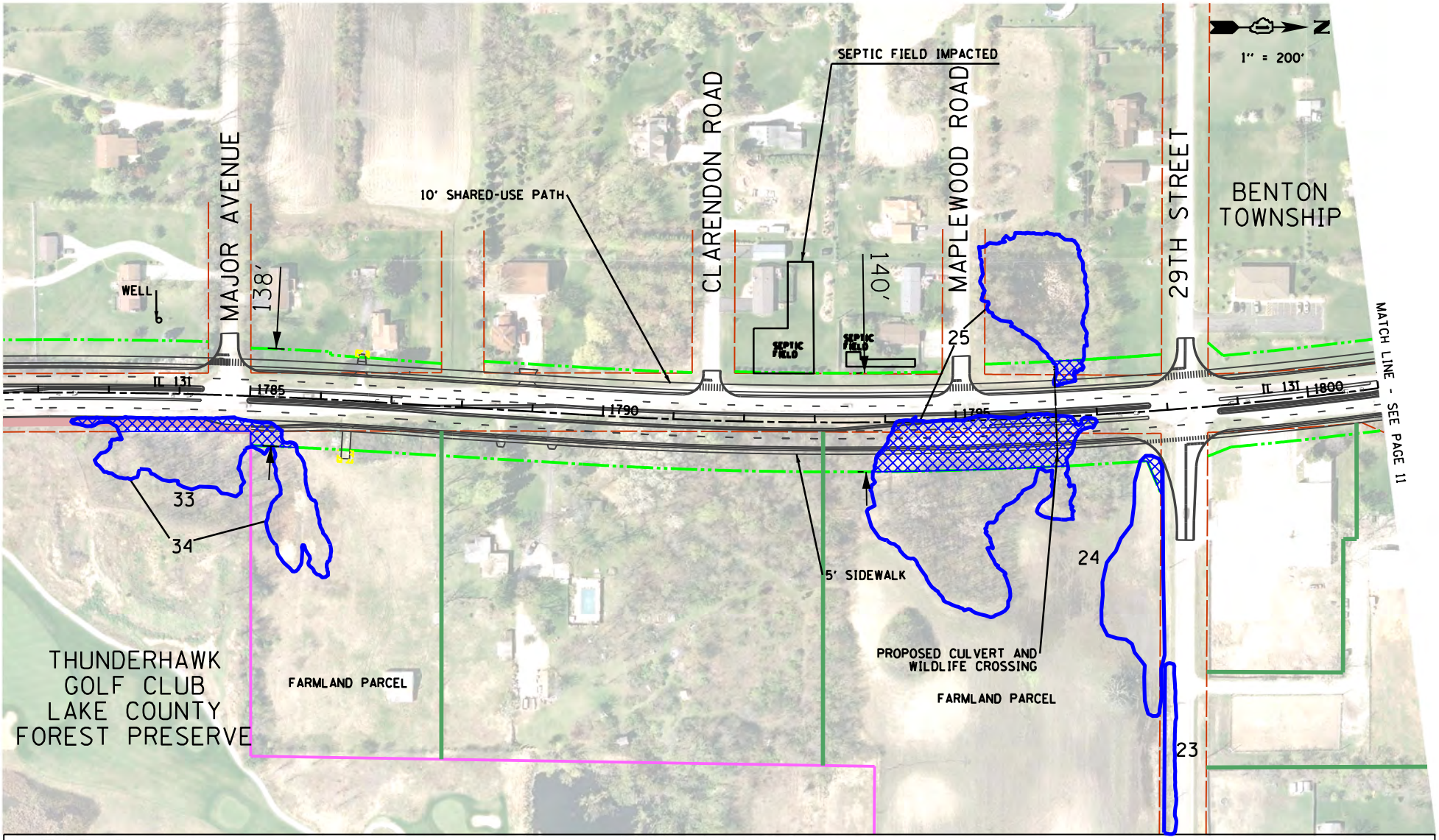

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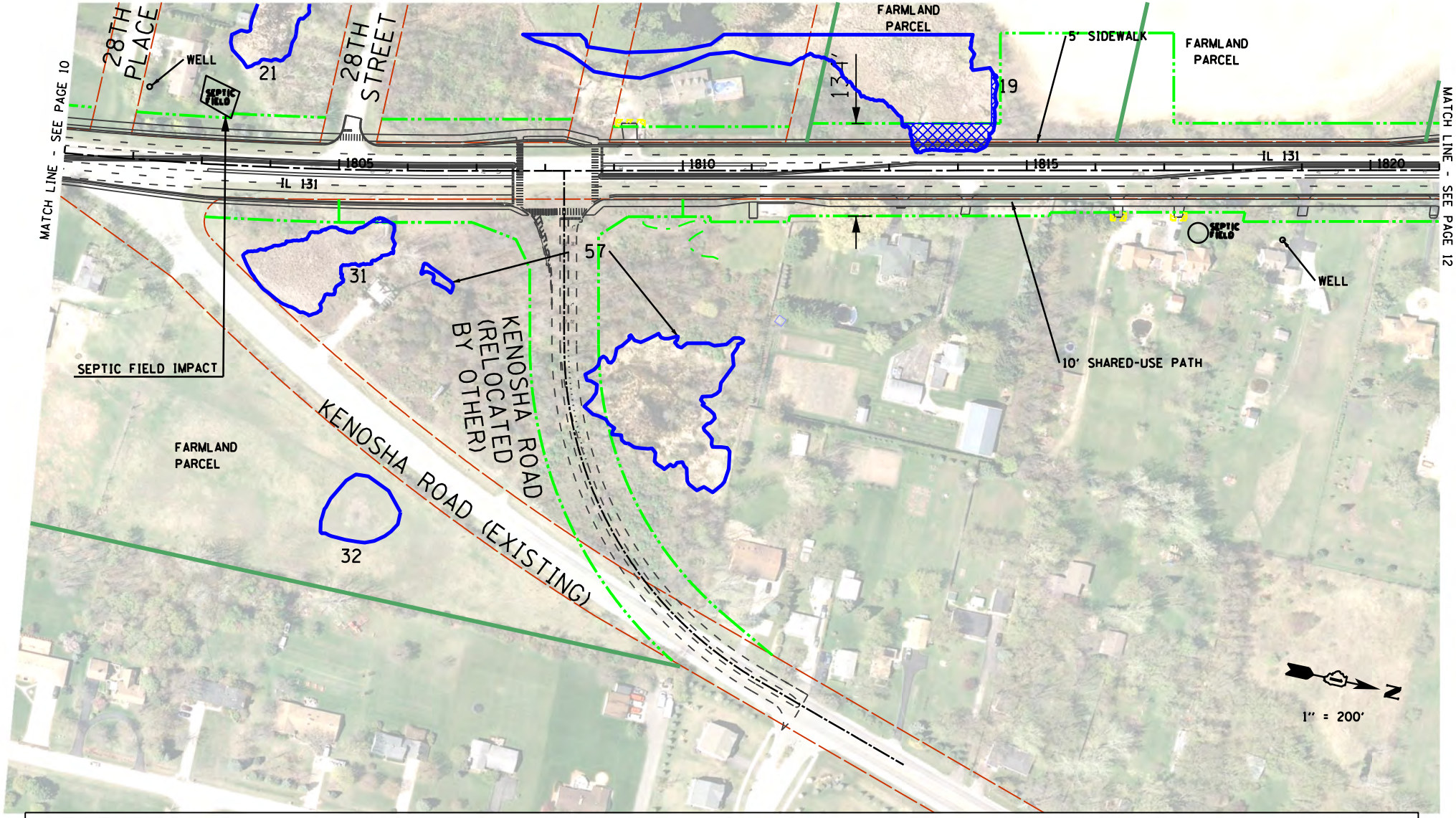

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ILLINOIS 131 - SUNSET AVENUE TO RUSSELL ROAD

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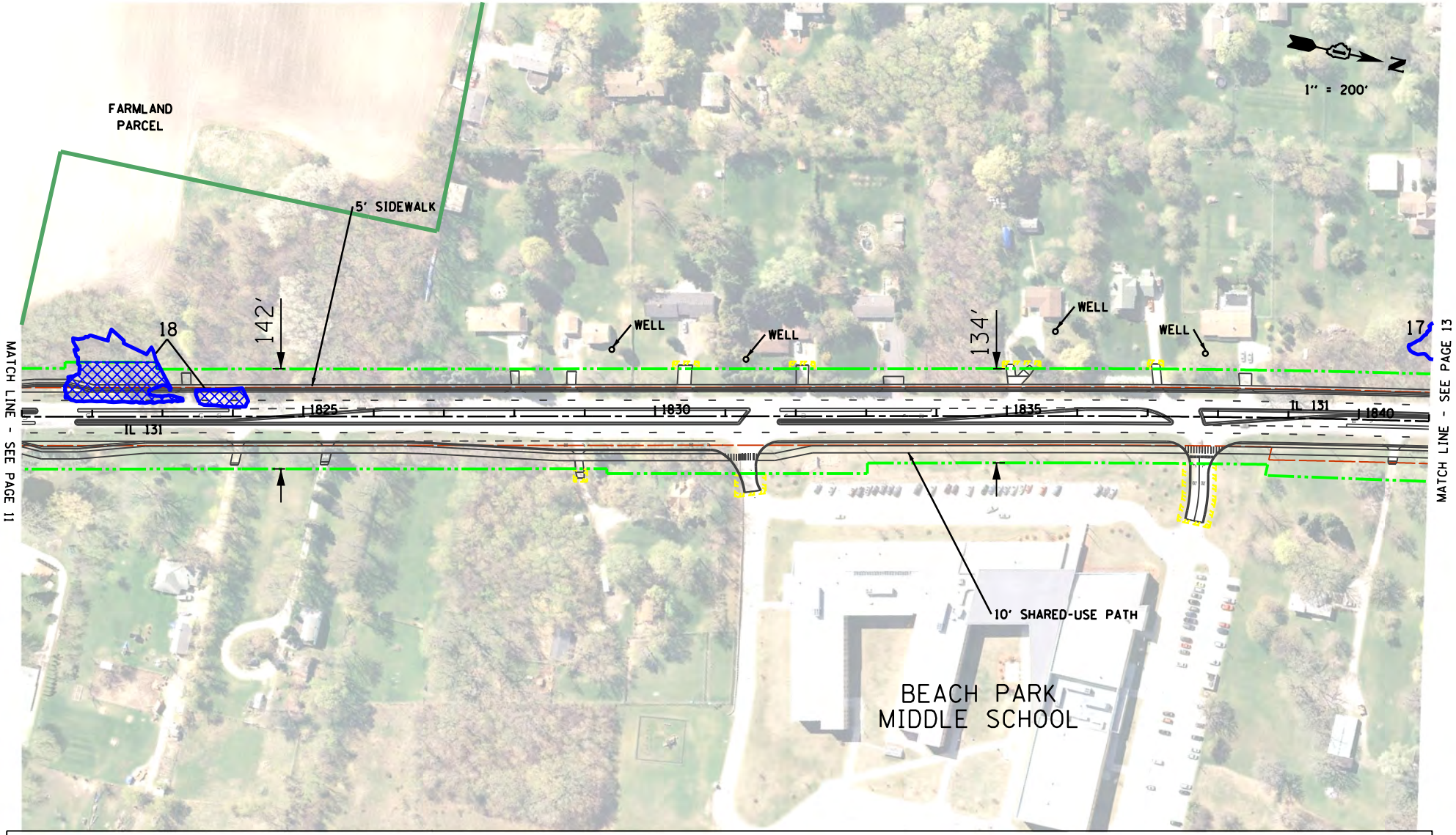

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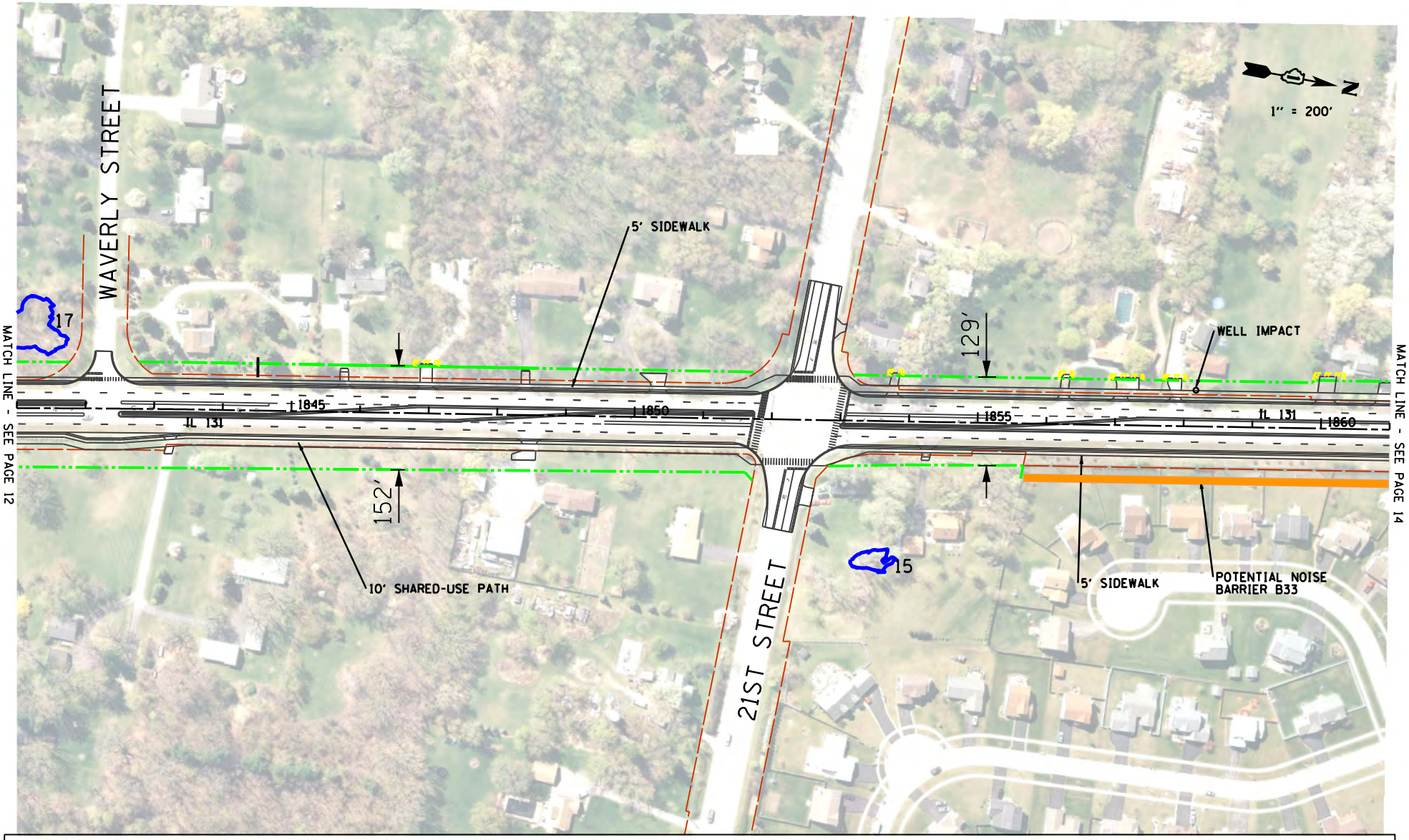

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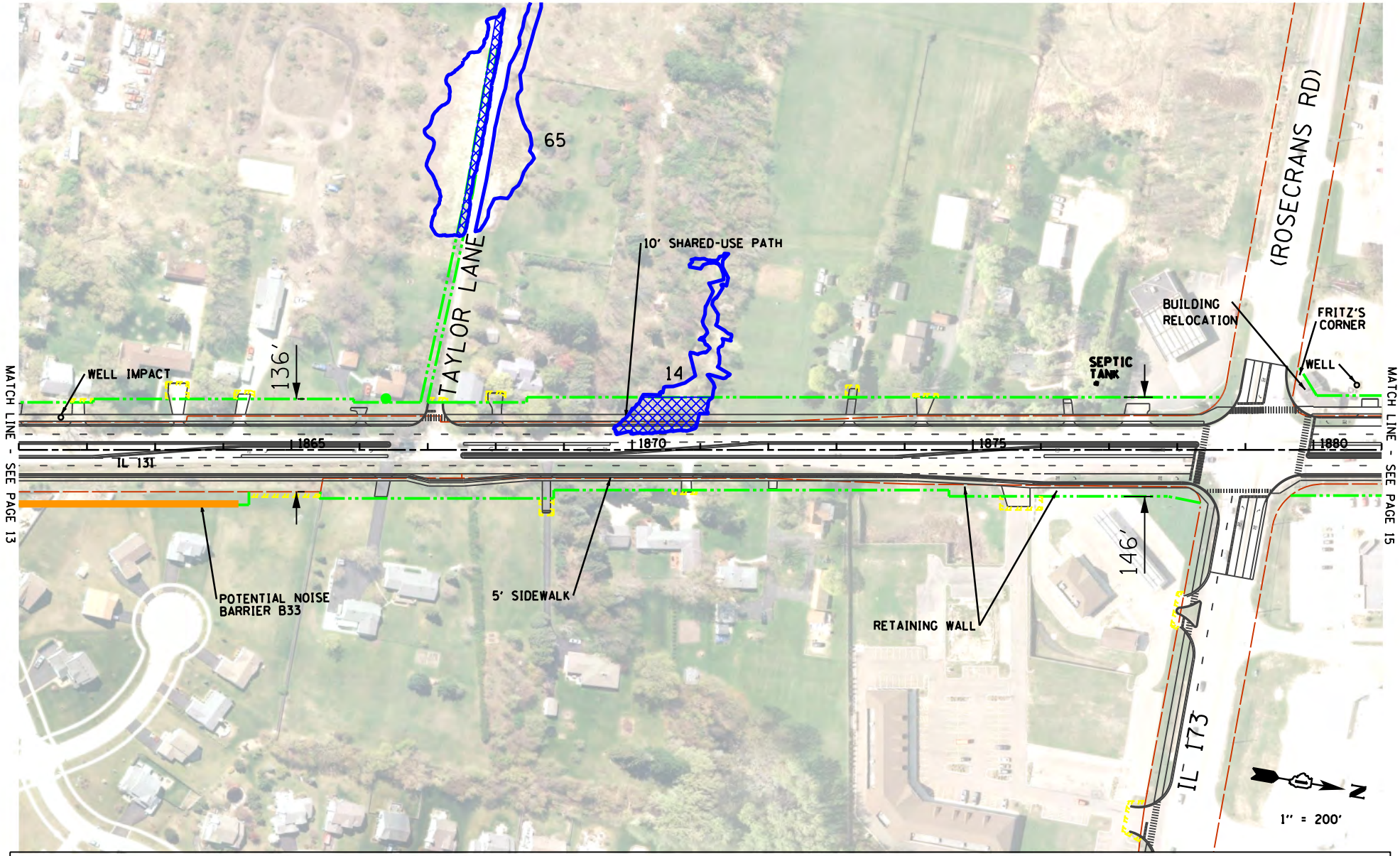

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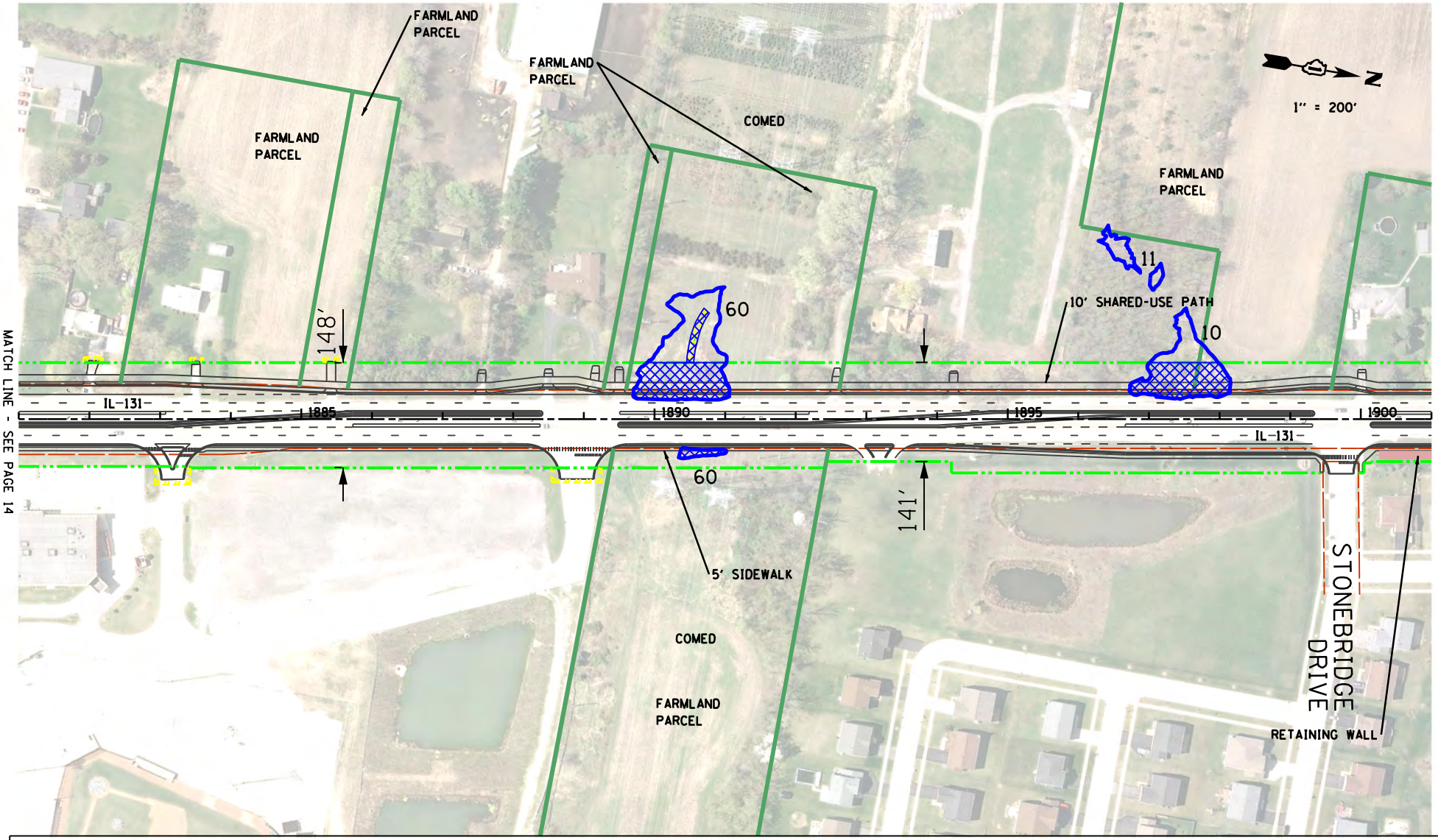

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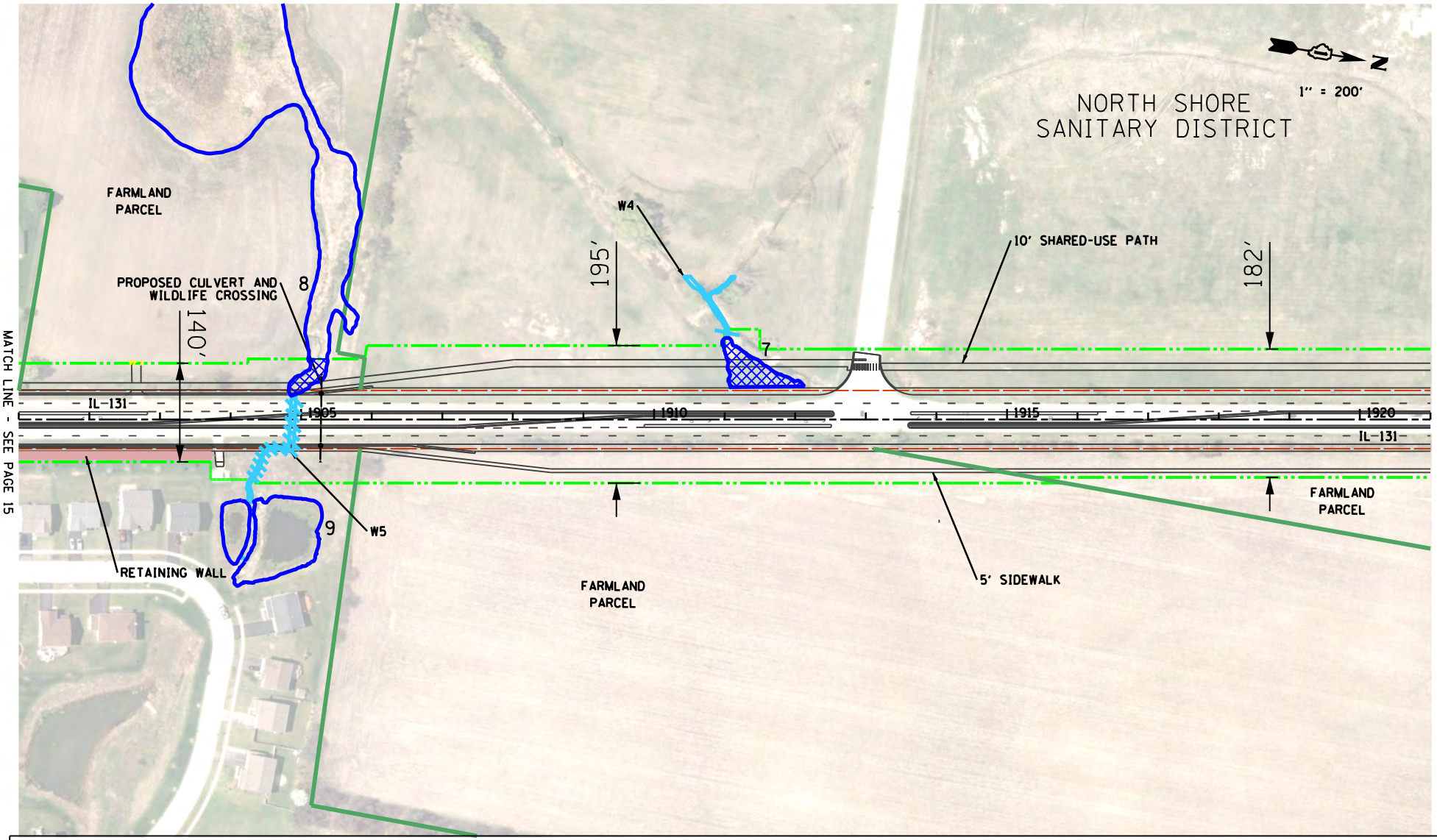

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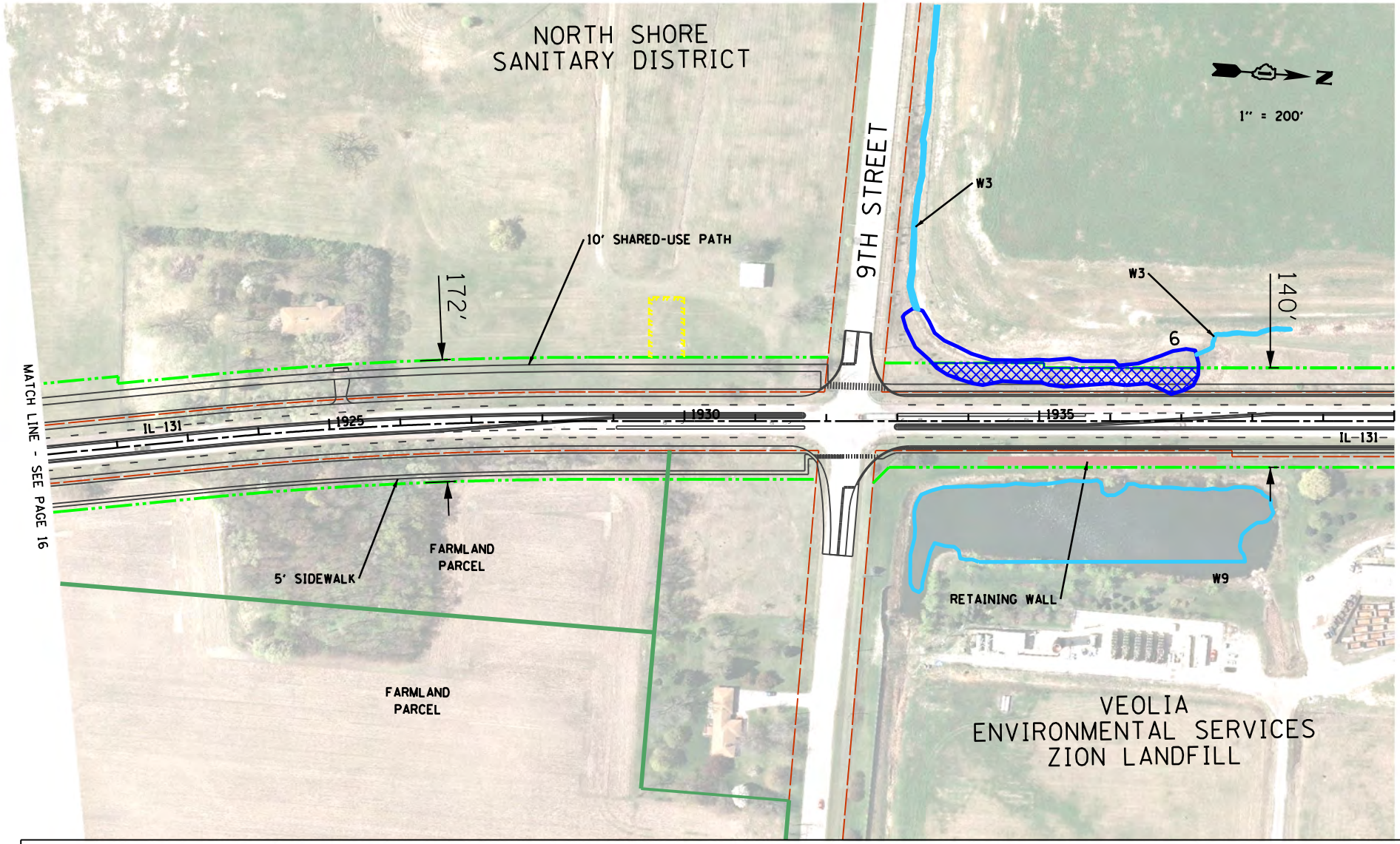

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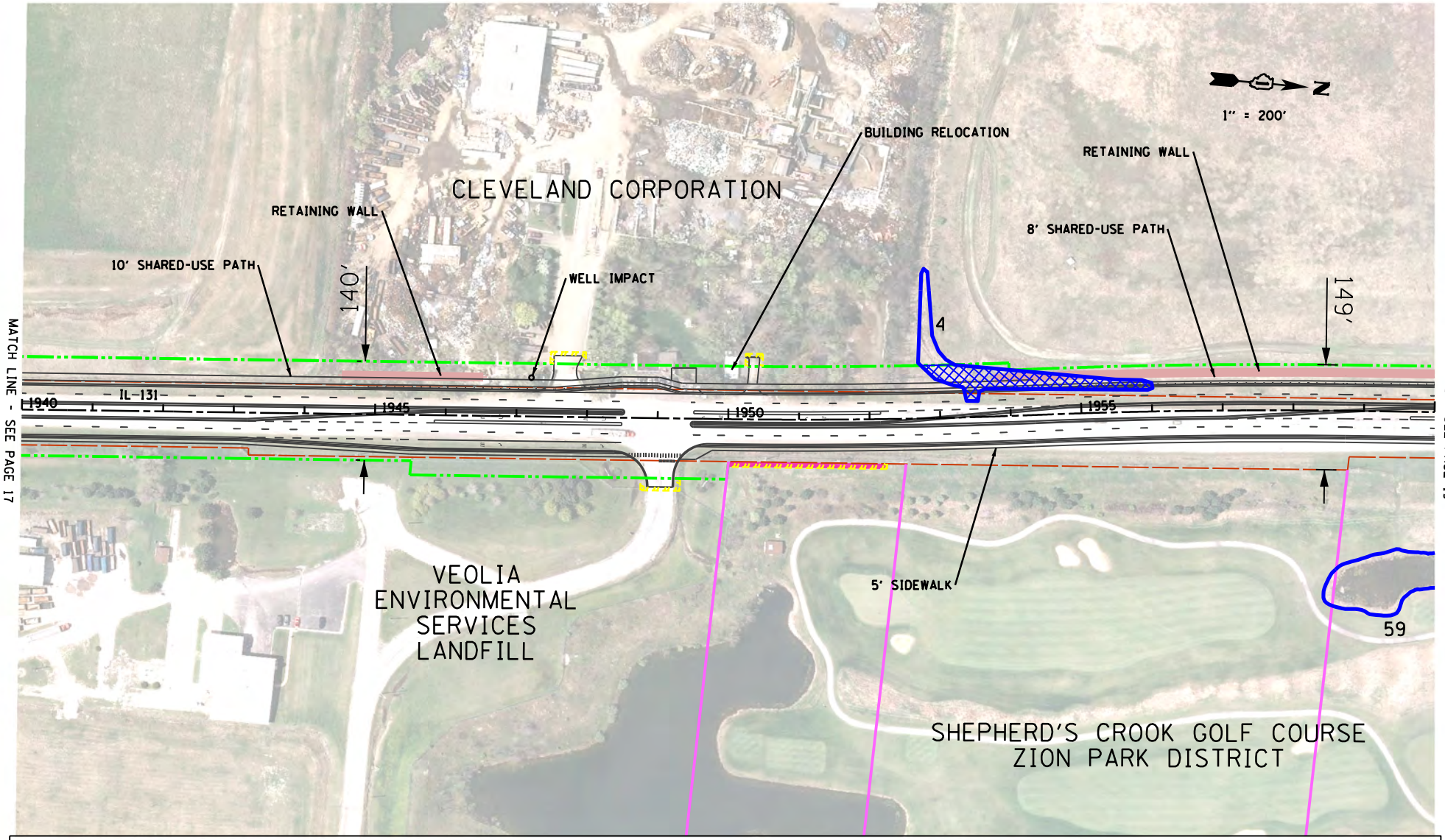

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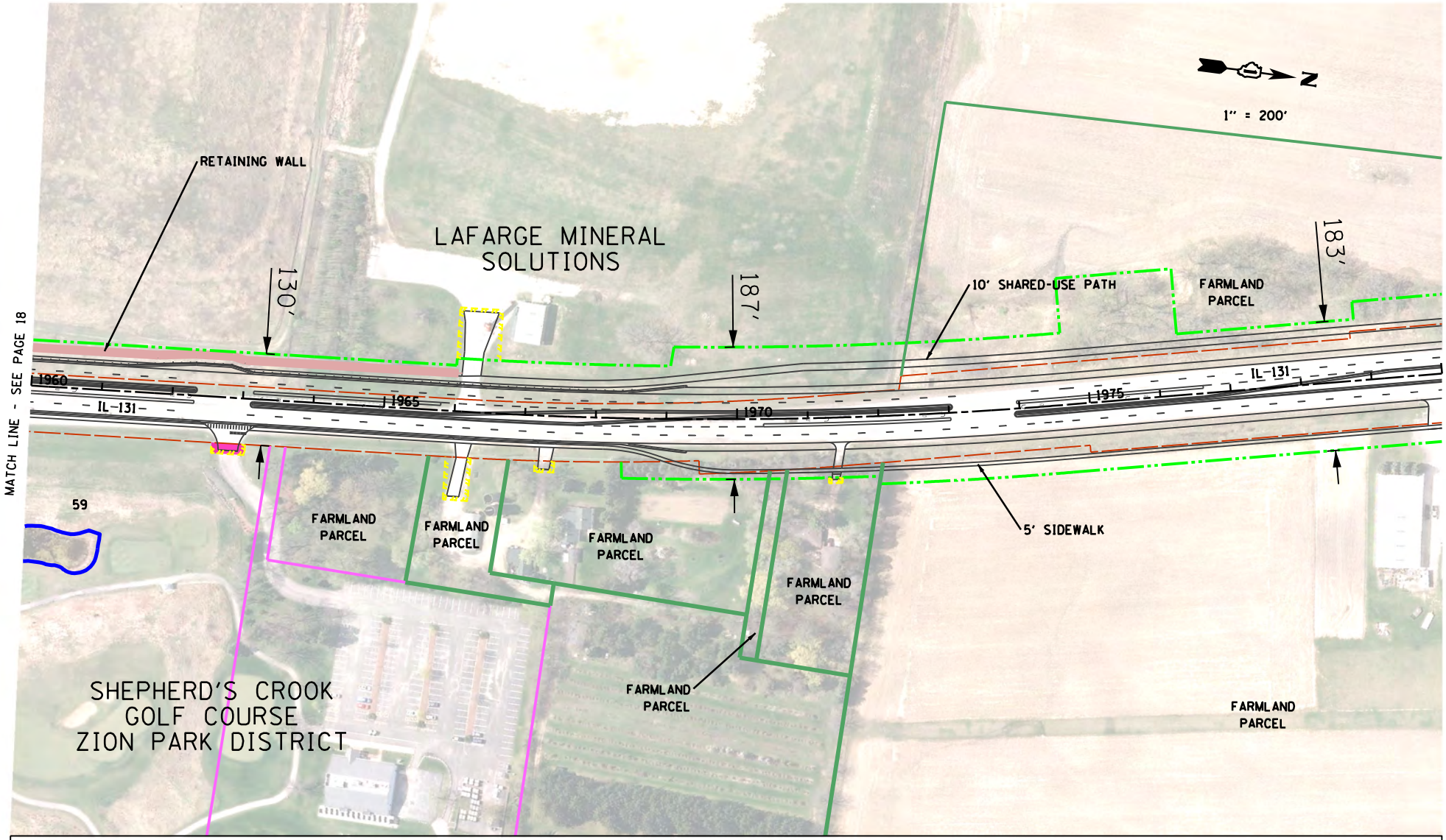

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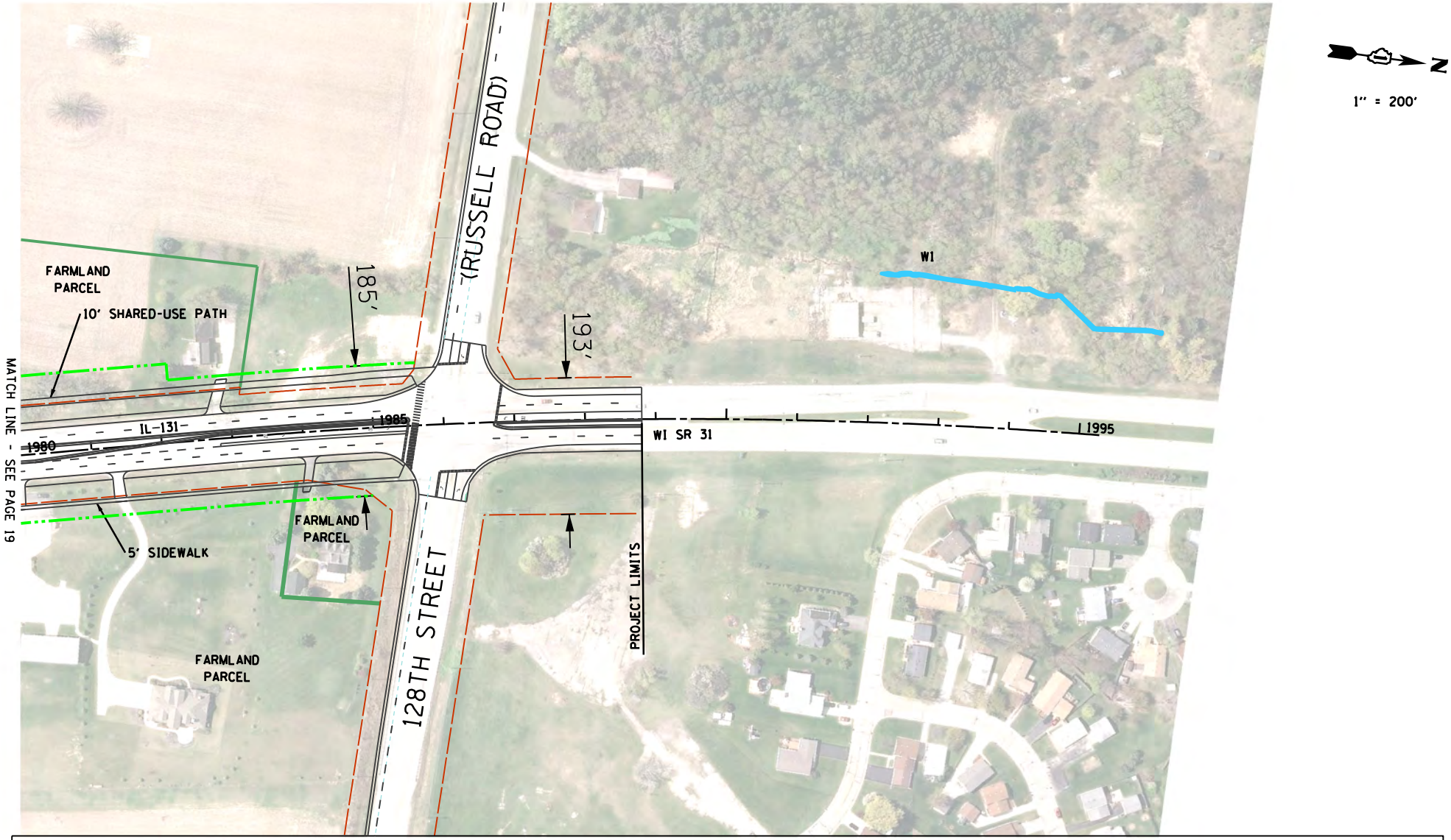

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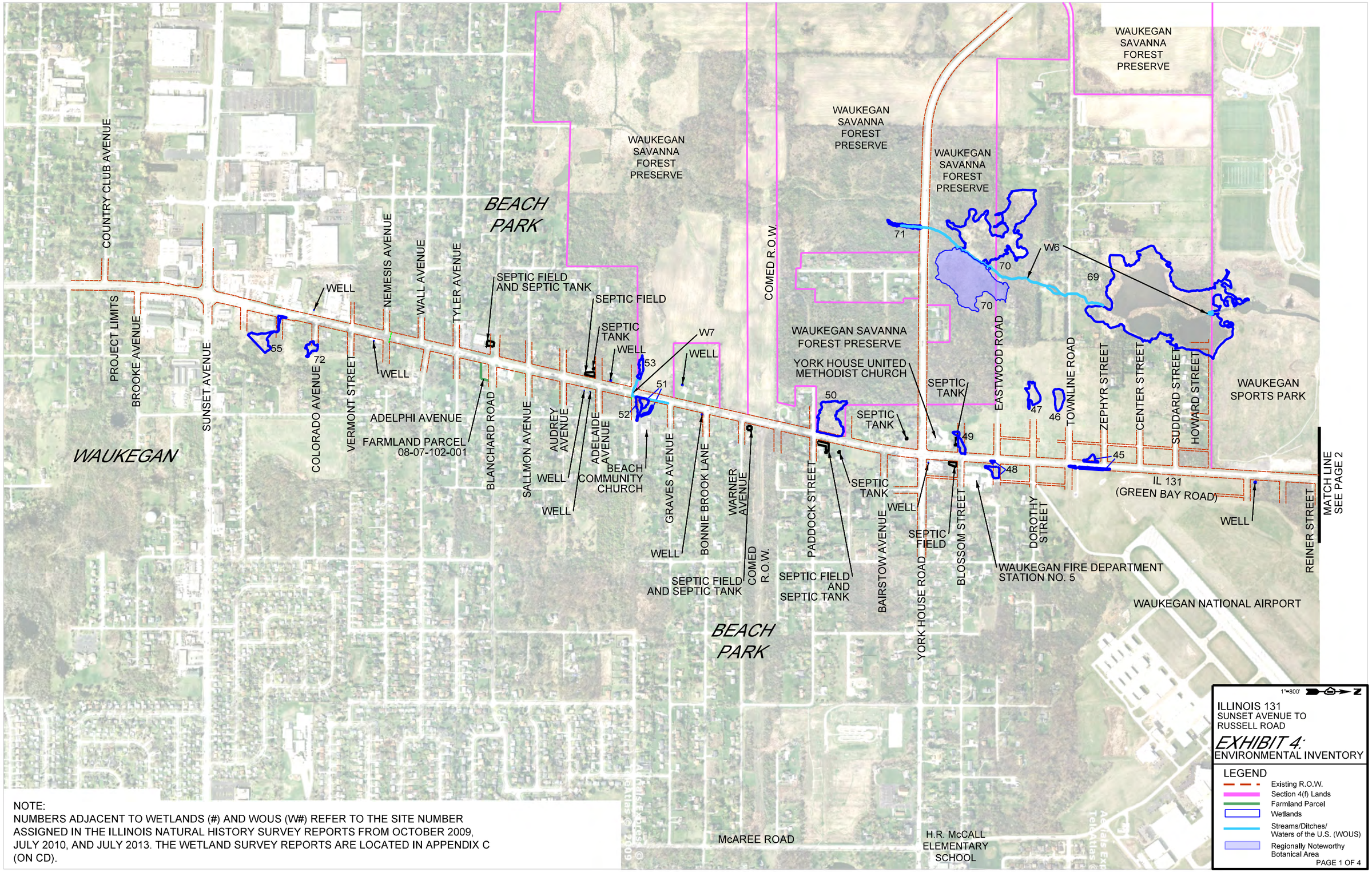

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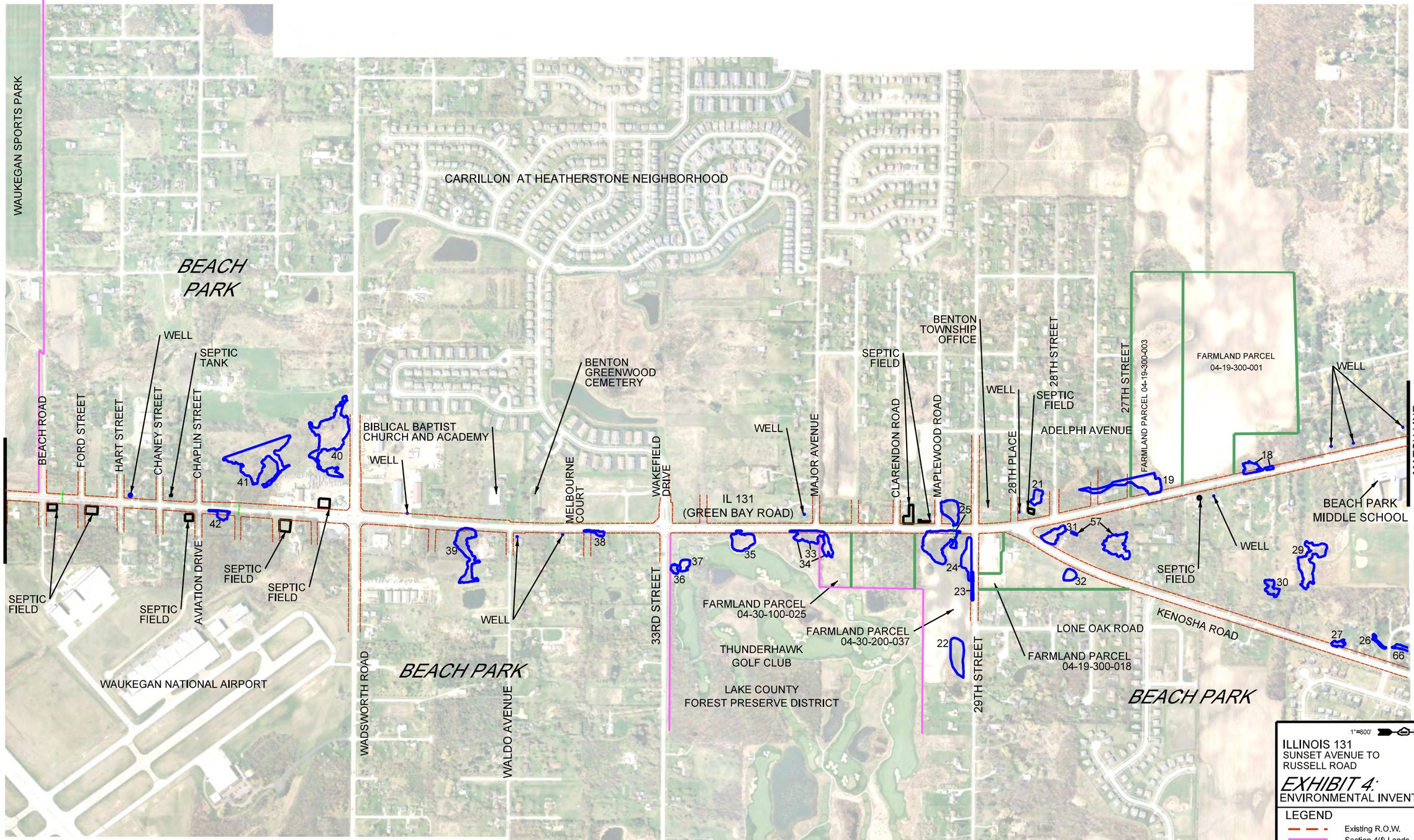

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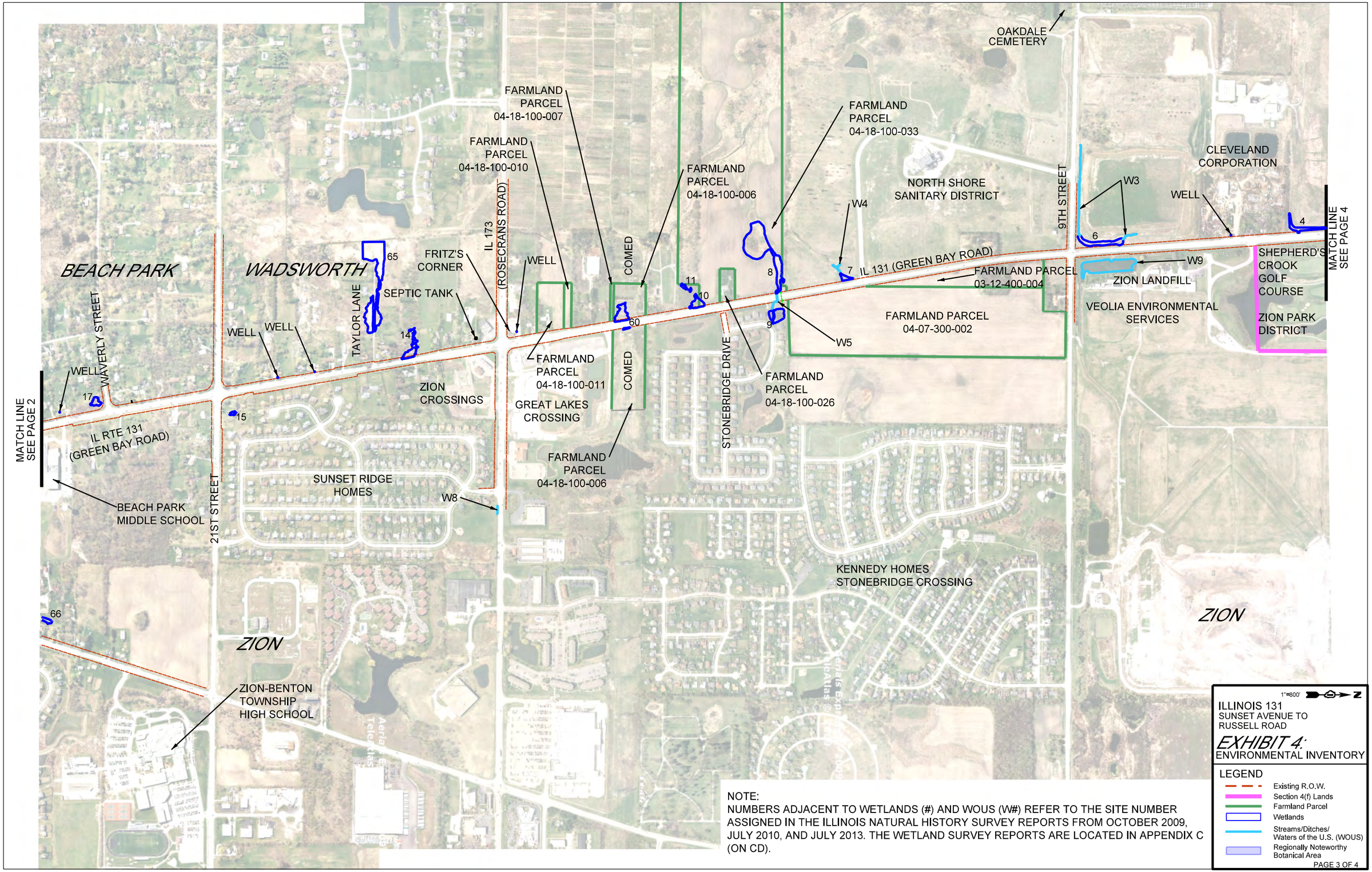

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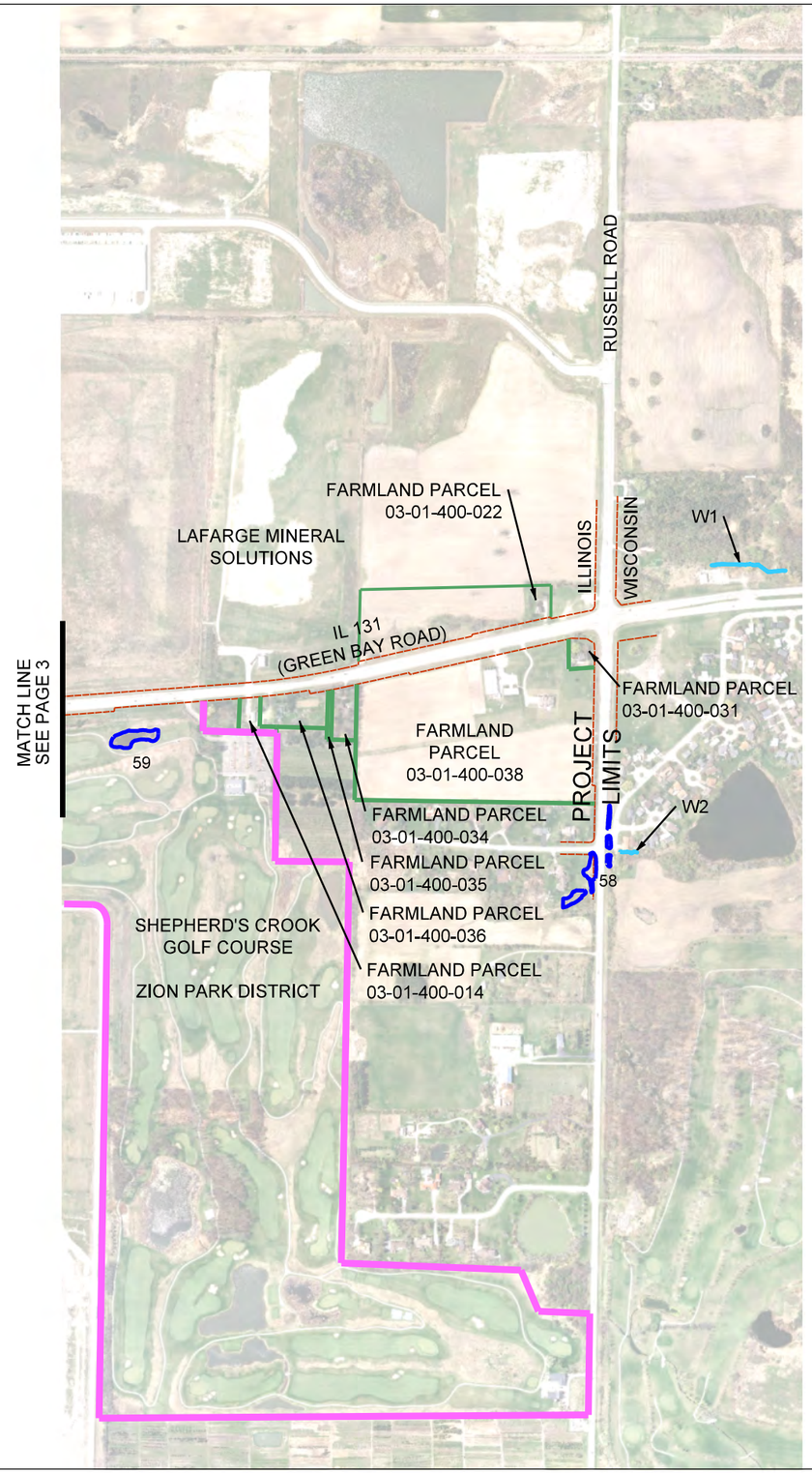
1"=800'

ILLINOIS 131
SUNSET AVENUE TO RUSSELL ROAD

EXHIBIT 4:
ENVIRONMENTAL INVENTORY

LEGEND
- Existing R.O.W.
- Section 4(f) Lands
- Farmland Parcel
- Wetlands
- Streams/Ditches/ Waters of the U.S. (WOUS)
- Regionally Noteworthy Botanical Area



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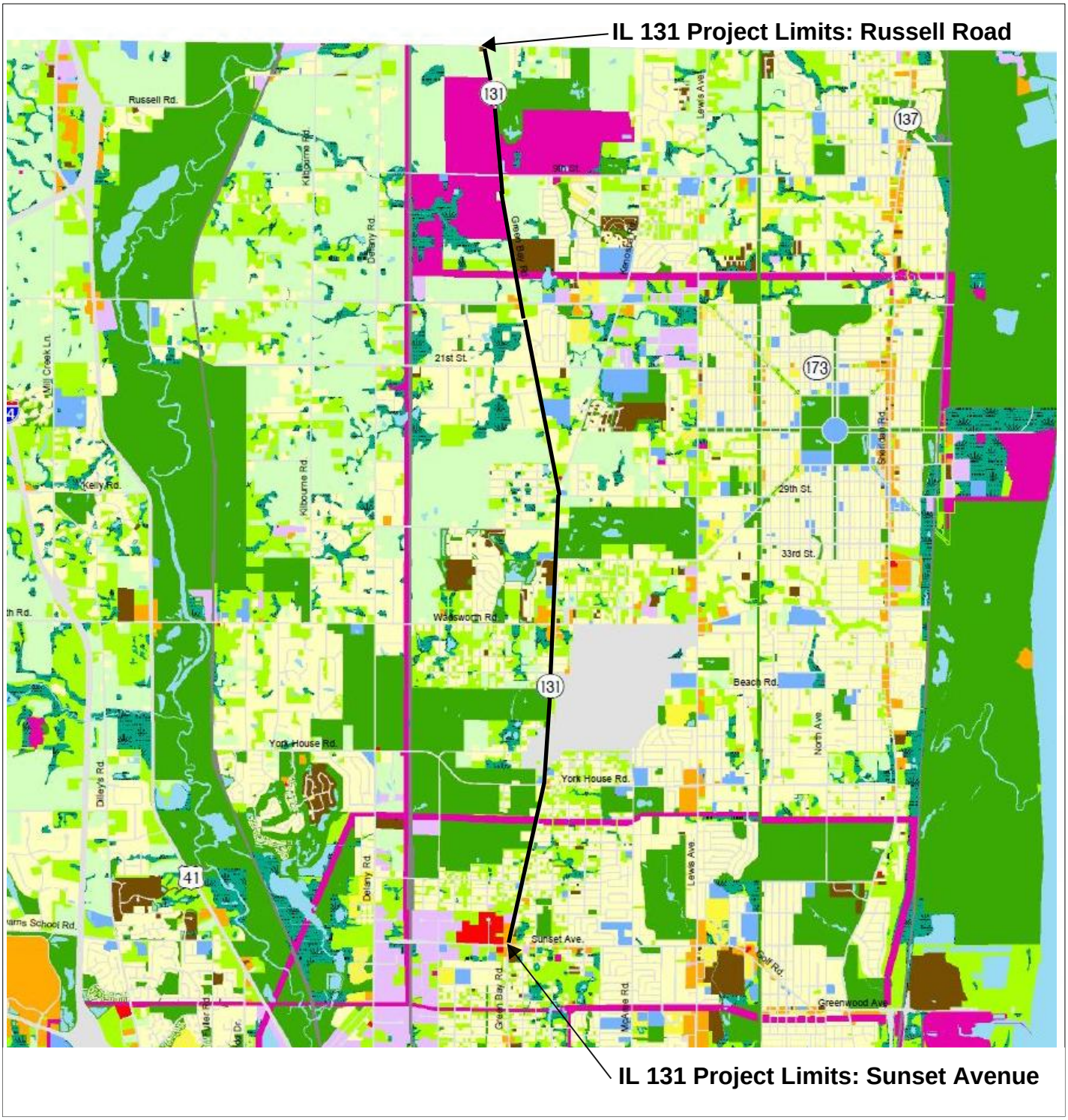


Employment

- Government/Institutional
- Industrial
- Office/Research
- Retail/Commercial

Residential

- Residential Single-Family
- Residential Multifamily

Other

- Utility/Waste Facilities
- Transportation
- Rail
- Disturbed Land
- Forest/Grassland/Beach
- Agricultural
- Public/Private Open Space
- Wetlands
- Water

Existing Land Use

(2005)

N W E S

1 0.5 0 1 2 3 4 5 Miles

1 inch = 4000 feet

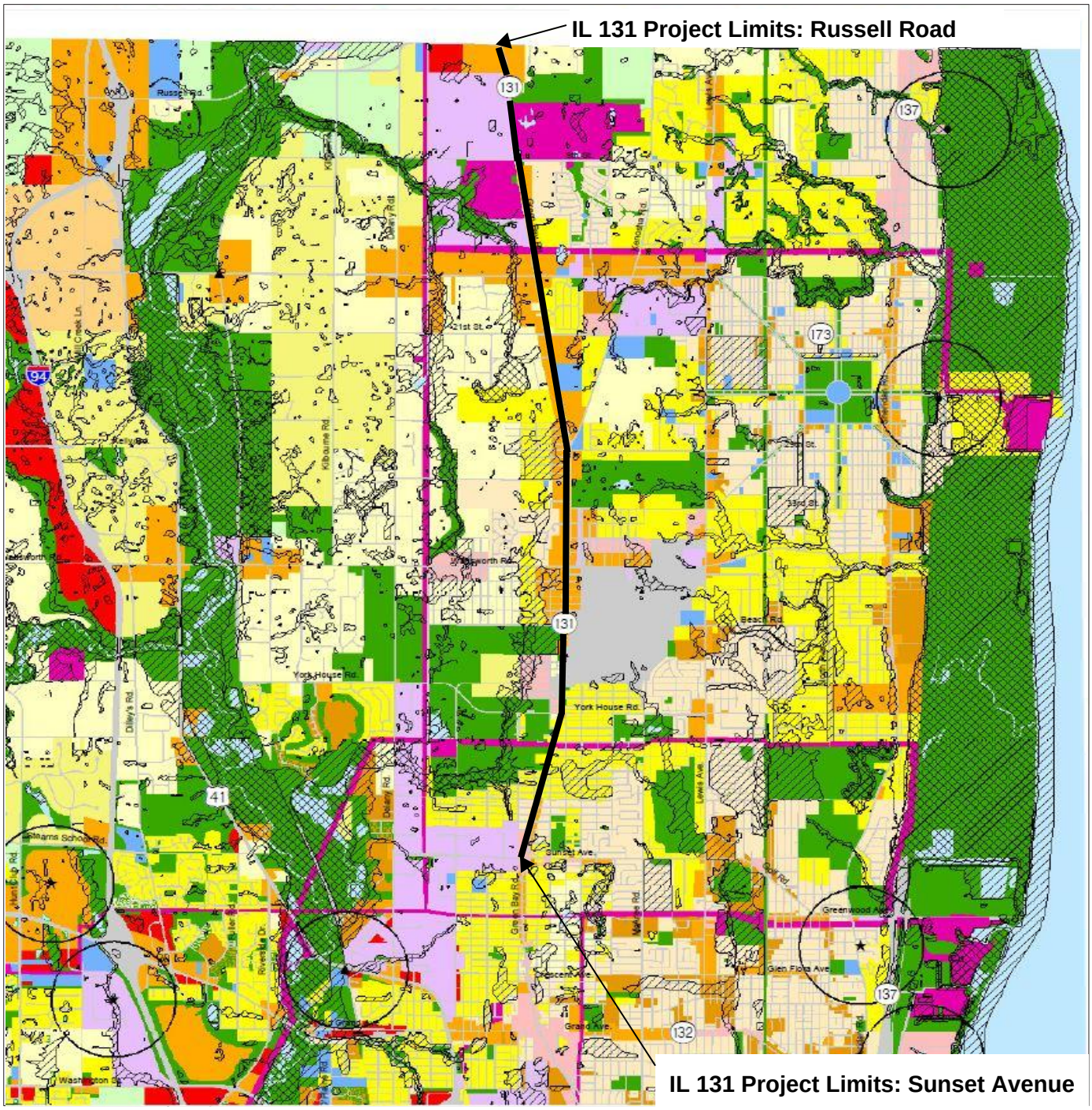
Illinois Route 131 - Sunset Ave to Russell Rd

Exhibit 5
Existing Land Use Plan

The map is provided for general locational information. The features have been derived from various sources, each of which has its own scale and accuracy. The locations of all features are approximate. This map should not be used as a basis for purchasing property. Field survey delineations are required to verify the exact locations of wetlands and other map features. Aerial orthophotography from the Spring of 2005 was the primary data source for the Land Use Inventory

Source: Lake County Geographic Information System, Lake County Planning, Building and Development Department

October 24, 2007



Employment

- Government/Institutional
- Industrial
- Office/Research
- Mixed Use
- Retail/Commercial
- Gateway Economic Development Area

Residential

- Residential Single-family Large Lot (>3-acre lot density)
- Residential Single-family Medium Lot (1 to 3-acre lot density)
- Residential Single-family Residential (0.25 to 1-acre lot density)
- Residential Single-family Small Lot (<0.25-acre lot density)
- Residential Multifamily

Other

- Public/Private Open Space
- Utility/Waste Facilities
- Transportation
- Agricultural
- Water
- Severe Environmental Limitations
- Moderate Environmental Limitations
- Multimodal Transportation Hubs
- Proposed Metra Stop
- Existing Metra Stop
- 2000 Employment Center
- Transit/Employment Center (1/2 mile radius)
- Central Lake Thruway Corridor

Future Land Use

N
W E
S

0 0.5 1 2 3 4 Miles

1:48,000

Illinois Route 131 - Sunset Ave to Russell Rd!

Exhibit 6
Future Land Use Plan

Source: Lake County Planning, Building and Development Department

Adopted: November 9, 2004
Revised: February 13, 2007
Revised: July 8, 2008
Revised: November 16, 2010

Path: U:\Planning and Support Services\Framework Plan Maps\esize_FLU-Nov_2010.mxd

Exhibit 7
Waukegan Savanna Forest Preserve
Conceptual Master Plan
(Showing Planned Bicycle Trails)

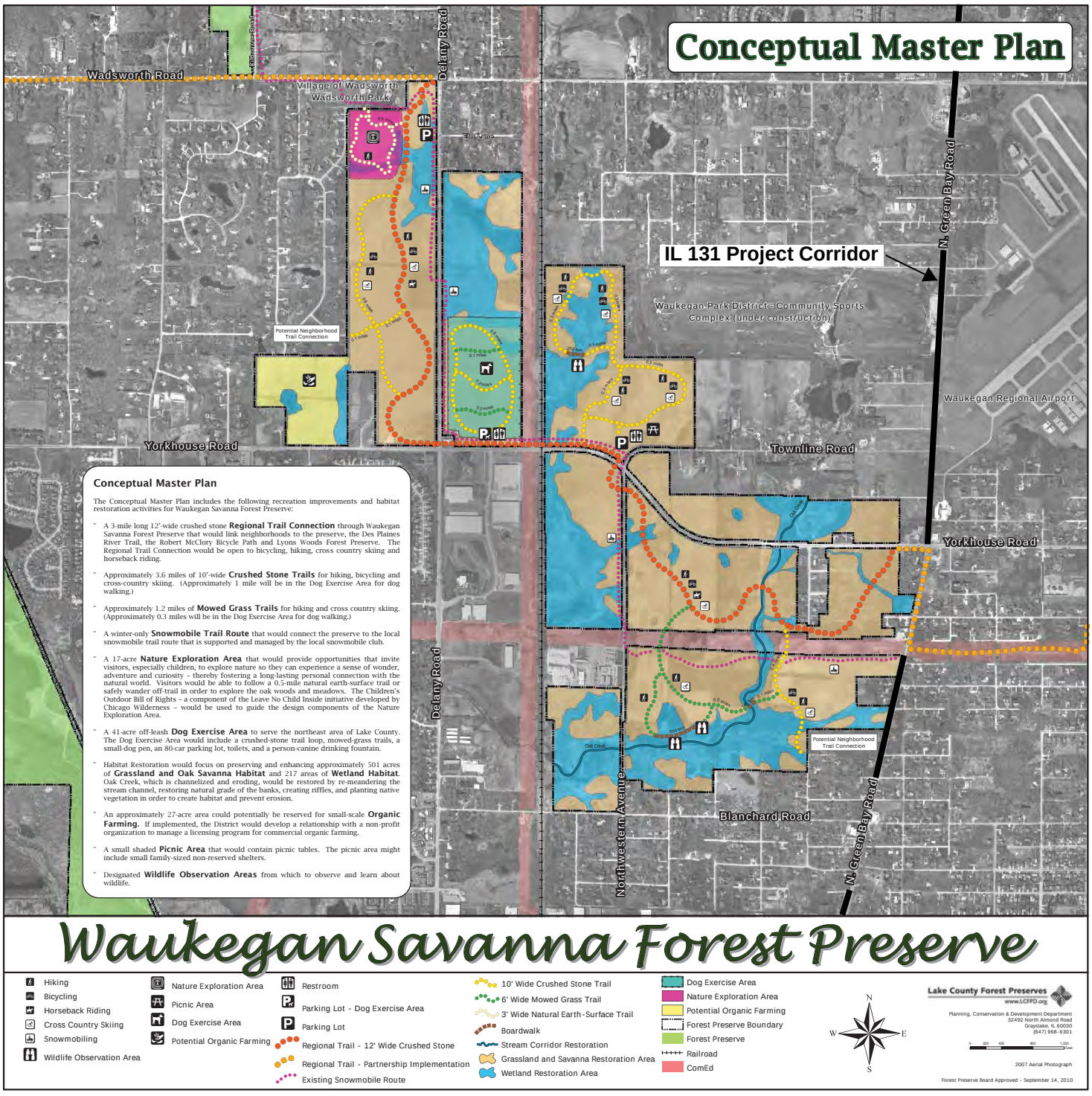


EXHIBIT 8
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
NOISE ANALYSIS RESULTS SUMMARY

CNE	Receptor	Type	Represents	NAC dB(A)	Existing dB(A)	Predicted Year			Impacted
						Build dB(A)	No-Action dB(A)	Build Increase Over Existing dB(A)	
1	R1	Residential	1 Home	67	69	73	71	4	Yes
	R2	Residential	1 Home	67	68	72	70	4	Yes
	R3	Residential	1 Home	67	69	73	71	4	Yes
	R4	Residential	1 Home	67	65	70	67	5	Yes
	N1/R5	Residential	1 Home	67	68	72	70	4	Yes
	R6	Residential	1 Home	67	68	73	70	5	Yes
	R7	Residential	1 Home	67	69	73	72	4	Yes
	R8	Residential	1 Home	67	69	73	71	4	Yes
	R9	Residential	1 Home	67	69	73	71	4	Yes
	R10	Residential	1 Home	67	69	73	71	4	Yes
2	R11	Residential	1 Home	67	67	72	69	5	Yes
	R12	Residential	1 Home	67	68	73	70	5	Yes
	N2/R13	Residential	1 Home	67	68	72	70	4	Yes
	R14	Residential	1 Home	67	68	73	70	5	Yes
	R15	Residential	1 Home	67	66	72	69	6	Yes
3	N3	Place of Worship	1 Church	67	59	64	61	5	No
4	R16	Residential	1 Home	67	66	71	68	5	Yes
	R17	Residential	1 Home	67	66	71	68	5	Yes
	N4/R18	Residential	1 Home	67	69	74	72	5	Yes
	R19	Residential	1 Home	67	64	69	67	5	Yes
	R20	Residential	1 Home	67	67	72	69	5	Yes
	R20A	Residential	1 Home	67	66	70	68	4	Yes
	R21	Residential	1 Home	67	64	69	67	5	Yes
	R22	Residential	1 Home	67	68	73	70	5	Yes
5	N5/R23	Residential	1 Home	67	62	68	66	6	Yes
6	N6	Residential	1 Home	67	55	60	58	5	No
7	R24	Residential	1 Home	67	67	73	70	6	Yes
	R25	Residential	1 Home	67	63	69	66	6	Yes
	R26	Residential	1 Home	67	68	73	71	5	Yes
	R27	Residential	1 Home	67	62	68	66	6	Yes
	R28	Residential	1 Home	67	67	73	71	6	Yes
	R29	Residential	1 Home	67	62	69	66	7	Yes
	R30	Residential	1 Home	67	61	68	65	7	Yes
	N7/R31	Residential	1 Home	67	65	72	68	7	Yes
	R32	Residential	1 Home	67	62	70	65	8	Yes
	R33	Residential	1 Home	67	61	68	64	7	Yes
8	R34	Residential	1 Home	67	64	70	68	6	Yes
	R35	Residential	1 Home	67	63	69	66	6	Yes
	N8/R36	Residential	1 Home	67	66	73	69	7	Yes
	R37	Residential	1 Home	67	65	71	68	6	Yes
	R38	Residential	1 Home	67	65	72	68	7	Yes
	R39	Residential	1 Home	67	63	69	66	6	Yes
	R40	Residential	1 Home	67	59	65	62	6	No
	R41	Residential	1 Home	67	60	66	63	6	Yes
	R42	Residential	1 Home	67	66	71	69	5	Yes
9	N9	Active Sports Area	1 Golf Course	67	67	72	70	5	Yes
10	N10/R43	Residential	1 Home	67	61	69	65	8	Yes

EXHIBIT 8
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
NOISE ANALYSIS RESULTS SUMMARY

CNE	Receptor	Type	Represents	NAC dB(A)	Existing dB(A)	Predicted Year			Impacted
						Build dB(A)	No-Action dB(A)	Build Increase Over Existing dB(A)	
11	N11/R44	Residential	1 Home	67	63	69	67	6	Yes
12	R45	Residential	1 Home	67	63	72	67	9	Yes
	N12/R46	Residential	1 Home	67	62	71	67	9	Yes
	R47	Residential	1 Home	67	62	71	66	9	Yes
	R48	Residential	1 Home	67	57	65	61	8	No
	R49	Residential	1 Home	67	58	66	62	8	Yes
	R50	Residential	1 Home	67	55	63	59	8	No
	R51	Residential	1 Home	67	66	72	70	6	Yes
13	N13	School	1 School	52	35	41	39	6	No
14	R52	Residential	1 Home	67	65	71	69	6	Yes
	R53	Residential	1 Home	67	59	66	63	7	Yes
	N14/R54	Residential	1 Home	67	68	73	72	5	Yes
	R55	Residential	1 Home	67	63	69	67	6	Yes
	R56	Residential	1 Home	67	56	61	60	5	No
	R57	Residential	1 Home	67	59	63	63	4	No
	R58	Residential	1 Home	67	63	69	68	6	Yes
	R59	Residential	1 Home	67	65	70	69	5	Yes
	R60	Residential	1 Home	67	65	70	69	5	Yes
	R61	Residential	1 Home	67	65	70	69	5	Yes
	R62	Residential	1 Home	67	65	70	69	5	Yes
	R63	Residential	1 Home	67	63	69	67	6	Yes
	R64	Residential	1 Home	67	60	64	64	4	Yes
	R65	Residential	1 Home	67	58	62	62	4	Yes
	R66	Residential	1 Home	67	64	70	68	6	Yes
	R67	Residential	1 Home	67	64	70	68	6	Yes
	R68	Residential	1 Home	67	54	59	59	5	No
	R69	Residential	1 Home	67	54	58	58	4	No
	R70	Residential	1 Home	67	54	58	58	4	No
	R71	Residential	1 Home	67	56	60	60	4	No
	R72	Residential	1 Home	67	55	60	59	5	No
	R73	Residential	1 Home	67	54	59	58	5	No
	R74	Residential	1 Home	67	52	57	57	5	No
	R75	Residential	1 Home	67	51	56	56	5	No
	R76	Residential	1 Home	67	52	57	56	5	No
	R77	Residential	1 Home	67	51	56	55	5	No
	R78	Residential	1 Home	67	52	57	56	5	No
	R79	Residential	1 Home	67	50	56	54	6	No
	R80	Residential	1 Home	67	51	57	55	6	No
	R81	Residential	1 Home	67	52	58	56	6	No
	R82	Residential	1 Home	67	54	60	59	6	No
	R83	Residential	1 Home	67	49	55	53	6	No
	R84	Residential	4 Homes	67	50	56	54	6	No
	R85	Residential	1 Home	67	60	66	64	6	Yes
	R86	Residential	1 Home	67	63	70	68	7	Yes
	R87	Residential	1 Home	67	60	65	64	5	No
	R88	Residential	1 Home	67	63	69	67	6	Yes

EXHIBIT 8
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
NOISE ANALYSIS RESULTS SUMMARY

CNE	Receptor	Type	Represents	NAC dB(A)	Existing dB(A)	Predicted Year			Impacted
						Build dB(A)	No-Action dB(A)	Build Increase Over Existing dB(A)	
15	R89	Residential	1 Home	67	68	71	72	3	Yes
	R90	Residential	1 Home	67	67	69	71	2	Yes
	R91	Residential	1 Home	67	67	70	71	3	Yes
	N15	Residential	4 Homes	67	68	72	72	4	Yes
	R92	Residential	1 Home	67	67	71	71	4	Yes
	R93	Residential	1 Home	67	58	61	62	3	No
	R94	Residential	1 Home	67	56	60	61	4	No
	R95	Residential	1 Home	67	56	60	60	4	No
16	N16	Residential	1 Home	67	54	60	58	6	No
17	N17	Active Sports Area	1 Golf Course	67	67	71	70	4	Yes
18	N18/R96	Residential	1 Home	67	67	71	71	4	Yes
	R97	Residential	1 Home	67	66	70	70	4	Yes
19	N19/R98	Residential	1 Home	67	63	68	67	5	Yes
20	N20/R99	Residential	1 Home	67	64	70	68	6	Yes
21	N21/R100	Residential	1 Home	67	63	69	67	6	Yes
22	N22/R101	Residential	1 Home	67	65	70	68	5	Yes
23	N23/R102	Residential	1 Home	67	62	68	65	6	Yes
	R103	Residential	1 Home	67	60	64	64	4	No
24	R104	Residential	1 Home	67	64	69	68	5	Yes
	N24/R105	Residential	1 Home	67	66	71	70	5	Yes
26	R106	Residential	1 Home	67	65	71	69	6	Yes
	R107	Residential	1 Home	67	64	70	68	6	Yes
	R108	Residential	1 Home	67	63	69	68	6	Yes
	R109	Residential	1 Home	67	65	71	70	6	Yes
	R110	Residential	1 Home	67	67	72	71	5	Yes
	R111	Residential	1 Home	67	65	68	69	3	Yes
	R112	Residential	1 Home	67	63	69	68	6	Yes
	R113	Residential	1 Home	67	67	72	71	5	Yes
	N26/R114	Residential	1 Home	67	67	72	71	5	Yes
	R115	Residential	1 Home	67	67	72	71	5	Yes
	R116	Residential	1 Home	67	65	71	69	6	Yes
	R117	Residential	1 Home	67	66	72	70	6	Yes
	R118	Residential	1 Home	67	61	68	65	7	Yes
	R119	Residential	1 Home	67	60	67	64	7	Yes
	R120	Residential	1 Home	67	60	67	64	7	Yes
	R121	Residential	1 Home	67	62	69	66	7	Yes
	R122	Residential	1 Home	67	63	70	67	7	Yes
	R123	Residential	1 Home	67	61	68	65	7	Yes
	R124	Residential	1 Home	67	61	68	65	7	Yes
	R125	Residential	1 Home	67	61	69	65	8	Yes
	R126	Residential	1 Home	67	66	72	70	6	Yes
	R127	Residential	1 Home	67	61	69	65	8	Yes
	R128	Residential	1 Home	67	64	71	68	7	Yes
	R129	Residential	1 Home	67	63	70	67	7	Yes
27	R130	Residential	1 Home	67	63	71	67	8	Yes
	N27/R131	Residential	1 Home	67	64	71	68	7	Yes

EXHIBIT 8
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
NOISE ANALYSIS RESULTS SUMMARY

CNE	Receptor	Type	Represents	NAC dB(A)	Existing dB(A)	Predicted Year			Impacted
						Build dB(A)	No-Action dB(A)	Build Increase Over Existing dB(A)	
28	N28	Office	1 Office	72	64	68	68	4	No
29	R132	Residential	1 Home	67	66	70	70	4	Yes
	R133	Residential	1 Home	67	61	66	65	5	Yes
	R134	Residential	1 Home	67	68	72	72	4	Yes
	N29/R135	Residential	1 Home	67	68	73	72	5	Yes
	R136	Residential	1 Home	67	64	69	68	5	Yes
	R137	Residential	1 Home	67	65	70	68	5	Yes
30	R138	Place of Worship	1 Church	67	70	73	73	3	Yes
	R139	Place of Worship	1 Church	67	57	62	60	5	No
	N30/R140	Place of Worship	1 Church	67	62	66	65	4	Yes
31	N31/R141	Residential	1 Home	67	64	68	67	4	Yes
32	N32/R142	Residential	1 Home	67	67	73	71	6	Yes
	R143	Residential	1 Home	67	67	73	71	6	Yes
	R144	Residential	1 Home	67	64	69	67	5	Yes
	R145	Residential	1 Home	67	65	70	69	5	Yes
	R146	Residential	1 Home	67	65	70	68	5	Yes
33	N33	Park	1 Park	67	68	72	71	4	Yes
34	N34	Residential	2 Homes	67	53	58	56	5	No
35	N35/R147	Residential	1 Home	67	69	73	72	4	Yes
36	N36/R148	Place of Worship	1 Church	52	39	43	42	4	No
37	R149	Residential	1 Home	67	68	70	70	2	Yes
	N37/R150	Residential	1 Home	67	70	73	73	3	Yes
	R151	Residential	1 Home	67	68	71	70	3	Yes
38	N38/R152	Residential	1 Home	67	67	69	68	2	Yes
39	R153	Residential	1 Home	67	67	70	69	3	Yes
	N39/R154	Residential	1 Home	67	66	69	68	3	Yes
	R155	Residential	1 Home	67	61	65	63	4	No
40	N40/R156	Residential	1 Home	67	69	72	71	3	Yes
	R157	Residential	1 Home	67	67	70	69	3	Yes
41	N41	Office	1 Office	72	67	70	69	3	No
	R158	Office	1 Office	72	59	62	61	3	No
42	R159	Residential	1 Home	67	59	65	61	6	No
	N42/R160	Residential	1 Home	67	67	72	70	5	Yes
43	N43	Office	1 Office	72	66	69	68	3	No
44	R161	Residential	1 Home	72	59	64	61	5	No
	R162	Residential	1 Home	72	65	71	67	6	Yes
	R163	Residential	1 Home	67	58	62	60	4	No
	N44/R164	Residential	1 Home	67	67	71	69	4	Yes
	R165	Residential	1 Home	67	67	71	69	4	Yes
45	N45	Office	1 Office	72	73	75	74	2	Yes
46	N46/R167	Residential	1 Home	67	72	74	74	2	Yes
	R168	Residential	1 Home	67	72	74	74	2	Yes
	R169	Residential	1 Home	67	70	72	72	2	Yes

EXHIBIT 9
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
NOISE ABATEMENT SUMMARY

CNE	Noise Barrier	Receptor	Barrier Height (feet)	Barrier Length (feet)	Maximum Noise Reduction Potential (dB(A))	Total Cost	Estimated Build Cost per Benefitted Receptor	Allowable Cost per Benefitted Receptor	Likely to be Implemented[1]	If No, Reasons Why
1	B1	R1	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B2	**R2/R3*/R4**	**9 - 11**	**240**	**8**	**$73,890**	**$29,764[4]**	**$31,438[4]**	**Yes**	**--**
	B3	R5/R6	25	156	4	--[3]	--[3]	--[3]	No	Not Feasible
	B4	R7	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B5	R8/R9/R10	25	194	7	--[3]	--[3]	--[3]	No	Not Reasonable, Criterion 1
2	B6	R11/R12	25	143	5	--[3]	--[3]	--[3]	No	Not Feasible
	B7	R13/R14	25	100	6	--[3]	--[3]	--[3]	No	Not Feasible
	B8	R15	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
4	**B9**	**R16/R17**	**9 - 11**	**182**	**11**	**$56,730**	**$28,365**	**$31,500**	**Yes**	**--**
	B10	R18/R19	11 - 13	243	13	$90,840	$31,503[4]	$31,389[4]	No	Not Reasonable, Criterion 2
	B11	R20	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B12	R20A/R21	13 - 19	315	12	$166,140	$83,070	$31,500	No	Not Reasonable, Criterion 2
	B13	R22	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
5	B14	R23	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
7	B15	R24	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B16	R25	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B17	R26/R27	25	170	4	--[3]	--[3]	--[3]	No	Not Feasible
	B18	R28/R29	25	181	4	--[3]	--[3]	--[3]	No	Not Feasible
	B19	R30/R31/R32	25	213	5	--[3]	--[3]	--[3]	No	Not Feasible
	B20	R33	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
8	B21	R34/R35	25	175	3	--[3]	--[3]	--[3]	No	Not Feasible
	B22	R36	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B23	R37	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B24	R38/R39	25	216	4	--[3]	--[3]	--[3]	No	Not Feasible
	B25	R41/R42	25	500	6	--[3]	--[3]	--[3]	No	Not Reasonable, Criterion 1
9/10	B26	R43	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
11	B27	R44	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
12	B28	R45	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B29	R46/R47/R49	25	1018	7	--[3]	--[3]	--[3]	No	Not Reasonable, Criterion 1
	B30	R51	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible

EXHIBIT 9
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
NOISE ABATEMENT SUMMARY

CNE	Noise Barrier	Receptor	Barrier Height (feet)	Barrier Length (feet)	Maximum Noise Reduction Potential (dB(A))	Total Cost	Estimated Build Cost per Benefitted Receptor	Allowable Cost per Benefitted Receptor	Likely to be Implemented[1]	If No, Reasons Why
14	B31	R52/R53	13 - 15	297	8	$127,680	$63,840	$31,000	No	Not Reasonable, Criterion 2
	B32	R54/R55	25	252	4	--[3]	--[3]	--[3]	No	Not Feasible
	B33	**R58/R59/R60/R61/R62/ R63/R64/R65/R66/R67**	**10 - 13**	**854**	**11**	**$293,760**	**$29,376**	**$31,400**	**Yes**	**--**
	B34	R85	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B35	R86/R88	25	507	6	--[3]	--[3]	--[3]	No	Not Reasonable, Criterion 1
15	B36	R89*/R90*/R91/ N15/R92*	7 - 15	347	8	$111,210	$34,500[4]	$31,350[4]	No	Not Reasonable, Criterion 2
18	B37	R96	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B38	R97	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
19	B39	R98	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
20	B40	R99	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
21	B41	R100	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
22	B42	R101	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
23	B43	R102	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
24	B44	R104/R105	25	292	4	--[3]	--[3]	--[3]	No	Not Feasible
26	B45	R106/R107*/R108	9 - 21	375	8	$187,860	$93,930	$31,500	No	Not Reasonable, Criterion 2
	B46	R109	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B47	R110	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B47A	R111/R112	25	253	4	--[3]	--[3]	--[3]	No	Not Feasible
	B48	R113	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B49	R114	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B50	R115/R116	25	238	7	--[3]	--[3]	--[3]	No	Not Feasible
	B51	R117	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B52	R118/R119/R120	25	553	5	--[3]	--[3]	--[3]	No	Not Reasonable, Criterion 1
	B53	R121	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B54	R122/R123/R124/R125/R12 6/R127/R128/R129	25	1253	6	--[3]	--[3]	--[3]	No	Not Reasonable, Criterion 1
27	B55	R130	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B56	R131	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
29	B57	R132/R133	25	294	7	--[3]	--[3]	--[3]	No	Not Feasible
	B58	R134/R135/R136	25	485	7	--[3]	--[3]	--[3]	No	Not Reasonable, Criterion 1
	B59	R137	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible

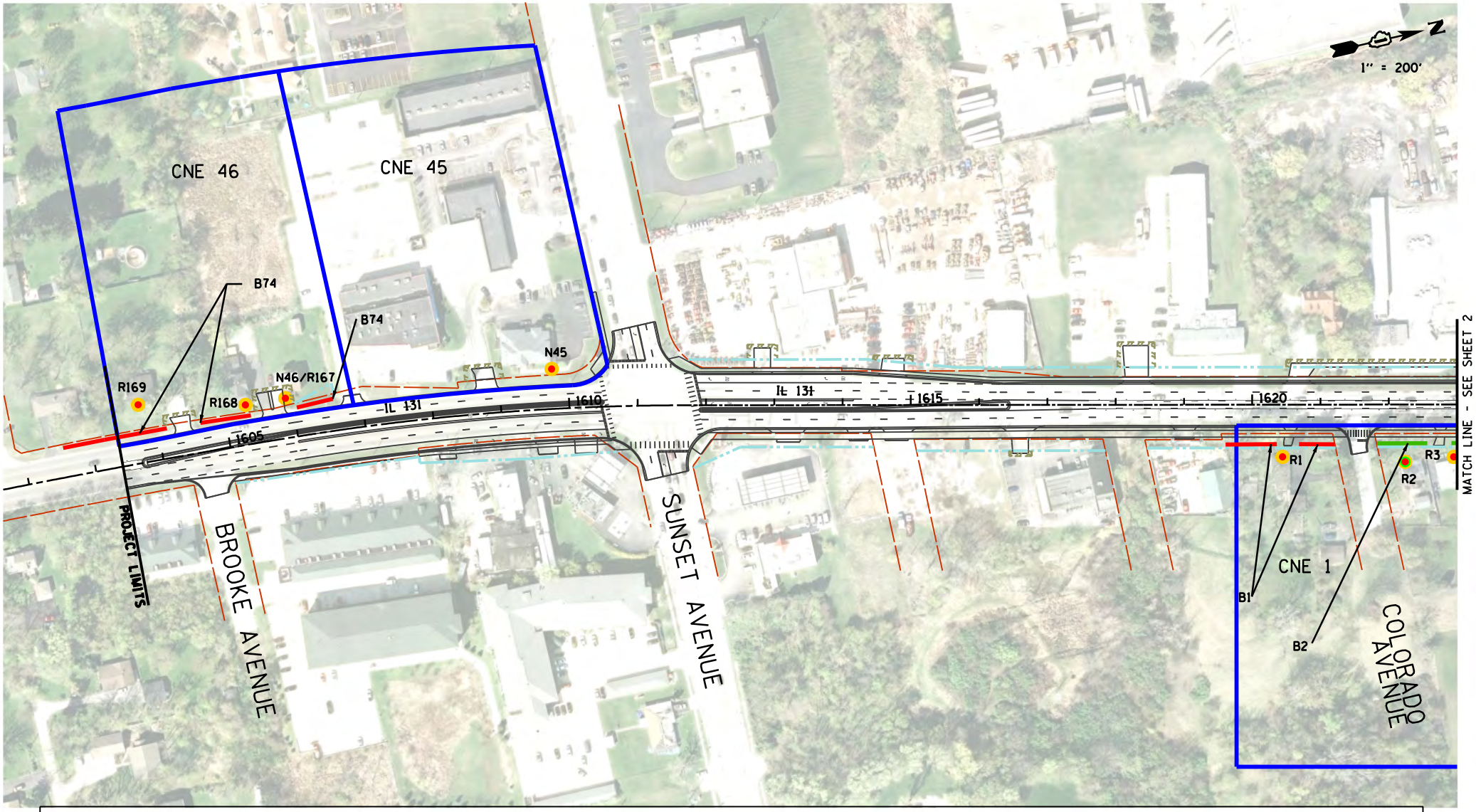
EXHIBIT 9
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
NOISE ABATEMENT SUMMARY

CNE	Noise Barrier	Receptor	Barrier Height (feet)	Barrier Length (feet)	Maximum Noise Reduction Potential (dB(A))	Total Cost	Estimated Build Cost per Benefitted Receptor	Allowable Cost per Benefitted Receptor	Likely to be Implemented[1]	If No, Reasons Why
30	B60	R138	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B61	R140	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
31	B62	R141	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
32	**B63**	**R142/R143**	**7 - 9**	**217**	**8**	**$51,840**	**$25,920**	**$32,000**	**Yes**	**--**
	B64	R144/R145	25	192	2	--[3]	--[3]	--[3]	No	Not Feasible
	B65	R146	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
35	B66	R147	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
37	B67	R149/R150/R151	9 - 15	493	8	$168,810	$37,340[4]	$31,304[4]	No	Not Reasonable, Criterion 2
38	B68	R152	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
39	B69	R153/R154	25	532	5	--[3]	--[3]	--[3]	No	Not Feasible
40	B70	R156/R157	25	204	3	--[3]	--[3]	--[3]	No	Not Feasible
42	B71	R160	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
44	B72	R162	--[2]	--[2]	--[2]	--[2]	--[2]	--[2]	No	Not Feasible
	B73	R164/R165	17 - 19	261	8	$141,570	$70,785	$31,000	No	Not Reasonable, Criterion 2
46	B74	R167/R168/R169	25	284	6	--[3]	--[3]	--[3]	No	Not Feasible

Notes:

1. IDOT's noise policy states that a noise barrier is likely if it meets the following criteria for feasibility and reasonability:
   - Feasibility Criterion: The noise barrier must reduce traffic noise by at least 5 dB(A) for at least two impacted receptors.
   - Reasonableness Criterion 1: The noise barrier must reduce traffic noise by at least 8 dB(A) for at least one benefitted receptor. This is referred to as the noise reduction design goal (NRDG).
   - Reasonableness Criterion 2: The noise barrier must be cost effective.
2. Only one impacted receptor. Therefore, the feasibility criterion cannot be met, and further noise abatement analysis was not conducted.
3. Feasibility criterion and/or reasonability criterion 1 cannot be met. Therefore, cost effective analysis was not conducted.
4. Cost effective determination based on the cumulative average estimated build cost of noise abatement per benefited receptor and the cumulative average adjusted allowable cost per benefitted receptor.

* Not a benefitted receptor. Therefore, the cost effective analysis (reasonability criterion 2) does not include this receptor.



LEGEND:

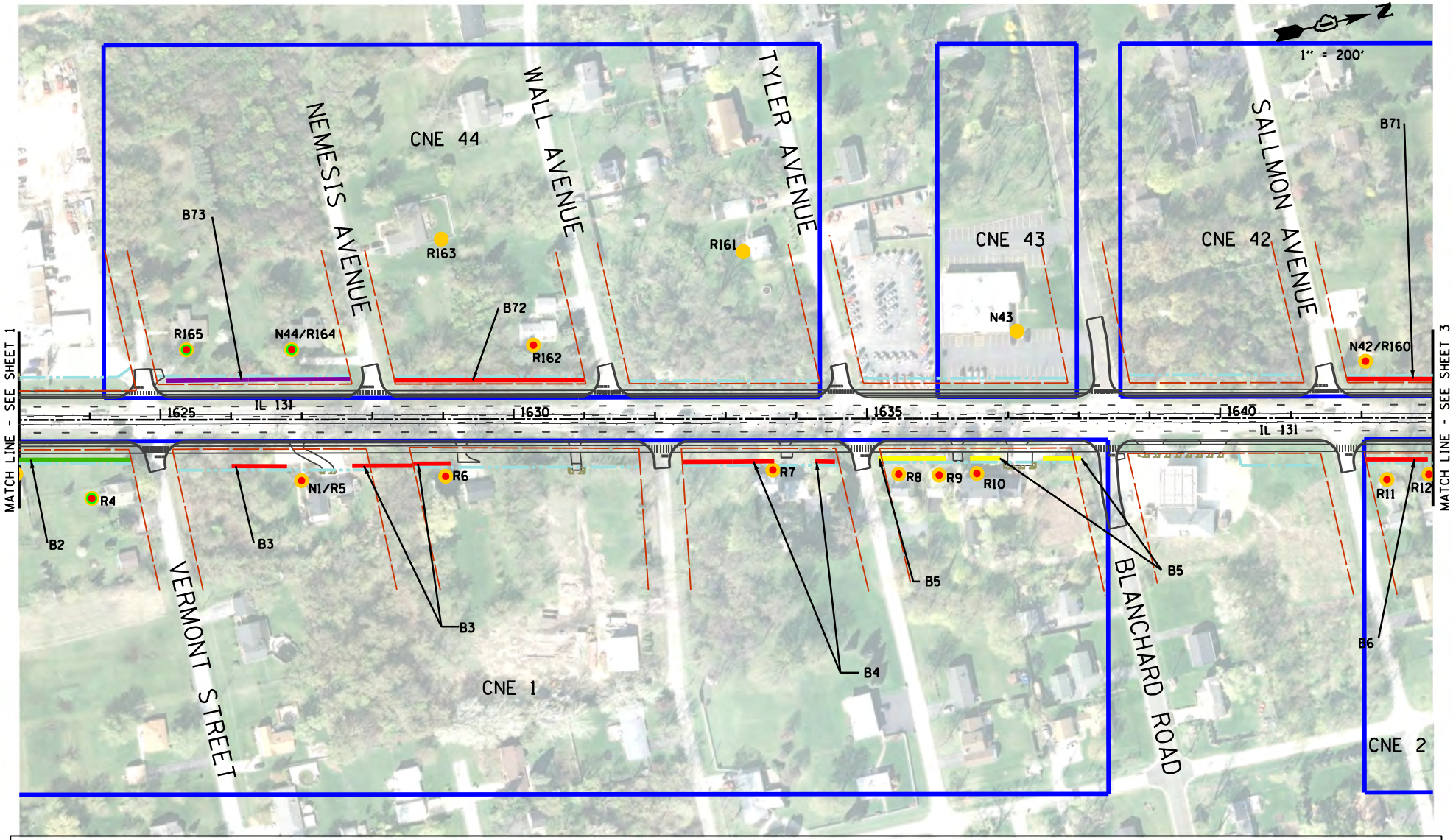
- COMMON NOISE ENVIRONMENT
- NOISE MODELING SITES
- NOISE MEASUREMENT SITES
- IMPACTED RECEPTORS
- BENEFITED RECEPTORS
- EXISTING ROW
- PROPOSED ROW
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- RETAINING WALL
- NOISE ABATEMENT MEASURE NOT FEASIBLE
- NOISE ABATEMENT MEASURE NOT REASONABLE (DOES NOT ACHIEVE NOISE REDUCTION DESIGN GOAL)
- NOISE ABATEMENT MEASURE FEASIBLE, REASONABLE, AND COST EFFECTIVE
- NOISE ABATEMENT MEASURE NOT REASONABLE (DOES NOT ACHIEVE COST EFFICTIVENESS CRITERIA)

ILLINOIS ROUTE 131 - SUNSET AVENUE TO RUSSELL ROAD

EXHIBIT 10

NOISE MONITORING, RECEPTORS AND MODEL NOISE BARRIER LOCATIONS

AUGUST 2017



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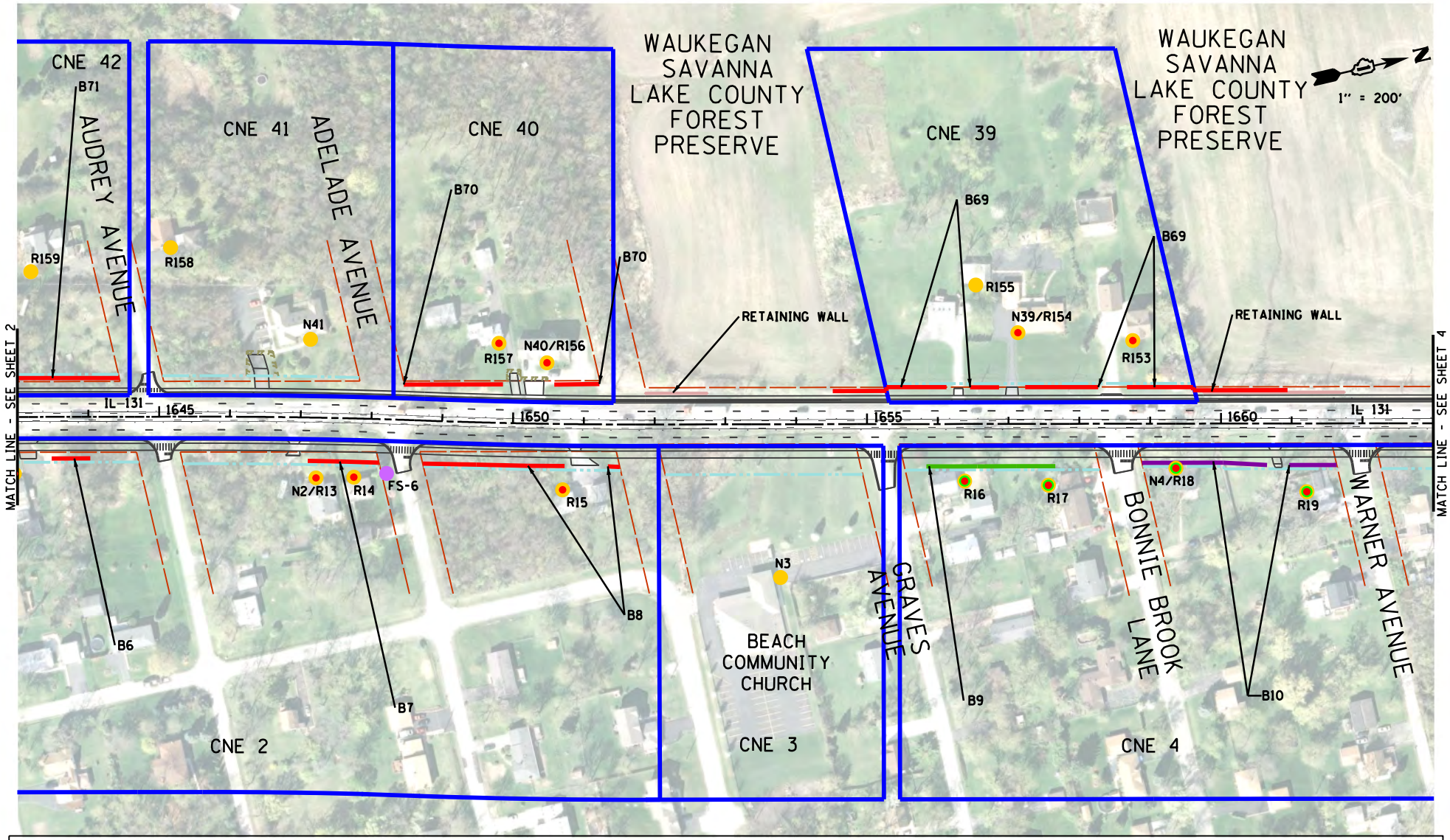

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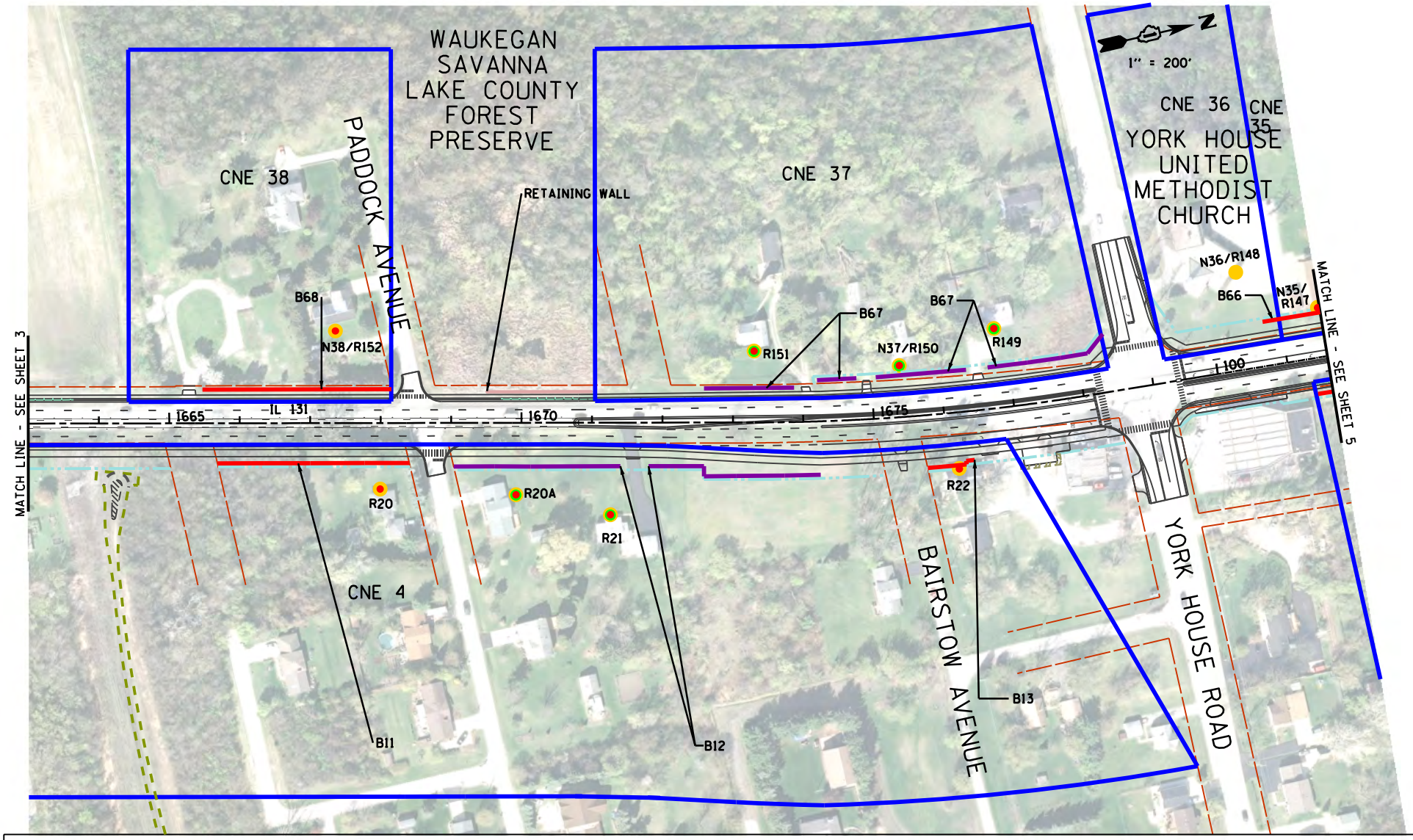

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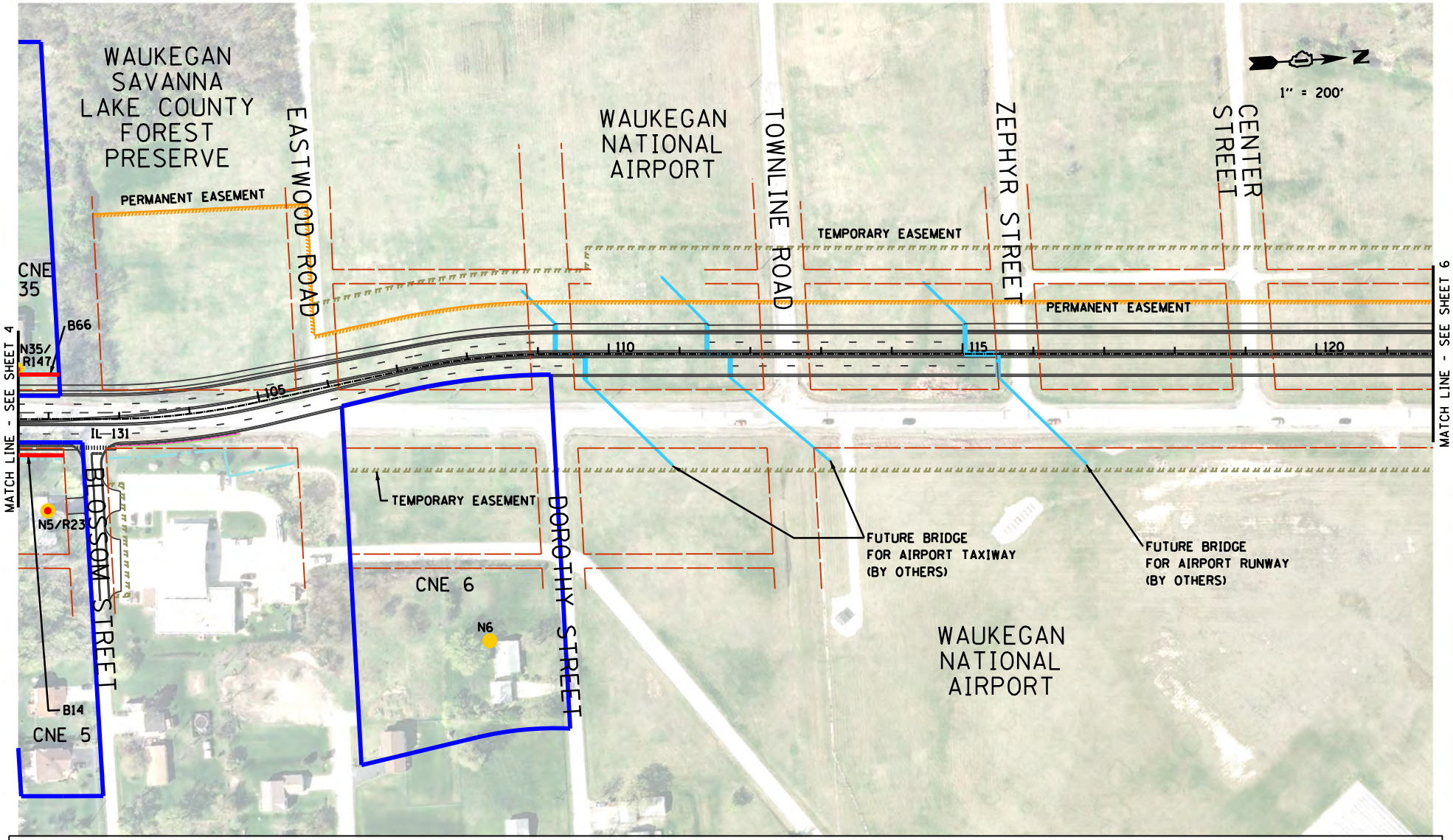

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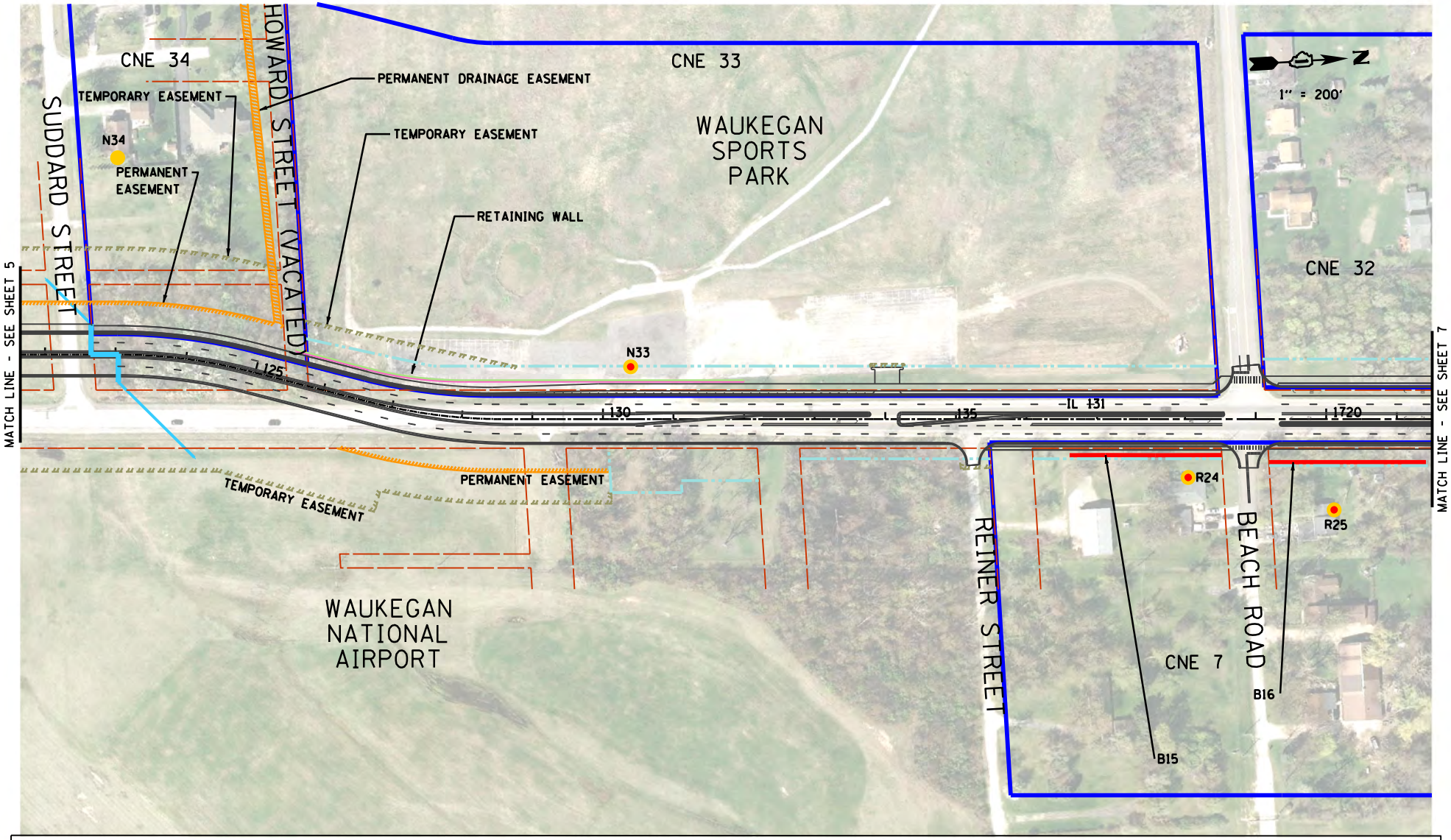

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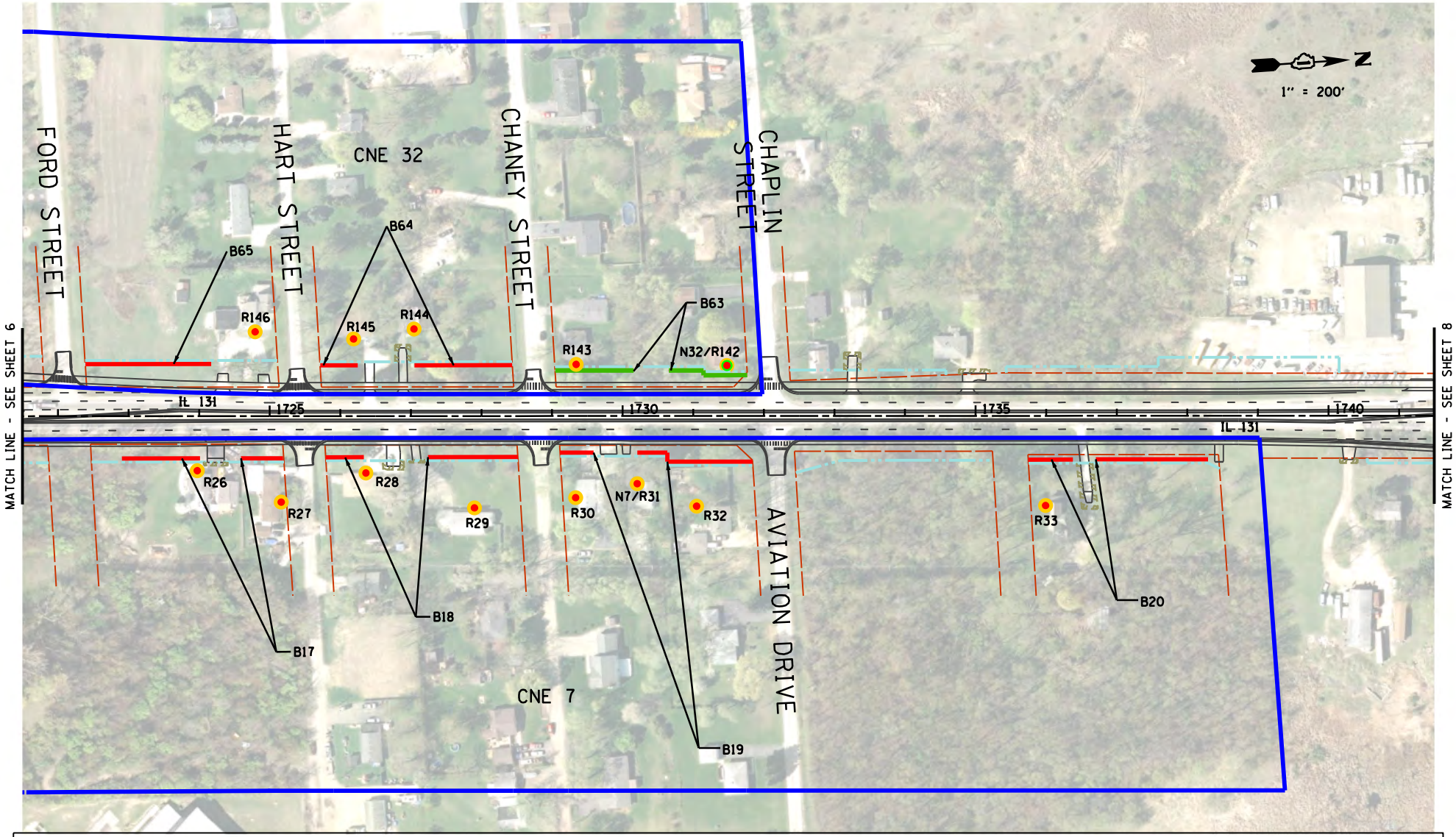

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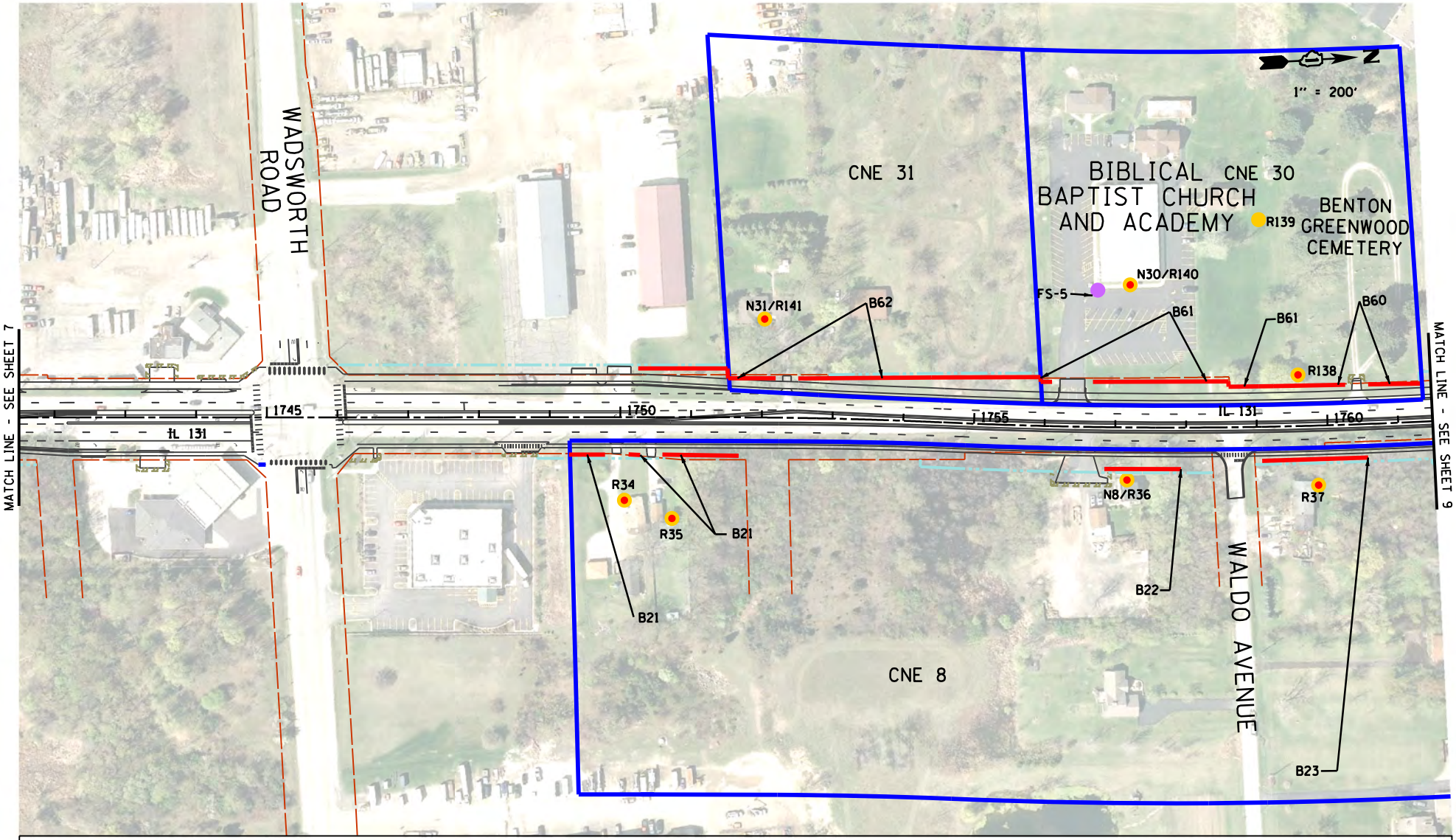

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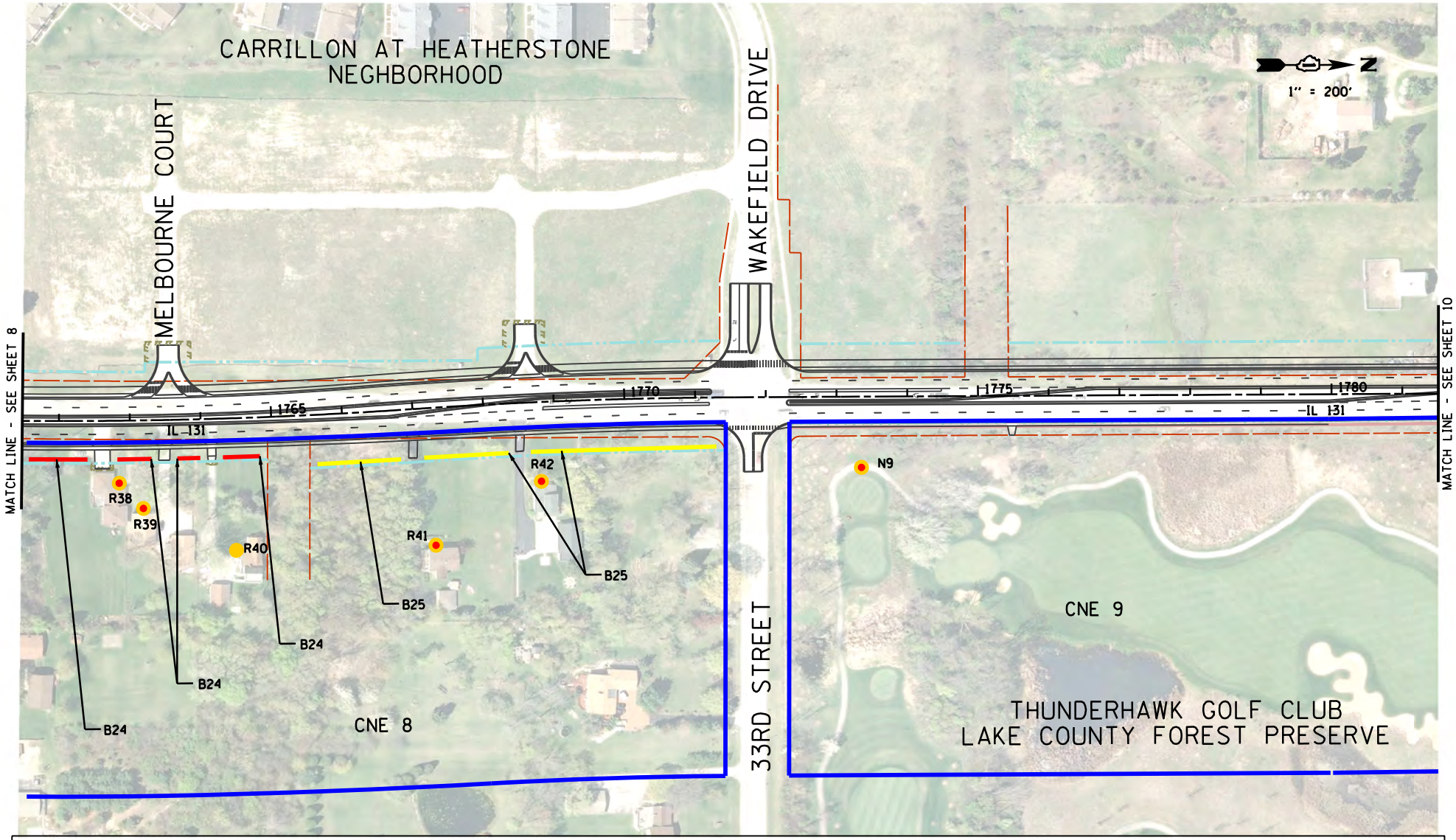

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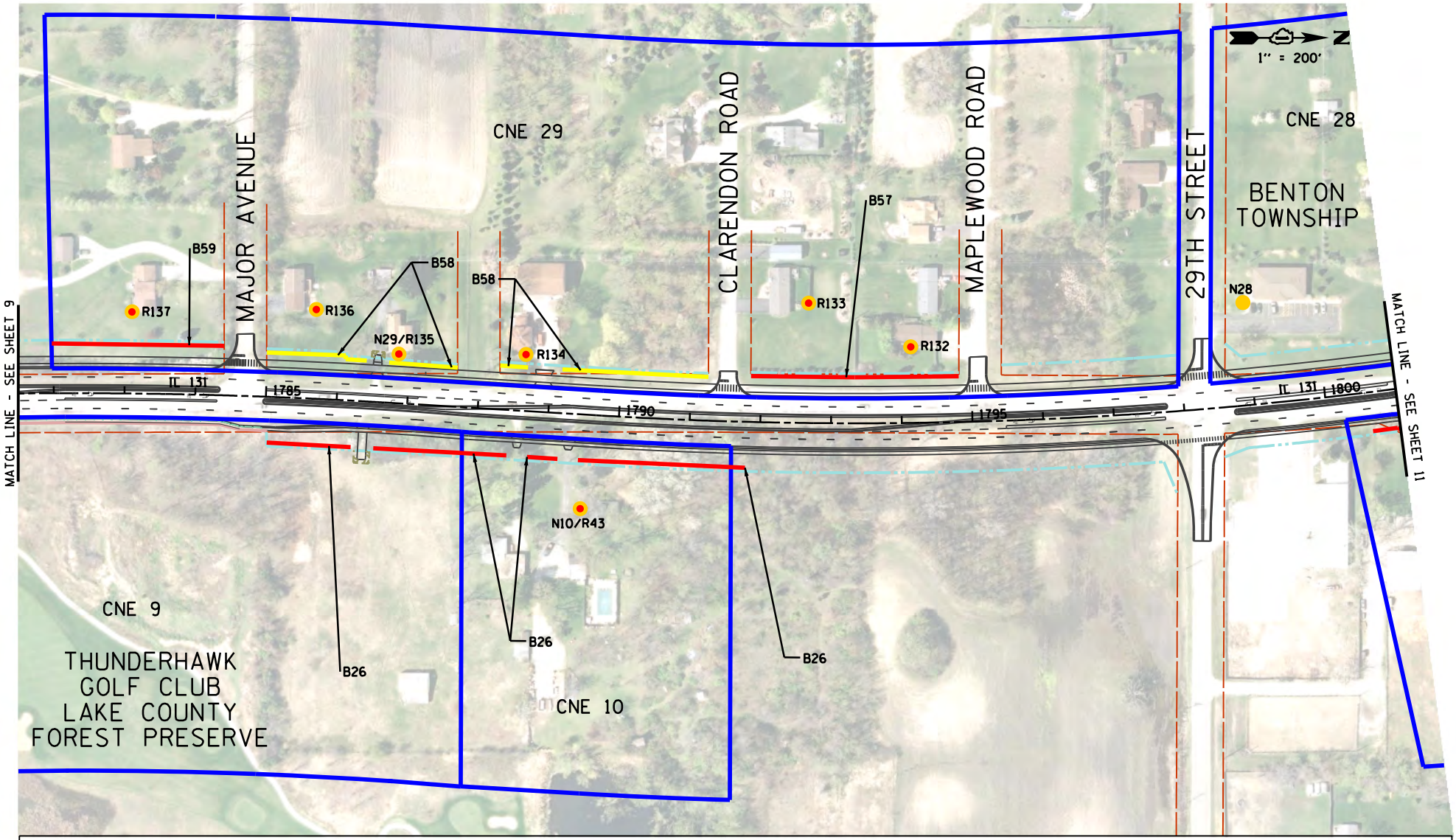

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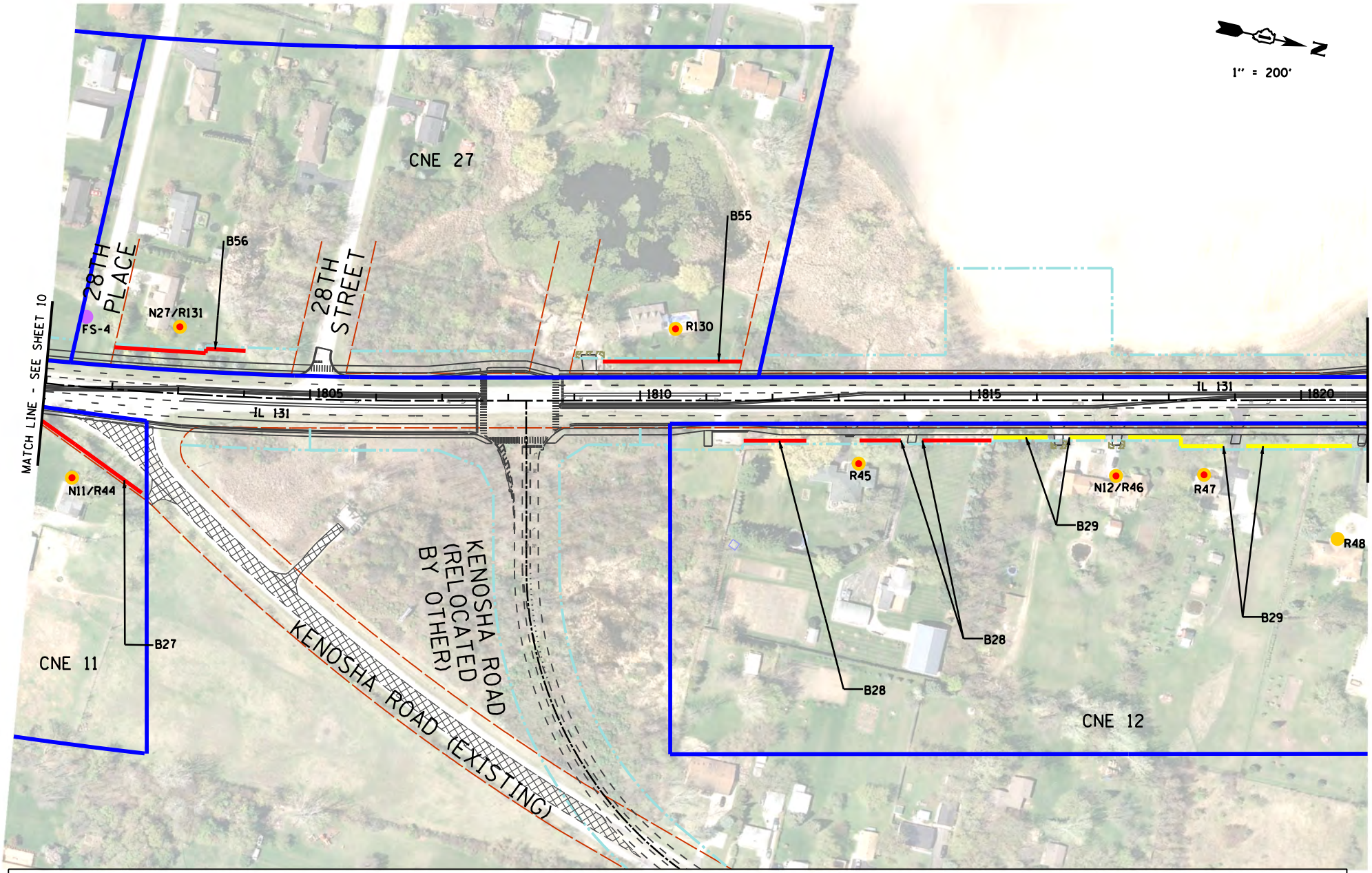

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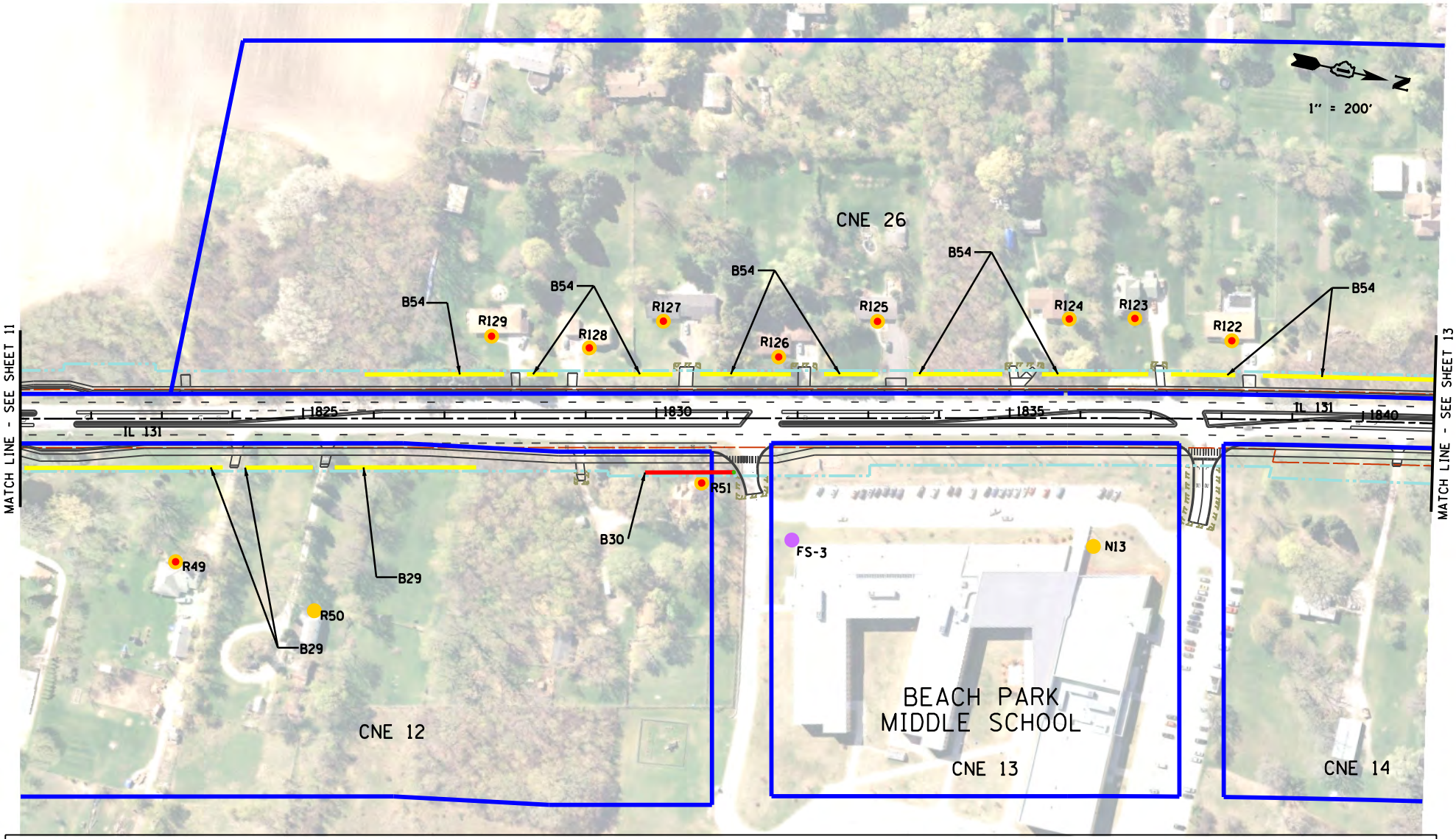

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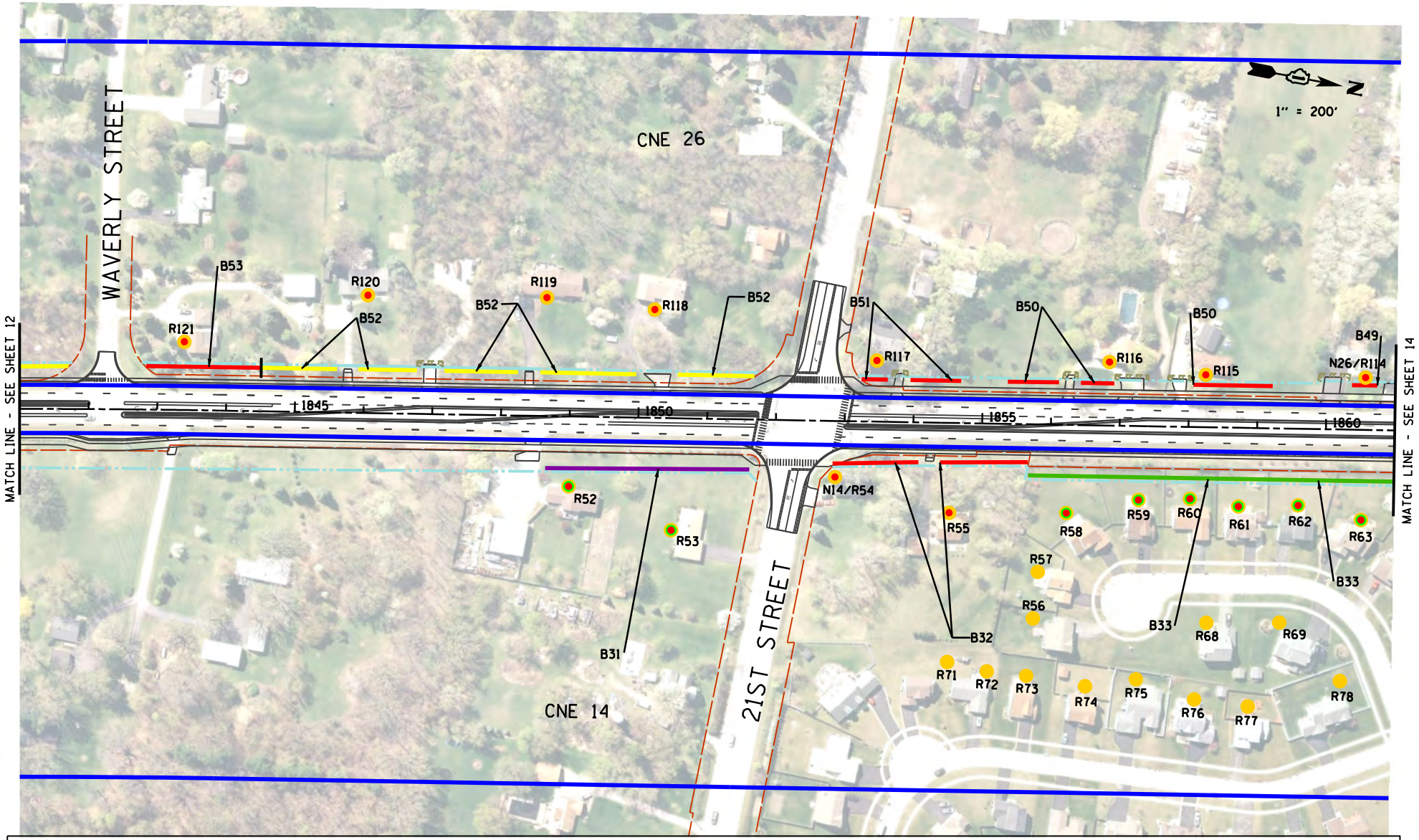

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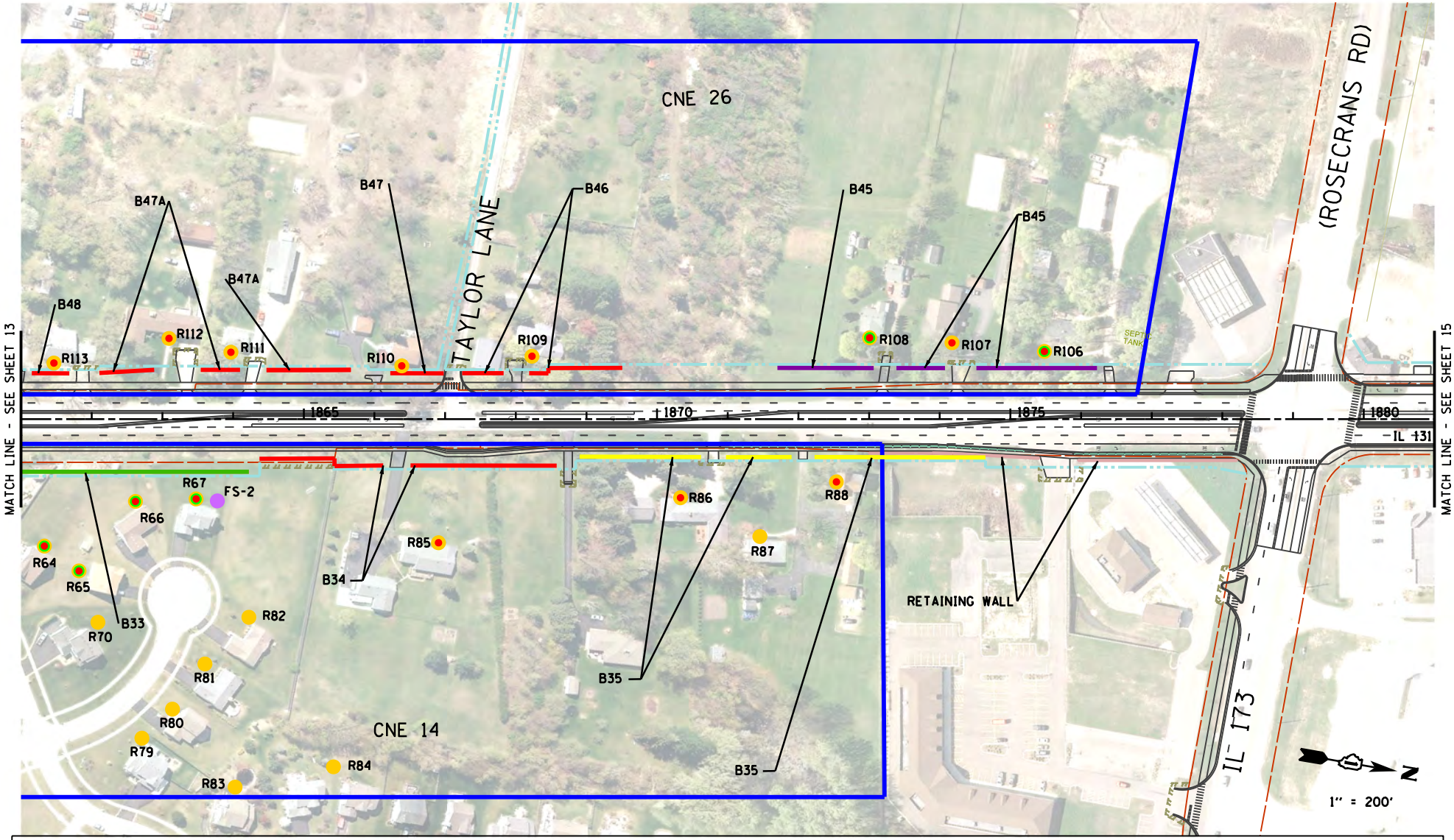

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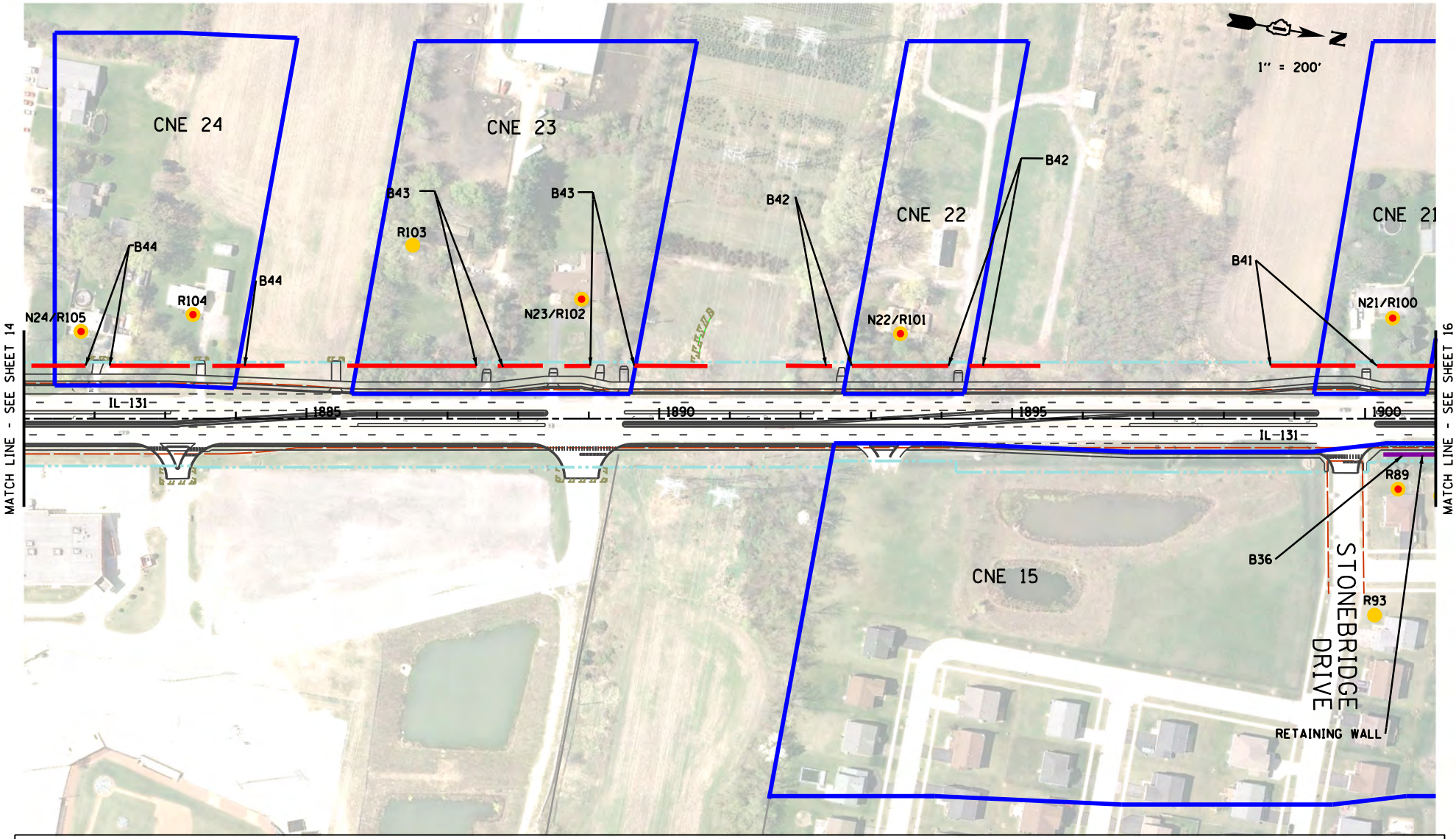

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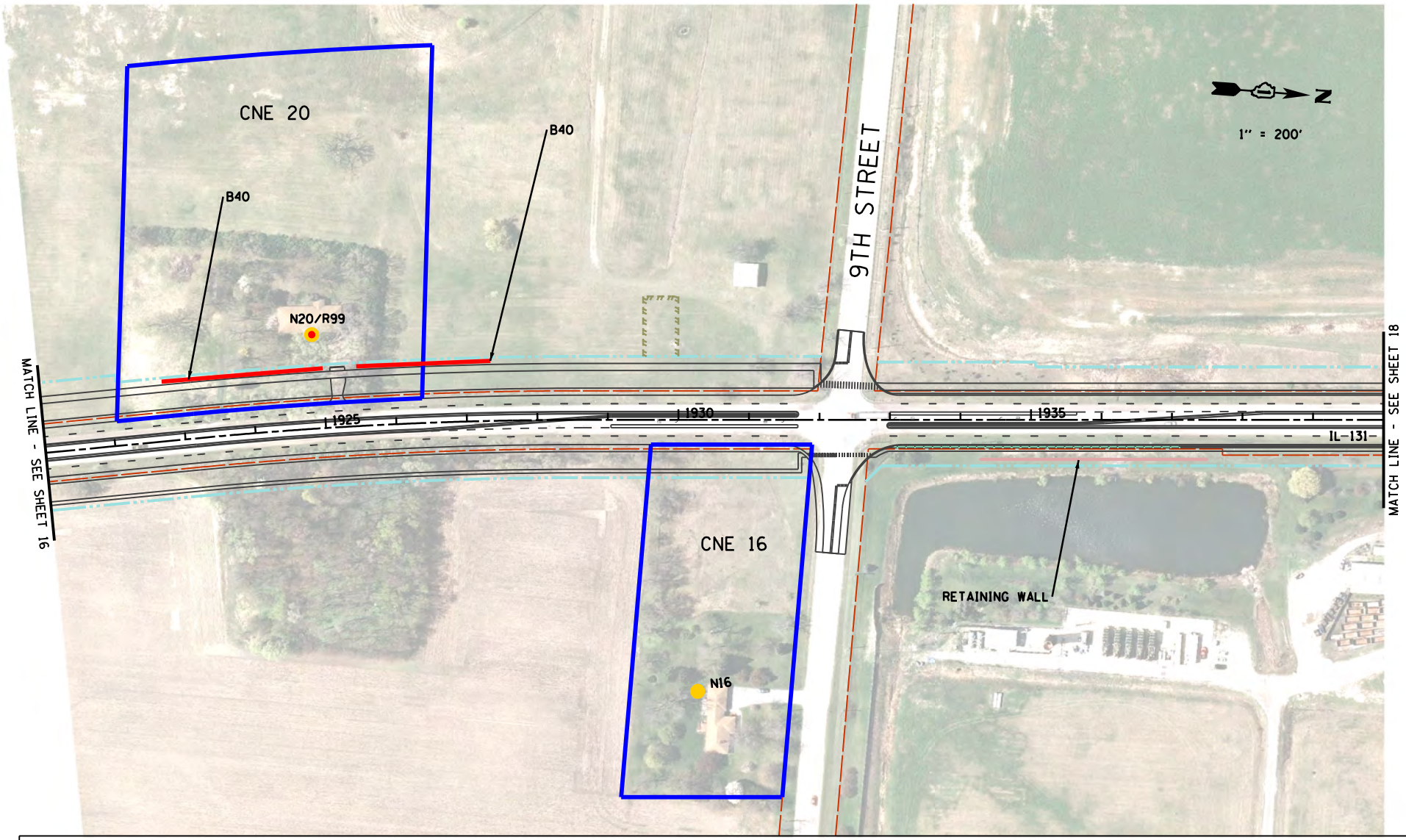

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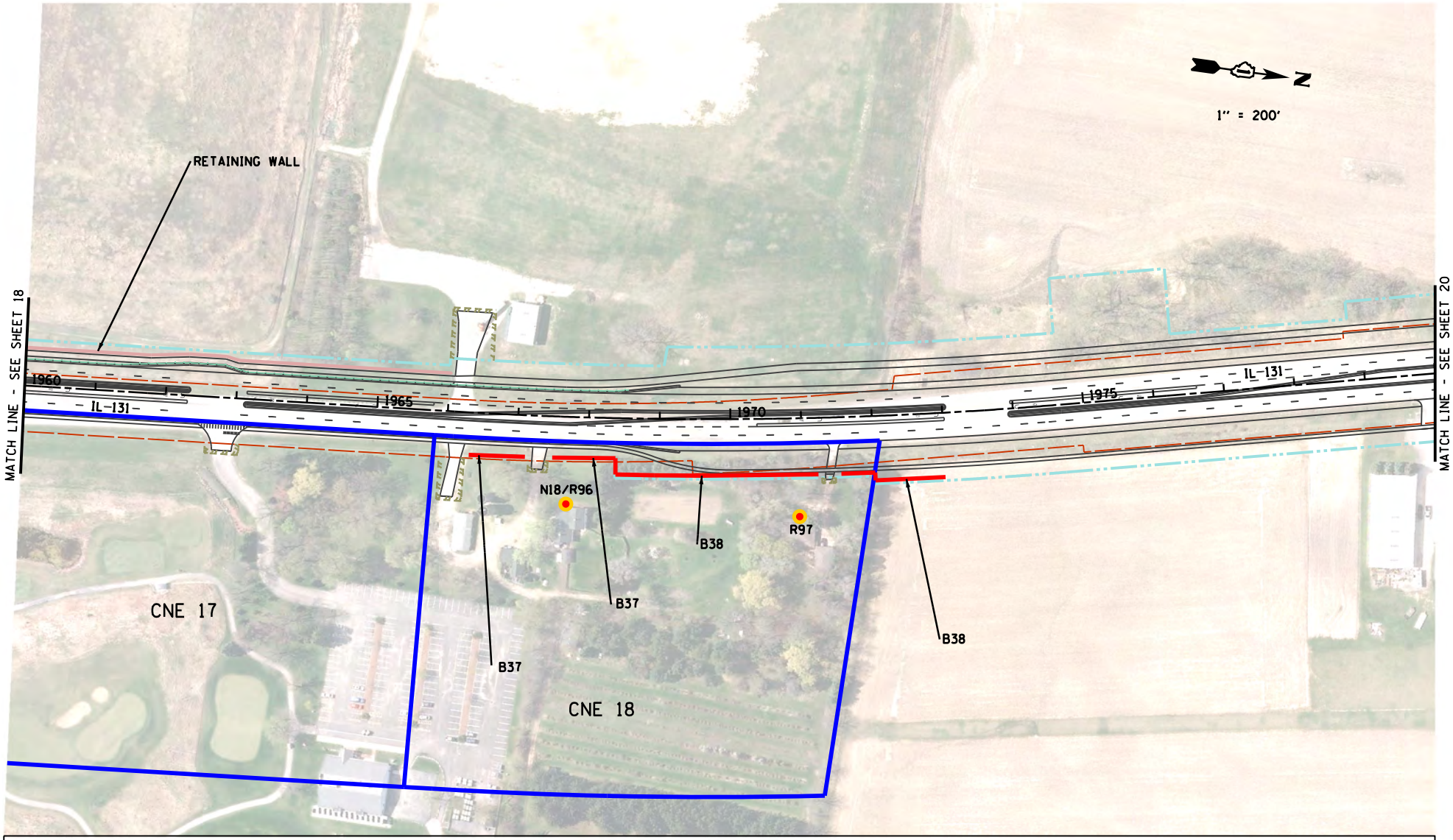

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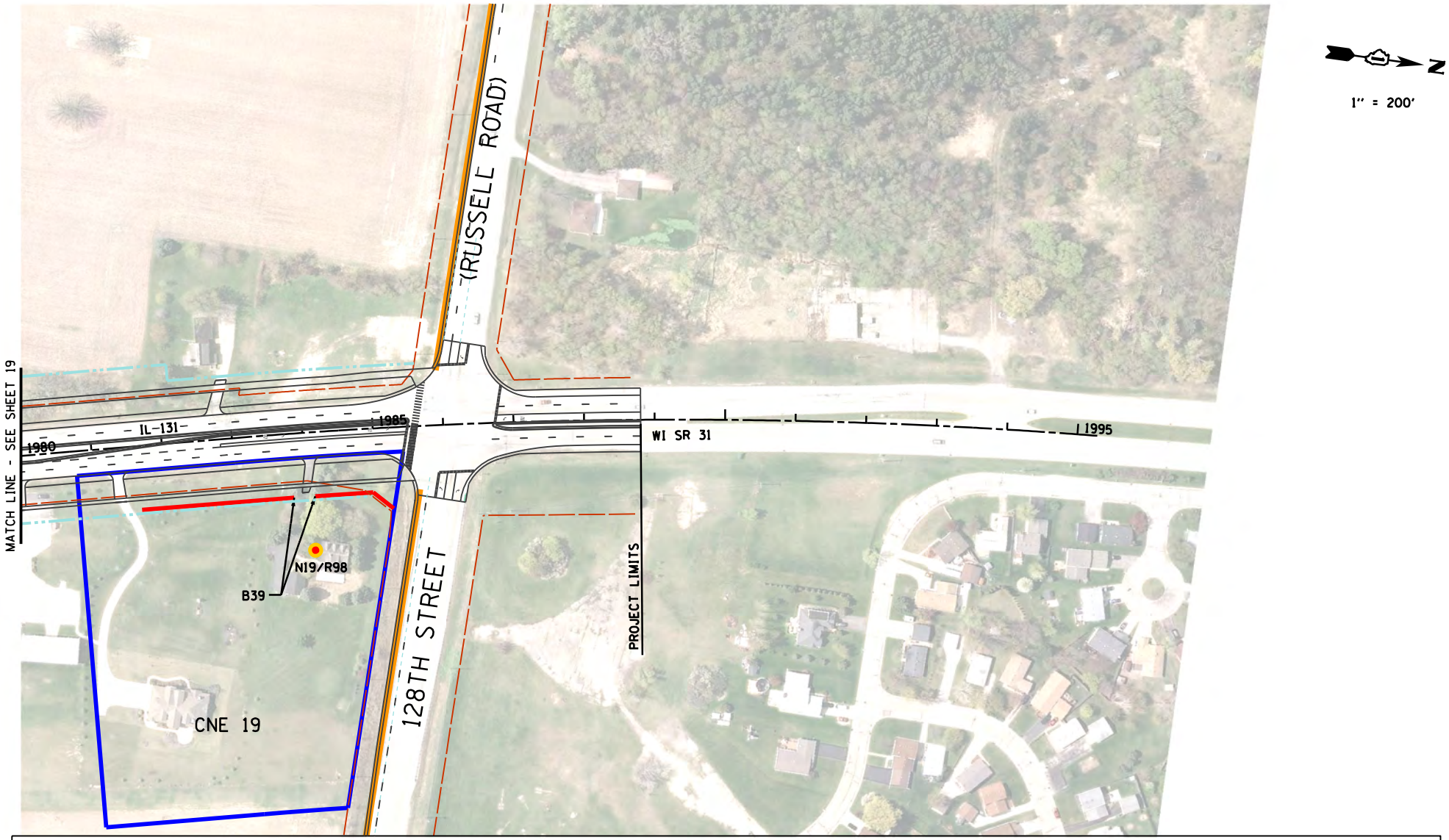

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EXHIBIT 11
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
PREFERRED ALTERNATIVE - WETLAND IMPACT SUMMARY

Wetland Site Number	Wetland Type	Mean C Value	Floristic Quality Index (FQI) [1]	Advanced Identification (ADID) High Functional Value Wetland	High Quality Aquatic Resource (HQAR) [2]	Area in Project Corridor (acres)	U.S. Army Corps of Engineers Jurisdictional Status [3]	Isolated Wetland Impacts (acres)	Jurisdictional Wetland Impacts (acres)
1 [4]	Wet Meadow	2.6	10.5	No	No	N/A	N/A	N/A	N/A
2 [4]	Marsh	2.5	3.5	No	No	N/A	N/A	N/A	N/A
3 [4]	Non-native Grassland	1.3	2.5	No	No	N/A	N/A	N/A	N/A
4	Marsh	1.3	2.3	No	No	0.220	Isolated	0.169	0.000
5 [4]	Pond	2.2	4.9	No	No	N/A	N/A	N/A	N/A
6	Marsh	1.3	2.5	No	No	0.371	Isolated	0.215	0.000
7	Wet Meadow	2.7	4.6	No	No	0.080	Jurisdictional	0.000	0.080
8	Marsh	2.4	12.2	No	No	0.142	Jurisdictional	0.000	0.033
9	Wetland Pond	3.0	14.4	No	No	0.253	Jurisdictional	0.000	0.000
10	Wet Meadow	1.5	5.6	No	No	0.196	Isolated	0.134	0.000
11	Forested Wetland	1.2	3.9	No	No	0.004	Isolated	0.000	0.000
12 [8]	Wetland Pond	3.1	12.3	No	No	N/A	N/A	N/A	N/A
13 [8]	Marsh	3.1	12.3	No	No	N/A	N/A	N/A	N/A
14	Wet Meadow	2.2	9.6	No	No	0.238	Isolated	0.129	0.000
15	Forested Wetland	2.0	4.0	No	No	0.030	Isolated	0.000	0.000
16 [4]	Non-native Grassland	2.4	9.5	No	No	N/A	N/A	N/A	N/A
17	Forested Wetland	2.7	9.1	No	No	0.111	Isolated	0.000	0.000
18	Forested Wetland	1.8	7.8	No	No	0.281	Isolated	0.206	0.000
19	Forested Wetland	3.2	18.8	No	No	0.961	Isolated	0.104	0.000
20 [4]	Pond	2.2	4.9	No	No	N/A	N/A	N/A	N/A
21	Marsh	1.8	6.4	No	No	0.075	Isolated	0.000	0.000
22	Farmed Wetland	2.7	9.1	No	No	0.678	Isolated	0.000	0.000
23	Forested Wetland	1.8	5.3	No	No	0.083	Isolated	0.000	0.000
24	Farmed Wetland	1.8	7.0	No	No	0.444	Isolated	0.016	0.000
25	Forested Wetland	2.7	8.0	No	No	1.404	Isolated	0.478	0.000
26	Wet Meadow	1.4	3.1	No	No	0.047	Isolated	0.000	0.000
27 [5]	Forested Wetland	1.8	5.7	No	No	0.101	Isolated	0.000	0.000
28 [8]	Marsh	2.6	9.4	No	No	N/A	N/A	N/A	N/A
29	Forested Wetland	2.4	12.8	No	No	0.884	Isolated	0.000	0.000
30	Wet Meadow	2.0	6.0	No	No	0.229	Isolated	0.000	0.000
31	Marsh	2.4	7.6	No	No	0.360	Isolated	0.003	0.000
32	Wet Meadow	1.8	4.5	No	No	0.188	Isolated	0.000	0.000
33	Forested Wetland	2.7	15.8	No	No	0.242	Isolated	0.008	0.000
34	Wet Meadow	2.7	14.5	No	No	0.389	Isolated	0.120	0.000
35	Marsh	2.4	11.6	No	No	0.561	Isolated	0.017	0.000
36	Forested Wetland	1.4	3.1	No	No	0.084	Isolated	0.000	0.000
37	Wet Meadow	2.1	7.2	No	No	0.133	Isolated	0.000	0.000
38	Marsh	2.6	11.9	No	No	0.083	Isolated	0.083	0.000
39	Forested Wetland	2.8	18.8	No	No	0.458	Isolated	0.110	0.000
40	Marsh / Wet Meadow	3.1	19.6	No	No	1.006	Jurisdictional	0.000	0.000
41 [6]	Forested Wetland / Marsh	3.1	21.0	No	Yes	0.000	Jurisdictional	0.000	0.000
42	Forested Wetland	2.4	10.4	No	No	0.154	Isolated	0.110	0.000
43 [4]	Marsh	2.3	7.0	No	No	N/A	N/A	N/A	N/A
44 [4]	Non-native Grassland	1.0	1.0	No	No	N/A	N/A	N/A	N/A
45	Wet Meadow	2.3	9.3	No	No	0.231	Isolated	0.231	0.000
46	Wet Meadow	2.5	12.5	No	No	0.330	Isolated	0.000	0.000
47	Wet Meadow	2.3	9.9	No	No	0.400	Isolated	0.000	0.000
48	Marsh	2.4	10.6	No	No	0.198	Isolated	0.016	0.000
49	Forested Wetland	2.1	6.0	No	No	0.190	Isolated	0.050	0.000
50 [5]	Forested Wetland / Marsh	3.2	18.9	No	No	0.857	Isolated	0.070	0.000
51	Wet Meadow	3.0	13.5	No	No	0.176	Jurisdictional	0.000	0.090
52	Forested Wetland	2.3	6.4	No	No	0.134	Jurisdictional	0.000	0.050
53	Wet Meadow	2.6	13.8	No	No	0.036	Jurisdictional	0.000	0.000
54 [4]	Marsh	2.9	13.3	No	No	N/A	N/A	N/A	N/A
55	Marsh	2.3	9.3	No	No	0.056	Jurisdictional	0.000	0.030
56 [8]	Marsh	1.6	5.1	No	No	N/A	N/A	N/A	N/A

EXHIBIT 11
IL 131 - RUSSELL ROAD TO SUNSET AVENUE
PREFERRED ALTERNATIVE - WETLAND IMPACT SUMMARY

Wetland Site Number	Wetland Type	Mean C Value	Floristic Quality Index (FQI) [1]	Advanced Identification (ADID) High Functional Value Wetland	High Quality Aquatic Resource (HQAR) [2]	Area in Project Corridor (acres)	U.S. Army Corps of Engineers Jurisdictional Status [3]	Isolated Wetland Impacts (acres)	Jurisdictional Wetland Impacts (acres)
57	Wet Meadow / Marsh	2.7	14.4	No	No	0.717	Isolated	0.000	0.000
58	Marsh	2.8	16.4	No	No	0.360	Jurisdictional	0.000	0.000
59	Wetland Pond	1.6	4.2	No	No	0.120	Isolated	0.000	0.000
60	Wet Meadow	3.2	11.0	No	No	0.320	Isolated	0.160	0.000
61 [8]	Wet Meadow	1.0	1.4	No	No	N/A	N/A	N/A	N/A
62 [8]	Marsh	2.5	8.9	No	No	N/A	N/A	N/A	N/A
63 [8]	Marsh	1.6	4.2	No	No	N/A	N/A	N/A	N/A
64 [4]	Wet Meadow	2.2	5.3	No	No	N/A	N/A	N/A	N/A
65	Wet Meadow	2.1	9.6	No	No	1.690	Jurisdictional	0.000	0.074
66	Wetland Pond	3.4	12.2	No	No	0.130	Isolated	0.000	0.000
67 [8]	Marsh	2.2	8.8	No	No	N/A	N/A	N/A	N/A
68 [8]	Marsh	3.1	12.3	No	No	N/A	N/A	N/A	N/A
69 [6]	Marsh	3.3	25.4	No	Yes	13.000	Jurisdictional	0.000	0.026
70 [6,7]	Marsh / Wet Meadow	3.8	32.8	No	Yes	8.780	Jurisdictional	0.000	0.000
71 [6]	Wet Shrubland	3.4	23.8	No	Yes	0.090	Jurisdictional	0.000	0.000
72	Wet Meadow	2.7	6.5	No	No	<0.010	Jurisdictional	0.000	0.000
Subtotal						38.305		**2.429**	**0.383**
Grand Total								**2.812**	

Notes:

This exhibit summarizes information from wetland field surveys completed on May 27-28, 2009; June 29-30, 2009; August 31, 2009; June 1, 2010; May 14-15, 2013; and June 11-12, 2013. Field survey reports can be found in Appendix C (on CD).

[1] FQI < 10 suggests site of low natural quality; FQI between 10 and 20 suggest moderate natural quality; FQI of 20 or more suggests evidence of natural quality and may be considered an environmental asset; FQI of 35 or more indicates site has high natural quality.

[2] Sites with a FQI of 20 or greater (Swink and Wilhelm 1994) are considered as HQAR.

[3] U.S. Army Corps of Engineers issued a Jurisdictional Determination on January 10, 2017. Non-isolated wetlands are U.S. Army Corps of Engineers jurisdiction and flow directly or indirectly into waters of U.S. Isolated wetlands are regulated by Illinois Department of Natural Resources.

[4] U.S. Army Corps of Engineers did not provide a determination. Therefore, several columns are noted as "N/A."

[5] Denotes a wetland requiring IEPA case specific water quality certification due to the presence of certain plant species, if certain conditions are met.

[6] Denotes a wetland requiring a mitigation ratio of 5.5:1.0 if impacted.

[7] Denotes a regionally noteworthy botanical area.

[8] Detention basins constructed in upland and are not under the jurisdiction of U.S. Army Corps of Engineers.

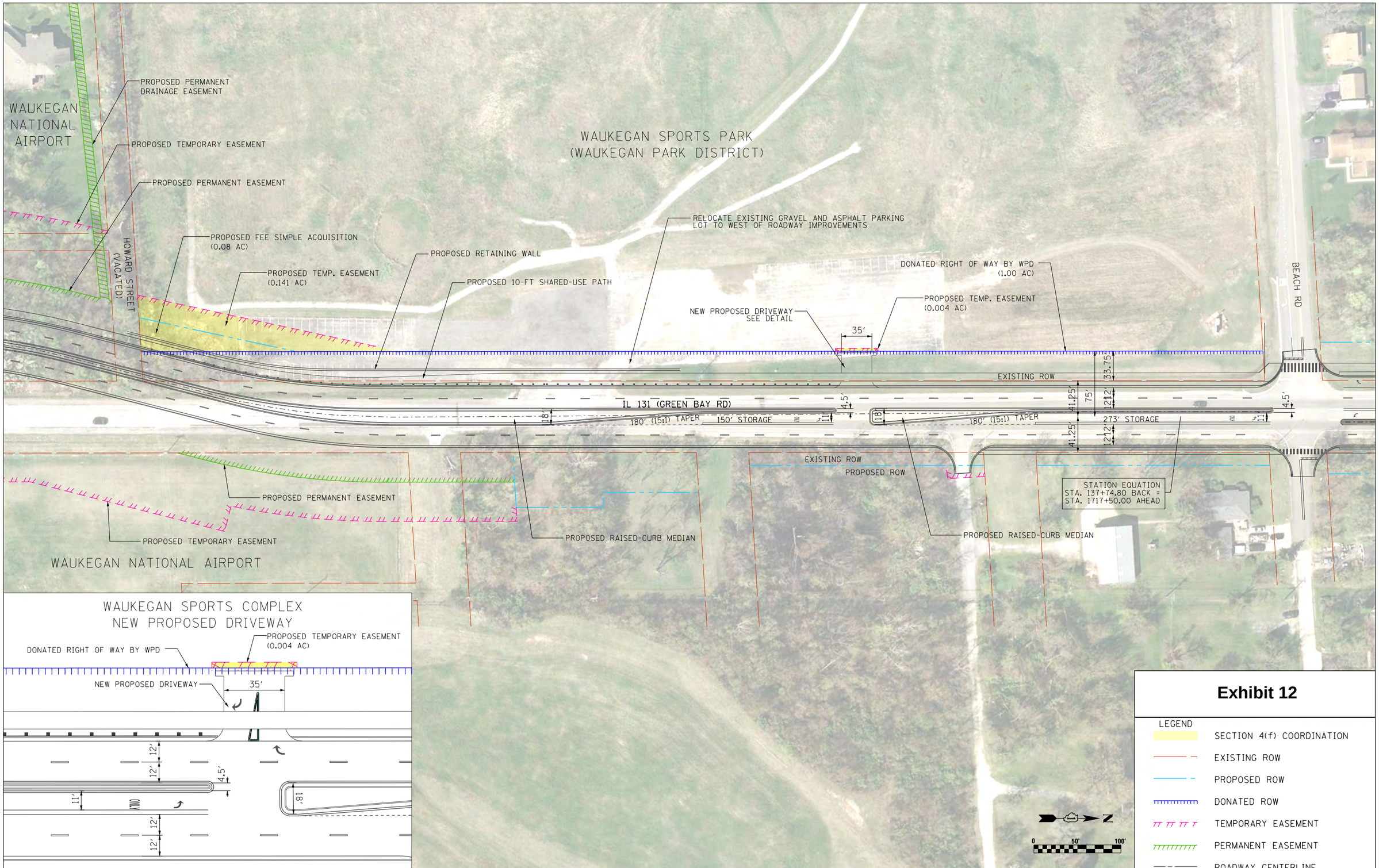

Exhibit 12

LEGEND

- SECTION 4(f) COORDINATION
- EXISTING ROW
- PROPOSED ROW
- DONATED ROW
- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- ROADWAY CENTERLINE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - AMJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERMANENT EASEMENT EXHIBIT IL 131 AT WAUKEGAN NATIONAL AIRPORT
		DRAWN - DGW	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - CZ	REVISED -		
DESIGNED BY: HNTB	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE:1" = 50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LAKE	1	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		