



Illinois Route 131: Russell Road to Sunset Avenue
Phase I Study
P-91-352-07
PTB 145/1
Lake County

Combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) Meeting No. 1

The first combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meeting for the IL 131 (Green Bay Road) project was held on July 15, 2009 from 10:00am to 12:00pm. The meeting was held at the Zion-Benton Public Library (2400 Gabriel Avenue in Zion, Illinois), which is approximately 2 miles east of the project's IL-131 corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to introduce the project and the CSS process to any new stakeholders and to conduct two workshops to identify project area issues and concerns and determine the goals and objectives for the project's potential improvements. The issues and concerns as well as goals and objectives identified in the meeting will be used to develop a clear statement of the transportation problems to be solved by the project. This problem statement will be developed by the consultant team and will be reviewed by IDOT before being sent to the stakeholder groups for review and comment.

Potential members of the Corridor Planning Group (CPG) and Technical Advisory Group (TAG) were identified based on their official roles within the communities impacted by the project, or their voluntary interest via sign-up sheets at the first Public Meeting and on the project website. A total of 27 stakeholders attended the meeting (4 CPG members and 23 TAG members). The 27 attendees were municipal and county officials, representatives of public agencies, property owners, and citizens. The stakeholders were contacted by mail, e-mail, and telephone to request their participation.

The format of the meeting included a 30 minute PowerPoint presentation and 2 small-group workshops. The PowerPoint presentation provided background information on the project and the CSS process, and outlined the structure and purpose of the workshop sessions.

The first small-group workshop lasted about 40 minutes and was intended to foster discussion of the issues and concerns within the project area. Participants were randomly divided (before the meeting) into 3 groups of stakeholders, and a representative of the consultant team served as a facilitator for each group. Each person was asked to write down on post-it notes 6 to 8 issues or concerns they had regarding the corridor. They then grouped their ideas on a flip chart under general categories. A representative from each group presented the categories of issues and concerns identified by their group, which was then posted on the wall at the front of the room for comparison.

The second small-group workshop lasted about 40 minutes and was focused on determining the goals and objectives for the issues and concerns identified in the first workshop. Each person was again asked to write down several of their ideas for goals and objectives on post-it notes and the ideas were then grouped into the same categories as the issues and concerns. As with the first workshop, the results of the second workshop were presented to the entire group and posted on the wall.

After the two small-group workshops, a short summary and conclusion of the meeting was presented. The workshop identified five primary themes for the goals and objectives of the project improvements: improve corridor safety by providing multi-modal options, lighting, and managed access; increase the capacity/mobility of the roadway and efficiency of intersections; plan for future development by coordinating land use plans, incorporating mixed uses, and evaluating economic incentives; minimize environmental impacts using sustainable design and providing for aesthetics; and coordinate early and often with the Waukegan Port Authority and all utilities to minimize impacts.

Stakeholders identified the following Capacity and Efficiency issues:

- Need to accommodate Trumpet Park traffic impacts/ Potential signal at 9th Street
- Evening rush hour congestion prevents ingress/egress to driveways along IL Rte 131
- Landfill/Recycling Center truck traffic impacts
- Lack of turn lanes and adequate storage for turning vehicles at intersections
- Lack of signal interconnectivity
- Lack of traffic signal at intersection of 33rd St. and IL Rte 131
- Need for access management along IL Rte 131
- Roadway must be widened to 4 lanes to alleviate congestion

Stakeholders identified the following Safety issues:

- Bicyclists and pedestrians use the roadway shoulders – designated bike path/sidewalks are needed
- Left turn lanes needed
- Stormwater and snow cause safety issues when not removed
- Intersection of Kenosha Road and IL Rte 131 is a danger due to the angle, consider realignment of the intersection
- Reduce the number of crashes at Yorkhouse Road
- Condition of the roadway/pavement needs improvement
- Lack of median in the roadway
- 21st Street and 29th Street are dangerous intersections

Stakeholders identified the following Land Use issues:

- Lack of visibility of retail developments
- Need to ensure compatibility with Waukegan Airport Runway

- Need to accommodate traffic generated by the Business District along IL Rte 131 from 21st Street to Blanchard Rd.
- Need to provide aesthetically attractive corridor
- Improvement of IL Rte 131 will encourage businesses to come to the corridor
- Coordinate to ensure traffic to/from potential ball park at 9th Street is accommodated

Stakeholders identified the following Environmental issues:

- Stormwater impacts must be managed
- Minimize wetland impacts
- Minimize air pollution
- Determine where stormwater detention will be located

Stakeholders identified the following Coordination issues:

- Must coordinate with private developments to ensure traffic will be accommodated
- Coordinate with municipalities to accommodate planned land uses
- Pedestrian/bicycle paths need to be interconnected
- Access to businesses and residences along IL Rte 131 must be maintained throughout construction
- Coordinate with utilities to prevent undue impacts

The next step of the IL Rte 131 project is to develop a project problem statement incorporating the goals and objectives identified at the meeting. The consultant team will develop the problem statement, which will then be reviewed by IDOT. After review, the problem statement will be sent to all attendees of the meeting for their comment. The problem statement will guide the development of the Purpose and Need statement. The next combined CPG/TAG meeting will present the draft Purpose and Need statement, hold a workshop on possible alternatives, as well as serve as a preview of the second Public Meeting.

INVITATION LETTERS



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

June 4, 2009

«FullName»
«Title»
«Company»
«Additional»
«Address»
«CityStateZip»

Dear «Salutation»:

During the summer of 2008, the Illinois Department of Transportation (IDOT) initiated a Phase I Preliminary Engineering and Environmental Study for Illinois Route 131/Green Bay Road. The study corridor is located in Lake County, extending approximately 7.5 miles from Russell Road on the north to Sunset Avenue on the south. The Phase I study will include an analysis of the existing two lane rural roadway, drainage provisions, intersection deficiencies, and an examination of impacts that proposed improvements could have on the communities and the environment.

Our public outreach program will be extensive, and follows IDOT's Context Sensitive Solutions (CSS) process. A Corridor Planning Group (CPG) is being established that will consist of the Mayors or Managers from the seven involved communities, plus the Chairpersons from Lake County, Illinois and Kenosha County, Wisconsin, along with their respective transportation representatives. Technical Advisory Groups (TAG's) are also being established to encourage participation and input from stakeholders with expertise or interest in technical aspects of the project in three categories - Transportation, Environment, and Land Use Planning. The TAG membership may include those on the CPG or their designated staff, representatives from governmental bodies, other agencies, or interest groups concerned about the project.

We invite you to participate as a member of one of the Technical Advisory Groups for this project. We anticipate that our first combined CPG and TAG meeting will be scheduled for late June or early July. At this initial meeting, we will discuss the group's objectives and focus on the transportation needs of the communities in the study area. We will follow up with you next week to confirm your participation. In the interim, if you would like to contact us directly, please call Carrie Hansen of Images, Incorporated, who is a member of the Project Study Team, at (630) 510-3944 or via e-mail at carrie.hansen@imagesinc.net.

«FullName»
June 4, 2009
Page Two

We encourage your participation and look forward to working with you on this important project.

Very truly yours,



John A. Baczek, P.E.
Project and Environmental Studies Section Chief

cc: HNTB
Images, Inc.

S:\Mgr1\Gen\WP\p&es\CONSULT\KFD\IL-131 (Russell to Sunset)\Draft TAG Recruitment Letter (ver 2).docx

Mr. Pat DiPersio
Director of Economic Development
Village of Winthrop Harbor
830 Sheridan Road
Winthrop Harbor, IL 60096

Ms. Beth Dybala
Economic Development Manager
Lake County Partners
28055 Ashley Circle Suite 212
Libertyville, IL 60048

Mr. B. Dwight Houchins
President
Lake County Chamber of Commerce
5221 West Grand Avenue
Gurnee, IL 60031

Mr. Rangai Gershom
President
Winthrop Harbor Chamber of Commerce
830 Sheridan Road
Winthrop Harbor, IL 60096

Ms. J. Delaine Rogers
Director
Zion Planning and Economic Development
2828 Sheridan Road
Zion, IL 60099

Ms. Jan Suthard
Supervisor
Benton Township
40020 N. Greenbay Road
Beach Park, IL 60099

Mr. George Pavelik
Supervisor
Newport Township
P.O. Box 312
Russell, IL 60075

Ms. Patricia Jones
Supervisor
Waukegan Township
149 South Genessee St.
Waukegan, IL 60085

Mr. Mark Stricklin (current)
Highway Commissioner
Waukegan Township
149 South Genessee St.
Waukegan, IL 60085

Mr. Michael Hewitt (incoming)
Waukegan Township Highway Commissioner
149 South Genessee St.
Waukegan, IL 60085

Mr. Roger Whitmore
President
Zion Area Chamber of Commerce
2730 Sheridan Road Suite 1
Zion, IL 60099

The Honorable Leon Rockingham, Jr.
Mayor
City of North Chicago
Lake County Council of Mayors
1850 Lewis Avenue
North Chicago, IL 60064

Mr. Rick Karlin
Chairman
Waukegan Chamber of Commerce
2200W Norman Dr S
Waukegan, IL 60085

Ms. Debra Styden
37611 N. Greenbay Road
Beach Park, IL 60099

Ken Doll



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

June 18, 2009

«FullName»
«Title»
«Company»
«Office»
«Address»
«CityStateZip»

Dear «Salutation»:

As you are aware, a study for the potential improvement of Illinois Route 131 (IL Rte. 131)/Green Bay Road from Russell Road to Sunset Avenue, in Lake County, began last year. On Wednesday, October 29, 2008 at the Beach Park Middle School, the Illinois Department of Transportation (IDOT) held the first Public Information Meeting concerning the study, in order to introduce area stakeholders to the project. The next Public Meeting, tentatively scheduled for late summer 2009, will address the development of the project's Purpose and Need.

Our extensive public outreach program will follow IDOT's Context Sensitive Solutions (CSS) process. A Corridor Planning Group (CPG) will be established for this study. It will consist of community leaders (Mayors or Managers from each of the seven involved municipalities and the Chairpersons from Lake County, Illinois, and Kenosha County, Wisconsin, plus the counties' respective transportation representatives) that are affected by the study, and who have the authority to enter into intergovernmental agreements. The CPG will serve an important advisory role and will discuss many project issues including transportation needs, potential design alternatives, evaluation of the alternatives, and previews of future public meetings. Technical Advisory Groups (TAG's) will also be established to encourage participation and elicit input from stakeholders with expertise or interest in technical aspects of the project in three categories: Transportation, Environment, and Land Use Planning. The TAG membership may also include CPG members or designated staff, representatives from other governmental bodies, agencies, or interest groups, and other citizen stakeholders affected by the project.

Please accept this letter as a formal invitation to our first combined CPG and TAG workshop meeting, which is scheduled for:

Date: Wednesday, July 15, 2009
Time: 10:00 a.m. to 12:00 p.m.
Place: Zion-Benton Public Library
2400 Gabriel Avenue
Meeting Room B
Zion, IL 60099

«FullName»
June 18, 2009
Page Two

During this initial workshop meeting, we will discuss the group's objectives and focus on the transportation needs of the communities. The group will work to define a project problem statement that will be the foundation of the draft Purpose and Need statement. Please be prepared to share your ideas with the group. We also encourage you to suggest the names of others (friends, neighbors, public officials, etc.) who might consider becoming a TAG participant. Another CPG/TAG workshop meeting will be held prior to the second Public Meeting to discuss and refine the draft Purpose and Need Statement, preview the second Public Meeting presentation, and begin looking into possible project alternatives.

We look forward to working with you on this important project. To RSVP for the workshop meeting, please contact Don Wittmer of HNTB Corporation at (312) 930-9119, or via e-mail at dwittmer@hntb.com. We would appreciate your response by July 1, 2009, and, if appropriate, please indicate your agency's representative to the CPG.

If you have any questions or need additional information, please contact me or Marty Morse, Acting Project Manager, at (847) 705-4107.

Very truly yours,



Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: HNTB Corporation

bcc: Christine M. Reed
Bill Grunloh
Nicholas Williams
Diane M. O'Keefe

Prepared By: Ken Doll, ext 4088
Bureau of Programming

The Honorable Leon Rockingham, Jr.
Mayor
City of North Chicago
Lake County Council of Mayors
1850 Lewis Ave.
North Chicago, IL 60064

The Honorable Kristina Kovarik
Mayor
Village of Gurnee
325 N O'Plaine Road
Gurnee, IL 60031

The Honorable Robert Sabonjian
Mayor
City of Waukegan
100 N. Martin Luther King Jr. Ave.
Waukegan, IL 60085

The Honorable John Stinebrink
Mayor
Village of Pleasant Prairie
9915 39th Avenue
Pleasant Prairie, WI 53158

Mr. Marty Buehler
Director of Transportation
Lake County Division of Transportation
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Libertyville, IL 60048

Ms. Paula J. Trigg, P.E.
Director of Planning and Programming
Lake County
Division of Transportation
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Libertyville, IL 60048

Mr. Michael Warner
Executive Director
Lake County
Stormwater Management Commission
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Libertyville, IL 60048

The Honorable Milton Jensen
Mayor
Village of Beach Park
11270 W Wadsworth Rd
Beach Park, IL 60099

Mr. Glen Ryback
Village President
Village of Wadsworth
14155 West Wadsworth Road
Wadsworth, IL 60083

The Honorable Robert Loy
Mayor
Village of Winthrop Harbor
830 Sheridan Road
Winthrop Harbor, IL 60096

The Honorable Lane Harrison
Mayor
City of Zion
2828 Sheridan Road
Zion, IL 60099

Mr. Phil Rovang
Director
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Mr. Don Kopec
Deputy Director for Planning and Operations
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Mr. Michael Fenelon
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2000 N. Milwaukee Avenue
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Mr. Rob Sadowsky
Executive Director
Active Transportation Alliance
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Chicago, IL 60610-6545

The Honorable Michael Bond
Illinois State Senator
Thirty-first Legislative District
1100 E. Washington Street, Suite 203
Grayslake, IL 60030
Attn: Ms. Sandy Francis



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Illinois Route 131/Green Bay Road
Russell Road to Sunset Avenue
Lake County

June 19, 2009

«FullName»
«Title»
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«Office»
«Address»
«CityStateZip»

Dear «Salutation»:

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«FullName»
June 19, 2009
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If you have any questions or need additional information, please contact Marty Morse, Acting Project Manager, at (847) 705-4107.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: HNTB Corporation

Mr. Pat DiPersio
Director of Economic Development
Village of Winthrop Harbor
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Economic Development Manager
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Waukegan, IL 60085

Mr. Michael Hewitt
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Mr. Rick Karlin
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Mr. John McIntyre
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Beach Park, IL 60099

Ms. Lynn Schlosser
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Wadsworth, IL 60083

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Ms. Milka Velega
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Superintendent
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Zion, IL 60099

Mr. John Hogan
Superintendent
Winthrop Harbor Public Works
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Winthrop Harbor, IL 60096

Mr. Scott Drabicki
Village Engineer
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Gurnee, IL 60031

Mr. David Ziegler
Community Development Director
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Gurnee, IL 60031

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Beach Park, IL 60099

Mr. Leroy Bolt
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Beach Park, IL 60099

Ms. Gina Nelson
Assistant to Superintendent
Beach Park Public Works
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Beach Park, IL 60099

Mr. William Johnston
Director
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Waukegan, IL 60085

Mr. John Moore
City Engineer
City of Waukegan
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Waukegan, IL 60085

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Waukegan Park District
2000 Belvidere Rd
Waukegan, IL 60085

Mr. Greg Petry
Waukegan Park District
2000 Belvidere Rd
Waukegan, IL 60085

SIGN IN SHEETS



CPG/TAG Meeting #1 Register



Project: Illinois Route 131 Project Study
 Location: Zion-Benton Public Library, Zion, IL Date: 7/15/09 Time: 10:00 AM - 12:00 PM

Name (Please Print)	Address	E-Mail	Organization
1. Gina Nelson	11270 W. WARDSON RD ZIP 60099	gnelson@villageofbeachpark.com	Village of beach park
2. Gene Gross	Beach Park, IL ZIP 60099		Village of Beach Park
3. Bill Hunt	ZIP	whunt@lakecountysil.gov	Lake Co. Planning Blair, Deputy Director
4. JAMES JENSEN	149 SOUTH GENESEE ST. WAUKESHA, IL ZIP 60085	P.JONES@7246WAUKESHA.TOWNSHIP.COM JJENSEN@WAUKESHA.TOWNSHIP.WAUKESHA.TOWNSHIP.COM	BENTON TOWNSHIP
5. Jan Suthard	ZIP	Jsuthard@bentontownship.com	BENTON TOWNSHIP
6. BRUCE MIHELICH	2828 SHERIDAN RD ZION, IL ZIP 60099	BRUCE@ZION.IL.US	CITY of ZION
7. RAYMOND SEEBACH	2000 N. MINNAWAKEE AVE LIBERTYVILLE ZIP 60048	rseebach@kcpd.org	LAKE COUNTY FOREST PRESERVE
8.	ZIP		

CPG/TAG Meeting #1 Register

Project: Illinois Route 131 Project Study

Location: Zion-Benton Public Library, Zion, IL

Date: 7/15/09

Time: 10:00 AM - 12:00 PM

Name (Please Print)	Address	E-Mail	Organization
1. Sandy Francis	1156 E Washington Graylake IL ZIP 60030	sandy.francis@ senatemail.com	Senator Michael Bond 3rd District
2. Warren Bryce	12971 Peacock Rd Beach Park, IL ZIP 60009	WarrenHudson822@ aol.com	Resident of Beach Park
3. Debra Styden	37611 W. Greenbay Rd Beach Park, IL ZIP 60087	Dmsquilt@ SBCGlobal.net	Resident of Beach Park
4. AT ALEXIU	830 Sheridan Rd Winthrop Harbor IL ZIP 60096	pdparis@winthropharbor.com	Village of Winthrop Harbor.
5. Jim Taylor	2800 Sheridan Dr Zion ZIP 60094	JETA@ZION.IL.GOV	City of Zion
6. BARB JAEGER	610468 W. Wadsworth Rd Beach Park, IL ZIP 60009	barb.jaeger@hotmail.com	Village of Beach Park
7. MILT JENSEN	BEACH PARK ZIP		MAYOR
8. KUAT WOODFORD	333 Peterson Road LIBERTYVILLE IL ZIP 60049	KWOODFORD@CAKECOUNCIL- GIV	LC SMC

CPG/TAG Meeting #1 Register

Project: Illinois Route 131 Project Study
 Location: Zion-Benton Public Library, Zion, IL Date: 7/15/09 Time: 10:00 AM - 12:00 PM

Name (Please Print)	Address	E-Mail	Organization
1. CHIP PARROTT (BY MR)	975 CAMPUS DRIVE MUNDELEIN, IL ZIP 60067	cparrott@rhmg.com	VILLAGE OF BENTON PARK
2. Beth Guba/A	28055 Ashby L. Naperville ZIP 60568	bdguba@lakecounty partners.com	LAKE COUNTY PARTNERS
3. GLENDA RYBAK	14155 WOODSWORTH RD ZIP 60083	MAYOR RYBAK @YAHOO.COM	VIC OF WOODSWORTH
4. Melba Valiga	36833 N. Green Bay Rd. Waukegan, IL ZIP 60087	---	---
5. GREG PETER	200 BENVENIRE Waukegan ZIP 60087	GPETER@WAKEGANPARTNERS.COM	WISCON. PARK DIST
6.	ZIP		
7.	ZIP		
8.	ZIP		

CPG/TAG Meeting #1 Register

Project: Illinois Route 131 Project Study
 Location: Zion-Benton Public Library, Zion, IL Date: 7/15/09 Time: 10:00 AM - 12:00 PM

Name (Please Print)	Address	E-Mail	Organization
1. Scott Drabicki	325 N O'Plaine Rd Guinee ZIP 60031 ZION CHAMBER 2730 SPANGLAN RD. ZION, IL ZIP 60079	Scott.D@Village. Guinee.il.us AUSA603@ATT.NET.	Village of Guinee ZION CHAMBER OF COMMERCE
2. AL HILL	14155 Wadsworth Rd Wadsworth, IL ZIP 60083	Marilee@VillageofWadsworth.org	V. of Wadsworth
3. PANA TRIGGS	600 W Winchester Lisetteville, IL ZIP 60078	ptriggs@lakecounty. il.gov	ICDOT
5.	ZIP		
6.	ZIP		
7.	ZIP		
8.	ZIP		



CPG/TAG Meeting #1 Register



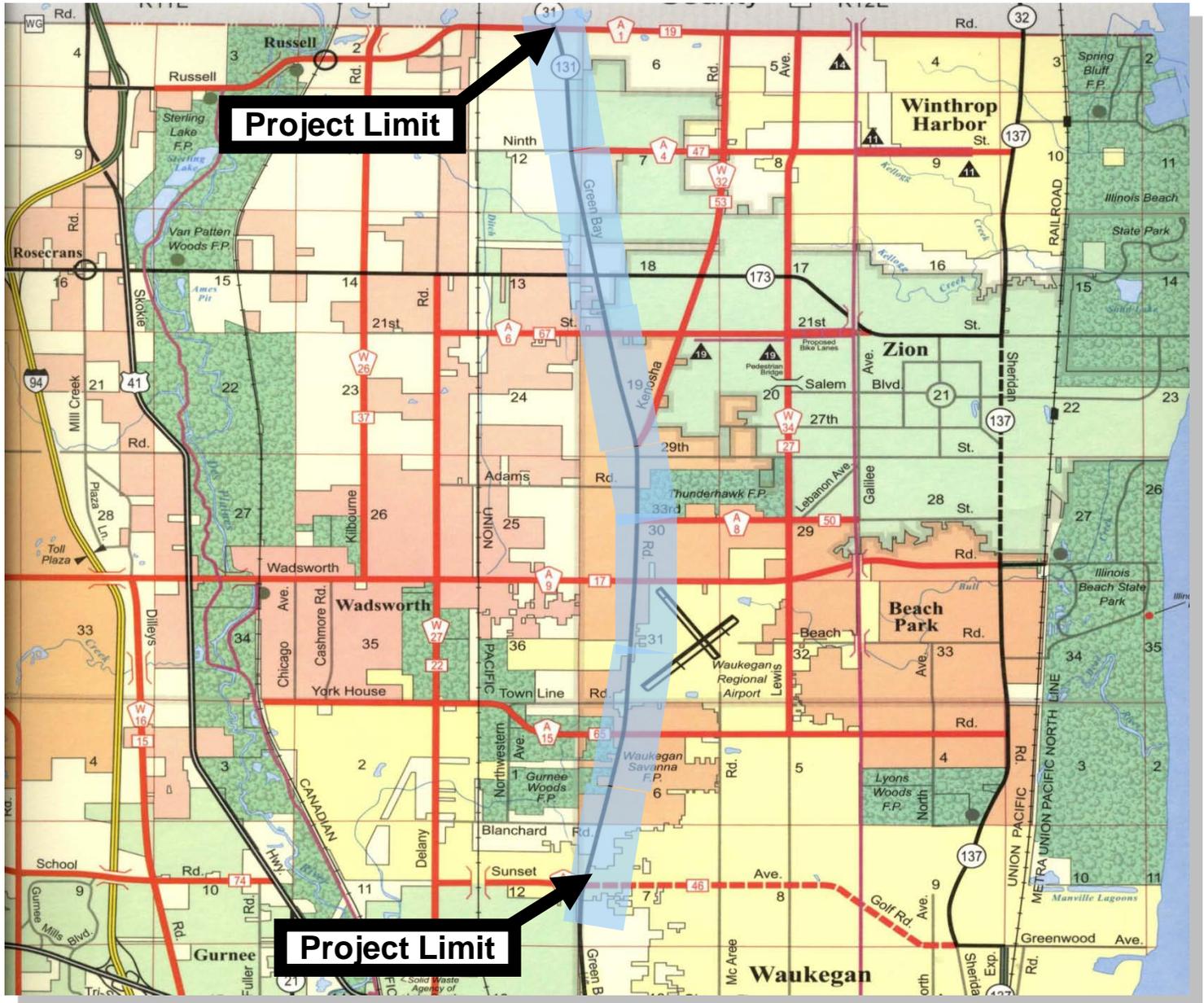
Project: Illinois Route 131 Project Study

Location: Zion-Benton Public Library, Zion, IL Date: 7/15/09 Time: 10:00 AM - 12:00 PM

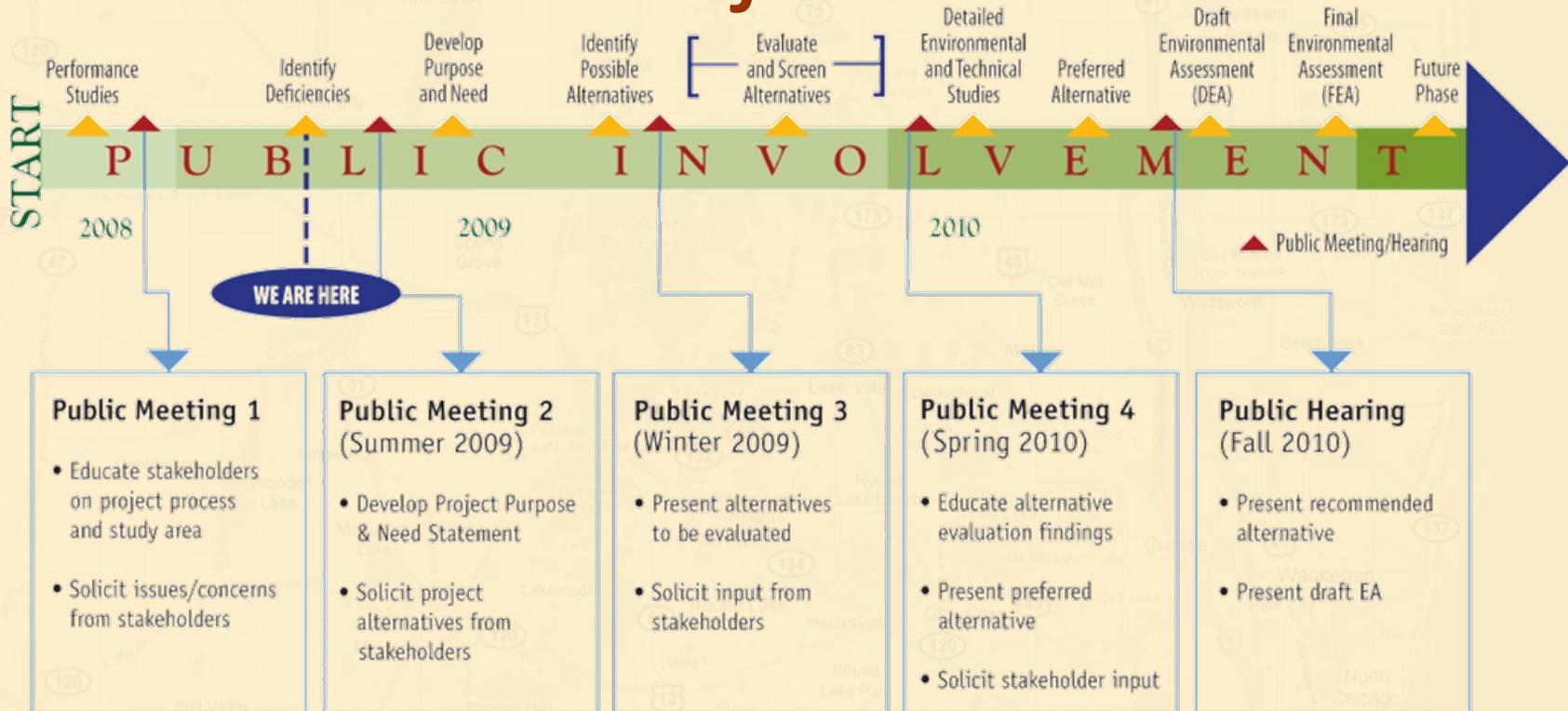
Name (Please Print)	Address	E-Mail	Organization
1. RON LAUBACH	100 N. MLK JR. AVE. WAUKEGAN IL ZIP 60085	ron.laubach@ci-waukegan.il.us	CITY OF WAUKEGAN
2.	_____ ZIP		
3.	_____ ZIP		
4.	_____ ZIP		
5.	_____ ZIP		
6.	_____ ZIP		
7.	_____ ZIP		
8.	_____ ZIP		

EXHIBIT BOARDS

WORKING TOGETHER....CREATING A PLAN FOR YOUR COMMUNITY



Project Schedule



Project Working Groups

Project Study Group
 IDOT ▶ FHWA ▶ REGIONAL AGENCIES

Corridor Planning Group
 2 COUNTIES - 7 COMMUNITIES

**Environmental
 Technical Advisory
 Group**

Public
 •
 Private Interest Groups

**Land Use
 Technical Advisory Group**

Public
 •
 Private Interest Groups
 •
 Business Representatives
 •
 Land Use/Planning Interest Groups

**Transportation
 Technical Advisory
 Group**

Public
 •
 Private Interest Groups
 •
 Transportation Agencies

WORKSHOP SUMMARY



**Illinois Route 131 (Green Bay Road)
From Russell Road to Sunset Avenue
Phase I Engineering
CPG-TAG Meeting #1: July 15, 2009**

Issues & Concerns

TABLE 1:

- **Congestion**
 - Trumpet Park In-park Access Development
 - Traffic Congestion—cannot get out of driveway due to back up during rush hour from about 4pm-6pm
 - Traffic Congestion/Greenbay Road
 - Number of Lanes
 - ROW w/ 4 lanes—is there enough?
 - Landfill/Recycling Factory Truck traffic
 - Near industrial parks, does the road support semi-truck traffic?
 - Congestion—especially at Peak Traffic Times
- **Safety**
 - Safety
 - Access Conversions
 - Access Restrictions
 - Visibility and easy access to retail clusters
 - Traffic Safety
 - Non-Motorized Travel—Connectivity (Bike Path/Sidewalk)
 - People on bicycles riding on shoulder—safety issue
 - Lack of Left Turn Lanes
 - Turn lanes for school buses, trucks, etc.
- **Intersection Design/Level of Service**
 - Kenosha Intersection Re-Alignment
 - 9th and Green Bay Intersection Design (Fed Ex, Minor League BB)
 - Access to 173 and Green Bay Developments
 - Redesigning Kenosha Road and 29th Street Access
 - Traffic—Turn Lanes at Intersections
 - Placement of Traffic Signals/Access to Green Bay
 - Signal Interconnection
 - Intersection of 33rd and Green Bay Road—Signal is needed
- **Future Developments Along Corridor**
 - Business District along Greenbay from 21st to Blanchard—can it handle any more traffic
 - Compatibility with Waukegan Airport (Runway)
 - Potentially—Beach Road and Greenbay with New Sports Complex
 - Any future plans for expansion of the airport?
 - What are the current and future land use plans for the corridor?

- **Environmental**
 - Stormwater management
 - ROW Acquisition Impacts
 - Impacts on Residential Areas
 - Drainage
 - Environmental—No storm and sewers—water from swamp every spring keeps land wet

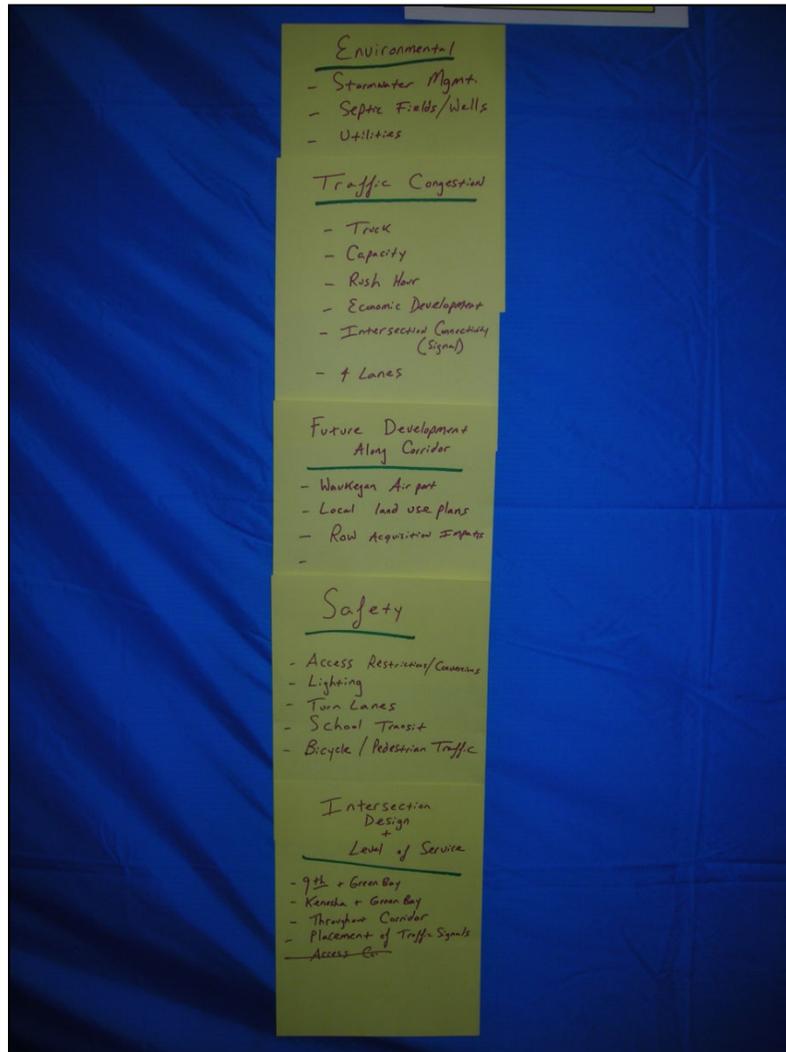


TABLE #1 ISSUES & CONCERNS

TABLE 2:

- **Environmental**
 - Minimize impact to environmentally sensitive areas
 - Minimize wetland impacts
 - Air Pollution
- **Access/Mobility**
 - Adequate Left Turn Lanes (Stacking Areas)
 - Businesses may worry that when road is under construction, will people have good access to their businesses
 - Signals @ 33rd St for access on Green Bay

- Traffic Flow
- Impact on E/W Connections
- Too many trucks on IL-131
- Construction design to accommodate heavy trucks North of 173
- Access to businesses during construction
- Traffic congestion—main line convergence, turn lanes needed, signal improvements and synchronization
- Workable ingress and egress to businesses upon completion
- Intersections and Driveways
- Access management/Limit or combine curb cuts. Round about locations.
- Multiple cross access north of 21st and South of 173 (Future Business Area)
- Accommodate Future Access/Entrances that may be requested
- **Context/Aesthetics**
 - Provide an aesthetically attractive corridor (ie: Boulevard, plantings, trees)
 - Landscaping
 - Visual Preference
- **Economic Development Opportunities**
 - How can we encourage more businesses to come to Beach Park with the uncertainty of when or if Green bay Road will be widened?
 - Intersection at 9th St—Potential ball park
 - Congestion at 9th St with baseball Park
- **Safety**
 - Stormwater between Kenosha Rd. and School
 - Stormwater/Snow Removal
 - Green Bay and Kenosha Road Intersection Safety
 - Intersection—Level of Service
 - Yorkhouse Safety (and other intersections)
 - Accomodating existing and proposed bike and pedestrian trails
 - Accommodate bike lanes to allow for alternate means of transportation
 - Bike lanes, sidewalks, bus lanes
- **Land Use**
 - Growth projections for corridor communities
 - Zoning agreement among municipalities—common development standards
 - R.O.W. acquisition?
 - Airport Expansion



TABLE #2 ISSUES & CONCERNS

TABLE 3:

- **Capacity**
 - 9th St. Intersection: Traffic Signal needed—entrance to Trumpet Park
 - LCDOT and Waukegan Park District Roadway Improvements
 - Need for 4 lanes—time frame for construction?
 - Traffic signals for E/W traffic movements—specifically 33rd and Green Bay
 - Need traffic signal at 29th and Green Bay Road
 - Traffic Light at 9th St. and Green Bay Road
 - 9th Street and Green Bay Road—request traffic signals
 - Green Bay Road needs to be 4 lanes all the way to Wisconsin (You know you're in Wisconsin because there are 4 lanes)
- **Access**
 - Frontage for Wadsworth and Green Bay
 - Access to 29th and Kenosha Road
 - Limit access in business development areas—utilize frontage roads
 - Kenosha road—limit access to Green Bay road
 - Access to sports facility south of Wadsworth
 - Access to 33rd

- Curb cuts for unimproved roads
- Signage—Identifying downtown business districts
- Bike path West side to access new sports complex
- **Safety**
 - Road Condition
 - 21st Street Safety Issue
 - Median to facilitate traffic safety
 - 29th Street Safety Issue
 - Intersection improvements @ Kenosha Road and Green bay—High accident rate
- **Utilities**
 - Watermain on East Side of Green Bay Road
- **Airport**
 - Airport expansion impacts
 - Airport expansion—tunnel?
- **Environmental**
 - Stormwater Detention Facility Locations
 - Stormwater Runoff—where will water go? Specifically between 21st and Major in Beach Park?
 - No net loss of wetlands. Preservation and mitigation.

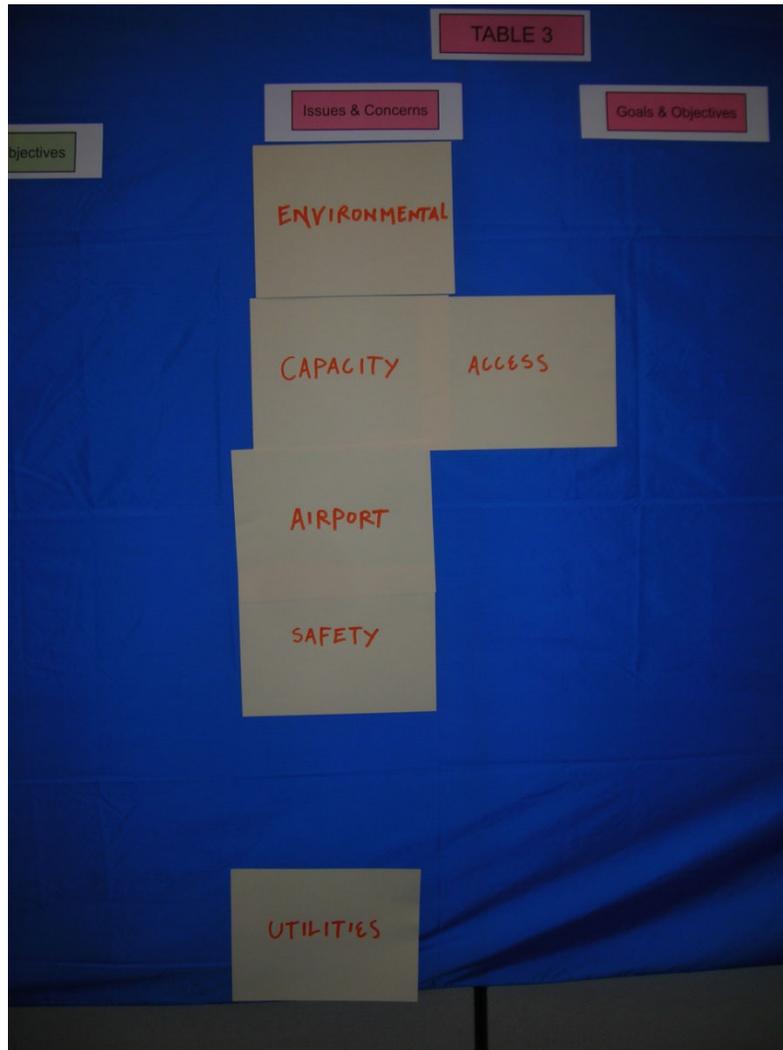


TABLE #3 ISSUES & CONCERNS

Goals & Objectives

TABLE 1:

- **Congestion**
 - Increase number of lanes to 4
 - Congestion
 - Congestion—Complete traffic demand modeling to identify the number of lanes needed to satisfy the traffic anticipated in the year 2030
 - Study area and roadway to ensure today and tomorrow capacity are met including intersection improvements
 - Widen—More lanes and turn lanes
 - Traffic Congestion—Expand/Widen Greenbay Road
 - Consider center median within certain areas
 - Add through lanes
 - Adequate Turn Paths (Trucks)
- **Safety**
 - Design Speed
 - Access Restrictions
 - Progression
 - Design to ensure proper traffic flow and to allow pedestrian and bike traffic along corridor
 - Turn Lanes
 - Lower Speed Limit
 - More Lanes
 - Pedestrian/Bike Overpass/Underpass (esp. if 4 lanes or wider)
 - Incorporate safety improvements identified by the CPG/TAG such as Non-Motorized Travel (Pedestrian)
 - Street Lighting
 - Limited Access
 - Bike Lanes
 - Pedestrian Crossing or overhead crosswalks
 - Lights to control crossings
 - Increase Street Lights
 - Increase Bike Trails
 - Bike Lanes
 - More lights at Heavy/Dangerous intersections
- **Intersection Design/Level Of Service/Interconnectivity**
 - Left and Right Turn Lanes at Traffic Signals
 - Center Turn Lane at Non-Traffic Light Intersections
 - Complete Intersection design studies to determine intersection improvements that are identified including the interconnection of traffic signals and LC “Passage”
 - Adequate Turn Bay Lengths
 - Right turn only lanes
 - Traffic sensors placed at the signal intersection
 - Signal Interconnectivity
 - Use Mode*****
 - Additional Stoplights; improve existing
 - Turn lanes
 - Lights at intersections
 - More Lanes/Turn Lanes
- **Future Developments Along Corridor**
 - Encourage each community to update comprehensive land use plans
 - Acquire long term development plans for airport and consider design and engineering
 - Access Consolidation
 - Corridor Land Use Plan

- Airport Runway/Clearances (Lowering of Road/Tunnel)
- Work with corridor stakeholders to ensure proposed improvements are compatible for existing and future land use and economic developments
- Future Development—Focus design off of existing zoning and compare plans of all agencies
- Ensure industrial stakeholders feedback in engineering process—to ensure proposed improvements compatible with existing and future operations (curb cuts, capacity for truck traffic)
- Incorporate various land use plans along corridor and plan roadway improvements to complement economic development/existing land use including the airport
- **Environmental**
 - Provide Utility Corridors
 - Review Impacts to existing utilities
 - Incorporate engineered wetlands as part of roadway detention
 - Create detention ponds
 - Do analysis of all utilities in area including septic field wells
 - Identify all possible impacts on utilities and current infrastructure
 - Add drainage ponds for water runoff
 - Study and minimize impacts to environmental issues such as drainage, well/septic utilities
 - Minimize impacts to wetlands
 - Does improvement require moving present utilities?
 - Swamps/Rain Garden to filter

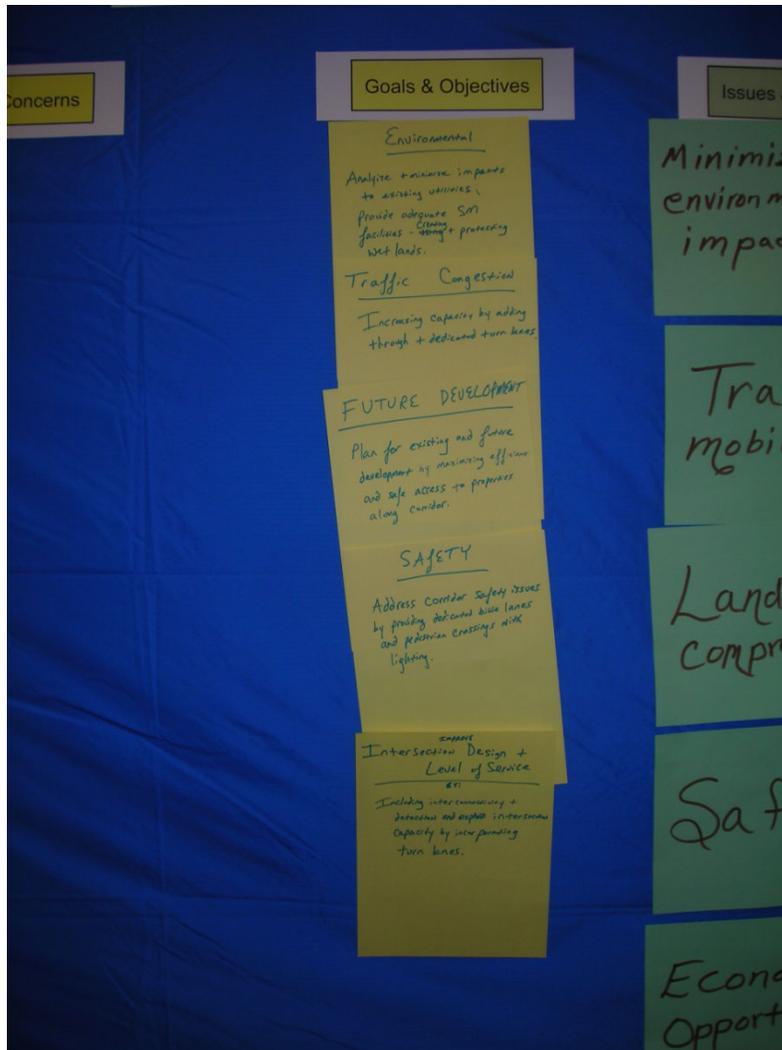


TABLE #1 GOALS & OBJECTIVES

TABLE 2:

- **Environmental**
 - Impact study along corridor to avoid “sensitive” areas
 - Utilize green infrastructure for stormwater
 - Round-up wetlands
 - Install detention and ditch/piping systems
- **Access/Mobility**
 - Develop an access management plan for corridor, include parallel access roads, reduce single occupant vehicles by providing bike lanes, sidewalks, and bus pull offs/stops
 - Road cross section to resemble Butterfield Road (Center Island in select areas)
 - Possible frontage road in business areas (existing or future)
 - Look at other main highways (i.e. Delaney, Rte 41) to ease congestion
 - Widen/Increase intersection size
 - Improve/Synchronize signals
- **Context/Aesthetics**
 - Provide sufficient R.O.W. for landscaping
 - Add landscaped median
 - Municipality agreement on signage/architectural design

- Accommodate boulevards, plantings, and trees (raised planters with pleasing wall designs)
- Select appropriate ground cover selection (trees, bushes, etc.)
- Implement maintenance agreements with IDOT and community
- **Economic Development Opportunities**
 - Incorporate mixed use business nodes rather than strip malls. A coordinated plan with all seven communities
 - Designate mixed use centers—requires municipality agreements
 - Make access easier and safer for businesses
 - Some type of state incentive to attract economic development
- **Safety**
 - Turn Lanes—Build for future
 - Traffic Lights
 - Left Turn lanes at intersections
 - Limit curb cuts, identify round about locations
 - Analyze intersections: evaluate need for signals and turn lanes
- **Land Use**
 - Coordinate Land use and growth projections for all seven communities into one document that will predict future demand on Green Bay Road
 - Evaluate Waukegan Airport expansion plan

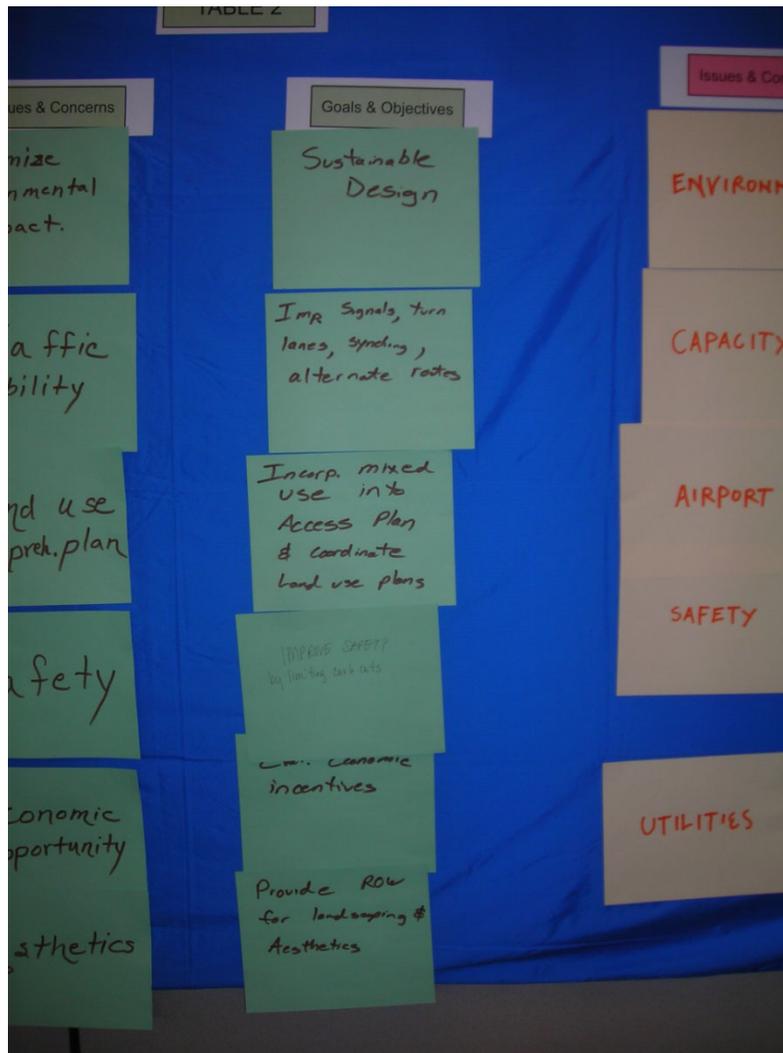


TABLE #2 GOALS & OBJECTIVES

TABLE 3:

- **Capacity**
 - Expedite traffic: North and South with 4 lanes yet do not inhibit business development
 - Widen Road
 - Add appropriate Traffic Signals
 - 4 lanes from Russell Road to Sunset Blvd.
 - Provide 4 lanes and timed signals to improve traffic flow
 - Widening of Green Bay Road to four lanes
 - 4 Lanes/Turn Lanes to provide for traffic flow and safety
- **Access**
 - Provide traffic signals to facilitate East/West Traffic movements
 - Limit access to key intersections—use Frontage Roads to access business development districts
 - Install good signage at key landmarks
- **Safety**
 - Provide new roadway alignments to eliminate high accident intersections
 - Have traffic signals installed at 9th and Green Bay Road
- **Utilities**
 - Protecting utilities
 - Design plan to make necessary utility improvements prior to road construction
- **Airport**
 - Must work with them to see how Green Bay Road can best work with their plans
 - Coordinate with Duncan
- **Environmental**
 - Use ditches instead of curb and gutter. Ditches promote filtration, reduce runoff, and improve water quality.
 - Study of environmental impacts: 1) water run-off; 2) wetlands
 - Mimic existing drainage patterns. Don't divert stormwater to different sub-watersheds. Strategically locate detention facilities to control increased runoff.
 - Perform wetland delineation for the corridor. Try to avoid or minimize impacts.
 - Mitigate/Wetland Restoration Fund/Purchase Wetland bank credit

	Goals & Objectives	
	<p>TO ADDRESS ENVIRONMENTAL CONCERNS, NOT SHOULD COMPLY WITH THE LAKE COUNTY WATERSHED DEVELOPMENT ORDINANCE.</p>	
ACCESS	<p>CAPACITY SHOULD BE INCREASED TO CARRY ANTICIPATED TRAFFIC VOLUMES FOR THE NEXT 20 YEARS</p>	<p>INVESTIGATE USING FRONTAGE ROADS AT NEW DEVELOPMENT LOCATIONS</p>
	<p>EARLY AND OFTEN COORDINATION NEEDS TO BE MADE WITH NAUKEGAN PORT AUTHORITY</p>	
	<p>TRAFFIC SIGNALS SHOULD BE INVESTIGATED WHERE NONE EXIST AND ROADWAY REALIGNMENTS SHOULD BE STUDIED</p>	
	<p>EARLY COORDINATION WITH ALL UTILITIES AND MINIMIZE IMPACTS</p>	

TABLE #3 GOALS & OBJECTIVES

MEETING COMMENT SHEETS

IL 131

GREEN BAY ROAD PROJECT

Corridor Advisory Group (CAG)/Technical Advisory Group (TAG)

*Meeting #1 - July 15, 2009
Zion-Benton Public Library*

Comment Form

IDOT encourages extensive public involvement throughout the development process of the project. We ask for your comments and feedback regarding the IL Rte. 131 Project. Please place your comment forms in the box marked COMMENTS; fax to (847) 705-4159; fold in thirds, tape closed, place a stamp and mail. In addition, the Project's website (www.IL131Project.com) also accepts comments.

Comments/Questions: _____

I liked the meeting time + location.

The meeting as a whole was beneficial + time well spent.

(Optional, Please Print)

Name _____

Affiliation _____

City/State _____ Zip Code _____

Phone No. _____

E-Mail Address _____

Please add me to the mailing list:



PROBLEM STATEMENT AND RESPONSES



Illinois Route 131 (Green Bay Road) Phase I Engineering Study

Date: August 11, 2009

PROJECT PROBLEM STATEMENT

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

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

Brenda Christopher

From: Derek Johnson
Sent: Tuesday, August 11, 2009 4:56 PM
To: Derek Johnson
Cc: 'Morse, Marnell M'; Doll, Ken F; Donald Wittmer; 'Tracy Morse'; 'Carrie Hansen'
Subject: IL Rte. 131 Phase I Study - Draft Problem Statement

Corridor Planning Group and Technical Advisory Group members:

Thank you again for attending the first Group meeting and workshop for the Illinois Route 131 Phase I Engineering Study from Russell Road to Sunset Avenue on Wednesday, July 15 at the Zion Benton Library.

After reviewing the results of the workshops, the project team developed the Project Problem Statement below. This statement is intended to reflect the issues and concerns of the project area and the suggested goals and objectives for the project identified in the workshops. As discussed at the meeting, this problem statement will be used to develop the project Purpose & Need statement which must be approved by the FHWA before the project can proceed to identify alternatives for improvement.

DRAFT PROJECT PROBLEM STATEMENT

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

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

Please review the above statement and respond to me with your comments by Wednesday, August 19. Please also indicate whether or not you agree that this statement reflects the consensus view of the stakeholders in the CPG and TAG’s.

Thank you,

Derek J. Johnson, P.E.
Project Engineer

HNTB Corporation
111 North Canal Street
Suite 1250
Chicago, IL 60606

Tel (312) 930-9119
Fax (312) 930-9063
www.hntb.com

Brenda Christopher

From: DiPersio, Pat [PDiPersio@whpd.org]
Sent: Tuesday, August 11, 2009 5:06 PM
To: Derek Johnson
Subject: RE: IL Rte. 131 Phase I Study - Draft Problem Statement

Derek,

I agree with the statement and believe it does reflect the consensus of the group.

Pat DiPersio

From: Derek Johnson [mailto:DJJohnson@HNTB.com]
Sent: Tuesday, August 11, 2009 4:56 PM
To: Derek Johnson
Cc: 'Morse, Marnell M'; Doll, Ken F; Donald Wittmer; 'Tracy Morse'; 'Carrie Hansen'
Subject: IL Rte. 131 Phase I Study - Draft Problem Statement

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Thank you,

Brenda Christopher

From: Brenda Christopher
Sent: Wednesday, August 12, 2009 10:47 AM
To: Derek Johnson
Subject: FW: IL Rte. 131 Phase I Study - Draft Problem Statement

Greg Petry's response below:

From: Greg Petry [mailto:gregp@waukeganparks.org]
Sent: Wednesday, August 12, 2009 10:24 AM
To: Brenda Christopher
Subject: RE: IL Rte. 131 Phase I Study - Draft Problem Statement

Your statement sounds good!

From: Brenda Christopher [mailto:bchristopher@HNTB.com]
Sent: Wednesday, August 12, 2009 9:57 AM
To: Greg Petry
Cc: Derek Johnson
Subject: FW: IL Rte. 131 Phase I Study - Draft Problem Statement

Corridor Planning Group and Technical Advisory Group members:

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Please review the above statement and respond to me with your comments by Wednesday, August 19. Please also indicate whether or not you agree that this statement reflects the consensus view of the stakeholders in the CPG and TAG’s.

Thank you,

Brenda Christopher

From: Trigg, Paula J. [PTrigg@lakecountyil.gov]
Sent: Thursday, August 13, 2009 3:45 PM
To: Derek Johnson
Subject: RE: IL Rte. 131 Phase I Study - Draft Problem Statement

I agree that this statement reflects the consensus that we discussed.

Paula Trigg

From: Derek Johnson [mailto:DJJohnson@HNTB.com]
Sent: Tuesday, August 11, 2009 4:56 PM
To: Derek Johnson
Cc: 'Morse, Marnell M'; Doll, Ken F; Donald Wittmer; 'Tracy Morse'; 'Carrie Hansen'
Subject: IL Rte. 131 Phase I Study - Draft Problem Statement

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Thank you,

Derek J. Johnson, P.E.
Project Engineer

HNTB Corporation
111 North Canal Street

Brenda Christopher

From: warrenhudson822@aol.com
Sent: Thursday, August 13, 2009 11:31 AM
To: Derek Johnson
Subject: Re: IL Rte. 131 Phase I Study - Draft Problem Statement

Derek,

This seems like a good statement that summarizes the urgent need for improvements to Green Bay Road Corridor.

Warren Bryce

-----Original Message-----

From: Derek Johnson <DJJohnson@HNTB.com>
To: Derek Johnson <DJJohnson@HNTB.com>
Cc: 'Morse, Marnell M' <Marnell.Morse@illinois.gov>; Doll, Ken F <Ken.Doll@illinois.gov>; Donald Wittmer <DWITTMER@HNTB.com>; 'Tracy Morse' <tracy.morse@imagesinc.net>; 'Carrie Hansen' <Carrie.Hansen@imagesinc.net>
Sent: Tue, Aug 11, 2009 4:55 pm
Subject: IL Rte. 131 Phase I Study - Draft Problem Statement

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Brenda Christopher

From: Andrew Kimmel [akimmel@LCFPD.org]
Sent: Monday, August 17, 2009 4:29 PM
To: Derek Johnson
Cc: Randy Seebach; Tom Hahn
Subject: Re: IL Rte. 131 Phase I Study - Draft Problem Statement

Dear Mr. Johnson:

As the Lake County Forest Preserve District's representative to the planning process for IL Route 131, I am responding as requested to indicate our support for the proposed language in the draft problem statement.

Sincerely,
Andy Kimmel

Andrew S. Kimmel
Deputy Executive Director
Lake County Forest Preserves
2000 N. Milwaukee Ave.
Libertyville, IL 60015
847-968-3209 *tel* | 847-549-8054 *fax*
akimmel@LCFPD.org
www.LCFPD.org
[Find us on Facebook](#) | [Follow us on Twitter](#)

>>> Derek Johnson <DJJohnson@HNTB.com> 8/11/2009 4:55 PM >>>
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Brenda Christopher

From: Barbara Jaeger [barb.jaeger@hotmail.com]
Sent: Wednesday, August 19, 2009 8:45 PM
To: Derek Johnson
Subject: RE: IL Rte. 131 Phase I Study - Draft Problem Statement

I agree. Please make the widening of Green Bay Road a priority. It seems that this has been in the talking stages for decades.

From: DJJohnson@HNTB.com
To: DJJohnson@HNTB.com
CC: DWITTMER@HNTB.com
Date: Wed, 19 Aug 2009 14:13:13 -0500
Subject: IL Rte. 131 Phase I Study - Draft Problem Statement

Corridor Planning Group and Technical Advisory Group members:

Today is the last day to comment on the draft problem statement for the Illinois Route 131 Phase I Engineering Study. Please call or email me if you have any suggestions or objections to the statement. If we do not receive a response, we will assume that you agree that the statement reflects the consensus of the stakeholders in the CPG and TAG. The following is my original message sent last week:

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Please review the above statement and respond to me with your comments by Wednesday, August 19. Please also indicate whether or not you agree that this statement reflects the consensus view of the stakeholders in the CPG and TAG’s.

Brenda Christopher

From: Lane Harrison [LaneH@zion.il.us]
Sent: Wednesday, August 19, 2009 10:48 PM
To: Derek Johnson
Subject: RE: IL Rte. 131 Phase I Study - Draft Problem Statement

I believe this statement accurately reflects the consensus of the stakeholders along the 131 corridor. Excellent!!!

Lane Harrison
Mayor of Zion

-----Original Message-----

From: Derek Johnson [mailto:DJJohnson@HNTB.com]
Sent: Wednesday, August 19, 2009 2:13 PM
To: Derek Johnson
Cc: Donald Wittmer
Subject: IL Rte. 131 Phase I Study - Draft Problem Statement

Corridor Planning Group and Technical Advisory Group members:

Today is the last day to comment on the draft problem statement for the Illinois Route 131 Phase I Engineering Study. Please call or email me if you have any suggestions or objections to the statement. If we do not receive a response, we will assume that you agree that the statement reflects the consensus of the stakeholders in the CPG and TAG. The following is my original message sent last week:

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DRAFT PROJECT PROBLEM STATEMENT

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

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

Please review the above statement and respond to me with your comments by Wednesday, August 19. Please also indicate whether or not you agree that this statement reflects the consensus view of the stakeholders in the CPG and TAG’s.

Brenda Christopher

From: Jones, Patricia [pjones724@waukegantownship.com]
Sent: Wednesday, August 19, 2009 4:01 PM
To: Derek Johnson
Subject: Re: IL Rte. 131 Phase I Study - Draft Problem Statement

Hi, Derek!

We, support the consensus of the stakeholders. Thank you!

P.Jones

On 8/19/09, **Derek Johnson** <DJJohnson@hntb.com> wrote:

Corridor Planning Group and Technical Advisory Group members:

Today is the last day to comment on the draft problem statement for the Illinois Route 131 Phase I Engineering Study. Please call or email me if you have any suggestions or objections to the statement. If we do not receive a response, we will assume that you agree that the statement reflects the consensus of the stakeholders in the CPG and TAG. The following is my original message sent last week:

Thank you again for attending the first Group meeting and workshop for the Illinois Route 131 Phase I Engineering Study from Russell Road to Sunset Avenue on Wednesday, July 15 at the Zion Benton Library.

After reviewing the results of the workshops, the project team developed the Project Problem Statement below. This statement is intended to reflect the issues and concerns of the project area and the suggested goals and objectives for the project identified in the workshops. As discussed at the meeting, this problem statement will be used to develop the project Purpose & Need statement which must be approved by the FHWA before the project can proceed to identify alternatives for improvement.

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Please review the above statement and respond to me with your comments by Wednesday, August 19. Please also indicate whether or not you agree that this statement reflects the consensus view of the stakeholders in the CPG and TAG’s.

Thank you,

Derek J. Johnson, P.E.
Transportation Engineer

HNTB Corporation
111 North Canal Street
Suite 1250
Chicago, IL 60606

Tel (312) 930-9119
Fax (312) 930-9063
www.hntb.com

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--
Patricia Jones, Supervisor/CEO
Waukegan Township
149 S. Genesee St
T. 847-244-4900 F: 847-244-5185

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Brenda Christopher

From: Hunt, William B. [WHunt@lakecountyil.gov]
Sent: Wednesday, August 19, 2009 3:51 PM
To: Derek Johnson
Cc: Hunt, William B.
Subject: RE: IL Rte. 131 Phase I Study - Draft Problem Statement

Thank you for the reminder.

Highway congestion is detrimental to public safety and negatively impacts the local and regional economy. Relieving the congestion on IL Route 131 must provide safe access for all users, including pedestrians, bicyclists and bus riders of all ages, as well as motorists who depend upon the highway for daily commuting and commerce. The improvements must minimize negative impacts to residential properties and support the communities' efforts to coordinate land use. Landscaping the finished roadway with street trees and appropriate vegetation is recognized as a core component of the project and will be carefully planned and committed to in budgeting. Best management practices will be incorporated to collect and treat runoff. Driveway access points will be limited to the extent allowed by law to in order enhance safety, promote efficiency, and minimize unnecessary congestion.

From: Derek Johnson [mailto:DJJohnson@HNTB.com]
Sent: Wednesday, August 19, 2009 2:13 PM
To: Derek Johnson
Cc: Donald Wittmer
Subject: IL Rte. 131 Phase I Study - Draft Problem Statement

Corridor Planning Group and Technical Advisory Group members:

Today is the last day to comment on the draft problem statement for the Illinois Route 131 Phase I Engineering Study. Please call or email me if you have any suggestions or objections to the statement. If we do not receive a response, we will assume that you agree that the statement reflects the consensus of the stakeholders in the CPG and TAG. The following is my original message sent last week:

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Please review the above statement and respond to me with your comments by Wednesday, August 19. Please also indicate whether or not you agree that this statement reflects the consensus view of the stakeholders in the CPG and TAG’s.

Thank you,

Derek J. Johnson, P.E.
Transportation Engineer

HNTB Corporation
111 North Canal Street
Suite 1250
Chicago, IL 60606

Tel (312) 930-9119
Fax (312) 930-9063
www.hntb.com

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Brenda Christopher

From: Derek Johnson
Sent: Thursday, September 10, 2009 3:49 PM
To: 'whunt@lakecountyil.gov'
Cc: 'Doll, Ken F'; Morse, Marnell M; Donald Wittmer
Subject: IL Rte. 131 - Problem Statement
Attachments: IL 131 FINAL Problem Statement 20090819.doc

Mr. Hunt,

Thank you very much for your thorough response regarding the Illinois Route 131 Phase I Study Draft Problem Statement. The problem statement is intended to focus on broad themes based on commonalities discovered among the specific issues, concerns, goals and objectives identified at the group workshop. Your suggestions will be a part of our study going forward. The themes of safety for all users, access management, coordinating land use plans, improving mobility, minimizing environmental impacts, and fostering economic development are a part of the Problem Statement. Most will carry forward to the Purpose and Need statement as well. Environmental impacts and best management practices will be addressed in the Environmental Assessment.

Thank you again. We look forward to your continued participation in this project. The final Problem Statement is attached.

Derek J. Johnson, P.E.

Project Engineer

HNTB Infrastructure

111 North Canal Street
Suite 1250
Chicago, IL 60606

Tel (312) 930-9119

Fax (312) 930-9063

www.hntb.com

8/18/09

HNTB Corporation
111 North Canal Street
Suite 1250
Chicago, Ill 60606-7252

RECEIVED

AUG 28 2009

HNTB

Attn: Derek J. Johnson, P.E.
Project Engineer

Dear Mr. Johnson:

At the last meeting, some comments were made that made sense for you to consider. However, one comment was about making Green Bay Rd. a six lane highway. I hope this doesn't happen because I believe this may not be necessary to do and also it would take away some of my land and the noise and pollution would be unbearable. There's still a lot of us living by Green Bay Rd. The person that made that remark either doesn't live by Green Bay Rd. or if the person does live in that area may sell their property soon and could care less about the impact this would make on us who live by that highway. Also, at the work shop table where I was, one of the engineers made a remark like this and joked about it. I didn't think it was funny at all.

Also, please take into consideration Rte. 41 has construction going on so the semis and other vehicles are rerouting to Green Bay Rd. at this time.

Please consider left turn lanes,
and widening intersections at
York house Rd Wadsworth Rd.
Rte. 173 and 21st street on Green Bay
Rd. This, I'm sure will ease
congestion.

Thank you for your consideration.

Milkal Kelaga
36833 N. Green Bay Rd.
Waukegan, Ill. 60087

cc: Marty Morse, IDOT

P.S. Please excuse this handwritten
letter, I no longer have computer
access. I also received your letter
late because I had to go out of town.

M VELAGA
36833 N GREEN BAY RD
WAUKEGAN, IL 60087-3467

PAID TIME IL 6000

18 AUG 2009 PM 11



HN TB Corporation
The HN TB Companies
111 North Canal Street
Suite 1250
Chicago, Ill 60606-7252
Attn: Engineers Architect Planners

September 17, 2009

HNTB

Ms. Milka Velaga
36833 North Green Bay Road
Waukegan, IL 60087-3467

Re: Illinois Route 131 Phase I Study
Technical Advisory Group Workshop
Project Problem Statement

Dear Ms. Velaga:

Thank you for your letter regarding the problem statement for the Illinois Route 131 Phase I Study. The statement was drafted to best reflect the consensus of the issues, concerns, goals and objectives discussed at the joint Corridor Planning Group / Technical Advisory Group meeting and workshop held in July.

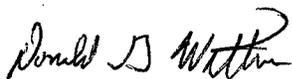
The project will continue to follow the Illinois Department of Transportation's Context Sensitive Solutions process which requires extensive public involvement. A previous study suggested expanding IL Rte. 131 to a six-lane highway because of the roadway's designation as a Strategic Regional Arterial (SRA). Workshops will be held at the next small group and large public meetings to solicit improvement alternatives for the roadway. Many different roadway configurations will be evaluated with respect to their ability to meet the goals and objectives of the project. Improving the safety and mobility of intersections in the project area is a key goal of the project as indicated by the problem statement. Finally, we do consider the other north south roads in the area and the effects that construction on these routes has on Green Bay Road as the study continues.

We will stress at all future group and public meetings that all opinions should be respected and that the entire group should work together to achieve a consensus solution. We apologize for any insensitive remarks and trust that the intent of the comment was not malicious. We hope you will continue to attend meetings and share your perspective.

If you have additional questions or concerns, please call me at 312-930-9119.

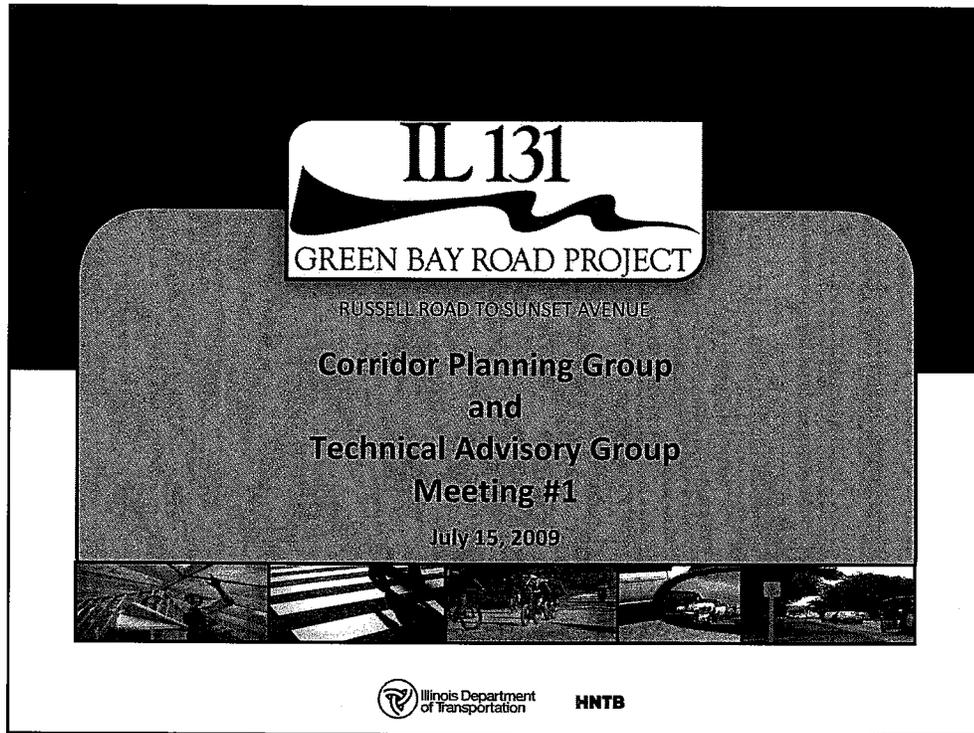
Very truly yours,

HNTB CORPORATION



Donald G. Wittmer, P.E.
Project Manager

Attachment
cc: Marty Morse, IDOT



Welcome to the combined Corridor Planning Group and Technical Advisory Group working meeting for Illinois Route 131 / Green Bay Road.

We understand all of you have busy schedules and appreciate your involvement in today's workshop.

IL 131
GREEN BAY ROAD PROJECT

Agenda

- Introductions
- Purpose of the Meeting
- Project Overview
- Context Sensitive Solutions (CSS) Overview
- Group Exercise Overview
- Discussion
- Next Steps

July 15, 2009 | CPG & TAG Meeting #1

Illinois Department of Transportation HNTB

This morning we will start off the meeting with Introductions, then define the purpose of the meeting, provide you with a project overview, explain what Context Sensitive Solutions is and then we will roll up our sleeves and identify the issues and needs of the corridor.

*CPG and TAG groups together for this meeting. May not be together in the future

IL 131
GREEN BAY ROAD PROJECT

Meeting Purpose

- Project Overview and Schedule
- Explain the CSS Process and Define Consensus
- Discuss Ground Rules
- Identify Issues
- Determine Project Goals and Objectives
- Discuss Project Problem Statement
- Next Steps

July 15, 2009 | CPO-3 TAG Meeting #1

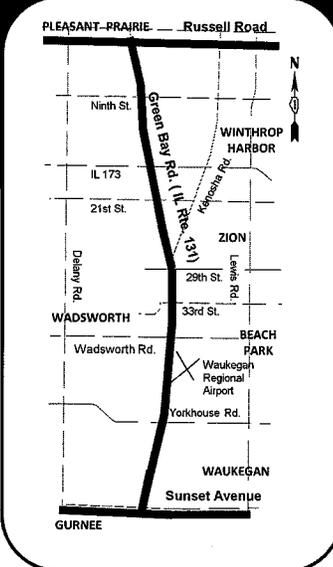
Illinois Department of Transportation HNTB

The purpose of today's meeting is to provide a project overview and schedule, explain the CSS process, define consensus, discuss ground rules, identify issues in the study area, determine project goals and objectives, as a combined team we will draft a project problem statement, discuss the purpose and need and explain next steps.



Project Overview

- The IL Rte. 131 Phase I Study began in Spring 2008
- Project Limits: Russell Road to Sunset Avenue
- Transportation, safety, and other needs of the project area will be studied
- The project will follow IDOT's CSS process
- Stakeholder Involvement Plan



July 15, 2009 | CPG & TAG Meeting #1



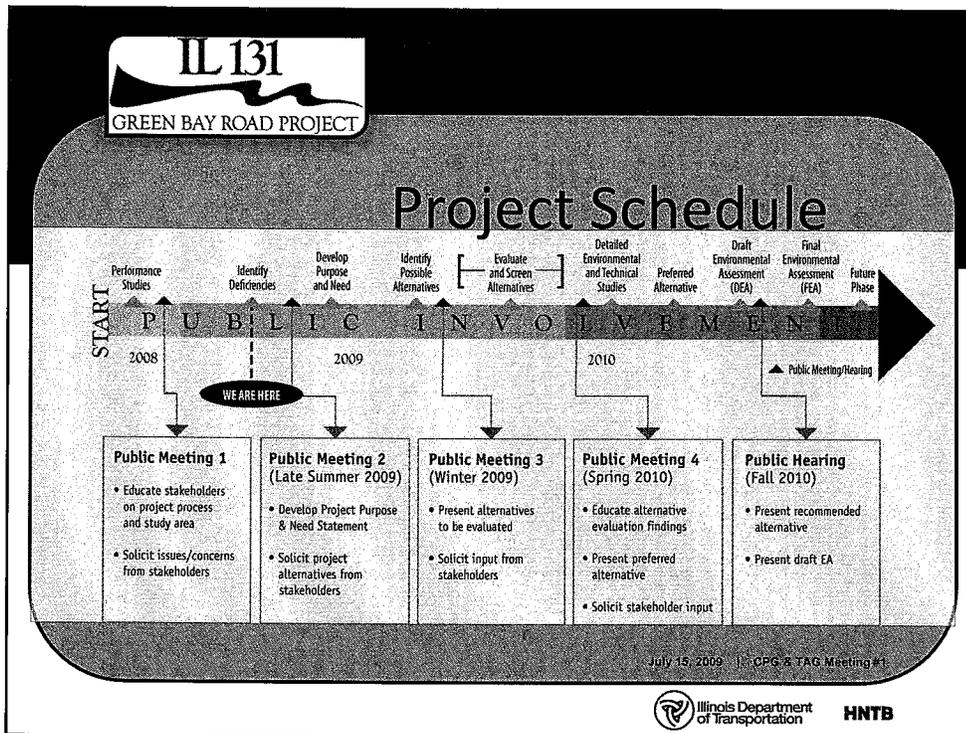

IDOT initiated the preliminary engineering and environmental study in early fall 2008.

The study area is located in Lake County extending approximately 7.5 miles from Russell Road to Sunset Avenue. The corridor is developed with a mix of residential, commercial, and agricultural uses, forest preserve, golf courses and the Waukegan Regional Airport.

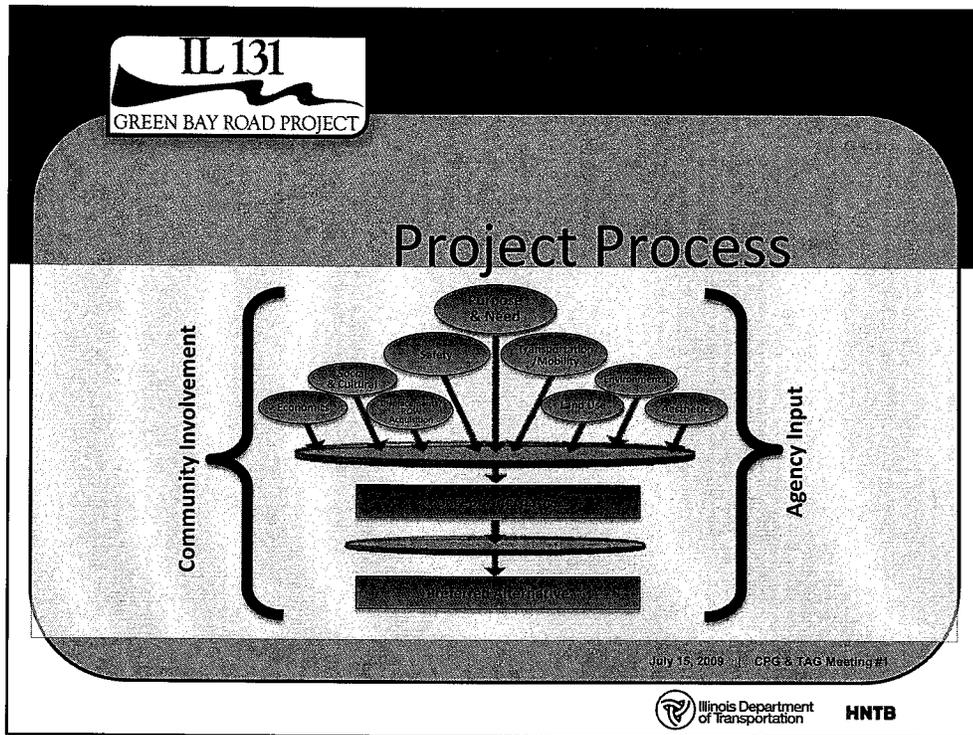
The study area includes seven communities: Winthrop Harbor, Zion, Wadsworth, Beach Park, Waukegan, Gurnee and Pleasant Prairie, which are experiencing rapid growth with much of the agricultural area zoned for residential or commercial development.

The study is designated a CSS project using the principles of IDOT's CSS Policy. CSS is about "open, honest, early and continuous" communication and sharing of information and knowledge – not just professional knowledge, but the knowledge that communities and stakeholders bring to a project from their personal experience. CSS involves structuring a planning, design, and implementation process that is collaborative and creates consensus among stakeholders and the transportation agency. Public involvement is strongly encouraged throughout the Phase I study and will continue to proactively seek stakeholder involvement and IDOT partnerships early and often in the development of a consensus solution.

A stakeholder involvement plan (SIP) has been created and will be utilized as a guide for encouraging stakeholder involvement for the IL 131 Green Bay Road Project. The SIP will be used as a blueprint for defining methods and tools to educate and engage stakeholders and is also the framework for achieving consensus and communicating the decision-making process between the public, local agencies and government officials to identify transportation solutions.



Discuss anticipated dates (timeframes for CPG Meetings)



*To begin the development of the Purpose and Need you need to Identify current deficiencies, project future deficiencies and use this information to develop a clear **problem statement** which will guide the development of solutions.

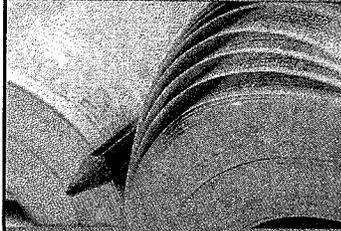
*Explain how through PI we will gain knowledge about the deficiencies/issues of the communities. Those deficiencies and the goals and objectives will drive the creation of the P&N.

Alts. Developed

Preferred Alt.

Consensus

- Goal is to achieve consensus
- Consensus is defined as:



“When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the **process as a whole was fair.**”

July 15, 2008 | CPG & TAG Meeting #1

Consensus

Final project decisions will be made by IDOT and FHWA.



Public Involvement

ONE-ON-ONE MEETINGS

Introductory meetings have been held:

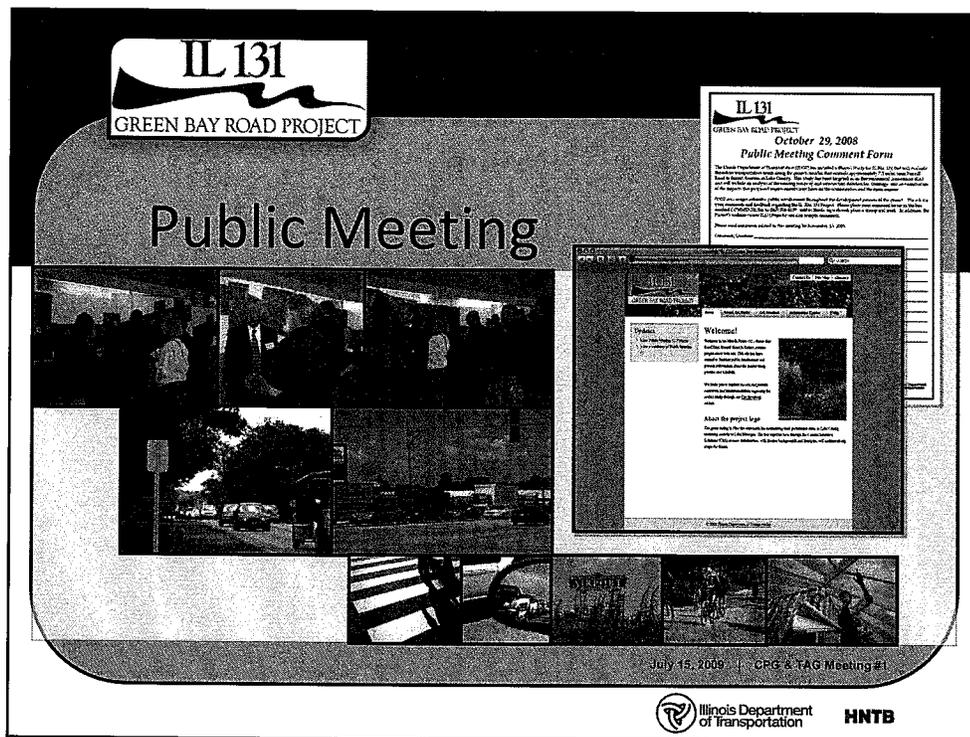
- **Municipalities:** Zion, Winthrop Harbor, Wadsworth, Beach Park, Waukegan, Gurnee, Pleasant Prairie
- **County Agencies:** Lake County Planning, Building & Development; Lake County Division of Transportation; Kenosha County
- **Waukegan Port District (with Beach Park)**
- **Wisconsin Department of Transportation**

July 15, 2009 | CPG & TAG Meeting #1



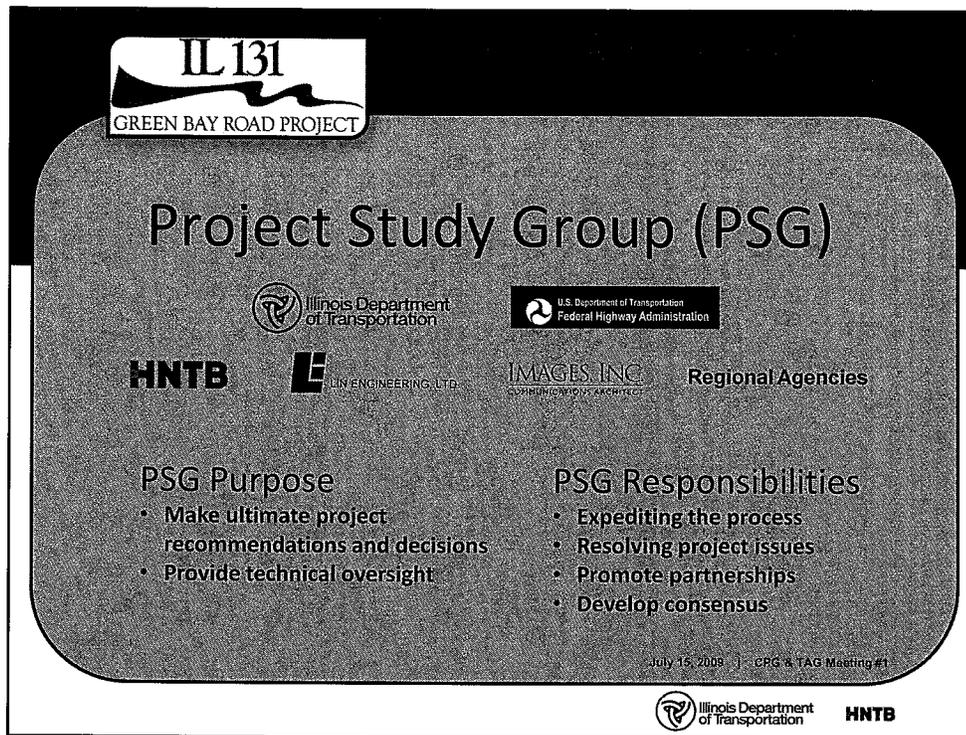
HNTB

Initial one-on-one meetings were held to introduce the project and to engage stakeholders, share information and foster discussion by addressing specific issues, allowing for more specialized discussions and input and aiding the stakeholders to have a better understanding of the project goals and objectives.



- The first meeting was held October 29, 2008 at Beach Park Middle School
- Over 100 stakeholders were in attendance
- Presentation included slide show, numerous exhibits, and aerials of the project area
- Stakeholders placed comments on aerial exhibits and provided comments via the comment sheets
- Overarching themes were traffic congestion, traffic safety, planned developments, Kenosha Road intersection realignment and when the design and construction was going to occur.

*Introduce Carrie to explain CPG and TAG, and workshop.



Side note to the team

Display large board with the entire Project Working Group org chart for reference.

INTRODUCTIONS:

IDOT has formed a Project Study Group (PSG), an interdisciplinary team, for developing the IL Rte 131 project.

PSG - Membership consists of a multidisciplinary team of representatives from IDOT (Introduce yourselves), FHWA, (Introduce if in attendance) Regional Agencies (Introduce if in attendance) the project consultant (HNTB) and representing public involvement (Images, Inc).

PSG - Purpose

IDOT and FHWA will have the authority to make the final recommendations and decisions for this project.

This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches.

PSG - Responsibilities

Expediting the project development process.

Identifying and resolving project development issues.

Promoting partnership with stakeholders to address identified project needs.

Working to develop consensus among stakeholders.

IL 131
GREEN BAY ROAD PROJECT

Public Involvement

Corridor Planning Group (CPG) Established

COUNTY MEMBERS	COMMUNITY MEMBERS
<ul style="list-style-type: none"> • Lake County, IL • Kenosha County, WI 	<ul style="list-style-type: none"> • Gurnee • Waukegan • Beach Park • Wadsworth • Winthrop Harbor • Zion • Pleasant Prairie, WI

CPG Purpose

- Provide input on Purpose and Need Statement
- Provide input on Alternatives to be carried forward

CPG Responsibilities

- Commit to attend CPG meetings
- Collaborate with TAG members
- Provide input and consensus

July 15, 2009 | CPG & TAG Meeting #1

Illinois Department of Transportation | HNTB

Corridor Planning Group (CPG)

To assist in the development of the environmental and engineering studies for the IL Route 131 Study, IDOT has established a Corridor Planning Group (CPG).

CPG - Membership

- The CPG group consists of community leaders (Mayor or Manager from each of the seven communities in the study area as well as representatives from Lake and Kenosha Counties, that are directly affected by the study, or eventually living with the results of the project.
- Have authority to negotiate on their communities behalf.

CPG – Responsibilities

- All CPG members will be empowered to make decisions for their organizations with the ability to move the project along.
- The CPG will represent the views of the communities and counties within the project area.
- The purpose and responsibilities of this group include providing input and consensus at key project milestones (e.g., project purpose and need, range of alternatives to be advanced for detailed study, and the recommended alternative).
- Assist in the development of consensus solution.
- Committed to attend all CPG meetings and public meetings.

The CPG will meet independently as well as jointly with project Technical Advisory Groups during the course of the project. The meeting program will be designed to encourage timely and meaningful opportunities for input, and to encourage information sharing and collaboration between the CPG, technical advisory group, and the PSG.

IL 131
GREEN BAY ROAD PROJECT

Public Involvement

Technical Advisory Groups (TAG) Formed

TECHNICAL ADVISORY GROUP STRUCTURE

- Environmental
- Land Use
- Transportation

TAG Purpose

- Provide technical input on the development of the project
- Diverse perspectives
- Provide external information and input

TAG Responsibilities

Environmental: provide input on project environmental issues

Land Use: provide framework for development of corridor land use and development plans

Transportation: provide input on project transportation issues

July 15, 2009 | CPG & TAG Meeting #1

Illinois Department of Transportation | HNTB

TAG - Membership

- The TAG will comprise of stakeholders with expertise or particular interest in these areas.
- Members must have a broad perspective, technical knowledge and problem solving abilities.
- Members may include CPG members or designated staff, and other governmental bodies, transportation agency, or interest group. The TAG members will be identified by the PSG, with input from the CPG.

TAG – Structure

Three TAG categories (Environmental, Land Use, and Transportation).

TAG – Purpose and Responsibilities

TAG will focus on technical aspects of the project development process.

Provide external subject-matter information and input with respect to environmental, land use, and transportation.

Environmental TAG: provide input on project environmental issues, including agricultural preservation, open space preservation, storm water discharge, water quality, wetlands, displacements, construction impacts, secondary impacts.

Land Use TAG: provide framework for development of corridor land use and development plans.

Transportation TAG: provide input on project transportation issues, including horizontal and vertical alignment, cross-roads, interchange design, right-of-way width, utilities, emergency vehicle access, non-motorized trails, maintenance of traffic, and design standards.

- The TAG will meet throughout the project development process.
- The TAG input will be considered and will be shared with the CPG.
- The TAG may be asked to address the CPG to help communicate technical subject-matter issues.



Membership Expectations



- One member of PSG to act as moderator
- Commit to meetings
- Respect all opinions
- Candidly communicate local issues
- Contribute to identifying a consensus solution

July 15, 2003 | CPG & TAG Meeting #1



CPG and TAG Member Expectations– Refer them to the Rules of Engagement copy in their binder

The CPG group consists of community leaders (Mayor or Manager from each of the seven communities in the study area as well as representatives from Lake and Kenosha Counties that are directly affected by the study, and have authority to enter into intergovernmental agreements. The expectation is that all members will:

- One member of the PSG will act as moderator for the CPG meetings. (THAT’S ME! 😊, 😊)
- Commit to attending public meetings and preparing appropriately for all CPG meetings.
- All CPG members are peers in this group and should respect all opinions.
- Candidly communicate local issues related to the study.
- Embargo information until the public meetings are held.
- Contribute to identifying a consensus solution.

Representatives from IDOT will attend all CPG meetings in order to listen to the discussion and provide timely information to the Group.

IL 131
GREEN BAY ROAD PROJECT

Critical Success Factors:

- Agree to act as a team in a spirit of collaboration.
- Commit to effective conflict resolution.
- Build consensus.
- Provide both timely and accurate submittals and reviews of all work.
- Decisions made in a timely manner and not be revisited.

July 15, 2008 | CPG & TAG Meeting #1

Illinois Department of Transportation HNTB

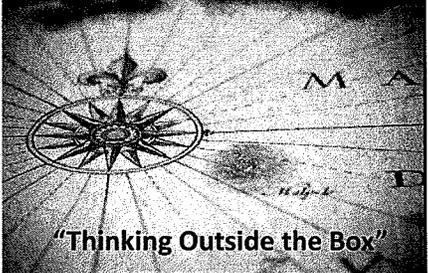
Critical Success Factors

- Identify and engage appropriate stakeholders
- Understand roles and responsibilities
- Establish two-way communication and agree to act as a team in a spirit of collaboration with active and open listening
- Commit to effective conflict resolution
- Build consensus
- Provide both timely and accurate submittals and reviews of all work associated with the project in order to ensure that the project can move forward in a reasonable and cost-effective timeframe.
- Document all decisions and milestones reached on the project.
- Clearly communicate decisions to the public project.
- Decisions made in a timely manner and not be revisited without just cause.

IL 131
GREEN BAY ROAD PROJECT

Decision Making:

- IDOT will utilize input in its entirety in its own decision-making process.
- Final project decisions will be made by IDOT and FHWA.



July 15, 2009 | CPG & TAG Meeting #1

 **HNTB**

Decision Making

By agreeing to and following the ground rules, you will create a framework for “thinking outside the box” as you navigate thru and build consensus on the development of the Purpose and Need Statement and participating in the alternative analysis process which will lead to a final project decision (recommended alternative) by IDOT and FHWA

IDOT will utilize the CPG’s input in its entirety in its own decision-making process. Final project decisions will be made by IDOT and FHWA, and therefore they are not members of the CPG, although its representatives will attend and participate in all meetings.



Workshop

Group Exercise

Part 1: Identify Issues and Concerns

Discussion

Part 2: Defining Goals and Objectives

Discussion

July 15, 2009 | CPG & TAG Meeting



HNTB

Group Exercise



Workshop

Part 1: Develop a list of issues and concerns in the project area

These may include:

- Transportation
- Environmental
- Land Use
- Safety
- Traffic Congestion
- Modal Options
- Economic Development
- Quality of Life

These issues and concerns will be used to *draft the project problem statement which will lead to the Purpose & Need Statement.*



July 15, 2009 | CPG & TAG Meeting #1



Group Exercise



Workshop

Part 1: Discussion

July 15, 2009 | CPG & TAG Meeting #1





Workshop

Part 1: Issues and Concerns-Discussion Notes

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

July 15, 2009 | CPG & TAG Meeting #1



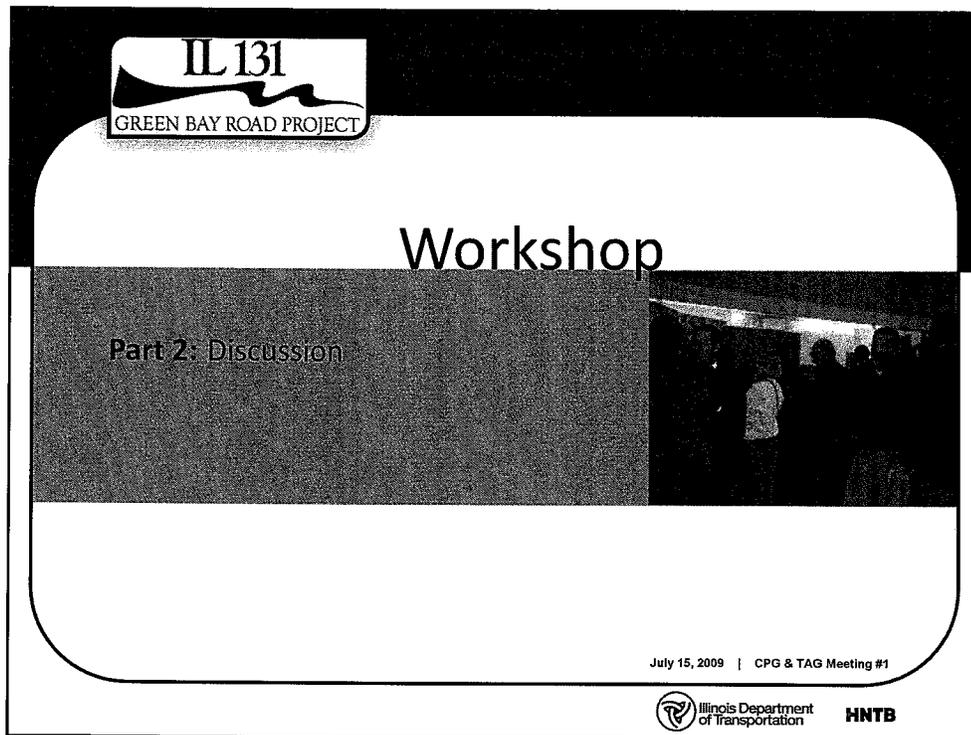
Workshop

Part 2: Project Goals and Objectives

- What are the goals of this project?
- How can we address the concerns/issues identified?
- Prioritize goals of the project area



July 15, 2009 | CPG & TAG Meeting #1



Presentations:

Review Identified Issues

Review Project Goals and Objectives



Workshop

Part 2: Project Goals and Objectives Discussion Notes

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

July 15, 2009 | CPG & TAG Meeting #1



HNTB

IL 131
GREEN BAY ROAD PROJECT

Next Steps

PURPOSE AND NEED

What is a Purpose & Need Statement:

- Defines why the study is being done and what problems will be addressed
- Begins with statements of problems that the study should resolve
- Starting point for the evaluation of transportation alternatives

Developing Purpose & Need:

- Identify current deficiencies within project area
- Identify areas where future deficiencies may arise
- Deficiencies will be used to develop a clear problem statement

Present preliminary results to FHWA

July 15, 2009 | CPG & TAG Meeting #1

Illinois Department of Transportation HNTB

Draft project problem statement from goals and objectives

An important factor for selecting the best alternative is the ability for a solution to address the purpose and need for the improvements. Therefore, it is important to have a good understanding of those needs as we identify possible alternatives.

A purpose and need:

- Defines why the study is being done and what problems will be addressed.
- Begins with statements of problems that the study should resolve
- Starting point for the evaluation of transportation alternatives

Preliminary results are presented to the Federal Highway Administration



Next Steps (cont.)

CPG & TAG Meeting #2 – late Summer:

- Review draft purpose and need
- Preliminary alternatives workshop
- Preview of Public Meeting #2

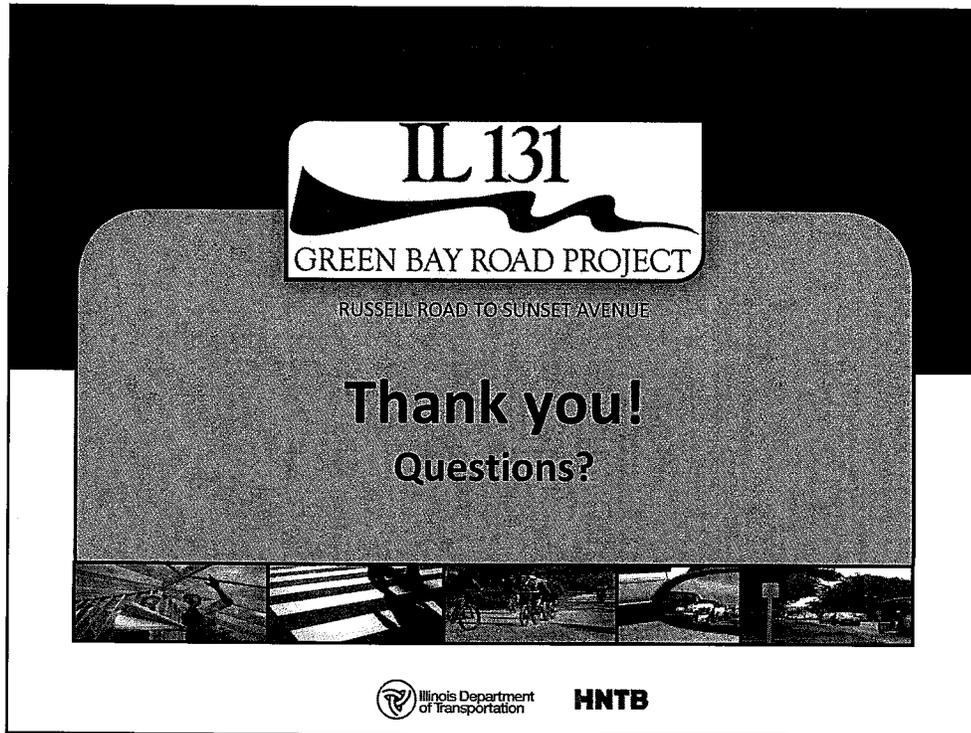
Public Meeting #2

(tentatively scheduled for late Summer 2009)

July 15, 2009 | CPG & TAG Meeting #1



- Talk from the exhibit board with the detailed timeline (the one with the boxes beneath)



Thank you again for taking an active role in the planning process and working with us in creating a plan for your community!



Illinois Route 131: Russell Road to Sunset Avenue
Phase I Study
P-91-352-07
PTB 145/1
Lake County

Combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) Meeting No. 2

The second combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meeting for the IL Rte. 131 (Green Bay Road) project was held on Monday, October 19, 2009 from 10:00am to 12:00pm. The meeting was held at the Zion-Benton Public Library (2400 Gabriel Avenue in Zion, Illinois), which is approximately 2 miles east of the project's IL Rte. 131 corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to achieve consensus on the project problem statement, introduce the draft purpose and need, and solicit ideas for project elements from the CPG and TAG groups. Two group workshops were used to facilitate discussion of the project elements.

Members of the Corridor Planning Group (CPG) and Technical Advisory Group (TAG) were invited to the second CPG/TAG Meeting which included those that attended the first meeting along with those originally signed up for the groups that could not attend the first meeting. A total of 18 stakeholders attended the meeting (2 CPG members and 16 TAG members). The 18 attendees were municipal and county officials, representatives of public agencies, property owners, and citizens. The stakeholders were contacted by mail, e-mail, and telephone to request their participation.

The format of the meeting included a 30 minute PowerPoint presentation and 2 small-group workshops. The PowerPoint presentation provided a review of the first CPG/TAG meeting as well as presented the Project Problem Statement and the draft purpose statement and the three need points. Consensus was reconfirmed on the Project Problem Statement. Although draft, the needs presented provided an important guide for evaluating project elements in the small group workshops. Those project needs were to improve capacity, improve safety, and improve operations and mobility.

The first workshop lasted about 30 minutes and was intended to rate different project elements as to how they meet the project needs. Participants were given four worksheets, one for each of the four project elements: number of lanes, median treatment, edge treatment, and pedestrian/bicycle accommodations. They were then asked to rank each option based on how well it would address the identified needs of the project from the perspective of different users, including vehicular traffic, pedestrians, and bicyclists. This workshop was more individual in nature, as each person had their own worksheet to complete. This resulted in each person being able to individually arrive at conclusions rather than being swayed by the group.

Attendees were divided between four tables by the consultant team in order to encourage discussion. The small group size (4 to 5 people) allowed everyone to voice their opinion within the small group. A member of the consultant team acted as facilitator for each small group.

The second workshop lasted about 40 minutes, and was intended to encourage discussion among group members and to relate project elements directly to specific areas of the corridor. This was accomplished by providing each table with an aerial map of the project area and post-it notes and markers to make notes directly on the map. Different color markers were provided to differentiate between roadway, signals, bike/pedestrian accommodations, and other needs. Group members were very engaged in the discussions and made many comments on the provided aerials.

After the two small-group workshops, a short summary of the workshops was presented. Each group gave a short summary of the discussions that they had during the second workshop. Key ideas from the small groups included:

- Community access for bicycles and pedestrians
- Airport concerns – maintain existing roadway alignment
- School access
- Signalization at certain intersections
- Linkage between bike path systems
- Accommodation for truck traffic, especially in northern project area
- Limiting access to local/residential areas

Next the results of the first workshop were presented, showing which project elements had received the highest rankings for each project need. Consensus was confirmed on these project elements. The overall results were:

- Number of Lanes - four lanes with a divided median
- Median Treatment - wide grass median
- Edge Treatment - paved shoulder with curb and gutter
- Pedestrian and Bicycle Accommodations – shared use path

The Next Steps of the IL Rte. 131 project were discussed to close the meeting. This includes obtaining approval on the draft purpose and need from FHWA and IDOT and then presenting the purpose and need at the second public meeting. Stakeholders at the second public meeting will have an opportunity review project elements and relate these elements directly to specific areas in the project corridor. After a review of the public's input regarding the project elements, the project team will begin to develop alternatives that will logically combine the desired project elements. The next CPG/TAG would be held in the spring of 2010 and the 3rd Public Meeting will then follow just after.

INVITATIONS

You're Invited!

IL 131

GREEN BAY ROAD PROJECT

Corridor Planning Group and Technical Advisory Group Meeting #2 will be held:

October 19, 2009
10AM-12PM

Zion-Benton Public Library
2400 Gabriel Avenue
Zion, IL 60099

At our last meeting the group identified project issues/concerns and goals and objectives. Based on the workshop comments, a problem statement was crafted and sent to each participant for review. This problem statement will be used to develop the project Purpose & Need statement.

During this upcoming meeting we will summarize the project goals and objectives and confirm consensus on the draft problem statement. There will be a presentation on the environmental process, current deficiencies and the Purpose and Need. During the workshop portion of the meeting we will identify the project elements (i.e. number of lanes, median treatment, edge treatment, and bicycle and pedestrian accommodations) to be applied for future use as alternatives are identified.

Please RSVP your attendance to Carrie Hansen of Images, Inc. at (630) 510-3944 or via email at carrie.hansen@imagesinc.net by October 14, 2009.

For additional project information please visit our website at www.IL131Project.com

We look forward to seeing you on October 19th!

SIGN-IN SHEETS



CPG/TAG Meeting #2 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 10/19/09

Time: 10:00 AM - 12:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address				CPG/TAG
✓	Moses	Amidei	Village of Wadsworth	14155 Wadsworth Road	Wadsworth	IL	60083	TAG
	Leroy	Bolt	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
X	Warren	Bryce	Resident-Beach Park	12971 Peacock Road	Beach Park	IL	60099	TAG
	Joseph	Clark	Kenosha County	1010 56th Street	Kenosha	WI	53140	TAG
X	Ron	Colangelo	City of Zion	3220 E. 27th Street	Zion	IL	60099	TAG
X	Pat	DiPersio	Village of Winthrop Harbor	830 Sheridan Road	Winthrop Harbor	IL	60096	TAG
✓	Scott	Drabicki	Village of Gurnee	325 N. O'Plaine Road	Gurnee	IL	60031	TAG
A	Beth	Dybala	Lake County Partners	28055 Ashley	Libertyville	IL	60048	TAG
+	Sandy	Francis	Senator Bond's Office	1156 E. Washington	Grayslake	IL	60030	TAG
	Gene	Gross	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
	Lane	Harrison	City of Zion	2828 Sheridan Road	Zion	IL	60099	CPG
	Michael	Hewitt	Waukegan Township	149 S. Genessee Street	Waukegan	IL	60085	TAG

CPG/TAG Meeting #2 Register

Location: Zion-Benton Public Library, Zion, IL

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Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address				CPG/TAG
	Al	Hill	Zion Area Chamber of Commerce	2730 Sheridan Road	Zion	IL	60099	TAG
	John	Hogan	Winthrop Harbor Public Works	830 Sheridan Road	Winthrop Harbor	IL	60096	TAG
	Dwight	Houchins	Lake County Chamber of Commerce	5221 W. Grand Avenue	Gurnee	IL	60031	TAG
	John	Hucker	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
X	Bill	Hunt	Lake County	13 N County St 6th Floor	Waukegan	IL	60095	TAG
X	Barb	Jaeger	Village of Beach Park	10468 W. Wadsworth Road	Beach Park	IL	60099	TAG
	James	Jensen	Waukegan Township	149 S. Genessee Street	Waukegan	IL	60085	TAG
	Milton	Jensen	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	CPG
	Duwayne	Johnson	Wisconsin Department of Transportation	141 NW Barstow Street	Waukesha	WI	53187	CPG
X	Rodney	Johnson	Village of Wadsworth	14155 W. Wadsworth Rd.	Wadsworth	IL	60083	TAG
	William	Johnston	Waukegan Public Works	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	TAG
	John	Jones	City of Zion Public Works	3220 W. 27th Street	Zion	IL	60099	TAG

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Location: Zion-Benton Public Library, Zion, IL

Date: 10/19/09

Time: 10:00 AM - 12:00 PM

Place <input type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address				CPG/TAG
	Patricia	Jones	Waukegan Township	149 S. Genessee Street	Waukegan	IL	60085	TAG
	Rick	Karlin	Waukegan Chamber of Commerce	220 W. Norman Drive South	Waukegan	IL	60085	TAG
✓	Andrew	Kimmel	Lake County Forest Preserve District	2000 N. Milwaukee Ave.	Libertyville	IL	60048	TAG
	Don	Kopec	Chicago Metropolitan Agency for Planning	233 S. Wacker Drive, Suite 800	Chicago	IL	60606	TAG
	Kristina	Kovarik	Village of Gurnee	325 N. O'Plaine Road	Gurnee	IL	60031	CPG
	Ron	Laubach	City of Waukegan	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	TAG
	Ken	Lopez	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
	Robert	Loy	Village of Winthrop Harbor	830 Sheridan Road	Winthrop Harbor	IL	60096	CPG
	Bruce	Mihelich	City of Zion	2828 Sheridan Road	Zion	IL	60099	TAG
	John	Moore	City of Waukegan	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	TAG
	Gina	Nelson	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
	Chip	Parrott	Village of Beach Park	975 Campus Drive	Mundelein	IL	60067	TAG

CPG/TAG Meeting #2 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 10/19/09

Time: 10:00 AM - 12:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address			CPG/TAG
	George	Pavelich	Newport Township	P.O. Box 312	Russell	IL 60075	TAG
	Mike	Pavelich	Waukegan Park District	2000 Belvidere Road	Waukegan	IL 60087	TAG
	Greg	Petry	Waukegan Park District	2000 Belvidere Road	Waukegan	IL 60087	TAG
	Leon	Rockingham	Lake County Council of Mayors	1850 Lewis Avenue	North Chicago	IL 60064	TAG
	J. Delaine	Rogers	Zion Planning and Economic Development	2828 Sheridan Road	Zion	IL 60099	TAG
	Phil	Rovang	Lake County Planning and Development	1879 Vista Terrace	Lindenhurst	IL 60046	TAG
X	Glenn	Ryback	Village of Wadsworth	14155 Wadsworth Road	Wadsworth	IL 60083	CPG
	Robert	Sabonjian	City of Waukegan	100 N. Martin Luther King Jr. Avenue	Waukegan	IL 60085	CPG
	Lynn	Schlosser	Village of Wadsworth	14155 W. Wadsworth Rd.	Wadsworth	IL 60083	TAG
	Suzi	Schmidt	Lake County	18 N. County Street 10th Floor	Waukegan	IL 60085	CPG
	Randy	Seebach	Lake County Forest Preserve District	2000 N. Milwaukee Ave.	Libertyville	IL 60048	TAG
	Jim	Stanczak	Waukegan Airport	3850 N. McAree Road	Waukegan	IL 60087	TAG

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Location: Zion-Benton Public Library, Zion, IL

Date: 10/19/09

Time: 10:00 AM - 12:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address				CPG/TAG
<input checked="" type="checkbox"/>	John	Stinebrink	Village of Pleasant Prairie	9915 39th Avenue	Pleasant Prairie	WI	53158	CPG
	Bryan	Swank	Village of Beach Park	12910 Wakefield Drive	Beach Park	IL	60099	TAG
	Jim	Taylor	City of Zion	2800 Sheridan Road	Zion	IL	60099	CPG
	Mike	Trigg	Waukegan Park District	2000 Belvidere Road	Waukegan	IL	60085	TAG
<input checked="" type="checkbox"/>	Chuck Paula	Gleason Trigg	Lake County	600 W. Winchester	Libertyville	IL	60048	CPG
<input checked="" type="checkbox"/>	Milka	Velega	Resident-Waukegan	36833 N. Green Bay Road	Waukegan	IL	60087	TAG
<input checked="" type="checkbox"/>	Kurt	Woolford	Lake County Stormwater Management Commission	333 Petersen Road	Libertyville	IL	60048	TAG

CPG/TAG Meeting #2 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 10/19/09

Time: 10:00 AM - 12:00 PM

Name (Please Print)	Organization	Address	E-Mail
DUNCAN Henderson	Waukegan PORT District - Air Port -	55 South Harbor Place Waukegan 60085	
Ron Hudson	Hudson Professional WPD - Agent	315 Commerce Drive Oak Brook, IL	r.hudson@hudson-ir.com

WORKSHOP #2 SUMMARY OF COMMENTS



Illinois Route 131: Russell Road to Sunset Avenue
 Phase I Study
 P-91-352-07
 PTB 145/1
 Lake County

**Combined Corridor Planning Group (CPG) and
 Technical Advisory Group (TAG) Meeting No. 2**

Group Workshop #2: Summary of Comments Placed on Aerial Exhibits

TABLE ONE

LOCATION	COMMENT
IL Rte. 131 between Russell Road and 9th Street	<i>Deadly section</i>
West side of IL Rte. 131 across from Shepherd's Crook Golf Course	<i>Narrow section, vertical deficiencies</i>
West side of IL Rte. 131 across from Shepherd's Crook Golf Course	<i>Landfill only has about 15 years life left!</i>
Northwest corner of 9th Street and IL Rte. 131	<i>Minor League Stadium</i>
9th Street at IL Rte. 131	<i>Signals and Turn Lanes needed</i>
9th Street at IL Rte. 131	<i>Bike crossing and lanes</i>
9th Street at IL Rte. 131	<i>Lots of traffic, need room for truck traffic, industrial park</i>
Entire project area	<i>Left turn lanes down all Greenbay Road</i>
Beach Park Middle School	<i>Talk to school about safety/car problems</i>
Kenosha Road	<i>Roadway improvements needed: realign Kenosha Road to continue south and intersect 29th Street at a right angle, existing Kenosha Road becomes frontage road</i>
Kenosha Road / 29th Street at IL Rte. 131	<i>Combine intersections</i>
Kenosha Road / 29th Street at IL Rte. 131	<i>Signal needed</i>
IL Rte. 131 between Kenosha Road at 33rd Street	<i>2 lanes each direction</i>
33rd Street at IL Rte. 131	<i>improve turn lanes</i>

From Waukegan Sports Complex (Beach Road) to Yorkhouse Road	<i>Bicycle and Pedestrian accommodations needed: Bike/Ped connection</i>
Waukegan Sports Complex	<i>Signals and Turn lanes needed</i>
Waukegan Regional Airport (runway)	<i>Keep the existing 2 lane there, no change. But do an underpass.</i>
Waukegan Regional Airport (runway)	<i>Tunnel under runway</i>
Yorkhouse Road at IL Rte. 131	<i>1)opinion: Bike/ped connections unsafe/unneccesary. 2) opinion: do complete streets, R/W impacts</i>
Yorkhouse Road at IL Rte. 131	<i>Barrier median</i>
Yorkhouse Road at IL Rte. 131	<i>Complete streets, bike lanes, sidewalks, roundabouts, landscaped medians, limited cuts, pull-offs for buses, 4-lane divided</i>
Yorkhouse Road at iL Rte. 131	<i>additional signal, turn lane improvements needed</i>
IL Rte. 131 south of Yorkhouse	<i>2 lanes in both directions</i>
Blanchard Road at IL Rte. 131	<i>Turn and bypass lanes</i>
Blanchard Road at IL Rte. 131	<i>Absolutely no bike riders, no pedestrians down Green Bay Road</i>
IL Rte. 131 north of Sunset Avenue	<i>No 4 lanes, just turn lanes along Green Bay Road</i>
Sunset Avenue at IL Rte. 131	<i>Turning capacity for semi-truck traffic</i>
Sunset Avenue at IL Rte. 131	<i>Roadway improvements needed: turning capacity</i>

TABLE TWO

LOCATION	COMMENT
Shepherd's Crook Golf Course	<i>Add Right Turn at Golf Course</i>
9th Street at IL Rte. 131	<i>UPRR crossing poor condition</i>
9th Street at IL Rte. 131	<i>Drainage issues, sub-standard road condition west of RR</i>
9th Street at IL Rte. 131	<i>New Signal and Roadway improvements needed for future traffic - ball park entrance off 9th Street</i>
From 9th Street to Taylor Lane	<i>Pedestrian and Bicycle Accommodations needed</i>
Taylor Lane at IL Rte. 131	<i>Drainage concern: existing restrictor to the east, overland flow on private property to the west of IL Rte. 131</i>
Taylor Lane at IL Rte. 131	<i>Treat driveway as road?</i>

21st Street at IL Rte. 131	<i>Re-time existing signal for Pedestrian and Bicycle crossing, signal coordination, signal improvement</i>
Entrance to Beach Park Middle School at IL Rte. 131	<i>Signal needed?</i>
From 21st Street to Kenosha Road	<i>Pedestrian and Bicycle Accommodations needed</i>
Kenosha Road at IL Rte. 131	<i>Roadway improvements needed. Possibly cut Kenosha Road at IL Rte. 131 and extend south to new intersection with 29th Street</i>
29th Street at IL Rte. 131	<i>Signal needed</i>
Major Road at IL Rte. 131	<i>Signal needed because Major is a heavily used connector to Delaney</i>
Thunderhawk Golf Club, northeast side of 33rd Street at IL Rte. 131	<i>Thunderhawk access: public = 29th Street and Lewis, service = 33rd Street</i>
Thunderhawk Golf Club, northeast side of 33rd Street at IL Rte. 131	<i>ROW concern at Thunderhawk</i>
33rd Street at IL Rte. 131	<i>Signal needed</i>
From 33rd Street to Beach Road/ Waukegan Sports Complex	<i>Pedestrian and Bicycle accommodations needed</i>
Wadsworth Road at IL Rte. 131	<i>Re-time existing signal for Pedestrian and Bicycle crossing, signal coordination, signal improvement</i>
Beach Road at IL Rte. 131	<i>Signal needed</i>
From Beach Road/ Waukegan Sports Complex to Waukegan Savanna Forest Preserve	<i>potential bike trail shown to west of project area, linking parks and connecting to bike accommodations within project area</i>
From Beach Road/ Waukegan Sports Complex to Waukegan Savanna Forest Preserve	<i>bike/ped path should diverge from the roadway west near Yorkhouse (don't use tunnel under runway)</i>
From Waukegan Sports Complex to Yorkhouse Road	<i>4-lane, no median, curb & gutter</i>
Yorkhouse Road at IL Rte. 131	<i>Re-time existing signal for Pedestrian and Bicycle crossing, signal coordination, signal improvement</i>
Along Yorkhouse Road, to east and west of IL Rte. 131	<i>Pedestrian and Bicycle Accommodations needed</i>
Waukegan Savanna Forest Preserve	<i>Ped crossings at Waukegan Savanna (north and/or south of Yorkhouse)</i>
Waukegan Savanna Forest Preserve	<i>Ped/bike access Sunset to Waukegan Sports Complex (on west side?)</i>
Waukegan Savanna Forest Preserve	<i>Lake County Forest Preserve District currently working on a Master Plan for preserve</i>

Blanchard Road at IL Rte. 131	<i>Signal needed (half way between Sunset Avenue and Beach Road)</i>
From Waukegan Savanna Forest Preserve to Sunset Avenue	<i>Pedestrian and Bicycle Accommodations needed</i>

TABLE THREE

LOCATION	COMMENT
Near Shepherd's Crook Golf Course	<i>Pedestrian and Bike Paths nice to have</i>
9th Street at IL Rte. 131	<i>By 2010 Ball field to be at 9th and Green Bay, West side</i>
9th Street at IL Rte. 131	<i>Signal needed</i>
IL Rte. 173 at IL Rte. 131, southwest side	<i>Future Retail</i>
Kenosha Road at IL Rte. 131	<i>Realign Kenosha Road to match road</i>
Thunderhawk Golf Club, northeast side of 33rd Street at IL Rte. 131	<i>Pedestrian and Bike Path nice to have</i>
Northwest side of 33rd Street at IL Rte. 131	<i>Potential Beach Park fire dept. fire station on Major Ave, W of Green Bay</i>
Beach Road at IL Rte. 131	<i>Signal needed</i>
Southwest corner of Beach Road and IL Rte. 131	<i>Waukegan Soccer Field to come</i>
Southwest corner of Yorkhouse Road at IL Rte. 131, near Waukegan Savanna Forest Preserve	<i>Pedestrian and Bike Path nice to have</i>

TABLE FOUR

LOCATION	COMMENT
IL Rte. 131 south of Russell Road	<i>Roadway improvements needed: widening</i>
Shepherd's Crook Golf Course	<i>Roadway improvements needed: SB left turn lane and NB right turn lane</i>
Shepherd's Crook Golf Course	<i>Generator of truck traffic</i>
9th Street at IL Rte. 131	<i>Signal needed</i>
9th Street	<i>Pedestrian and Bicycle Accommodations needed on 9th Street to east and west of IL Rte. 131</i>
9th Street	<i>Roadway improvements needed: widen 9th Street</i>
9th Street at IL Rte. 131	<i>Roadway improvements needed: NB dual left turn lanes</i>
Southwest corner of 9th Street and IL Rte. 131	<i>Significant truck traffic</i>
Southeast corner of 9th Street and IL Rte. 131	<i>Gateway signage</i>

IL Rte. 131 south of 9th Street	<i>Roadway improvements needed: widening</i>
Private drive south of 9th Street	<i>Roadway improvements needed: NB left turn lane</i>
Beach Park Middle School	<i>Pedestrian and Bicycle Accommodations needed</i>
West side of IL Rte. 131 north of Kenosha Road, near Beach Park Middle School	<i>Limit access?</i>
Kenosha Road at IL Rte. 131	<i>Roadway improvements needed</i>
29th Street at IL Rte. 131	<i>Signal needed</i>
IL Rte. 131 between 29th Street and 33rd Street	<i>Roadway improvements needed: widening</i>
33rd Street at IL Rte. 131	<i>Signal needed</i>
Roadway between 33rd Street and Wadsworth Road	<i>Roadway improvements needed: NB right turn lane and WB right turn lane</i>
Beach Road at IL Rte. 131	<i>Signal needed</i>
Waukegan Sports Complex (southwest corner of Beach Road and IL Rte. 131)	<i>Pedestrian and Bicycle Accommodations needed (perimeter)</i>
South end of Waukegan Sports Complex	<i>Ped/Bike bridge over roadway</i>
From Beach Road to Yorkhouse Road	<i>Pedestrian and Bicycle Accommodations needed</i>
Waukegan Regional Airport	<i>Runway to extend south west over IL Rte. 131</i>
Yorkhouse Road	<i>Pedestrian and Bicycle Accommodations needed to east and west of IL Rte. 131</i>
IL Rte. 131 south of Yorkhouse Road	<i>Roadway improvements needed: widen</i>
Blanchard Road at IL Rte. 131	<i>Limit Access</i>
Blanchard Road at IL Rte. 131	<i>Signal needed</i>

IL Route 131 Phase I Study

Workshop #2 Group Exercise - Number of Lanes



Two Lanes



Three Lanes



Four Lanes - Divided



Four Lanes - Flush

**Need #1:
Improve Safety**

Vehicle	1.44	2.78	4.59	4.06
Pedestrian	1.61	1.88	2.81	2.65
Bicycle	1.44	2.00	2.94	2.71

**Need #2:
Improve Capacity**

Vehicle	1.39	2.61	4.61	4.33
Pedestrian	1.24	1.71	2.82	2.71
Bicycle	1.24	1.88	2.82	2.71

**Need #3:
Improve Operations/Mobility**

Vehicle	1.56	2.83	4.06	4.33
Pedestrian	1.41	1.94	2.41	2.82
Bicycle	1.35	2.06	2.53	2.76

Ratings **1 - Does not meet needs.** **5 - Completely meets needs.**

IL Route 131 Phase I Study

Workshop #2 Group Exercise - Median Treatment



No Median



Flush Two-Way Left Turn Lane



Raised Barrier Curb Median



Wide Grass Median

**Need #1:
Improve Safety**

Vehicle	1.24	3.18	3.71	3.88
Pedestrian	1.19	2.19	2.73	2.79
Bicycle	1.13	2.13	2.47	2.79

**Need #2:
Improve Capacity**

Vehicle	1.29	3.24	3.29	3.69
Pedestrian	1.44	2.25	2.60	2.57
Bicycle	1.44	2.19	2.53	2.64

**Need #3:
Improve Operations/Mobility**

Vehicle	1.41	3.24	3.18	3.50
Pedestrian	1.38	2.25	2.53	2.50
Bicycle	1.31	2.13	2.60	2.71

Ratings

1 - Does not meet needs.

5 - Completely meets needs.

IL Route 131 Phase I Study

Workshop #2 Group Exercise - Edge Treatment



Aggregate Shoulder



Paved Shoulder



Curb & Gutter



**Paved Shoulder with
Curb & Gutter**

**Need #1:
Improve Safety**

Vehicle	<u>2.12</u>	<u>3.29</u>	<u>1.97</u>	<u>4.06</u>
Pedestrian	<u>1.82</u>	<u>2.76</u>	<u>1.62</u>	<u>3.24</u>
Bicycle	<u>1.71</u>	<u>2.94</u>	<u>1.56</u>	<u>3.24</u>

**Need #2:
Improve Capacity**

Vehicle	<u>1.88</u>	<u>2.94</u>	<u>1.97</u>	<u>3.59</u>
Pedestrian	<u>1.71</u>	<u>2.88</u>	<u>1.62</u>	<u>3.18</u>
Bicycle	<u>1.59</u>	<u>2.88</u>	<u>1.68</u>	<u>3.18</u>

**Need #3:
Improve Operations/Mobility**

Vehicle	<u>1.94</u>	<u>3.18</u>	<u>2.21</u>	<u>3.76</u>
Pedestrian	<u>1.76</u>	<u>3.00</u>	<u>1.68</u>	<u>3.29</u>
Bicycle	<u>1.65</u>	<u>3.00</u>	<u>1.62</u>	<u>3.29</u>

Ratings

1 - Does not meet needs.

5 - Completely meets needs.

IL Route 131 Phase I Study

Workshop #2 Group Exercise - Pedestrian & Bicycle Accommodation



Sidewalk



Shared Use Path



Paved Shoulder



Bicycle Lane

**Need #1:
Improve Safety**

Vehicle	4.19	4.24	2.82	2.88
Pedestrian	4.76	4.56	2.56	2.33
Bicycle	3.88	4.56	2.83	3.33

**Need #2:
Improve Capacity**

Vehicle	3.75	3.71	2.94	2.82
Pedestrian	4.76	4.56	2.61	2.50
Bicycle	4.13	4.59	2.94	3.65

**Need #3:
Improve Operations/Mobility**

Vehicle	3.94	3.94	3.24	2.82
Pedestrian	4.76	4.72	2.44	2.39
Bicycle	3.88	4.61	2.78	3.61

Ratings

1 - Does not meet needs

5 - Completely meets needs

IL Route 131 Phase I Study

Workshop #2 Group Exercise - Consensus Ratings

	Number of Lanes	Median Treatment	Edge Treatment	Pedestrian/Bicycle Accommodations
Need #1: Improve Safety				
Vehicle	<u>Four Lanes - Divided (Average = 4.59)</u>	<u>Wide Grass Median (Average = 3.88)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 4.06)</u>	<u>Shared Use Path (Average = 4.24)</u>
Pedestrian	<u>Four Lanes - Divided (Average = 2.81)</u>	<u>Wide Grass Median (Average = 2.79)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.24)</u>	<u>Sidewalk (Average = 4.76)</u>
Bicycle	<u>Four Lanes - Divided (Average = 2.94)</u>	<u>Wide Grass Median (Average = 2.79)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.24)</u>	<u>Shared Use Path (Average = 4.56)</u>
Need #2: Improve Capacity				
Vehicle	<u>Four Lanes - Divided (Average = 4.61)</u>	<u>Wide Grass Median (Average = 3.69)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.59)</u>	<u>Sidewalk (Average = 3.75)</u>
Pedestrian	<u>Four Lanes - Divided (Average = 2.82)</u>	<u>Raised Barrier (Average = 2.60)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.18)</u>	<u>Sidewalk (Average = 4.76)</u>
Bicycle	<u>Four Lanes - Divided (Average = 2.82)</u>	<u>Wide Grass Median (Average = 2.64)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.18)</u>	<u>Shared Use Path (Average = 4.59)</u>
Need #3: Improve Operations/Mobility				
Vehicle	<u>Four Lanes - Flush (Average = 4.33)</u>	<u>Wide Grass Median (Average = 3.50)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.76)</u>	<u>Sidewalk or Shared Use Path (Average = 3.94)</u>
Pedestrian	<u>Four Lanes - Flush (Average = 2.82)</u>	<u>Raised Barrier (Average = 2.53)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.29)</u>	<u>Sidewalk (Average = 4.76)</u>
Bicycle	<u>Four Lanes - Flush (Average = 2.76)</u>	<u>Wide Grass Median (Average = 2.71)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.29)</u>	<u>Shared Use Path (Average = 4.61)</u>
Overall Preference	<u>Four Lanes - Divided (Average = 3.43)</u>	<u>Wide Grass Median (Average = 3.14)</u>	<u>Paved Shoulder with Curb & Gutter (Average = 3.07)</u>	<u>Shared Use Path (Average = 4.39)</u>

Slide 1

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GREEN BAY ROAD PROJECT
RUSSELL ROAD TO SUNSET AVENUE

**Corridor Planning Group and
Technical Advisory Group Meeting #2**

October 19, 2009



October 19, 2009 | CPG & TAG Meeting #2



[Moderator]

Welcome to the second Corridor Planning Group and Technical Advisory Group Meeting. [Carrie Hansen introduction]

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Agenda

- **Introductions**
- **Summarize Goals & Objectives**
- **Obtain Consensus for Project Problem Statement**
- **Overview of Environmental Process**
- **Discuss Draft Purpose and Need and Roadway Deficiencies**
- **Workshop: Determine Project Elements**
- **Next Steps**

October 19, 2009 | CPG & TAG Meeting #2

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[Moderator]
Read Slide

Note: Workshop will consist of 2 group exercises.

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Project Study Group (PSG)

Illinois Department of Transportation | U.S. Department of Transportation Federal Highway Administration

HNTB | **LIN ENGINEERING, LTD.** | **IMAGISINC** | **Regional Agencies**

Corridor Planning Group (CPG)

Technical Advisory Group (TAG)

October 19, 2009 | CPG & TAG Meeting #2

Illinois Department of Transportation | **HNTB**

[Moderator]
Introductions

Explain who is in CPG and TAG.

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Goals & Objectives

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[Moderator]

Results of the group activity during CPG/TAG meeting 1 to determine goals & objectives.

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Goals & Objectives

- 1. Improve mobility (capacity and efficiency)**
- 2. Improve safety for motorists, bicyclists, and pedestrians**
- 3. Coordinate with planned land uses and area developments**
- 4. Facilitate economic growth along the route**
- 5. Minimize impacts to the surrounding environment**

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[Moderator]

These Goals & Objectives were derived from the responses during the workshop at the first CPG/TAG meeting. They are: [review items]. The Goals & Objectives have been used to develop the Project Problem Statement, and will become the basis for the Purpose & Need. The final item will be covered by the NEPA (environmental) process.

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Problem Statement

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

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

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[Moderator]

The Goals & Objectives were used to develop the Problem Statement. The Problem Statement is – [read]. Please review and discuss the Problem Statement. We would like to reconfirm that we have consensus on the Problem Statement.

*Will provide a printed copy in handout packets

bcc1



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Environmental Process

IDOT projects follow the National Environmental Policy Act (NEPA) Process.

This requires us to:

- ***Provide full and fair discussion of environmental impacts***
- ***Identify reasonable alternatives that will avoid or minimize adverse impacts***
- ***Account for the transportation needs of the public***

October 19, 2009 | CPG & TAG Meeting #2



[Engineer]

One of the Goals & Objectives from the first CPG/TAG workshop is to minimize environmental impacts along IL Rte. 131. All IDOT projects follow the National Environmental Policy Act (NEPA) process, which is an approach to balanced transportation decision making that takes into account the potential impacts on the human and natural environment and the public's need for safe and efficient transportation. The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment.

Following the NEPA process requires us to [read bullets]. This is accomplished by completing environmental studies; the Context Sensitive Solutions Process (CSS) Process for public involvement; and frequent collaboration between IDOT, surrounding communities, consultants, and pertinent agencies.

Note: Requirements from IDOT BDE Manual Chapter 22



The slide features a dark blue header with the IL 131 logo and the slogan "WORKING TOGETHER...Creating a Plan for Your Community" along with the website "www.IL131Project.com". A "T1" tab is visible in the top right. The main content is on a yellow background with a faint map of the project area. The title "Draft Purpose & Need" is in large red font. Below it, the "Project Purpose" is defined as improving safety and functionality along IL Rte. 131 from Russell Road to Sunset Avenue. The "Project Needs" are listed as improving safety, capacity, and operations and mobility. The footer includes the date "October 19, 2009", the meeting name "CPG & TAG Meeting #2", and logos for the Illinois Department of Transportation and HNTB.

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T1

Draft Purpose & Need

Project Purpose:
The purpose of the IL Rte. 131 engineering study is to improve safety and functionality along IL Rte. 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

Project Needs:

- *Improve Safety*
- *Improve Capacity*
- *Improve Operations and Mobility*

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[Engineer]

The Purpose & Need of the project is based on input from stakeholders, the Project Problem Statement, and gathered data. The Purpose & Need defines why the study is being done and what deficiencies must be resolved. It serves as a guide when evaluating potential alternatives for improvement. We will continually refer to the Purpose & Need and screening criteria as the alternatives are developed. A draft Purpose and Need has been submitted to IDOT and FHWA for review. The Purpose of this project is: [read purpose]. The identified Needs of this project are: [read needs].

The draft Purpose and Need will be presented at the second Public Meeting.

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Corridor Deficiencies

Capacity

- **Traffic Volumes**
 - Current: 23,100 vehicles per day
 - Projected (2030 volumes): 35,000 vehicles per day
 - Capacity of a Two-lane Roadway: 14,000 to 18,000 vehicles per day
- **Intersection capacity is measured using Level of Service (LOS)**
 - Ratings A – F : “A” represents very low delay and “F” very high
 - Sunset and Wadsworth - LOS “E” rating
 - Projected (2030 volumes): Russell Road, IL Rte. 173, Wadsworth Road, Yorkhouse Road, and Sunset Avenue- LOS “F” rating

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[Engineer]

The Purpose & Need will serve as a guide when developing alternatives to address the corridor deficiencies. With respect to the capacity of the roadway, there are several deficiencies that will need to be addressed. IL Rte. 131 serves as an important north-south link between Northern Illinois and Wisconsin, and it is designated as a Strategic Regional Arterial which means it is part of a roadway network designed to serve relatively high-capacity, long-distance transportation needs. Current data shows that the average daily traffic along the project corridor is 23,100 vehicles per day, and this volume is expected to increase to 35,000 vehicles per day by 2030. The maximum capacity of a two-lane roadway with similar characteristics to IL Rte. 131 is in the range of 14,000 to 18,000 vehicles per day. As you can see, traffic volumes on many sections of IL Rte. 131 are already in or above this range.

To measure intersection capacity, we use the Level of Service (LOS) ratings. A LOS A represents an intersection with very low delays, around 10 seconds per vehicle. The ratings continue alphabetically through LOS F, which represents an intersection with extremely high delays of 80 seconds or more per vehicle. For a SRA route, IDOT targets a LOS D for overall intersection capacity. Analysis shows that under current conditions, both Sunset Avenue and Wadsworth Road operate at a LOS E during the PM peak hour. When subjected to 2030 volumes, many intersections will operate at a LOS F, including: Russell Road, IL Rte. 173, Wadsworth Road, Yorkhouse Road, and Sunset Avenue.

Note: Capacity information from the Highway Capacity Manual, 2000 Edition.

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Corridor Deficiencies

Operations / Mobility

- Skewed angle of Kenosha Road intersection
- Vertical alignment north of IL Rte. 173
- Lack of signalization
- Lack of signal coordination
- Insufficient turn lane lengths
- Lack of separate left turn lanes
- Conflicts at unsignalized intersections and driveways
- Deteriorating pavement & shoulders
- Drainage issues

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[Engineer]

In addition to capacity deficiencies, the corridor also presents several deficiencies in operations and mobility. The skewed angle of Kenosha Road presents visibility issues for drivers approaching the intersection. The frequently alternating uphill and downhill grades from IL Rte. 173 north to Russell Road are deficient for a roadway with a speed limit of 55mph. At the intersection of Kenosha Road and IL Rte. 131, analysis shows that a traffic signal is warranted under existing conditions, and the intersections at 29th Street and 33rd Street will warrant signals based on the projected 2030 volumes. The existing signalized intersections within the project corridor are not coordinated, meaning traffic flow is interrupted. Where turn lanes do exist along IL Rte. 131 they are often of insufficient length to accommodate the volume of traffic, and turn lanes are not consistently provided at all intersections within the project corridor. Vehicles attempting to enter or exit driveways or other unsignalized intersections often experience difficulty. IL Rte. 131 has not been comprehensively rebuilt for over 50 years, which has resulted in areas of deteriorating pavement and shoulder. Lastly, several areas have drainage issues which impede traffic with water on the roadway.

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Corridor Deficiencies

Safety

- **803 crashes along IL Rte. 131 from 2004 – 2007 (LCDOT data)**
- **108 injuries (LCDOT data)**
- **3 fatalities (Yorkhouse, 33rd Street, and IL Rte. 173)**
- **Types of Crashes:**
 - *Rear End: 42% of total*
 - *Turning Crash: 24% of total*
 - *Angle Crash: 11% of total*
- **Deficient pedestrian/bicycle accommodations**
- **Short stretch of IL Rte. 131 just north of 9th Street is listed as a 5% location**

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[Engineer]

There are several safety deficiencies along IL Rte. 131. Crash data within the project corridor has been collected from the Lake County DOT database for the years 2004 thru 2007, which is the most current data available. This data shows that 803 crashes occurred along the corridor within the years reviewed. 3 fatalities occurred as a result of crashes, one at Yorkhouse Road, one at 33rd Street, and one at IL Rte. 173. The predominant type of crash along IL Rte. 131 are rear end crashes, which account for 42% of the total crashes. Other types of crashes which account for a significant percent of the total were Turning crashes with 24% of the total crashes, and Angle Crashes with 11% of the total. Absent from the crash data was crashes between vehicles and pedestrians or vehicles and bicycles. Instead of implying a safe area for pedestrians and bicyclists, observation of the corridor indicates that as a result of no pedestrian or bike accommodations, these users would be likely to choose a different transportation option or a different route.

Lastly, IDOT has identified the quarter-mile stretch of IL Rte. 131 just north of 9th Street as a “5% Location.” This means that it is an area in the top five percent of highway locations exhibiting the most pressing safety needs in the state of Illinois.

The slide features a dark blue header with the IL 131 logo and the text 'GREEN BAY ROAD PROJECT' and 'WORKING TOGETHER...Creating a Plan for Your Community www.IL131Project.com'. The main content is on a yellow background with a map of the area. It lists deficiencies and countermeasures in two columns. At the bottom right, it includes the date 'October 19, 2009 | CPG & TAG Meeting #2' and logos for the Illinois Department of Transportation and HNTB.

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Potential Countermeasures

<u>DEFICIENCIES:</u>	<u>COUNTERMEASURES:</u>
Long Delays at Intersections	Increase capacity, add through and turn lanes, re-time and coordinate signals
Rear End Crashes	Increase capacity, add through and turn lanes
Turning Crashes	Add turn lanes, construct median, improve sight distance
Conflicts at Unsignalized Intersections/Driveways	Add turn lanes, construct median

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[Engineer]

For each identified deficiency, these are some examples of improvements that may help to fix the problem. [read slide]

Note: Describe sight distance and how wider medians and offset or dedicated turn lanes can help.

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Workshop

Group Exercise:
Part 1 –
Identify Project Elements
Part 2 –
Solicit Alternatives

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[Engineer]

Now we would like to get your input on Project Elements that will address the needs of the project. This information will be used to begin to develop alternatives for the improvement.

Part 1 – Identify Project Elements

Part 2 – Solicit Alternatives

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Workshop

Project Elements:

- Number of Lanes
- Median Treatment
- Edge Treatment
- Bicycle & Pedestrian Accommodations

Please rate each Project Element on its ability to address the project needs.

Does Not Meet Project Needs ← 1 2 3 4 5 → Completely Meets Project Needs

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[Moderator & Engineer]

The Project Elements that will be addressed today are: Number of Lanes, Median Treatment, Edge Treatment, and Accommodations for Bicycles and Pedestrians. These elements provide a basis to develop possible project alternatives. You will be presented with several options for each project element. Using the provided worksheets, please rate the each option from 1 – 5, where 1 = the option does not meet the project needs, and 5 = the option completely meets project needs.

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Workshop

Number of Lanes

			
<u>Two lanes</u> <ul style="list-style-type: none">• One lane in each direction	<u>Three Lanes</u> <ul style="list-style-type: none">• One lane in each direction• Two-way left turn lane	<u>Four Lanes - Divided</u> <ul style="list-style-type: none">• Two lanes in each direction• Median with space for turn lanes	<u>Four Lanes - Flush</u> <ul style="list-style-type: none">• Two lanes in each direction• Painted median with space for turn lanes

1 = Does Not Meet Needs
to
5 = Completely Meets Needs

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[Moderator & Engineer]

First we will consider options for the number of lanes. The first option is two lanes, providing one lane in each direction and no turn lanes. The second option is three lanes, which includes one lane in each direction with a two-way left-turn lane. The third option is to have four lanes with a dividing median. This option provides two lanes in each direction plus space for left-turn lanes. The final option is four lanes with a flush painted median. This option would also allow for two lanes in each direction plus space for left-turn lanes. Also keep in mind the capacity and operation deficiencies discussed previously when evaluating these options. Please mark your rankings on the worksheets provided to you.

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Workshop

Median Treatment



No Median Flush Two-way Left Turn Lane Raised Barrier Curb Median Wide Grass Median

*1 = Does Not Meet Needs
to
5 = Completely Meets Needs*

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[Moderator & Engineer]

Next we will consider Median Treatment. The first option is to have no median. The second option is to provide a flush two-way left-turn lane. The next option is to provide a raised barrier curb median. The final option is a wide grass median. When evaluating these alternatives, keep in mind that they will require different amounts of Right-of-Way to accommodate the median width.

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Workshop

Edge Treatment



Aggregate Shoulder Paved Shoulder Curb and Gutter Paved Shoulder with Curb and Gutter

1 = Does Not Meet Needs
to
5 = Completely Meets Needs

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[Moderator & Engineer]

Next we will consider Edge Treatment. The first option is an aggregate shoulder. The second option is a paved shoulder. The third option is to provide curb and gutter. The final option is to provide both a paved shoulder and curb and gutter. When evaluating these options, keep in mind that edge treatment impacts drainage of the roadway. Shoulder sections will allow runoff to flow directly into ditches, while curb and gutter sections will direct runoff either to ditches and culverts or potentially to a storm sewer system.

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Workshop

Pedestrian/Bicycle Accommodation



Sidewalk Shared Use Path Paved Shoulder Bicycle lane

1 = Does Not Meet Needs
to
5 = Completely Meets Needs

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[Moderator & Engineer]

Lastly we will address options for accommodation of bicycles and pedestrians. The first option is to provide a sidewalk adjacent to the roadway. This option is intended primarily for pedestrian use. The second option is to provide a shared use path adjacent to the roadway. This option will accommodate both bicycles and pedestrians within the same area. The third option is to provide a paved shoulder wide enough to accommodate bicycles and pedestrians. The fourth option is to provide a dedicated bicycle lane on the roadway. Some of these options will require more right of way than other options.

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Workshop

Group Exercise:
Part 1 –
Identify Project Elements
Part 2 –
Solicit Alternatives

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[Moderator]
Part 2.



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Summary of Results

	Number of Lanes (consensus rating)	Median Treatment (consensus rating)	Edge Treatment (consensus rating)	Pedestrian/Bicycle Accommodations (consensus rating)
Need #1: Improve Safety				
Vehicle	<u>Four Lanes - Divided</u>	<u>Wide Grass Median</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Shared Use Path</u>
Pedestrian	<u>Four Lanes - Divided</u>	<u>Raised Barrier</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Sidewalk</u>
Bicycle	<u>Four Lanes - Divided</u>	<u>Raised Barrier</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Shared Use Path</u>
Need #2: Improve Capacity				
Vehicle	<u>Four Lanes - Divided</u>	<u>Wide Grass Median</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Sidewalk</u>
Pedestrian	<u>Four Lanes - Divided</u>	<u>Raised Barrier</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Sidewalk</u>
Bicycle	<u>Four Lanes - Divided</u>	<u>Wide Grass Median</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Shared Use Path</u>
Need #3: Improve Operations/Mobility				
Vehicle	<u>Four Lanes - Flush</u>	<u>Wide Grass Median</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Sidewalk/Shared Use Path</u>
Pedestrian	<u>Four Lanes - Flush</u>	<u>Wide Grass Median</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Sidewalk</u>
Bicycle	<u>Four Lanes - Flush</u>	<u>Wide Grass Median</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Shared Use Path</u>
Overall Preference	<u>Four Lanes - Divided</u>	<u>Wide Grass Median</u>	<u>Paved Shoulder with Curb & Gutter</u>	<u>Sidewalk or Shared Use Path</u>

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[Moderator & Engineer]

We have totaled all the worksheets that you completed during the workshop, and the results are shown on the screen. [Briefly discuss which alternatives received the highest rankings]

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Next Steps

Public Meeting #2 – December 2, 2009

- Present Draft Purpose and Need
- Solicit input on Project Alternatives
- Exhibits / PowerPoint

CPG/TAG Meeting #3- Spring 2010

Public Meeting #3 – Spring 2010

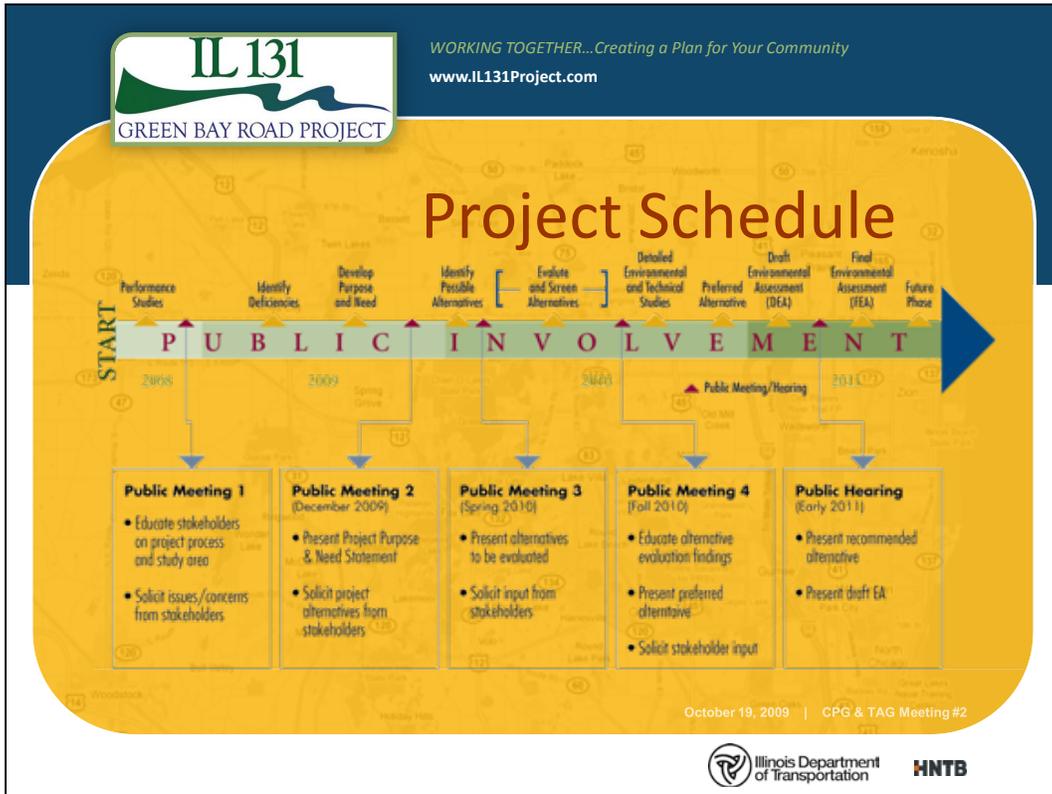
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[Moderator]

The Project Study Group will use the information gathered today to begin developing conceptual alternatives. The alternatives will develop preliminary geometrics and analyze any impacts including environmental.

The draft Purpose & Need will be presented at Public Meeting #2, which will be held on Wednesday, December 2nd, 2009 at Beach Park Middle School. Exhibits will be on display including traffic and crash data and environmental information along with a powerpoint presentation. The public will be asked for input on project alternatives and their ability to meet the stated needs of the project. After that, a third CPG/TAG meeting will be held to discuss project alternatives and begin to define the preferred alternative. The alternatives to be evaluated will then be presented at the third Public Meeting, tentatively scheduled for Spring 2010.



[Moderator]

The project schedule is also available on the project website, www.IL131Project.com

*We will provide a copy in the meeting materials packet

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Thank you!
Questions?



October 19, 2009 | CPG & TAG Meeting #2

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Illinois Route 131: Russell Road to Sunset Avenue

Phase I Study

P-91-352-07

PTB 145/1

Lake County

Combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) Meeting No. 3

The third combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meeting for the IL Rte. 131 (Green Bay Road) project was held on Monday, April 26, 2010 from 10:00am to 12:00pm. The meeting was held at the Zion-Benton Public Library (2400 Gabriel Avenue in Zion, Illinois), which is approximately 2 miles east of the project's IL Rte. 131 corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to explain the alternatives development, present the four initial alternatives, and provide an open discussion of the alternatives and the evaluation criteria.

Members of the Corridor Planning Group (CPG) and Technical Advisory Group (TAG) that were invited to the third CPG/TAG Meeting included those that were invited to the first and/or second CPG/TAG meetings or signed up since the second CPG/TAG meeting. A total of 22 stakeholders attended the meeting (1 CPG member and 21 TAG members). The 22 attendees were municipal and county officials, representatives of public agencies, property owners, and citizens. The stakeholders were contacted by mail, e-mail, and telephone to request their participation.

The format of the meeting included a 20 minute PowerPoint presentation and time for open comments and discussion. The PowerPoint presentation provided a review of the previous CPG/TAG meetings as well as presented the alternatives development process and the initial alternatives. Typical sections were presented for all four of the initial alternatives, and full aerial plots were provided for two alternatives. Instead of a formal workshop, two open discussions were held. The first discussion was centered on the alternatives development process and the evaluation criteria to be used. The initial criteria list includes: Environmental Impacts such as parks, wetlands, forest preserves, and cemeteries; Accessibility; Identified Needs such as safety, operations/mobility, and capacity; Property Impacts such as residential, industrial, and commercial; and Construction Cost. The second discussion period provided an opportunity for stakeholders to review the typical sections and aerial plots and provide their comments, as well as discuss questions and concerns with the project team.

Comments from the first discussion period concerning the alternatives development and evaluation criteria:

- Are bicycle/pedestrian accommodations assumed to be included within "Accessibility", "Operations/Mobility", or should this have its own category for evaluation?

- Drainage should be included as an aspect of “Environmental Impacts”
- Zoning and Land Use Plans should also be considered
- Are traffic signal warrants considered?
- Airport coordination is very important and should occur early on in the process
 - FAA approval will be necessary to allocate R.O.W. to another use if highway project funding precedes runway
- Maintenance cost and responsibility should also be considered

Comments from the second discussion period concerning the alternatives included:

Comments Placed on Aerials

Alternative A1:

- Near Waukegan Savanna Forest Preserve: “Pedestrian and bicycle connection to neighborhoods south of ComEd R.O.W.” and “Separate bike path is safer than using paved shoulder”
- Near Waukegan Community Sports Complex: “Shared use path on west side – connect Lake County Forest Preserve at Yorkhouse to Sports Park”

Alternative B1:

- At Beach Road: “Right turn lane into Beach Road for southbound traffic”
- Near Waukegan Community Sports Park: “Bike path on west side – access point to 2nd phase of sports complex”
- On Kenosha Road (entrance to residential subdivision approximately 2000’ from intersection with IL Rte. 131): “Turn lanes approved for this intersection (LCDOT)”

General Comments:

- Airport coordination:
 - check Airport Alternative 1b
 - Maintain existing grade of Yorkhouse Road and Blossom Street (access to Waukegan Fire Station)
 - Alignment shift for construction
 - Coordination meeting with the airport team will be scheduled
- Separate trail is preference of Lake County Forest Preserve District (vs. on-road/shoulder accommodations). A ditch section is also preferable to curb & gutter.

One written comment form was received from Greg Petry of the Waukegan Park District concerning priorities of the Waukegan Community Sports Complex:

1. Turning lanes into Sports Park with sufficient traffic stacking capacity for those cars turning into facility.
2. Bike lane along west side of Green Bay Road
3. Connect the bike lane along Green Bay Road with Lake County Forest Preserve trail connection at Yorkhouse Road.
4. Consider access for Phase II of Sports Park.

The meeting closed informally, and several stakeholders continued to discuss the alternatives with team members after the allotted meeting time had passed.

The Next Steps of the project are to hold the 3rd Public Meeting, scheduled for May 26, 2010, to obtain input from the general public on the four alternatives presented at the CPG/TAG Meeting #3. After that, stakeholder and agency input will be utilized to further refine the initial alternatives and determine the alternatives to be carried forward.

CPG/TAG Meeting #3 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 4/26/10

Time: 10:00 AM - 12:00 PM

Place <input checked="" type="checkbox"/> Next to. Name	First Name	Last Name	Organization	Address				CPG/TAG
X	Moses	Amidei	Village of Wadsworth	14155 Wadsworth Road	Wadsworth	IL	60083	TAG
	Leroy	Bolt	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
	Warren	Bryce	Resident-Beach Park	12971 Peacock Road	Beach Park	IL	60099	TAG
	Joseph	Clark	Kenosha County	1010 56th Street	Kenosha	WI	53140	TAG
	Ron	Colangelo	City of Zion	3220 E. 27th Street	Zion	IL	60099	TAG
	Pat	DiPersio	Village of Winthrop Harbor	830 Sheridan Road	Winthrop Harbor	IL	60096	TAG
X	Scott	Drabicki	Village of Gurnee	325 N. O'Plaine Road	Gurnee	IL	60031	TAG
	Beth	Dybala	Lake County Partners	28055 Ashley	Libertyville	IL	60048	TAG
X	Sandy	Francis	Senator Bond's Office	1156 E. Washington	Grayslake	IL	60030	TAG
X	Chuck	Gleason	Lake County Division of Transportation	600 W. Winchester	Libertyville	IL	60048	TAG
	Gene	Gross	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
	Lane	Harrison	City of Zion	2828 Sheridan Road	Zion	IL	60099	CPG

CPG/TAG Meeting #3 Register

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Date: 4/26/10

Time: 10:00 AM - 12:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address				CPG/TAG
X	Duncan	Henderson	Waukegan Port District	55 S. Harbor Place	Waukegan	IL	60085	TAG
	Michael	Hewitt	Waukegan Township	149 S. Genessee Street	Waukegan	IL	60085	TAG
	Al	Hill	Zion Area Chamber of Commerce	2730 Sheridan Road	Zion	IL	60099	TAG
	John	Hogan	Winthrop Harbor Public Works	830 Sheridan Road	Winthrop Harbor	IL	60096	TAG
	Dwight	Houchins	Lake County Chamber of Commerce	5221 W. Grand Avenue	Gurnee	IL	60031	TAG
	John	Hucker	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
	Ron	Hudson	Hanson Professional Services	815 Commerce Drive, Suite 200	Oak Brook	IL	60523	TAG
	Bill	Hunt	Lake County	18 N. County Street 6th Floor	Waukegan	IL	60085	TAG
X	Barb	Jaeger	Village of Beach Park	10468 W. Wadsworth Road	Beach Park	IL	60099	TAG
	James	Jensen	Waukegan Township	149 S. Genessee Street	Waukegan	IL	60085	TAG
	Milton	Jensen	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	CPG
	Duwayne	Johnson	Wisconsin Department of Transportation	141 NW Barstow Street	Waukesha	WI	53187	CPG

CPG/TAG Meeting #3 Register

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Date: 4/26/10

Time: 10:00 AM - 12:00 PM

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X	Rodney	Johnson	Village of Wadsworth	14155 W. Wadsworth Rd.	Wadsworth	IL	60083	TAG
	William	Johnston	Waukegan Public Works	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	TAG
	John	Jones	City of Zion Public Works	3220 W. 27th Street	Zion	IL	60099	TAG
	Patricia	Jones	Waukegan Township	149 S. Genessee Street	Waukegan	IL	60085	TAG
	Rick	Karlin	Waukegan Chamber of Commerce	220 W. Norman Drive South	Waukegan	IL	60085	TAG
X	Andrew	Kimmel	Lake County Forest Preserve District	2000 N. Milwaukee Ave.	Libertyville	IL	60048	TAG
	Don	Kopec	Chicago Metropolitan Agency for Planning	233 S. Wacker Drive, Suite 800	Chicago	IL	60606	TAG
	Kristina	Kovarik	Village of Gurnee	325 N. O'Plaine Road	Gurnee	IL	60031	CPG
	Ron	Laubach	City of Waukegan	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	TAG
	Ken	Lopez	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
X	Steve	McLaughlin	Hanson Professional Services	815 Commerce Drive, Suite 200	Oak Brook	IL	60523	TAG
	Robert	Loy	Village of Winthrop Harbor	830 Sheridan Road	Winthrop Harbor	IL	60096	CPG

CPG/TAG Meeting #3 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 4/26/10

Time: 10:00 AM - 12:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address				CPG/TAG
	Bruce	Mihelich	City of Zion	2828 Sheridan Road	Zion	IL	60099	TAG
	John	Moore	City of Waukegan	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	TAG
	Gina	Nelson	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
	Chip	Parrott	Village of Beach Park	975 Campus Drive	Mundelein	IL	60067	TAG
	George	Pavelich	Newport Township	P.O. Box 312	Russell	IL	60075	TAG
X	Mike	Pavelich	Waukegan Park District	2000 Belvidere Road	Waukegan	IL	60087	TAG
X	Greg	Petry	Waukegan Park District	2000 Belvidere Road	Waukegan	IL	60087	TAG
	Leon	Rockingham	Lake County Council of Mayors	1850 Lewis Avenue	North Chicago	IL	60064	TAG
	J. Delaine	Rogers	Zion Planning and Economic Development	2828 Sheridan Road	Zion	IL	60099	TAG
	Phil	Rovang	Lake County Planning and Development	1879 Vista Terrace	Lindenhurst	IL	60046	TAG
X	Glenn	Ryback	Village of Wadsworth	14155 Wadsworth Road	Wadsworth	IL	60083	CPG
	Robert	Sabonjian	City of Waukegan	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	CPG

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	Lynn	Schlosser	Village of Wadsworth	14155 W. Wadsworth Rd.	Wadsworth	IL	60083	TAG
	Suzi	Schmidt	Lake County	18 N. County Street 10th Floor	Waukegan	IL	60085	CPG
	Randy	Seebach	Lake County Forest Preserve District	2000 N. Milwaukee Ave.	Libertyville	IL	60048	TAG
	Jim	Stanczak	Waukegan Airport	3850 N. McAree Road	Waukegan	IL	60087	TAG
	John	Steinbrink	Village of Pleasant Prairie	9915 39th Avenue	Pleasant Prairie	WI	53158	CPG
	Bryan	Swank	Village of Beach Park	12910 Wakefield Drive	Beach Park	IL	60099	TAG
	Jim	Taylor	City of Zion	2800 Sheridan Road	Zion	IL	60099	CPG
X	Michael	Templeton	Resident	P.O. Box 190	Wadsworth	IL	60083	TAG
	Mike	Trigg	Waukegan Park District	2000 Belvidere Road	Waukegan	IL	60085	TAG
	Paula	Trigg	Lake County	600 W. Winchester	Libertyville	IL	60048	CPG
X	Milka	Velaga	Resident-Waukegan	36833 N. Green Bay Road	Waukegan	IL	60087	TAG
X	Bill	Whitmer	Lake County Partners	28055 Ashley	Libertyville	IL	60048	TAG



CPG/TAG Meeting #3 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 4/26/10

Time: 10:00 AM - 12:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address			CPG/TAG
X	Kurt	Woolford	Lake County Stormwater Management Commission	333 Petersen Road	Libertyville	IL 60048	TAG

CPG/TAG Meeting #3 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 4/26/10

Time: 10:00 AM - 12:00 PM

Name (Please Print)	Organization	Address	E-Mail
Linda Sittig	Village of Beach PK	_____	Linda.Sittig@VillageofBeachPark.com 847 746 1770
RAY ROBERTS	City of Zion	_____	RAY.R@Zion.IL.US 847 746 4055
Ron Melko	FAA	_____	ron.melko@faa.gov
Amy Hanson	FAA	_____	amy.hanson@faa.gov
Janet Eppers	Citizen of Beach Park	_____	jejo2@sbcglobal.net
Bill Viste	IDU- AERONAUTICS	_____	WILLIAM.VISTE@ILLINOIS.GOV

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RUSSELL ROAD TO SUNSET AVENUE

Corridor Planning Group and Technical Advisory Group Meeting #3

April 26, 2010





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Meeting Agenda

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

Spring 2010 | CPG/TAG Meeting #3

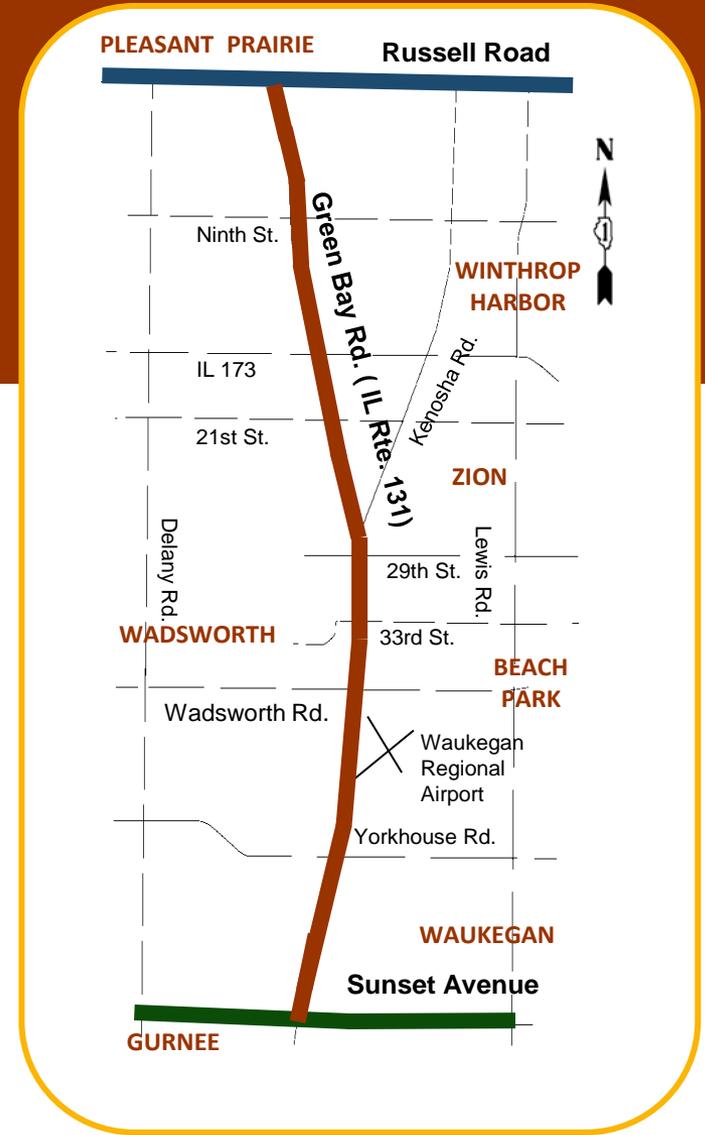


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Project Overview

- The Illinois Route 131 Phase I Study began in Spring 2008
- Project Limits: Russell Road to Sunset Avenue
- Transportation, safety, and other needs of the project are being studied



Spring 2010 | CPG/TAG Meeting #3



Existing Conditions

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





Community
Involvement

- Transportation Issues
- Problem Statement

Purpose & Need

*Alternatives
Development*

Preferred Alternative

Agency
Input



Workshop Accomplishments

CPG/TAG Meetings 1 & 2

- **Identified Issues & Concerns and Goals & Objectives**
- **Rated Project Elements**
- **Proposed Potential Improvements**



Spring 2010 | CPG/TAG Meeting #3



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Problem Statement

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

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

Spring 2010 | CPG/TAG Meeting #3

Corridor Deficiencies

Safety

Within Project Area From 2004 – 2008:

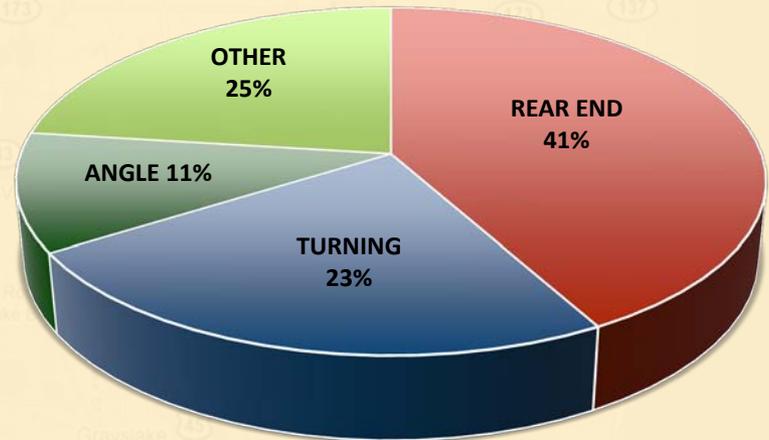
1012 Crashes 206 Injuries 4 Fatalities

(LCDOT data)

Other Safety Deficiencies:

- 5% Location North of 9th Street (0.25 miles)
- Deficient pedestrian / bicycle accommodations

Crash Types, 2004-2008
IL Route 131 from Russell Road to Sunset Avenue



(LCDOT data)



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Corridor Deficiencies

Roadway Capacity

Two-Lane Roadway Capacity of

14,000 to 18,000 vehicles per day exceeded:

- Between Yorkhouse Road and Sunset Avenue

-23,100 (2007)

-25,000 (2030)

- Between Kenosha Road and Wadsworth Road

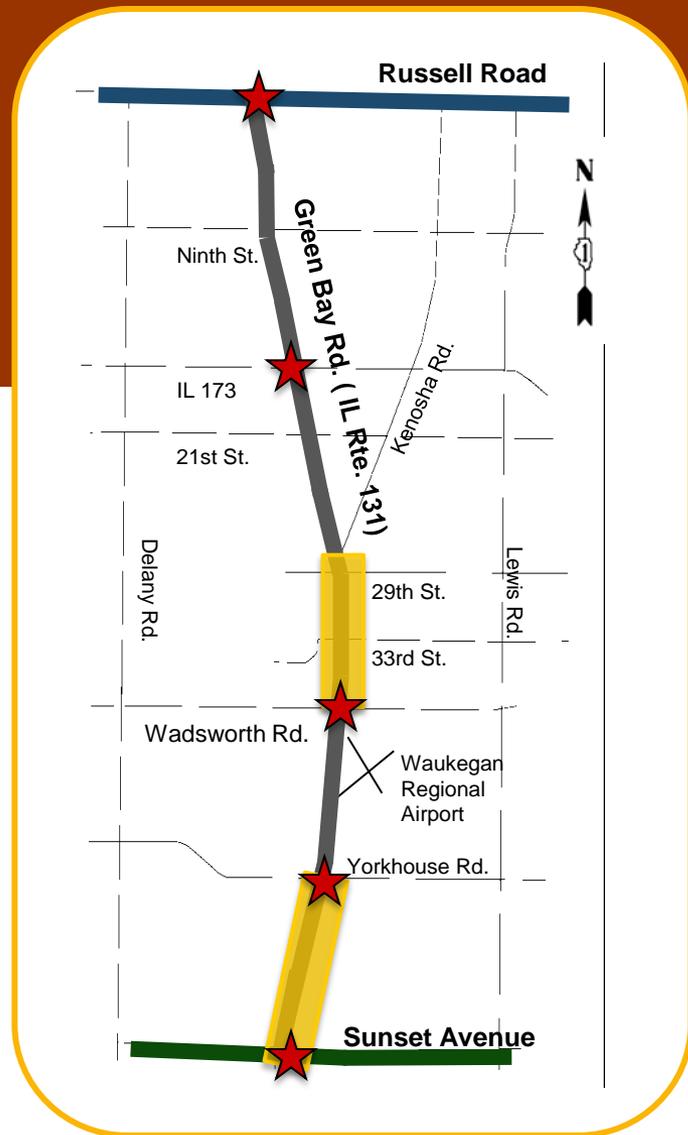
-16,400 (2007)

-21,000 (2030)

Intersection Capacity

Intersection capacity is measured using Level of Service (LOS): Rating A (high) – F (low)

- Highlighted intersections = LOS F in design year 2030



Spring 2010 | CPG/TAG Meeting #3



Corridor Deficiencies

Operations / Mobility

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





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Project Elements

Element Categories:

Number of Lanes

Median Treatment

Edge Treatment

**Pedestrian/Bicycle
Accommodations**

Highest Rated Elements:

Four Lanes – Divided

Wide Grass Median

**Paved Shoulder with
Curb & Gutter**

Shared-Use Path

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Environmental Impacts

Consider impacts to sensitive resources:

Waukegan Savanna Forest Preserve (Lake County)

Waukegan Community Sports Complex

Benton-Greenwood Cemetery

ThunderHawk Golf Course (Lake County)

Shepherd's Crook Golf Course (Zion Park District)

Consider problem drainage areas:

Bonniebrook Lane

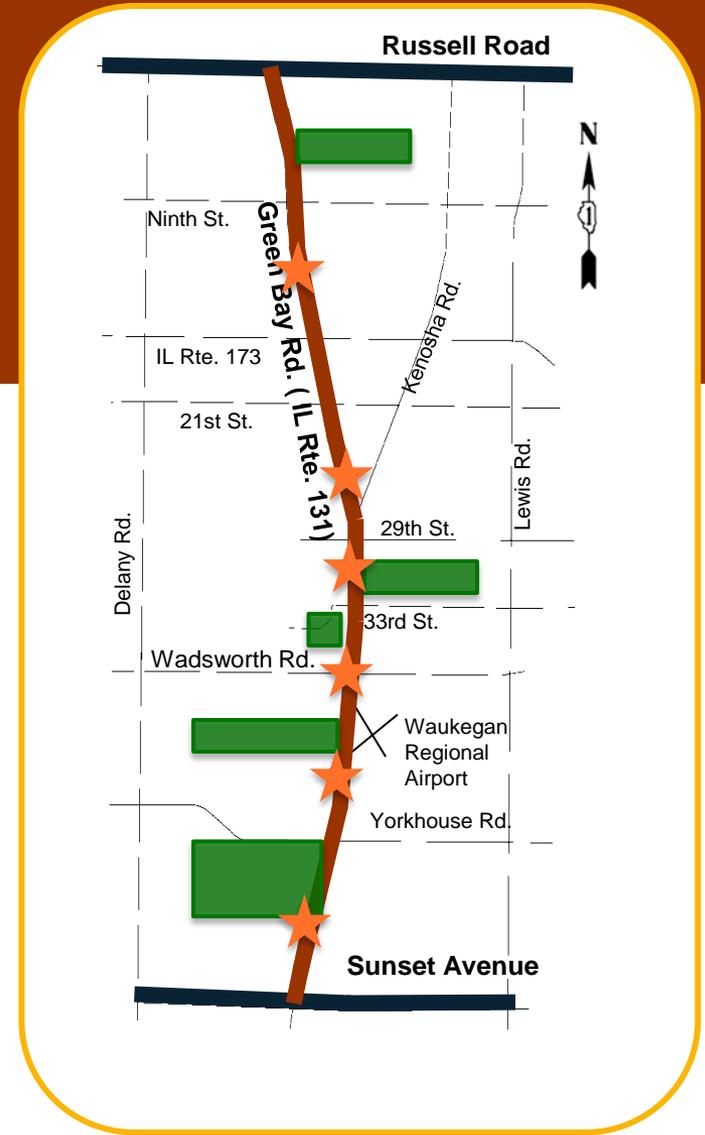
Wadsworth Road

Kenosha Road

Zephyr Street

Major Avenue

IL Rte. 173 to 9th St



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Purpose & Need

Project Purpose:

The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

Project Needs:

Improve Safety

Improve Capacity

Improve Operations and Mobility

Spring 2010 | CPG/TAG Meeting #3

Alternatives Development

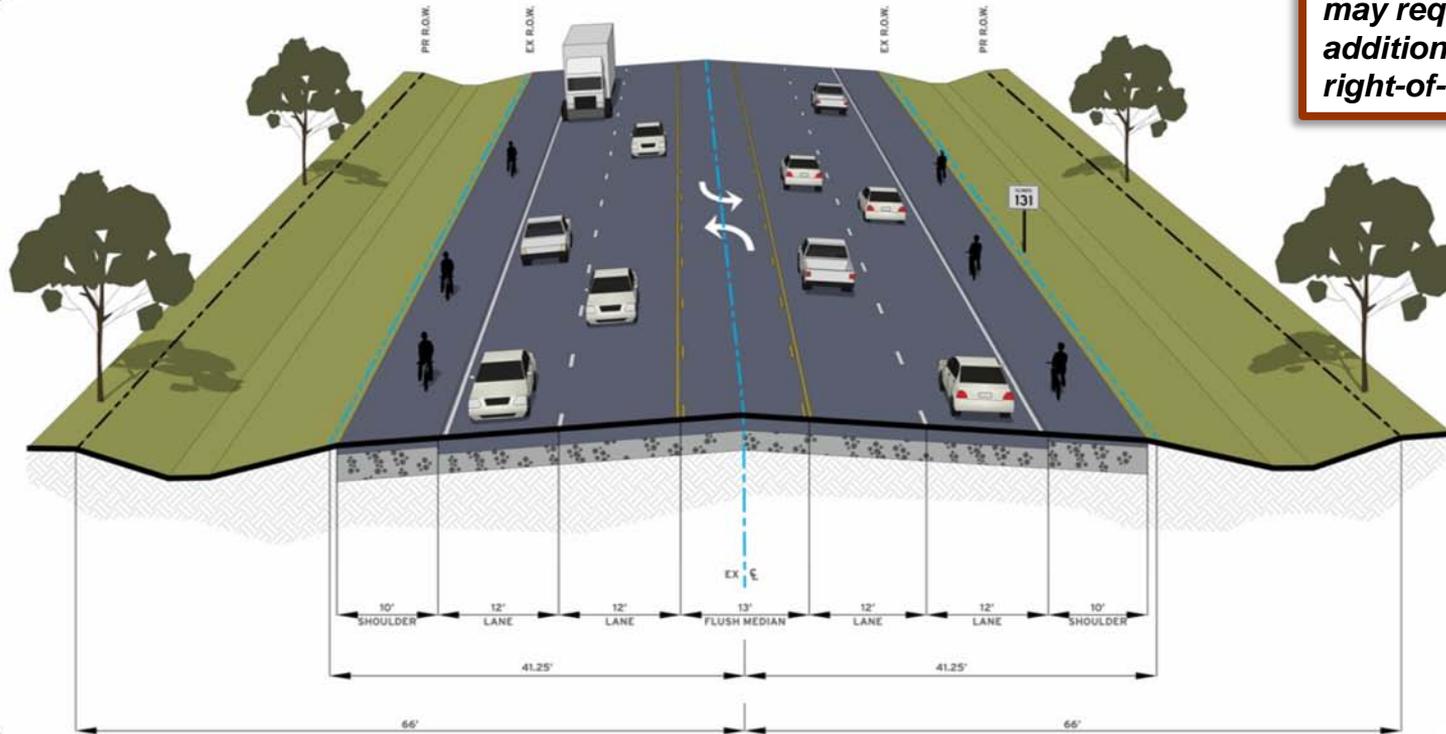
Combine:

- Stakeholder Input
- Project Elements
- Purpose & Need
- Environmental Analysis
- Technical Analysis
- Previous Studies

Four alternatives have been developed

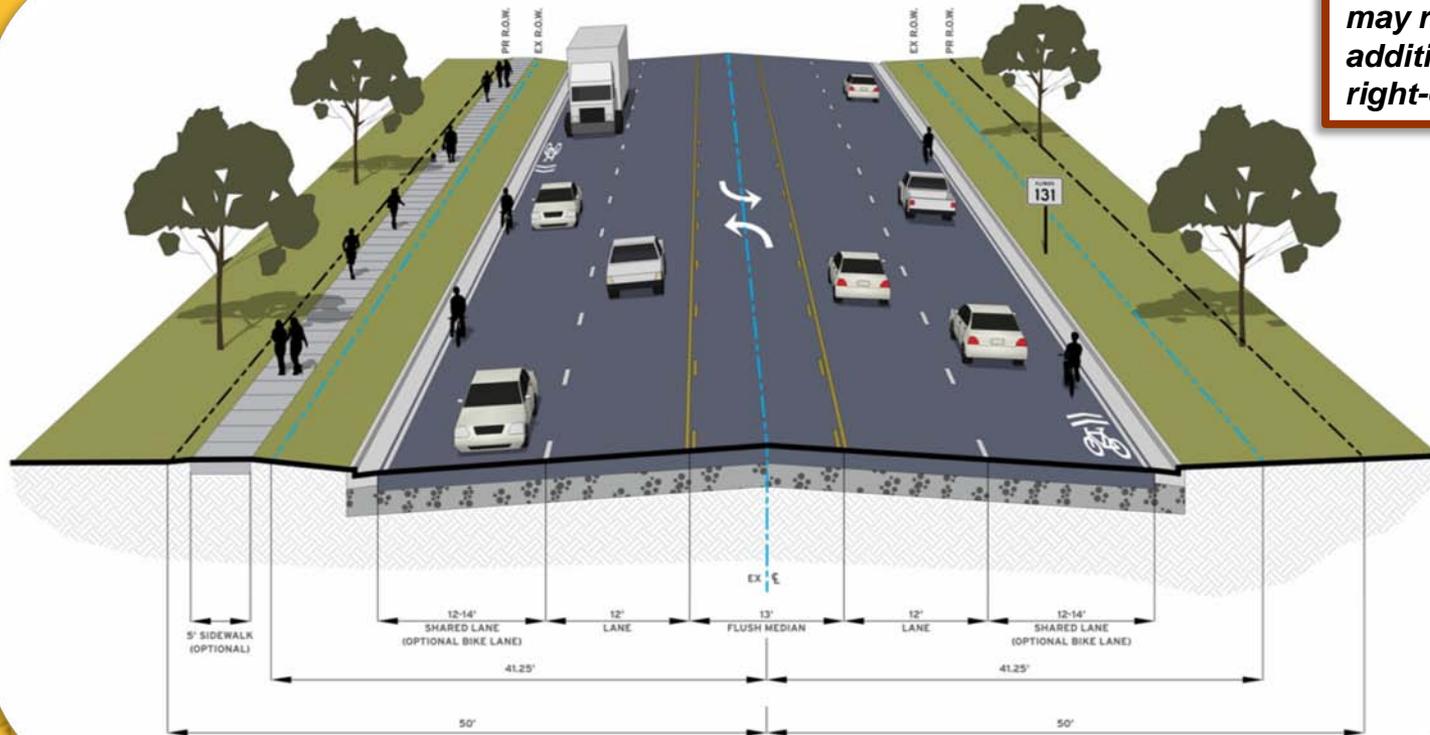
Alternative A1

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



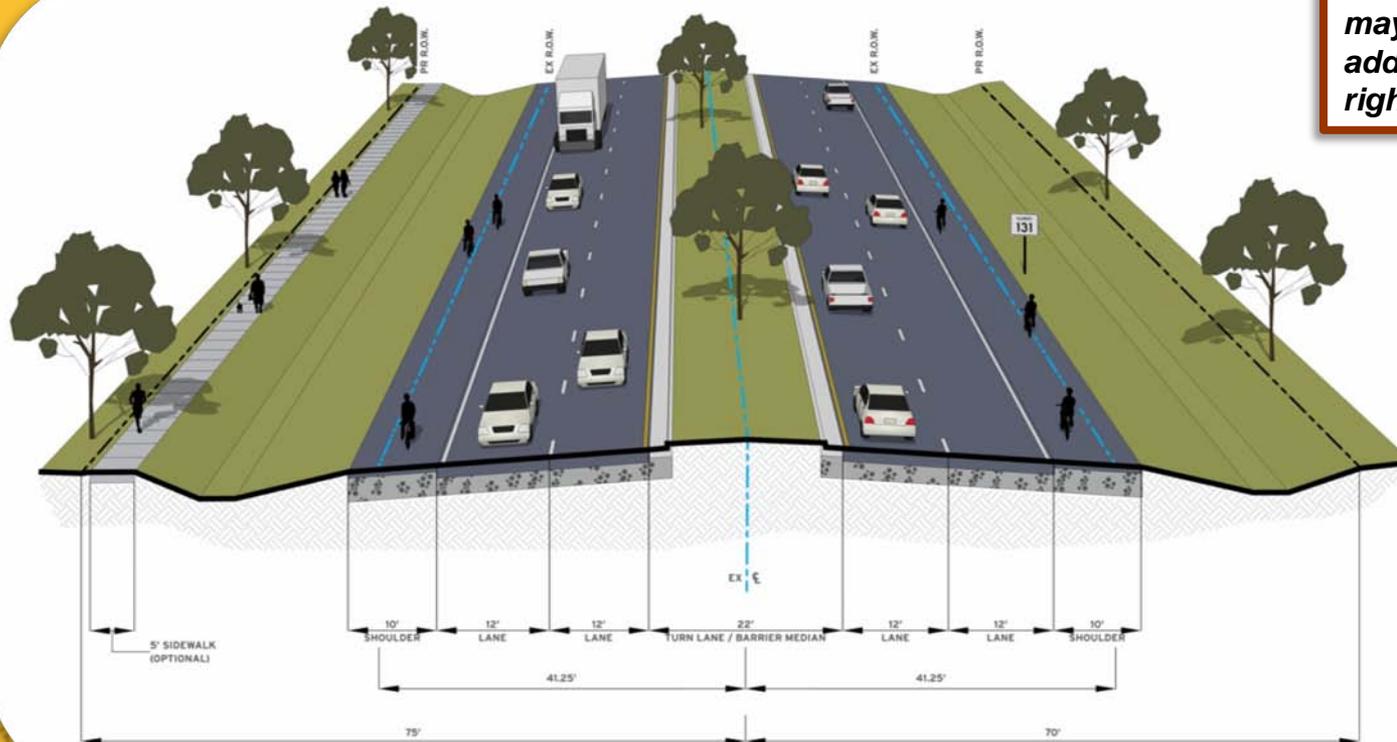
Alternative A2

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



Alternative B1

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



Alternative B2

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



Other Options Considered

Kenosha Road Intersection Realignment

29th Street

28th Street

Wide Grass Median

Identified Project Element

Analyzed Practicality



Design Considerations

Flush Median

- + Requires less ROW, direct access
- Conflict points, unrestricted turns

Barrier Median

- + Increased safety, access management
- Restricts access, turning travel time

Paved Shoulder

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

Curb & Gutter

- + Access management, drainage control
- Increased cost, no emergency space

Access Management

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

Discussion

Criteria Development:

- **Environmental Impacts**

Parks Forest Preserves
Wetlands Cemeteries

- **Accessibility**



- **Identified Needs**

Safety
Capacity
Operations/Mobility

- **Property Impacts**

Residential
Commercial
Industrial

- **Construction Cost**

Spring 2010 | CPG/TAG Meeting #3

Discussion

Alternatives Review

Edge Treatment

- 10-ft Paved Shoulder
- Barrier Curb & Gutter

Median Treatment

- 13-ft Flush Two-Way Left-Turn lane
- 22-ft Raised Barrier Median

Number of Lanes

- 4 Lanes Divided

Pedestrian Accommodations

- Sidewalk
- Shared-Use Path

Bicycle Accommodations

- 10-ft Paved Shoulder
- 14-ft Outside Lane with Curb & Gutter
- Shared-Use Path

Discussion

Group Exercise:

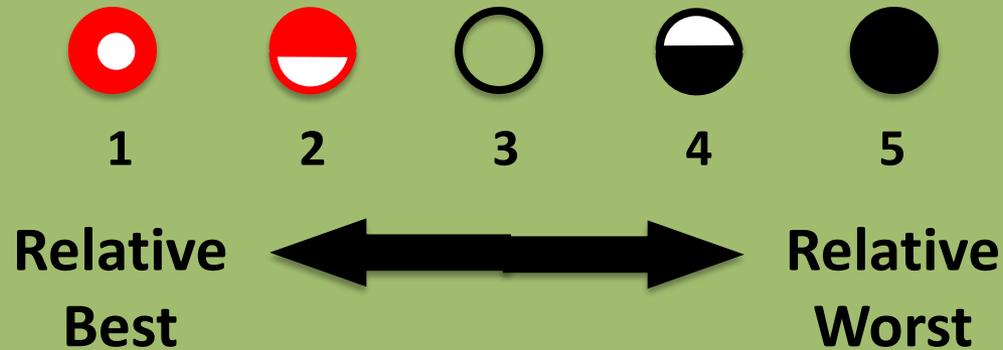
- **Criteria Review**
- **Alternatives Review**
- **List Positive and Negative Attributes of each Alternative**



Discussion

Quantitative Rating

The Project Study Team will use this system to assign scores to each Alternative



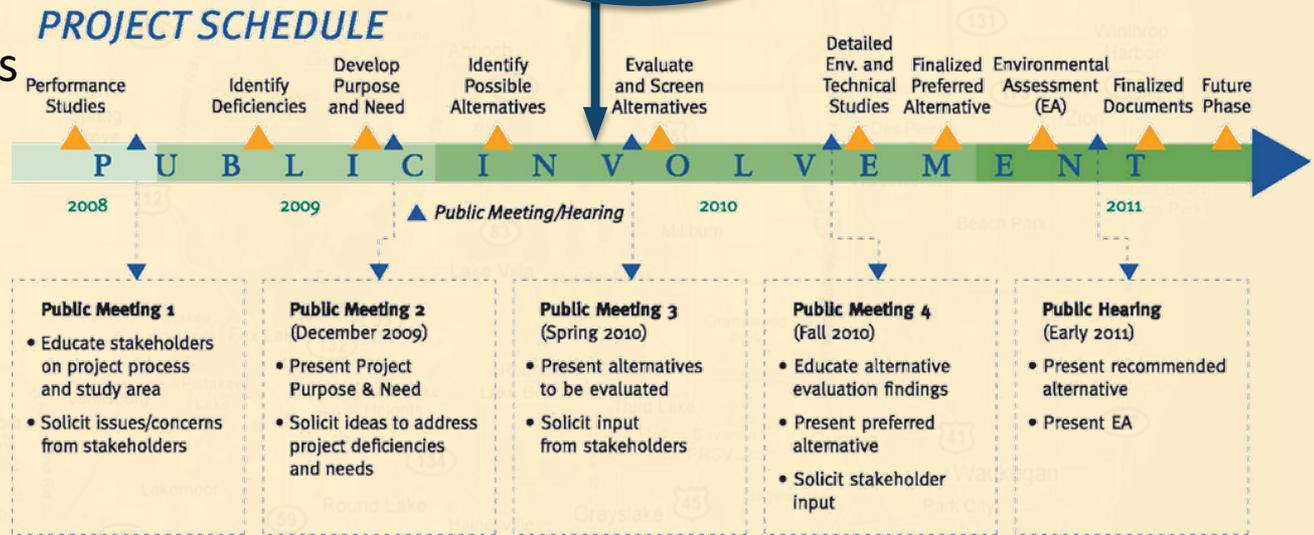
Next Steps

Public Meeting #3

- Present Alternatives
- Solicit stakeholder input

Public Meeting #4

- Present evaluation findings
- Present Preferred Alternative



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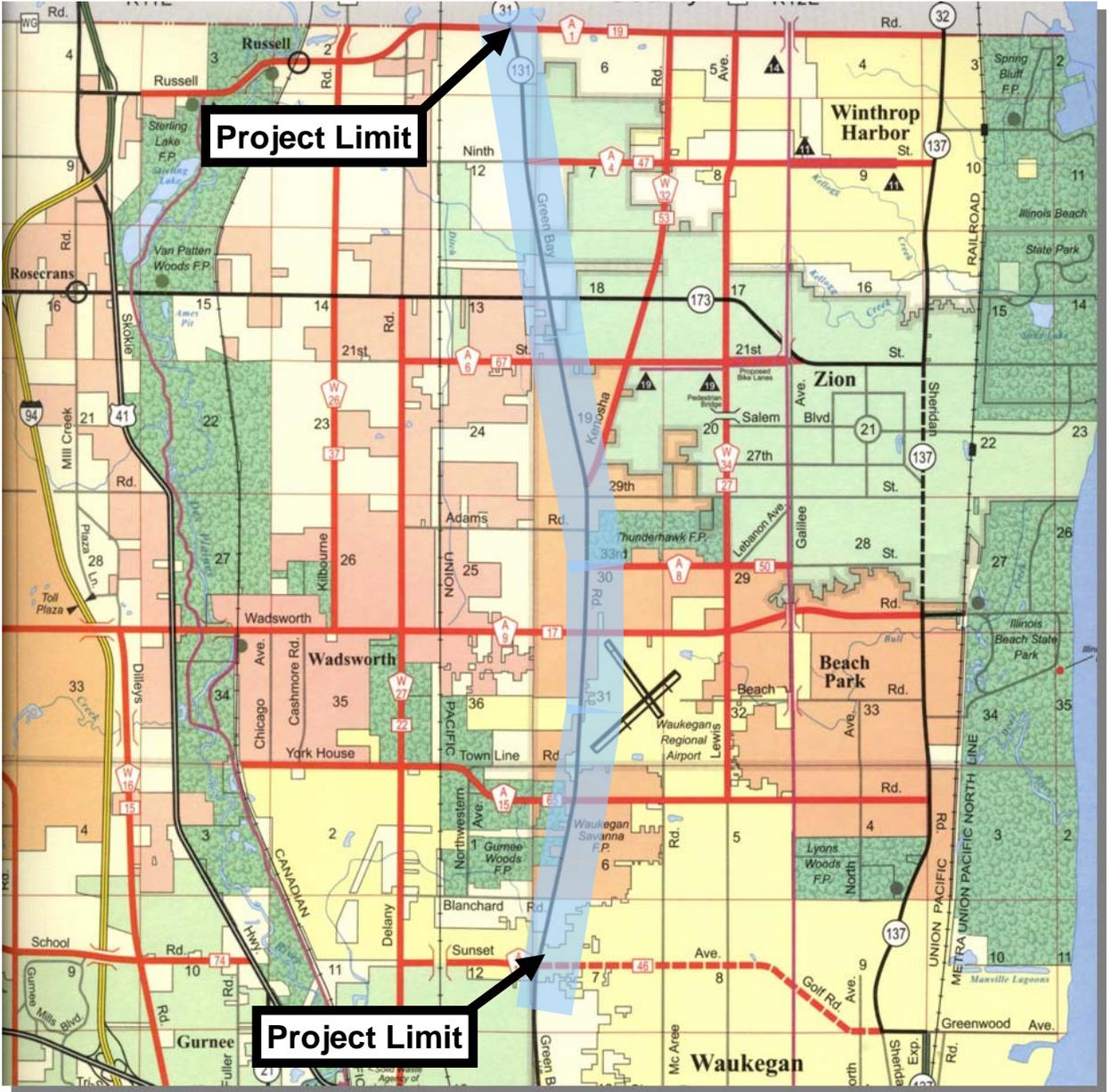
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RUSSELL ROAD TO SUNSET AVENUE

Thank you!
Questions?





CRASH SUMMARY ALONG IL RTE 131

FROM RUSSELL ROAD TO SUNSET AVENUE

CRASH TYPE	YEAR					TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007	2008		
OVERTURNED	4	6	3	4	3	20	2.0%
PEDESTRIAN	0	0	0	0	1	1	0.1%
PEDESTRIAN/CYCLIST	0	0	1	1	1	3	0.3%
ANIMAL	3	0	4	1	1	9	0.9%
FIXED OBJECT	15	18	17	22	25	97	9.6%
OTHER OBJECT	0	3	3	4	1	11	1.1%
OTHER NON-COLLISION	0	1	0	2	0	3	0.3%
PARKED VEHICLE	1	1	2	1	3	8	0.8%
REAR END	87	79	82	90	73	411	40.6%
HEAD ON	3	2	3	5	7	20	2.0%
SIDESWIPE-SAME DIRECTION	8	9	10	10	12	49	4.8%
SIDESWIPE-OPPOSITE DIRECTION	6	5	3	8	8	30	3.0%
ANGLE	30	22	17	15	28	112	11.1%
TURNING	46	43	44	58	46	237	23.4%
OTHER	0	1	0	0	0	1	0.1%
TOTAL	203	190	189	221	209	1012	100.0%

CRASHES ON WET PAVEMENT (RAIN / ICE / SNOW / SLUSH)	YEAR					TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007	2008		
	53	47	59	73	77	309	30.5%

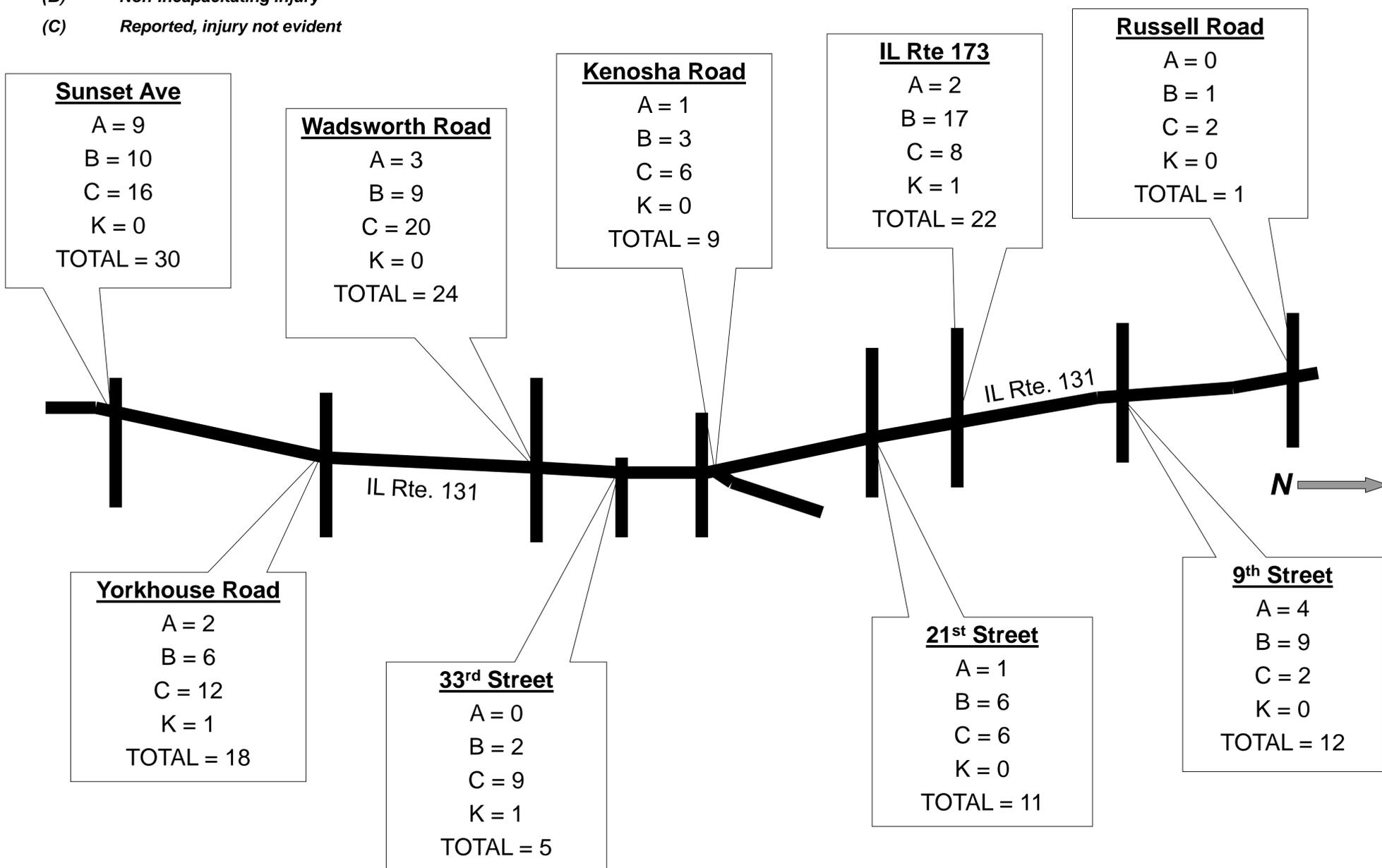
Source: Lake County, IL Traffic Crash Location System (TCLS)

CRASH SEVERITY AT INTERSECTIONS ALONG IL RTE 131

CRASH INJURY	YEAR					TOTAL	% OF TOTAL INJURIES
	2004	2005	2006	2007	2008		
A	5	4	2	4	13	28	13.6%
B	10	13	19	11	23	76	36.9%
C	16	13	18	14	37	98	47.6%
K	1	0	2	0	1	4	1.9%
TOTAL						206	

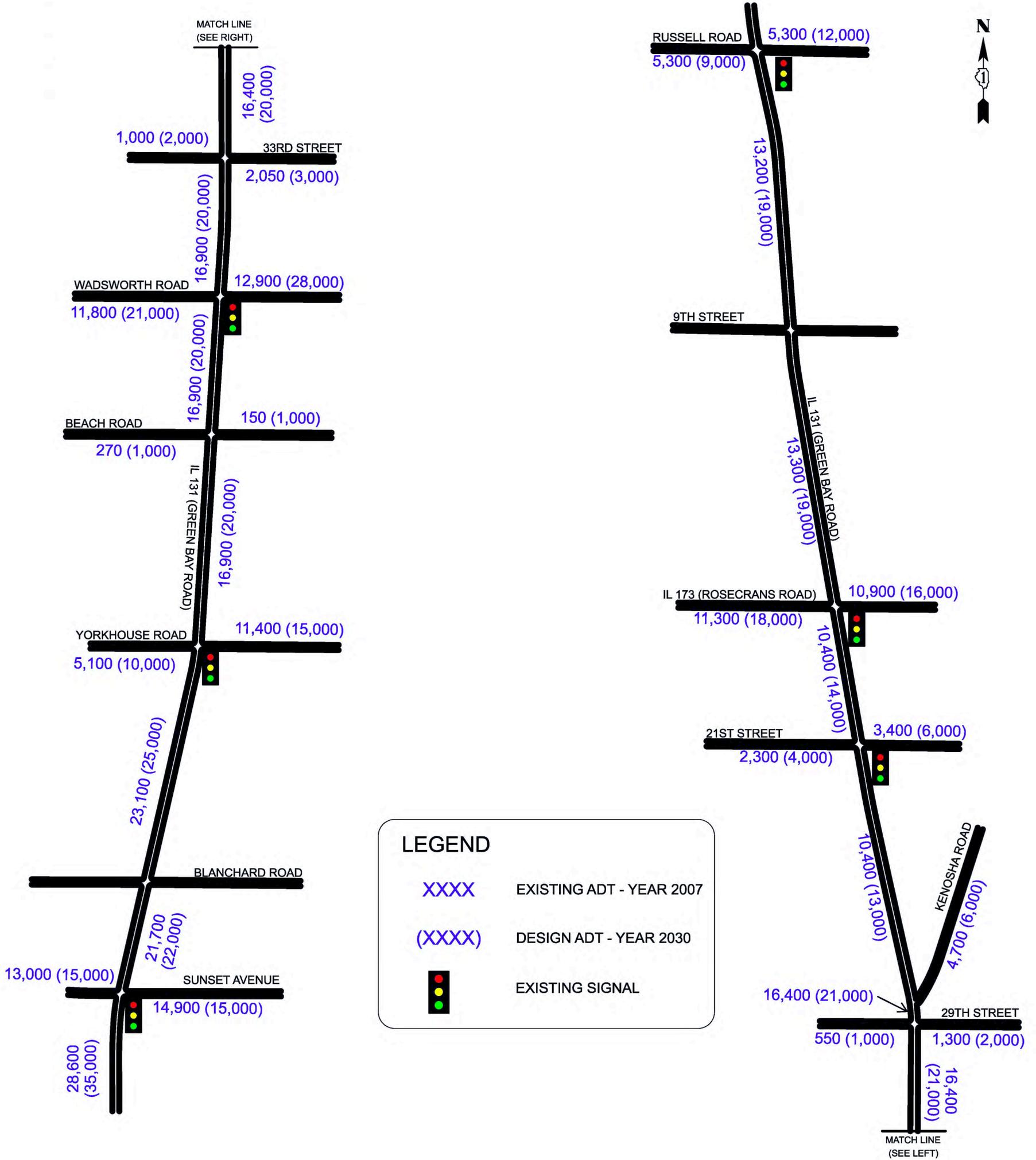
Crash Types:

- (K) Fatal
- (A) Incapacitating Injury
- (B) Non-Incapacitating Injury
- (C) Reported, injury not evident



Source: Lake County, IL Traffic Crash Location System (TCLS)

AVERAGE DAILY TRAFFIC VOLUMES (ADT) EXISTING AND DESIGN





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Corridor Deficiencies

Roadway Capacity

Two-Lane Roadway Capacity of **14,000 to 18,000 vehicles per day exceeded:**

- Between Yorkhouse Road and Sunset Avenue
 - 23,100 (2007)
 - 25,000 (2030)
- Between Kenosha Road and Wadsworth Road
 - 16,400 (2007)
 - 21,000 (2030)

Intersection Capacity

Intersection capacity is measured using Level of Service (LOS): Rating A – F

- Highlighted intersections = LOS F in design year 2030



Spring 2010 | CPG/TAG Meeting #3





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Problem Statement

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Spring 2010 | CPG/TAG Meeting #3

Corridor Deficiencies

Operations / Mobility

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



Corridor Deficiencies

Safety

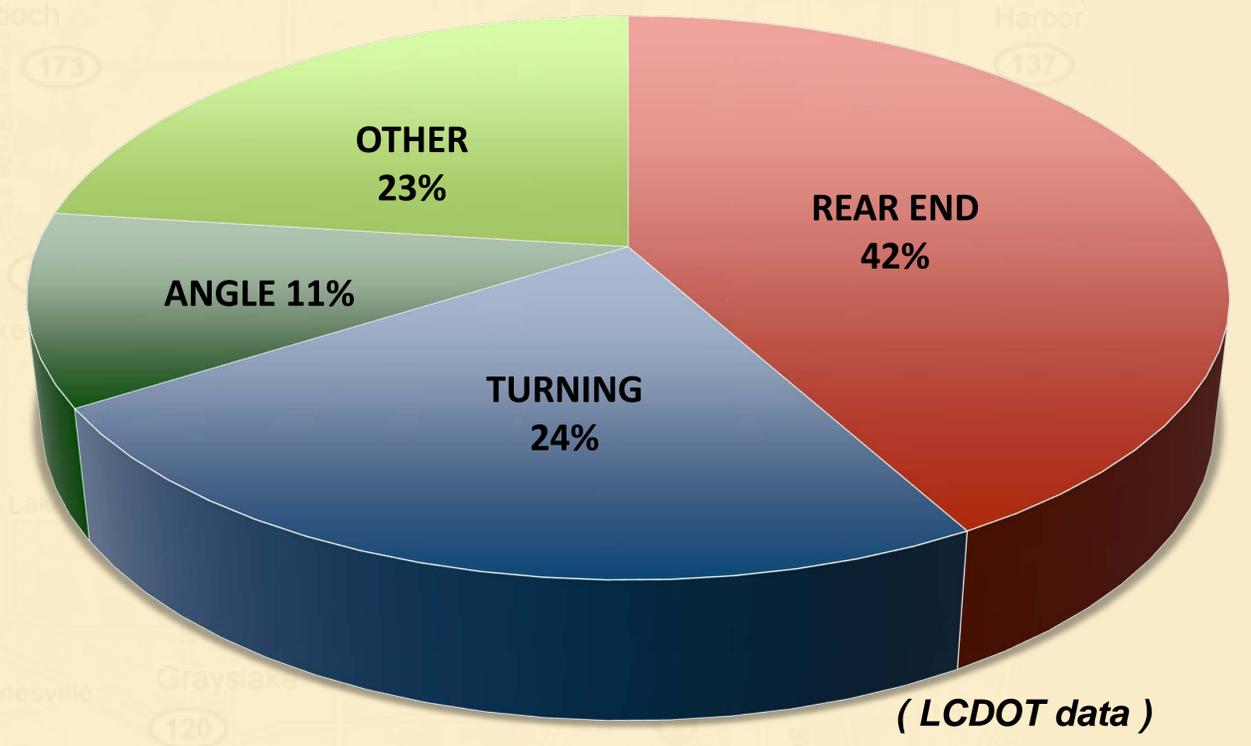
Within Project Area From 2004 – 2007:

803 Crashes 132 Injuries 3 Fatalities
(LCDOT data)

Other Safety Deficiencies:

- 5% Location North of 9th Street (0.25 miles)
- Deficient pedestrian / bicycle accommodations

Crash Types, 2004-2007
IL Route 131 from Russell Road to Sunset Avenue



DRAFT PURPOSE AND NEED

Project Purpose:

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Project Needs:

Improve Safety

Improve Capacity

*Improve Operations
and Mobility*



Project Elements

Element Categories:

Number of Lanes

Median Treatment

Edge Treatment

Pedestrian/Bicycle Accommodations

Highest Rated Elements:

Four Lanes – Divided

Wide Grass Median

Paved Shoulder with Curb & Gutter

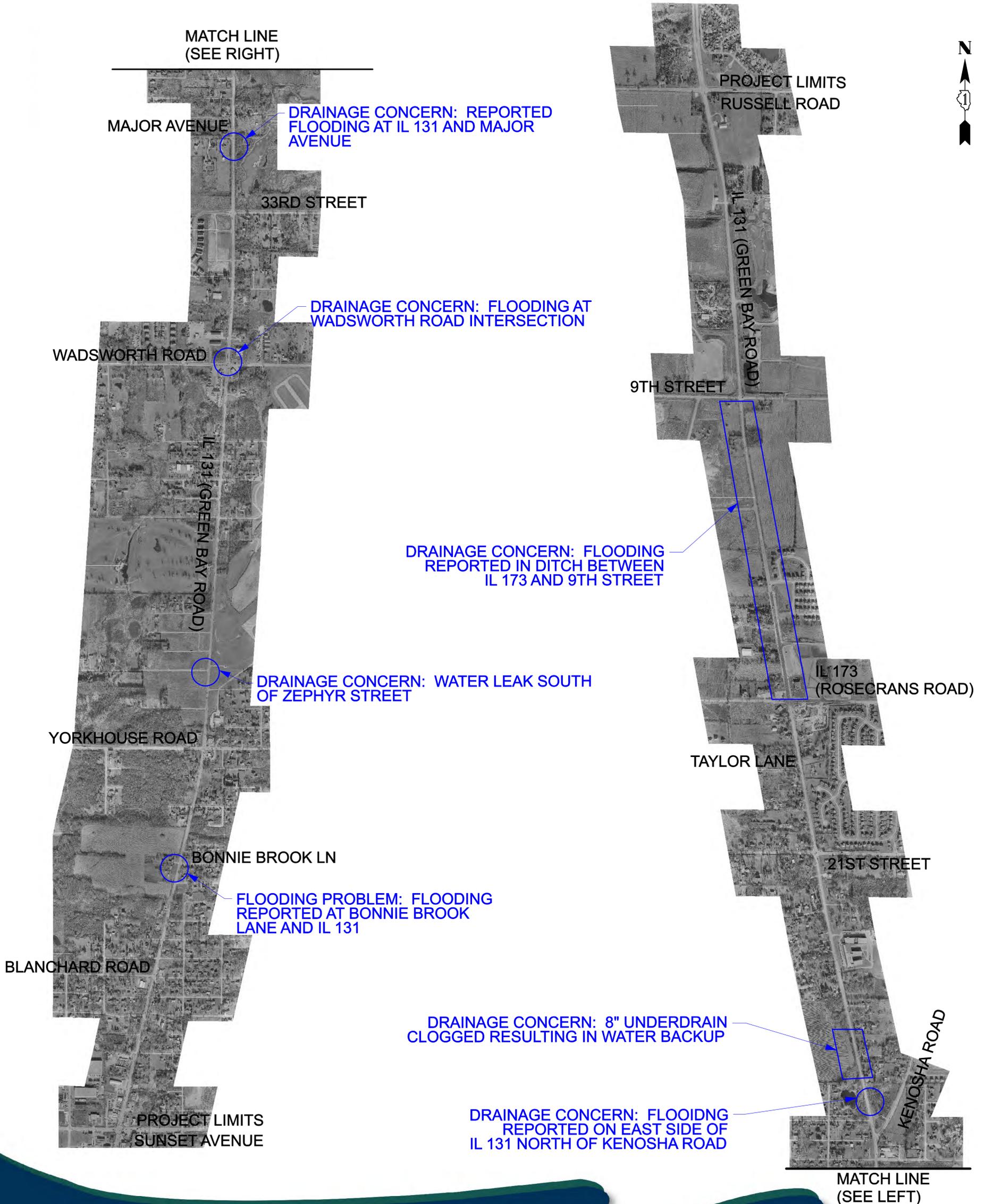
Shared-Use Path

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SENSITIVE RESOURCES



IDENTIFIED DRAINAGE PROBLEMS



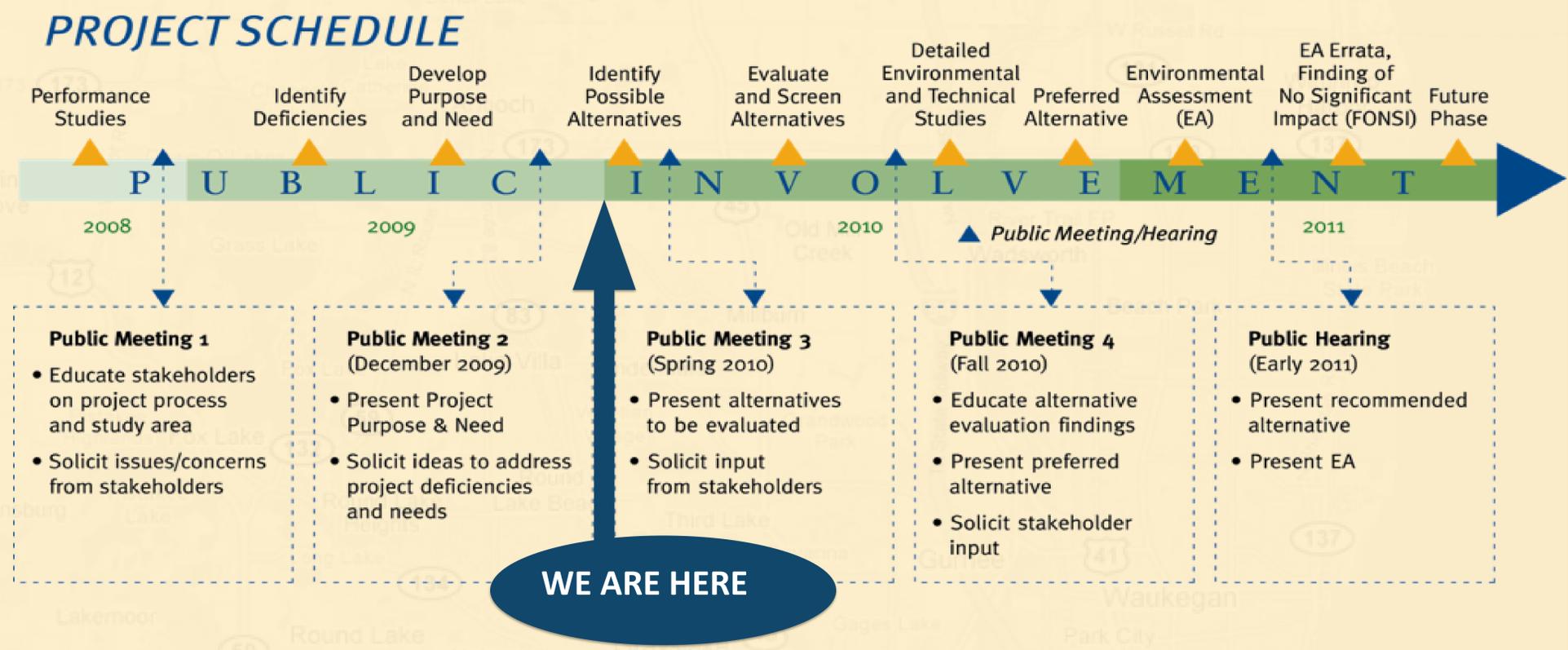
Next Steps

Public Meeting #3

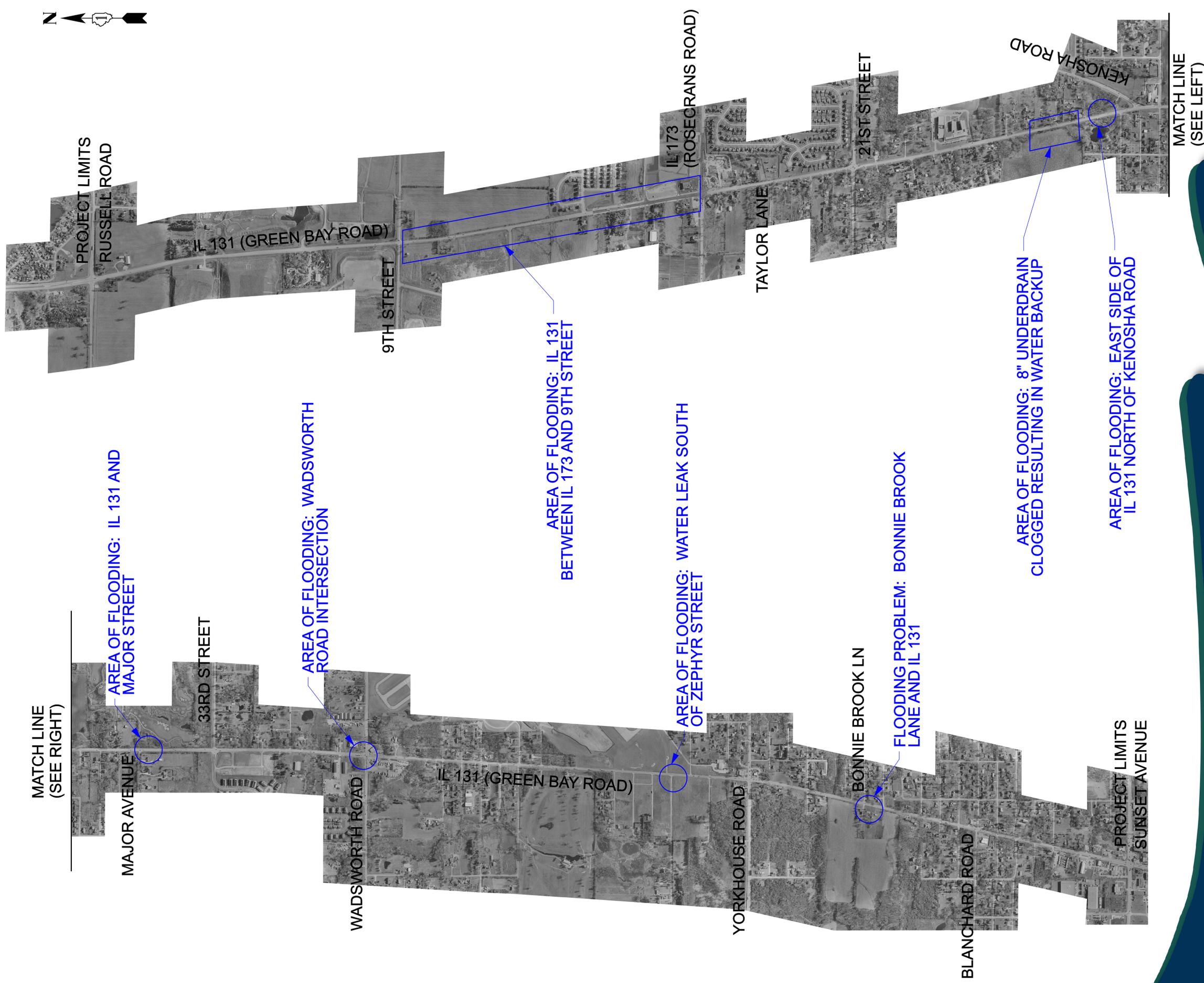
- Present Alternatives
- Solicit stakeholder input

Public Meeting #4

- Present evaluation findings
- Present Preferred Alternative



IDENTIFIED DRAINAGE PROBLEMS





Illinois Route 131: Russell Road to Sunset Avenue
Phase I Study
P-91-352-07
PTB 145/1
Lake County

Combined Corridor Planning Group (CPG) and
Technical Advisory Group (TAG) Meeting No. 4

The fourth combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meeting for the IL Rte. 131 (Green Bay Road) project was held on Tuesday, November 30th from 1:30pm to 3:00pm. The meeting was held at the Zion-Benton Public Library (2400 Gabriel Avenue in Zion, Illinois), which is approximately 2 miles east of the project's corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to review the alternatives development process and preliminary alternatives, present the two refined alternatives, and evaluate the refined alternatives.

Invitees to the fourth CPG/TAG Meeting included those that were invited to the first, second, and third CPG/TAG meetings or signed up since the third CPG/TAG meeting. A total of 20 TAG members attended the meeting. The 20 attendees were municipal and county officials, representatives of public agencies, property owners, and citizens. The stakeholders were contacted by mail, e-mail, and telephone to request their participation.

The format of the meeting included a 30 minute PowerPoint presentation, an alternatives review/discussion period, a workshop to evaluate the refined alternatives, and a summary of the evaluation results. The PowerPoint presentation provided a review of the accomplishments of the previous CPG/TAG meeting and public meeting, reviewed the preliminary alternatives, and presented the refined alternatives and evaluation criteria. The evaluation process leading to the refined alternatives was presented, including the division of the project area into three sections each with unique characteristics. The preliminary alternatives were then evaluated for each section of the project to fine tune the alternatives to the characteristics of each section. The presentation emphasized the implications of IDOT's Complete Streets policy, which went into effect in June, 2010. The preliminary alternatives were developed before this policy was effective, but the refined alternatives include Complete Street provisions in accordance with IDOT's policy. Full aerial plots were provided of the two refined alternatives, as well as typical sections.

The alternatives review/discussion period gave stakeholders the opportunity to closely examine the refined alternatives and discuss any issues or questions with the project team. After the alternatives review/discussion period, stakeholders were asked to rate the refined alternatives on how well they meet the needs of the project. The needs of the project, as identified through previous public involvement, are to improve safety, capacity, and operations/mobility. As a result of the Complete Streets law, pedestrian and bicycle accommodations were also rated for each alternative. Each of the

four tables was asked to reach a consensus rating for the needs of the project for each of the refined alternatives. Then a spokesperson for each table presented the group's consensus rating, and the ratings from the four groups were averaged to determine an overall consensus rating. These ratings are presented in the Alternatives Evaluation tables, attached to this summary. The tables will be made available to all CPG and TAG members.

Comments on the refined alternatives were collected verbally, written on the aerial displays, and submitted via written comment forms.

Comments placed on aerials:

- Right and Left turn lanes exist at Beach Road (northbound and southbound to westbound)
- Signal at Beach = Good!
- Turn lanes at Taylor Lane (direction was not specified)
- Why not expand 173/131 intersection to accommodate future expansion of 173.
- Right turn lane into Shepherd's Crook Golf Course

Written comment forms:

One written comment form was received from the Waukegan Park District.

"Move multi-use path to west side for Waukegan Sports Park and Forest Preserve Access.

Keep turn lanes that were recently installed for westbound Beach Road (Sports Park access)."

Verbal comments:

During the discussion period, several stakeholders took the opportunity to talk with project team members.

Village of Beach Park:

- How are relocations determined? At what point would a partial acquisition become a full relocation?
- Some property owners may prefer a buy-out and relocation to the loss of frontage and property value due to the close proximity of their house to the widened roadway.
- What happens to the land acquired from a complete take/relocation? Could the state re-sell this land for redevelopment, potentially commercial?
- Zion is proposing a TIF district along IL Rte. 131 north of the Beach Park TIF district already proposed.

Lake County Forest Preserve District:

- If the local agency with jurisdiction passes a resolution to not accept IDOT's proposed pedestrian and/or bicycle improvements, can another agency (i.e. Lake County Forest Preserve) step in and agree to pay the 20% construction and take responsibility for future maintenance?
- Is there a timeframe for ped/bike facility construction? Does the state 20% offer expire?

Federal Aviation Administration:

- Does the Complete Streets law require pedestrian and/or bicycle accommodations on both sides of the roadway?

The Next Steps of the project are to hold the 4th Public Meeting, scheduled for January 20, 2011, to obtain input from the general public on the two refined alternatives presented at the CPG/TAG Meeting #4. After that, stakeholder and agency input will be used to evaluate the refined alternatives and determine the preferred alternative.

After the formal close of the meeting, several stakeholders remained in the room to discuss specific interests with the project team. A summary of the ensuing discussions is below.

- The Lake County Division of Transportation (LCDOT) viewed the Kenosha Road intersection improvement alternatives and commented that it is not preferable to create a long cul-de-sac on a county road like Kenosha Road. County roads are intended to provide long-distance travel. Two of the alternatives, the 25th Street realignment and the complete closure with reroute along 21st Street, would reduce the functionality of Kenosha Road. The project team will send LCDOT the Kenosha Road intersection realignment alternatives report indicating the study's preferred alternative prior to the next Public Meeting and the County will provide a response.
- Stakeholders representing the Waukegan Regional Airport Environmental Assessment (EA) project met to review proposed preliminary roadway geometry at the grade separation caused by the runway and taxiway extension. The IL Rte. 131 EA should reflect the three alternatives for roadway improvement along the airport property:
 1. At-grade, minimum cross-section with reduced easements required for roadway widening. This alternative would be constructed if the roadway design and construction were funded and scheduled before the Airport expansion project design and construction were funded and scheduled.
 2. Grade separation and alignment shift for constructability to match Airport Alternative 1b.
 3. Grade separation and alignment shift for constructability to match Airport Alternative 3b.

The IL Rte. 131 EA should document the cumulative impacts of these three alternatives. The two study teams will schedule a meeting in February after the next roadway study Public Meeting.

CPG/TAG Meeting #4 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 11/30/10

Time: 1:00 PM - 3:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address	CPG/TAG
<input checked="" type="checkbox"/>	Moses	Amidei	Village of Wadsworth	14155 Wadsworth Road 11270 W. Wadsworth Road	IL 60083 TAG
	Leroy	Bolt	Village of Beach Park	Beach Park	IL 60099 TAG
<input checked="" type="checkbox"/>	Warren	Bryce	Resident-Beach Park	12971 Peacock Road Beach Park	IL 60099 TAG
	Joseph	Clark	Kenosha County	1010 56th Street Kenosha	WI 53140 TAG
	Ron	Colangelo	City of Zion Beach Park School District	3220 E. 27th Street Zion	IL 60099 TAG
<input checked="" type="checkbox"/>	Ray	Costa	3		TAG
	Pat	DiPersio	Village of Winthrop Harbor	830 Sheridan Road Winthrop Harbor	IL 60096 TAG
<input checked="" type="checkbox"/>	Scott	Drabicki	Village of Gurnee	325 N. O'Plaine Road Gurnee	IL 60031 TAG
	Beth	Dybala	Lake County Partners Resident-Village of Beach Park	28055 Ashley Libertyville	IL 60048 TAG
	Janet	Eppers			TAG
	Sandy	Francis	Senator Bond's Office Lake County Division of	1156 E. Washington Grayslake	IL 60030 TAG
<input checked="" type="checkbox"/>	Chuck	Gleason	Transportation	600 W. Winchester Libertyville	IL 60048 TAG

CPG/TAG Meeting #4 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 11/30/10

Time: 1:00 PM - 3:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address	CPG/TAG
<input checked="" type="checkbox"/>	Amy	Hanson	Federal Aviation Administration		TAG
	Gene	Gross	Village of Beach Park	11270 W. Wadsworth Road	IL 60099 TAG
	Lane	Harrison	City of Zion	2828 Sheridan Road	IL 60099 CPG
	Duncan	Henderson	Waukegan Port District	55 S. Harbor Place	IL 60085 TAG
	Michael	Hewitt	Waukegan Township	149 S. Genessee Street	IL 60085 TAG
	Al	Hill	Zion Area Chamber of Commerce	2730 Sheridan Road	IL 60099 TAG
	John	Hogan	Winthrop Harbor Public Works	830 Sheridan Road	IL 60096 TAG
	Dwight	Houchins	Lake County Chamber of Commerce	5221 W. Grand Avenue	IL 60031 TAG
	John	Hucker	Village of Beach Park	11270 W. Wadsworth Road	IL 60099 TAG
<input checked="" type="checkbox"/>	Ron	Hudson	Hanson Professional Services	815 Commerce Drive, Suite 200	IL 60523 TAG
	Bill	Hunt	Lake County	18 N. County Street 6th Floor	IL 60085 TAG
<input checked="" type="checkbox"/>	Barbara	Jaeger	Village of Beach Park	10468 W. Wadsworth Road	IL 60099 TAG

CPG/TAG Meeting #4 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 11/30/10

Time: 1:00 PM - 3:00 PM

<input checked="" type="checkbox"/> Place Next to Name	First Name	Last Name	Organization	Address	CPG/TAG
	James	Jensen	Waukegan Township	149 S. Genessee Street 11270 W. Wadsworth Road	IL 60085 TAG
	Milton	Jensen	Village of Beach Park	Beach Park	IL 60099 CPG
	Duwayne	Johnson	Wisconsin Department of Transportation	141 NW Barstow Street	WI 53187 CPG
	Rodney	Johnson	Village of Wadsworth	14155 W. Wadsworth Rd.	IL 60083 TAG
	William	Johnston	Waukegan Public Works	100 N. Martin Luther King Jr. Avenue	IL 60085 TAG
	John	Jones	City of Zion Public Works	3220 W. 27th Street	IL 60099 TAG
	Patricia	Jones	Waukegan Township	149 S. Genessee Street	IL 60085 TAG
	Rick	Karlin	Waukegan Chamber of Commerce	220 W. Norman Drive South	IL 60085 TAG
✓	Andrew	Kimmel	Lake County Forest Preserve District	2000 N. Milwaukee Ave.	IL 60048 TAG
	Don	Kopoc	Chicago Metropolitan Agency for Planning	233 S. Wacker Drive, Suite 800	IL 60606 TAG
	Kristina	Kovarik	Village of Gurnee	325 N. O'Plaine Road	IL 60031 CPG
	Ron	Laubach	City of Waukegan	100 N. Martin Luther King Jr. Avenue	IL 60085 TAG



CPG/TAG Meeting #4 Register

Location: Zion-Benton Public Library, Zion, IL

Date: 11/30/10

Time: 1:00 PM - 3:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address	CPG/TAG
<input checked="" type="checkbox"/>	Ken	Lopez	Village of Beach Park	11270 W. Wadsworth Road	IL 60099 TAG
	Robert	Loy	Village of Winthrop Harbor	830 Sheridan Road	IL 60096 CPG
<input checked="" type="checkbox"/>	Steve	McLaughlin	Hanson Professional Services	815 Commerce Drive, Suite 200	IL 60523 TAG
<input checked="" type="checkbox"/>	Ben	Mello	Federal Aviation Administration		TAG
	Bruce	Mihelich	City of Zion	2828 Sheridan Road	IL 60099 TAG
	John	Moore	City of Waukegan	100 N. Martin Luther King Jr. Avenue	IL 60085 TAG
	Gina	Nelson	Village of Beach Park	11270 W. Wadsworth Road	IL 60099 TAG
	Chip	Parrott	Village of Beach Park	975 Campus Drive	IL 60067 TAG
	George	Pavelich	Newport Township	P.O. Box 312	IL 60075 TAG
<input checked="" type="checkbox"/>	Mike	Pavelich	Waukegan Park District	2000 Belvidere Road	IL 60087 TAG
<input checked="" type="checkbox"/>	Greg	Petry	Waukegan Park District	2000 Belvidere Road	IL 60087 TAG
<input checked="" type="checkbox"/>	Ray	Roberts	City of Zion		TAG



CPG/TAG Meeting #4 Register



Location: Zion-Benton Public Library, Zion, IL

Date: 11/30/10

Time: 1:00 PM - 3:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address	Address		CPG/TAG	
	Leon	Rockingham	Lake County Council of Mayors	1850 Lewis Avenue	North Chicago	IL	60064	TAG
	J. Delaine	Rogers	Zion Planning and Economic Development	2828 Sheridan Road	Zion	IL	60099	TAG
	Phil	Rovang	Lake County Planning and Development	1879 Vista Terrace	Lindenhurst	IL	60046	TAG
	Glenn	Ryback	Village of Wadsworth	14155 Wadsworth Road	Wadsworth	IL	60083	CPG
	Robert	Sabonjian	City of Waukegan	100 N. Martin Luther King Jr. Avenue	Waukegan	IL	60085	CPG
	Lynn	Schlusser	Village of Wadsworth	14155 W. Wadsworth Rd.	Wadsworth	IL	60083	TAG
	Suzi	Schmidt	Lake County	18 N. County Street 10th Floor	Waukegan	IL	60085	CPG
	Randy	Seebach	Lake County Forest Preserve District	2000 N. Milwaukee Ave.	Libertyville	IL	60048	TAG
	Linda	Sittig	Village of Beach Park	11270 W. Wadsworth Road	Beach Park	IL	60099	TAG
<input checked="" type="checkbox"/>	Jim	Stanczak	Waukegan Airport	3850 N. McAree Road	Waukegan	IL	60087	TAG
	John	Steinbrink	Village of Pleasant Prairie	9915 39th Avenue	Pleasant Prairie	WI	53158	CPG
	Bryan	Swank	Village of Beach Park	12910 Wakefield Drive	Beach Park	IL	60099	TAG



CPG/TAG Meeting #4 Register



Illinois Department
of Transportation

Location: Zion-Benton Public Library, Zion, IL

Date: 11/30/10

Time: 1:00 PM - 3:00 PM

Place <input checked="" type="checkbox"/> Next to Name	First Name	Last Name	Organization	Address	IL	CPG/TAG
	Jim	Taylor	City of Zion	2800 Sheridan Road Zion	IL	60099 CPG
	Michael	Templeton	Resident	P.O. Box 190 Wadsworth	IL	60083 TAG
	Mike	Trigg	Waukegan Park District	2000 Belvidere Road Waukegan	IL	60085 TAG
	Paula	Trigg	Lake County	600 W. Winchester Libertyville	IL	60048 CPG
<i>M.V.</i>	Milka	Velaga	Resident-Waukegan	36833 N. Green Bay Road Waukegan	IL	60087 TAG
	Bill	Viste	IDOT Aeronautics			TAG
	Bill	Whitmer	Lake County Partners	28055 Ashley Libertyville	IL	60048 TAG
	Kurt	Woolford	Lake County Stormwater Management Commission	333 Petersen Road Libertyville	IL	60048 TAG

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RUSSELL ROAD TO SUNSET AVENUE

Corridor Planning Group and Technical Advisory Group Meeting #4

November 30, 2010



Meeting Agenda

- Review Study Process
- Review Recent Meeting Results and Consensus Decisions
- Review Alternatives Development
- Present Refined Alternatives
- Project Next Steps



Community
Involvement

- Transportation Issues
- Problem Statement

Purpose & Need

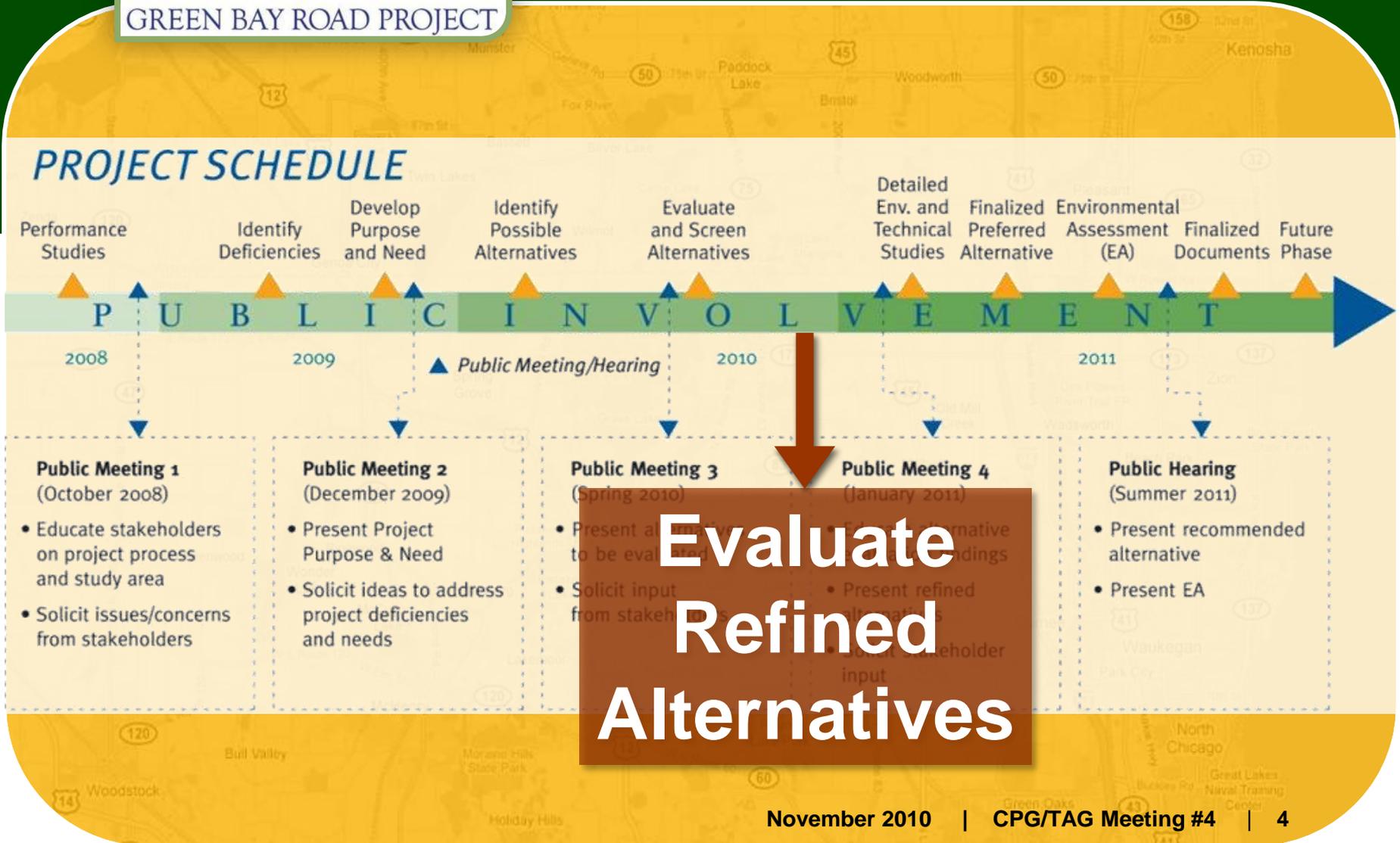
*Alternatives
Development*

Preferred Alternative

Agency
Input



PROJECT SCHEDULE



Workshop and Meeting Accomplishments

CPG/TAG Meeting #3 – April 26, 2010

- Previewed Preliminary Alternatives
- Discussed Evaluation Criteria

Public Meeting #3 – May 26, 2010

- Examined and evaluated Preliminary Alternatives



Identified Needs

Safety

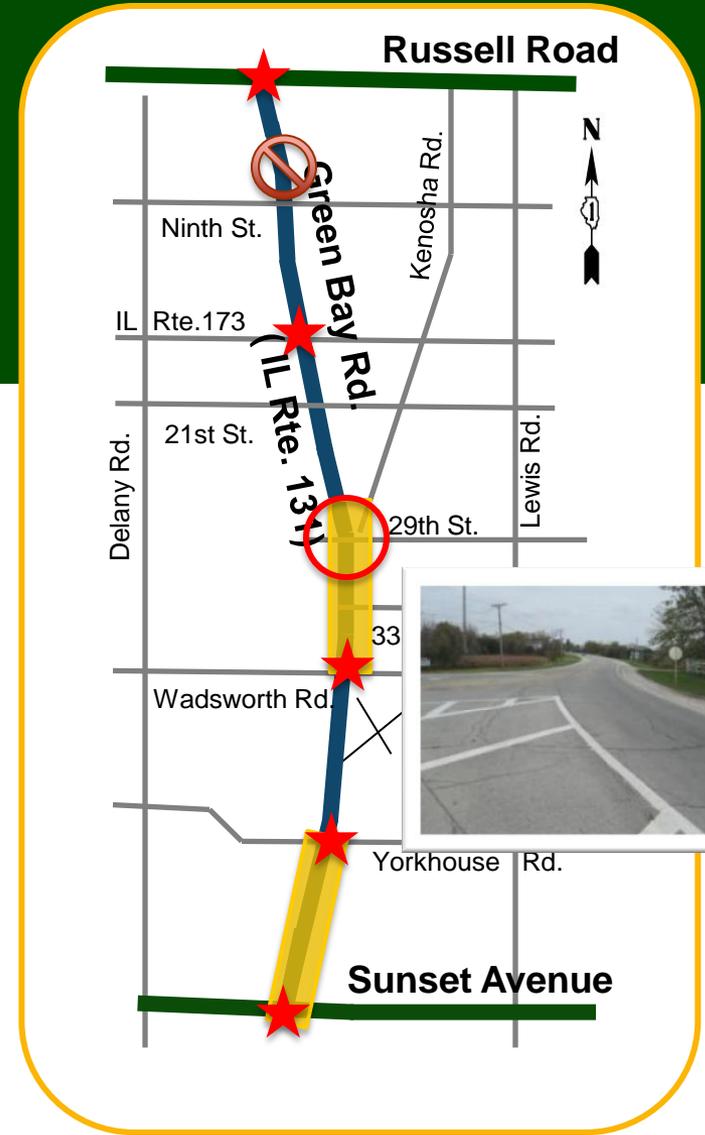
- 2004-2008: 1,012 crashes, 206 injuries, 4 fatalities
- 2008: 5% location north of 9th Street

Capacity

- Roadway
- Intersection

Operations / Mobility

- Kenosha Road intersection
- Signal needs



November 2010 | CPG/TAG Meeting #4

Environmental Impacts

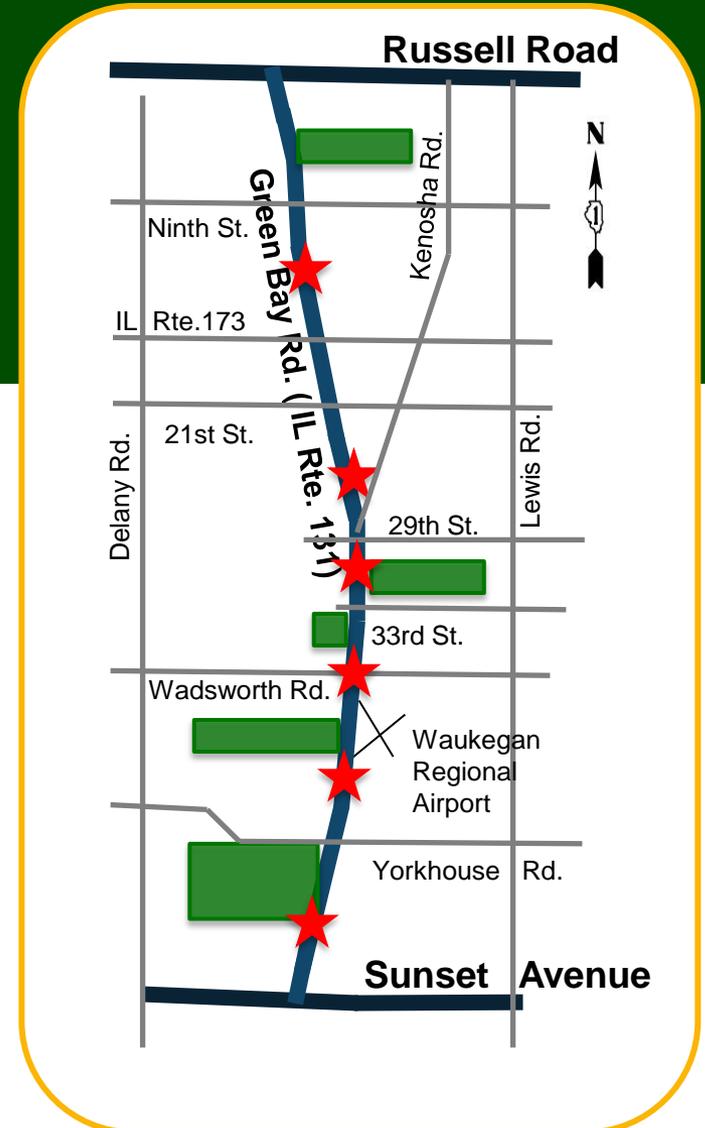
Consider minimizing impacts:

- 5 sensitive resources
- 6 minor ditch flooding locations

Follow National Environmental Protection Act (NEPA):

Prepare an environmental inventory and consider reasonable environmental alternatives which would:

- Prepare environmental inventory
- Avoid sensitive resources
- Minimize adverse impacts
- Mitigate resources as necessary
- Enhance quality of human environment





Purpose & Need

Project Purpose:

The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

Project Needs:

Improve Safety

Improve Capacity

Improve Operations and Mobility

Project Elements

	Alt. A1	Alt. A2	Alt. B1	Alt. B2
Four Lanes – Divided				
Wide Grass Median				
Paved Shoulder				
Shared-Use Path				



Project Characteristics

- **Sunset Avenue to Wadsworth Road**
 - Less ROW available
 - Primarily Residential
 - Many intersecting streets/driveways
- **Wadsworth Road to Illinois Route 173**
 - Relatively more ROW
 - Residential with developing commercial
 - Fewer intersecting streets/driveways
- **Illinois Route 173 to Russell Road**
 - More available ROW
 - Industrial and agricultural
 - Few intersecting streets/driveways



Evaluation Criteria

- Environmental Impacts**

Drainage Wetlands Parks
Forest Preserves Cemeteries

- Accessibility**

Traffic Control Vehicles
Bicycles Pedestrians

- Waukegan Airport Coordination**



- Identified Needs**

Safety Capacity
Operations/Mobility

- Property Impacts**

Residential
Commercial
Industrial
Agricultural
Zoning & Land Use Plans

- Cost**

Construction
Maintenance

Alternatives Evaluation

Combine:

- Stakeholder input
- Preliminary Alternatives
- Purpose & Need
- Environmental Analysis
- Technical Analysis
- Previous Studies

Two refined alternatives have been developed

Complete Streets

Illinois Highway Code (605 ILCS 5/4-220)

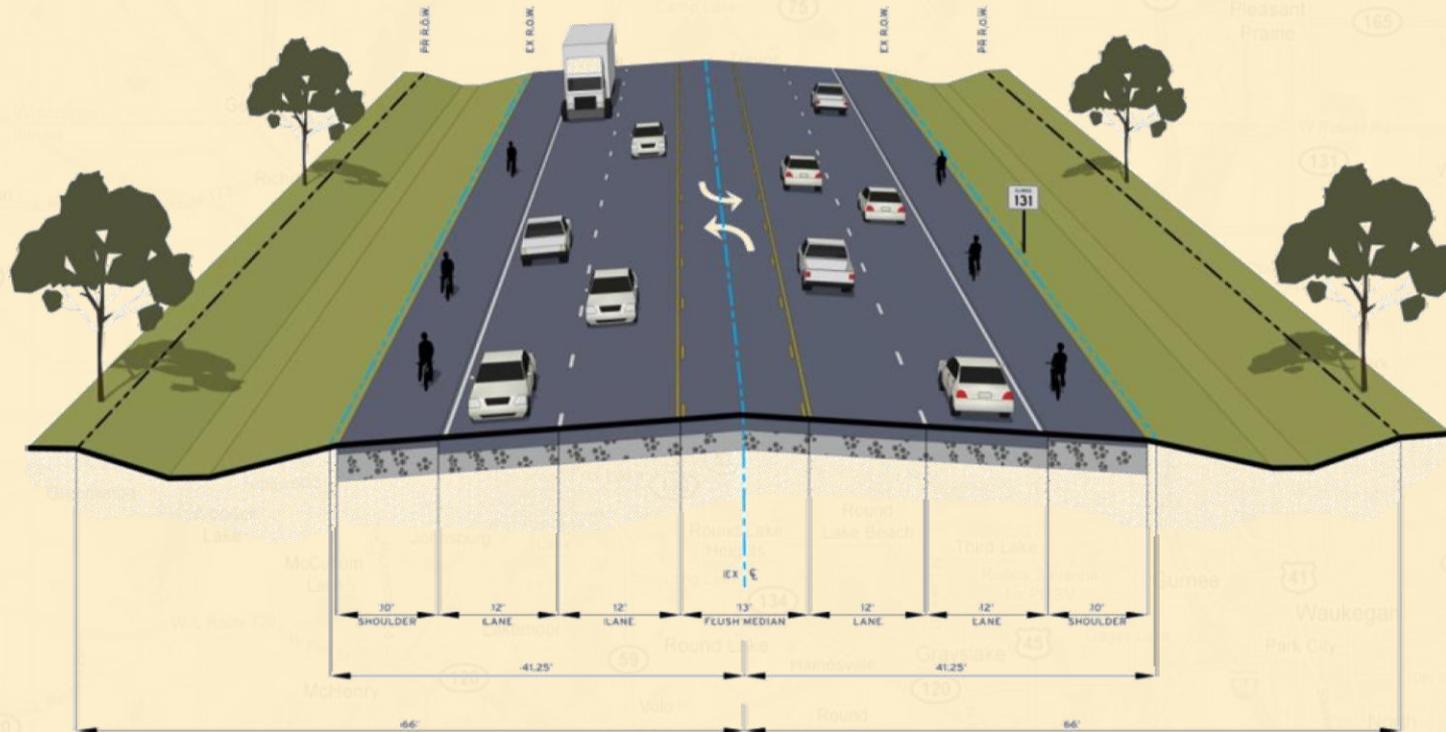
- Requires the incorporation of bicycle and pedestrian accommodations into state highway projects in urban areas

**Cost-sharing of sidewalk construction:
80% IDOT, 20% Local Agency**

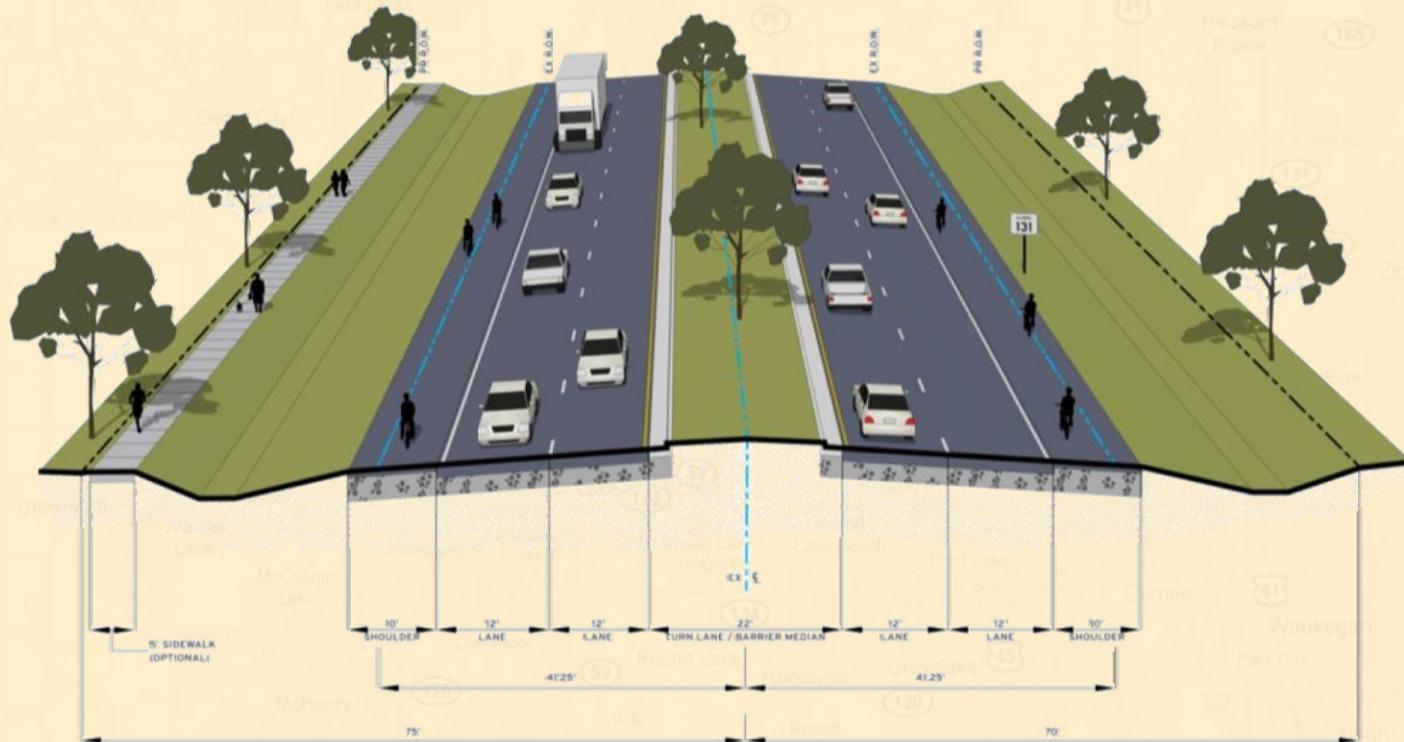


www.pedbikeimages.org

Preliminary Alternative A1

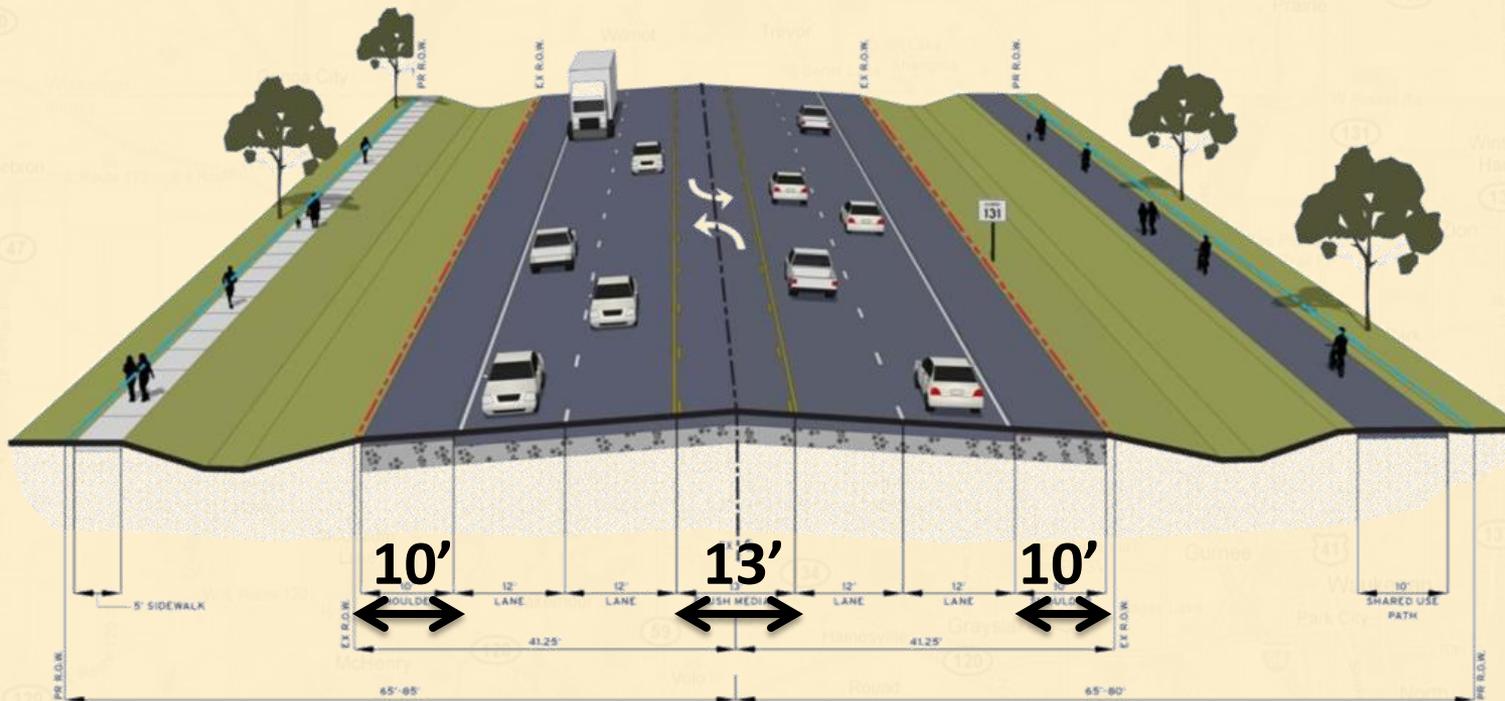


Preliminary Alternative B1



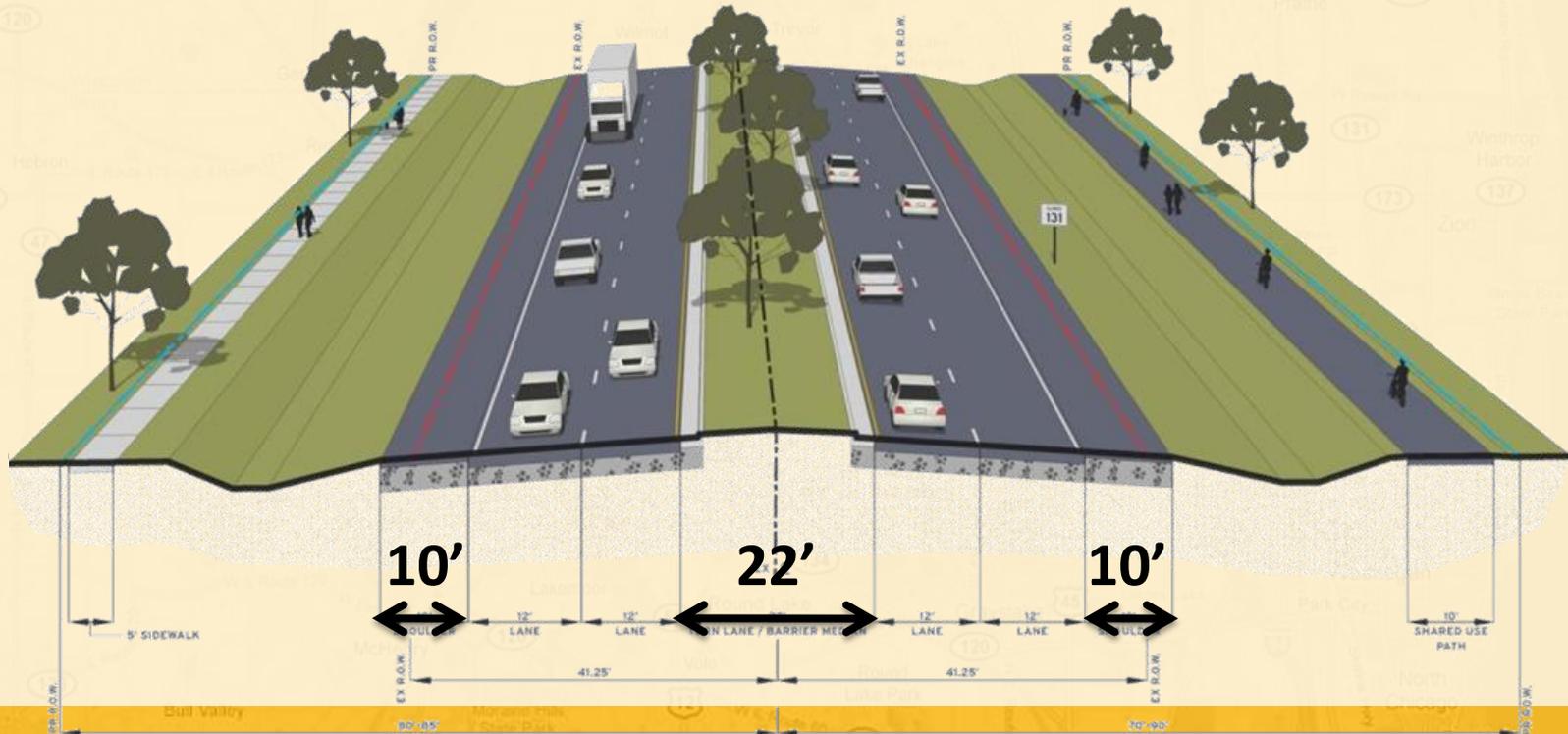
Refined Alternative E1

Sunset Avenue to Illinois Route 173



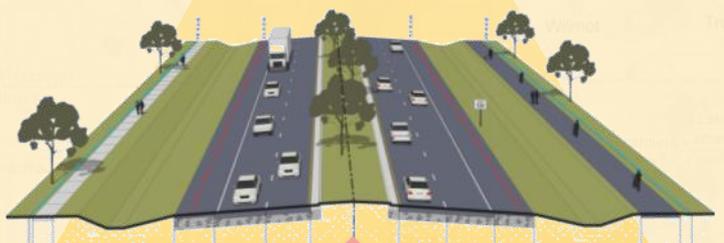
Refined Alternative E1

Illinois Route 173 to Russell Road

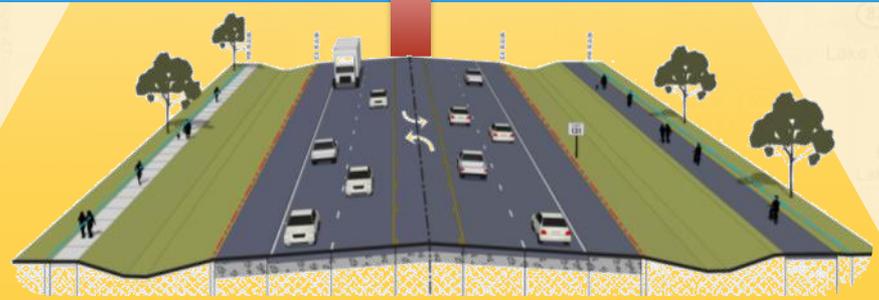


Refined Alternative E1

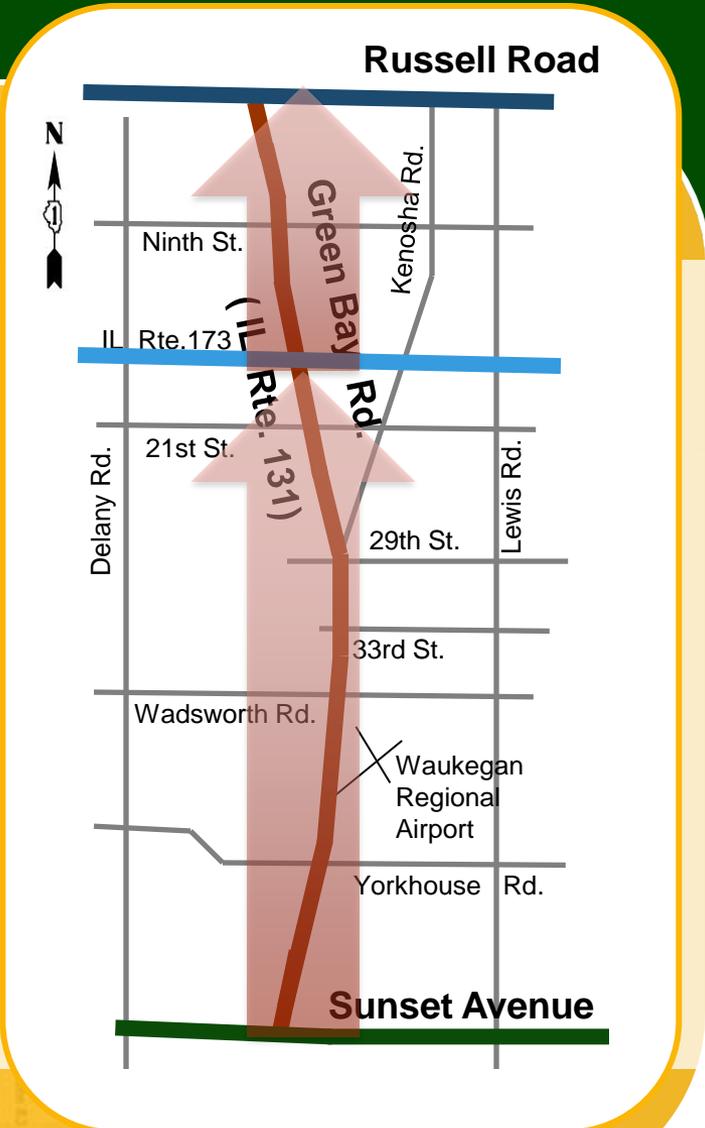
Russell Road



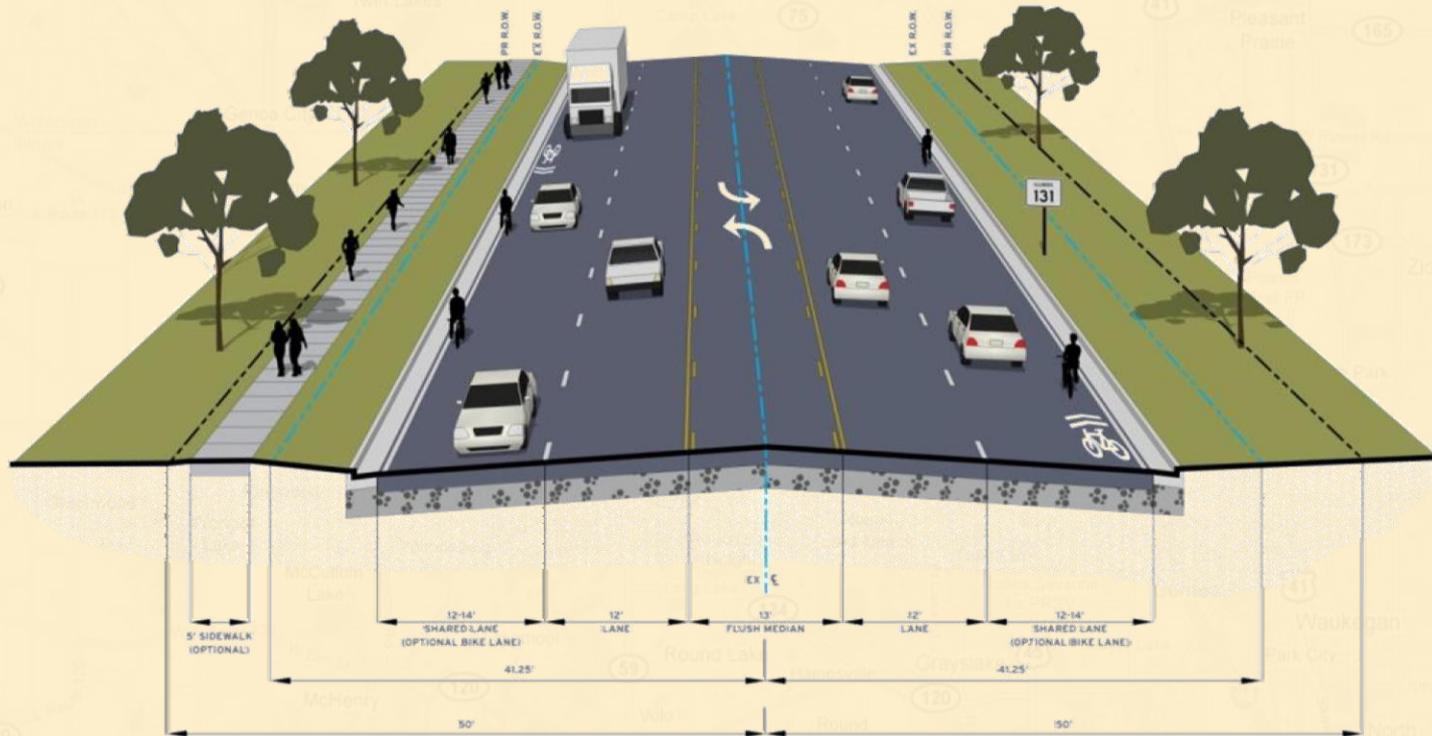
Illinois Route 173



Sunset Avenue



Preliminary Alternative A2

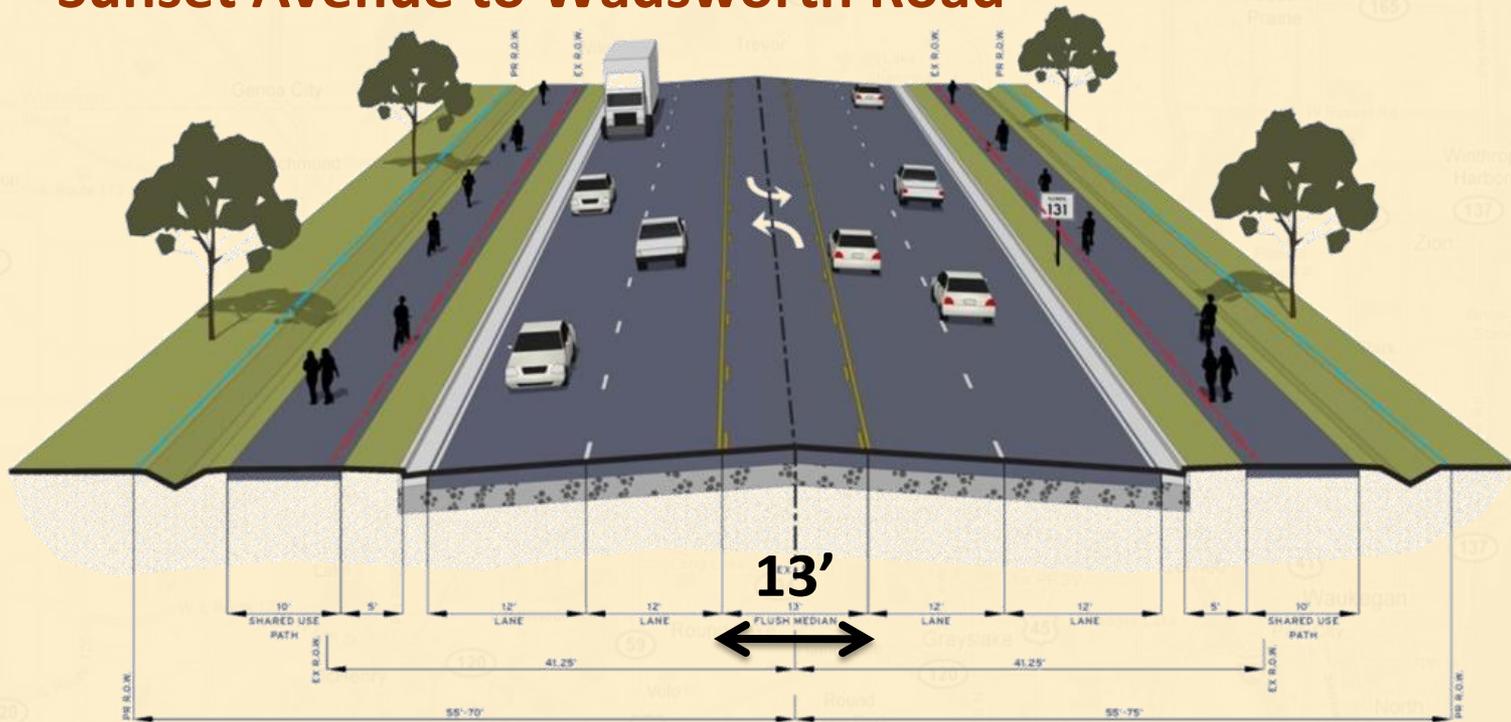


Preliminary Alternative B2



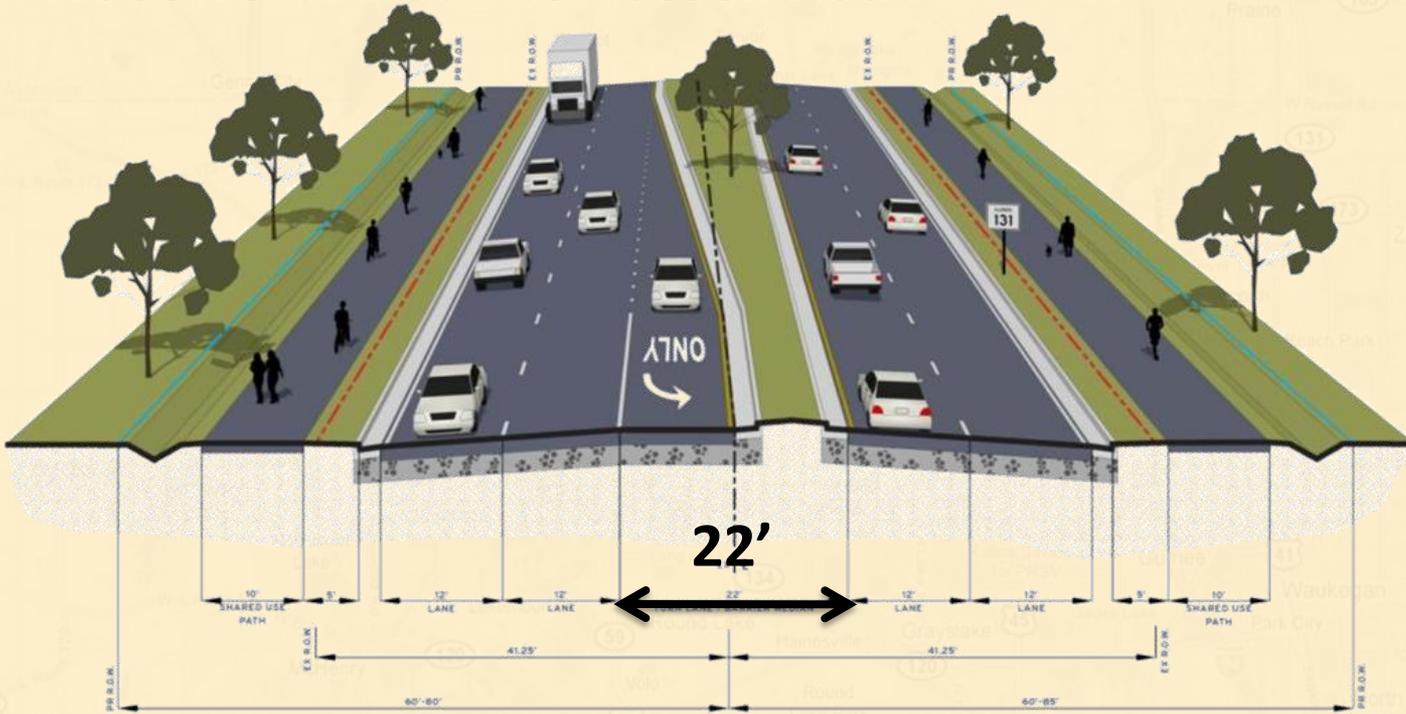
Refined Alternative E2

Sunset Avenue to Wadsworth Road



Refined Alternative E2

Wadsworth Road to Russell Road

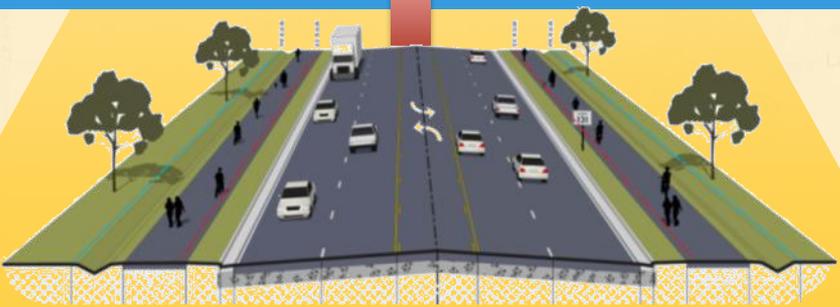


Refined Alternative E2

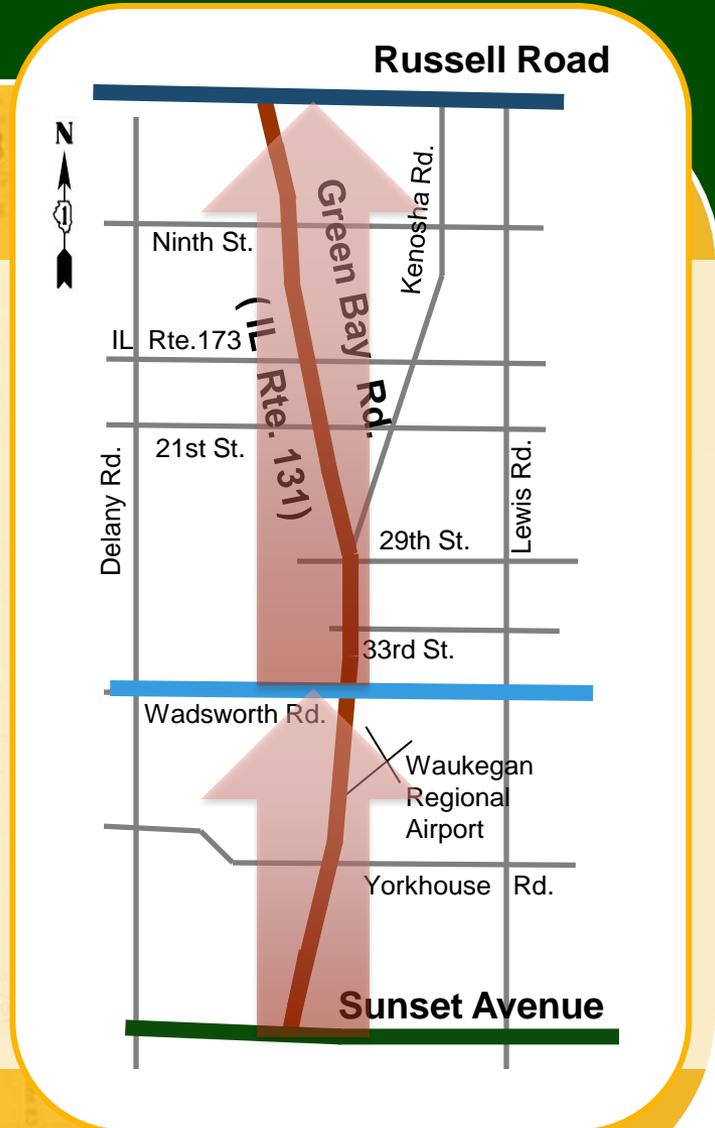
Russell Road



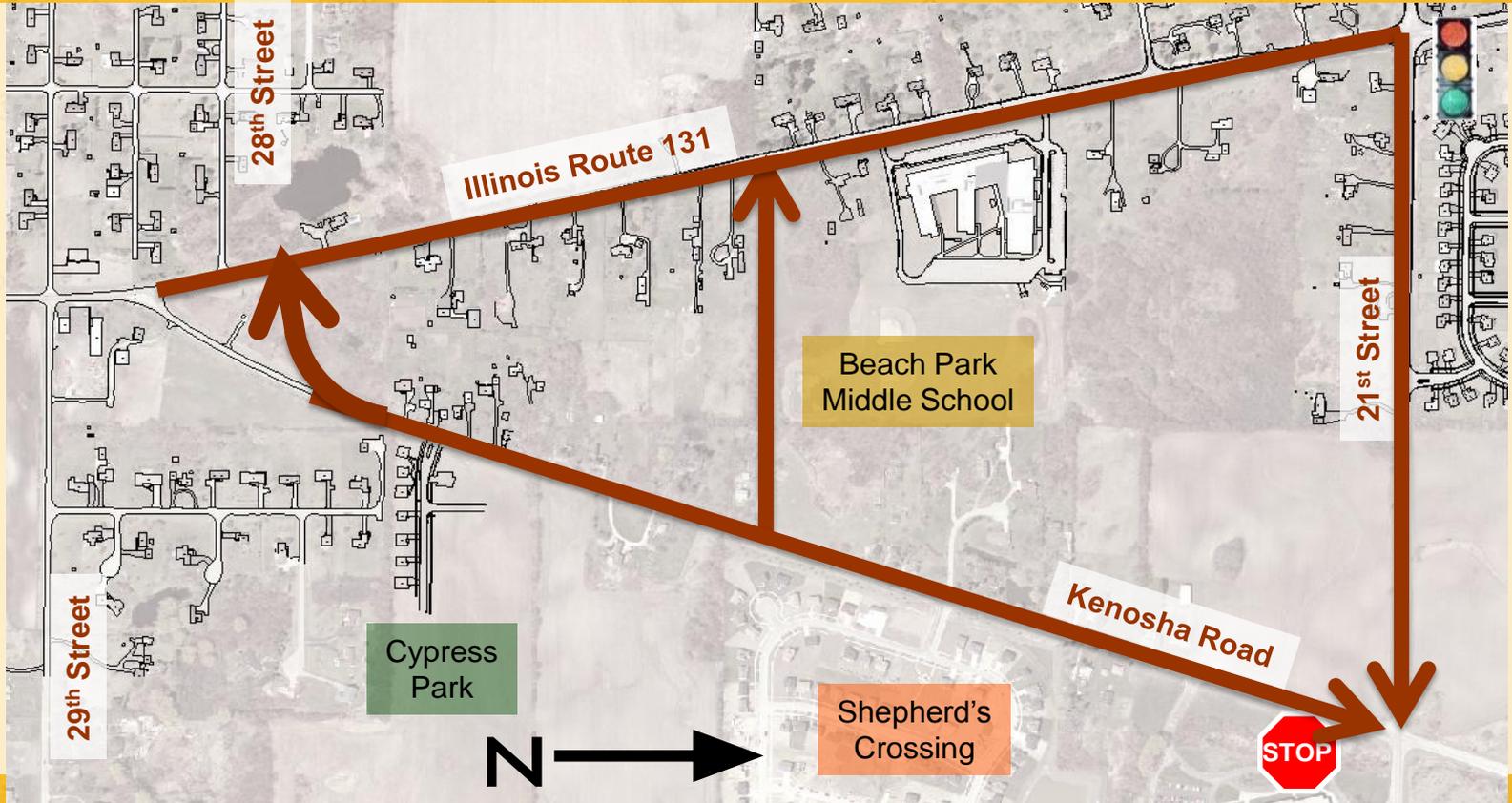
Wadsworth Road



Sunset Avenue



Kenosha Road Intersection Realignment



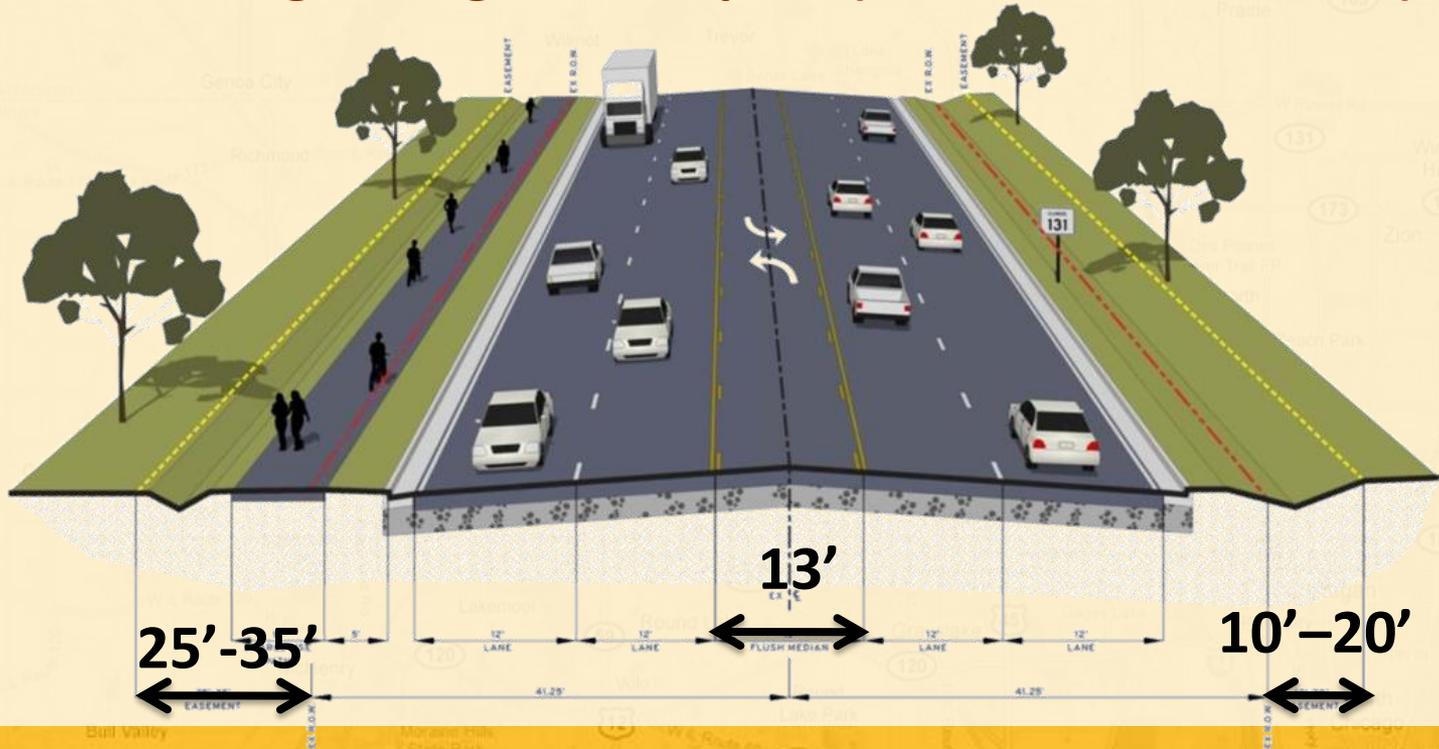
Waukegan Regional Airport

Independent Study

- **Lead agency FAA**
 - Coordination with IL Rte. 131 Study
- **Two Feasible Alternatives**
 - Runway Extension / Relocation
 - Shown on aerial exhibits



Refined Alternatives E1 & E2 at Waukegan Regional Airport (Yorkhouse to Beach)



Land Acquisition

- **Fee Simple Take**
 - All rights and interests are acquired by IDOT
- **Permanent Easement**
 - Ownership remains with the property owner, but access is provided for specific activity, i.e. maintenance of drainage structures
- **Temporary Easement**
 - Access only during construction for grading work, driveway reconstruction, or other minor improvements

Review Alternatives

Provide Input

How well do the Alternatives:

- Satisfy the project Purpose?
- Meet the project Needs?
- Minimize impacts to the surrounding environment?



Evaluation Matrix

Discussion

Next Steps

Public Meeting #4

- Evaluate Refined Alternatives

CPG/TAG Meeting #5

- Evaluate Preferred Alternative
- Review Environmental Documentation



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RUSSELL ROAD TO SUNSET AVENUE

Thank you!



The fifth combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meeting for the IL Rte. 131 (Green Bay Road) project was held on Monday, August 29, 2016 from 1:00 pm to 3:00 pm. The meeting was held at the Zion-Benton Public Library (2400 Gabriel Avenue in Zion, Illinois), which is approximately 2 miles east of the project's corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to provide an update on the project status, review the accomplishments of the previous CPG/TAG meeting and public meeting, review the refined alternatives presented previously, present the Preferred Alternative, review the environmental impacts and mitigation measures, and discuss the next steps.

Invitees to the fifth CPG/TAG Meeting included those that were invited to the first four CPG/TAG meetings or signed up since the fourth CPG/TAG meeting. Fourteen members attended the meeting that included municipal and county officials, representatives of public agencies, property owners, and citizens. The stakeholders were contacted by e-mail and telephone to request their participation. In attendance were representatives from IDOT and HNTB along with the following:

Sonalito Bronson, City of Zion
Scott Drabicki, Village of Gurnee
Skip Goss, Waukegan National Airport
Amy Hanson, Federal Aviation Administration
John Hucker, Village of Beach Park
Ron Hudson, Hanson Professional Services
Emily Kerry, Lake Co DOT
Jon Kindseth, Village of Beach Park
Nicholas Leach, Village of Gurnee
Steve McLaughlin, Hanson Professional Services
Jerry Nellessen, Village of Beach Park
Sarah Shadria, Office of State Senator Melinda Bush
Michael Templeton, Resident, Wadsworth
Gary Wilson, Federal Aviation Administration

The format of the meeting included a 50 minute PowerPoint presentation, which reviewed what has been heard through the public meetings, an overview of the two refined alternatives, a list of what was considered, the Preferred Alternative, local cost participation, land acquisition, project development, noise analysis/noise wall, and the upcoming project schedule.

Questions asked during the presentation:

1. In planning for the preferred alternatives were current municipal codes taken into consideration for landscape design/maintenance? (City of Zion)

During Phase II, the Department's Bureau of Maintenance, Landscaping Section will work with the local municipalities regarding the landscape design.

2. Have you been working with the FAA environmental department to accommodate the type of plantings that need to be around the airport portion of the project? There could be a conflict in terms of local codes – for example, local codes might designate one type of tree, but a different type may be needed near the airport. (FAA).

HNTB/IDOT has been coordinating with the airport and Hanson Professionals on the requirements for the plantings near the airport. However, the project team will follow up with FAA to verify requirements and include it as a commitment in the Environmental Assessment and the Combined Design Report for Phase II.

3. What is the timing of the benefitted receptor solicitation? When will the residents be allowed to vote by mail for the noise wall? Will the determination of residents being in favor or against the noise wall be made soon, regardless of when the project is built? (Village of Beach Park).

Benefitted receptors will receive the solicitation letter prior to the Public Hearing, so residents will be able to ask questions about the noise wall at the Public Hearing. Our current procedure is to perform the voting process during the preliminary engineering and environmental studies stage. Given the project is not included in the current multi-year program, there will likely be a considerable time lapse until construction. As such, IDOT is considering a second vote in the future to capture new benefitted receptors.

4. Are the votes for the noise wall sent out to residents in both English and Spanish? (Melinda Bush's office).

The municipalities believe no other languages need to be considered for the project publications.

The Hispanic population was identified as a larger minority group within the project corridor. The project team will and has accommodated the Hispanic population by publishing the project website in Spanish along with the project's publications. Project information was also sent to Hispanic third parties. A Spanish translator attended the public meetings and will be attending the Public Hearing as well.

5. What do you propose specifically for the mitigation of the wetland impacts? How far will the wetland mitigation be from the airport? We want to make sure our MOU for wildlife concerns coordinates – mitigation must be at least five miles from the airport. (FAA)

IDOT typically purchases credits for mitigating impacted wetland to a wetland bank site. The location of the wetland bank site will be determined during final design (Phase II). The project team has been coordinating with the airport and Hanson Professionals and is aware of the wildlife concerns near the airport. Hanson Professionals stated the airport may be constructing their own wetland bank site and this could be an opportunity for IDOT to share the wetland bank site for mitigation.

Once the presentation was complete, the floor was opened for a general question and answer session.

Questions asked after the presentation:

1. What provisions are being incorporated to assure that there will not be a dead end at the proposed bridge under the runway and taxiway for pedestrians and bicyclists? It looks like there will be a few mile gap? (Village of Beach Park).

The bridge will have the pedestrian/bicyclist facilities on the west side of IL 131 to minimize the length of the proposed bridges and so it can be on the same side as the Waukegan Sports Park. The project can potentially be constructed in different phases as well and not be constructed at the same time.

2. Where exactly are the 3 acres of wetlands delineated? We already have some issues with flooding and we want to assure this project doesn't cause more flooding issues. (Village of Beach Park)

The total wetlands identified in the project corridor are approximately 41 acres. The proposed improvements will impact over 3 acres of wetlands. The impacts to wetlands were minimized by constructing curb and gutter, retaining walls and other elements. However, some of the wetlands impacted are in the ditch within the existing roadway right-of-way due to the widening of the road.

3. Does the project take into account other developments that are currently in the planning phase for the Green Bay Road corridor – specifically corridor access for commercial developments? (Village of Beach Park)

The project team received the plans from Village of Beach Park for the two recent commercial redevelopments along IL 131 that are currently in permitting. The project team reviewed the plans and found no major conflicts with the proposed improvements.

4. What about property within a municipality that is zoned commercial (not residential)? We don't want to provide any misinformation about access along the intersections for this corridor. (Village of Beach Park)

The project team will work with the Village of Beach Park and will provide an updated plan set with the proposed improvements. The project team will provide this plan set in the next couple weeks.

5. For the Waukegan Sports Complex, can you confirm the ingress/egress of the Preferred Alternative? (Village of Beach Park)

The project team has been working with Waukegan Park District on the proposed improvements at the Waukegan Sports Complex. The Waukegan Park District has agreed to donate 0.99 acres of the 1.06 acres of the permanent land needed for the roadway improvements. The additional land is for the proposed retaining wall and the roadway shifting back to the existing alignment from the offset alignment at the airport. A dedicated left turn lane to the sports complex and a right in / right out driveway on IL 131 north of their existing driveway are being proposed.

6. In regard to existing water/storm sewer/drainage systems that might exist currently in the right of way – what is IDOT's position on re-locating systems that are already there? (Village of Beach Park)

Impacted utilities from the proposed improvements that are within existing IDOT ROW will need to be relocated by the municipality at their cost. Any utilities outside the existing ROW that will be impacted by proposed ROW needed would be relocated by IDOT at their cost IDOT prefers not to have utilities located under the roadway pavement. A Letter of Intent will be sent to municipalities outlining the cost responsibilities for local utilities and other items.

7. Along those same lines, in terms of existing in the right of way, how do we know where to put these utilities in correctly the first time to assure that we don't have to move them for when this project finally goes? What answer do we provide the developers? (Village of Beach Park)

The project team will provide the municipalities with updated plans and will continue to work with the municipalities as the project progresses.

8. How does IDOT plan to compensate residents and/or businesses who may need to be relocated? Is there an opportunity that a business might be relocated out of their location and within a mile of their original location? (Lake Co DOT)

IDOT Land Acquisition will be working with the residents and communities on relocations. IDOT prefers residents to be relocated as close to their current residence as possible. The two potential businesses may be able to be relocated on the same property. IDOT will have representatives from their Bureau of Land Acquisition at the Public Hearing to answer any questions.

9. What happens if the State continues to not pass a budget or doesn't pass a transportation budget next year? When and how will this project be included? (Melinda Bush's office)

Even though the project is currently not included in the IDOT's Transportation Program for FY 2017-2022, the project could be included in the program the following year.

10. In terms of relocating Green Bay Road, are you expecting the airport to share the cost of the tunnel under the airport? (FAA)

The improvements to accommodate the airport, which includes the offset and depressed roadway and the two bridges, will be a 50/50 cost share between the Waukegan Airport and IDOT.

11. Point of clarification, is Phase II funded? Is IDOT targeting federal funds just for construction and land acquisition? Is there anything that the County and/or the local communities can do to help communicate that we are very much in favor of funding and moving this project forward? Do you envision this as one large project, or letting it as a multiphase job? (Lake Co DOT)

Phase II design engineering and construction are currently not funded. Advocates of the project should speak with their legislator to assist with getting this project in IDOT's multi-year program. The entire project is 7.3 miles long and could potentially be constructed in three different contracts, but ideally all contracts will be built at the same time.

12. If smaller municipalities cannot pay their portion (i.e. to move utilities or maintain landscape) can IDOT fund their portion as a loan and then pay the state back? (Melinda Bush's office)

As noted above, the municipalities will be sent a Letter of Intent outlining their cost participation responsibilities. This will allow the agencies sufficient time to budget for items such as bicycle/pedestrian accommodations or relocating local utilities. If a local municipality chooses not to maintain landscaped median, IDOT will plant low maintenance grass in the median. Typically, these medians would be mowed two to three times per year.

13. At some point, will IDOT provide an outline of what each of the municipal share will be so that financial planning can begin? The concept of looking for local financial share at this point is impossible. Can there be some information given as to how we could plan for the project and development in the corridor? (City of Zion)

A Letter of Intent sent to each municipality will outline the local cost participation. With the project currently not included in IDOT's multi-year transportation program, this will provide municipalities

additional time to plan for funding.

As a follow-up, the City of Zion asked about projected traffic volumes that could help with their development plans in the corridor. Current and projected average daily traffic was evaluated. The current average daily traffic shows IL 131 operating at capacity as a two lane roadway. When IL 131 was evaluated as a four lane roadway, traffic increases significantly. IL 131 as a four lane roadway will provide additional capacity for more traffic to use it which will then provide relief from other north-south arterials near the project area. Drivers will start using IL 131 instead of other routes like US 41. The project team can provide this information to the municipalities that will help support the need for the project.

14. Who is the best contact person for follow up questions, comments and other ideas? (Melinda Bush's office)

Lori Brown is IDOT's Project Manager for IL 131 project. However, questions can also be directed to Kimberly Murphy, IDOT's Project Supervisor.

15. Is there a way that the project website homepage could be translated into Spanish? (Melinda Bush's office)

The project website has a Spanish translation. It is in the process of being updated.

After the presentation and the open question and answer session, the project team met with each municipality in attendance individually to specifically discuss how the noise analysis affects each community for undeveloped lands.

The next step of the project is to hold a Public Hearing in early 2017 at Beach Park Middle School to obtain input from the general public on the Preferred Alternative.

Post Meeting Notation

After the meeting it was noted that IDOT will send Lake County, Newport Township, Waukegan Township, Zion Township, the City of Waukegan and the Village of Wadsworth follow up emails regarding information on the undeveloped lands.

Sunset Avenue to Russell Road

**Corridor Planning Group
and Technical Advisory Group
Meeting #5**



Illinois
Department of
Transportation

HNTB & Sub-
Consultants

Corridor
Planning
Group (CPG)
& Technical
Advisory
Group (TAG)

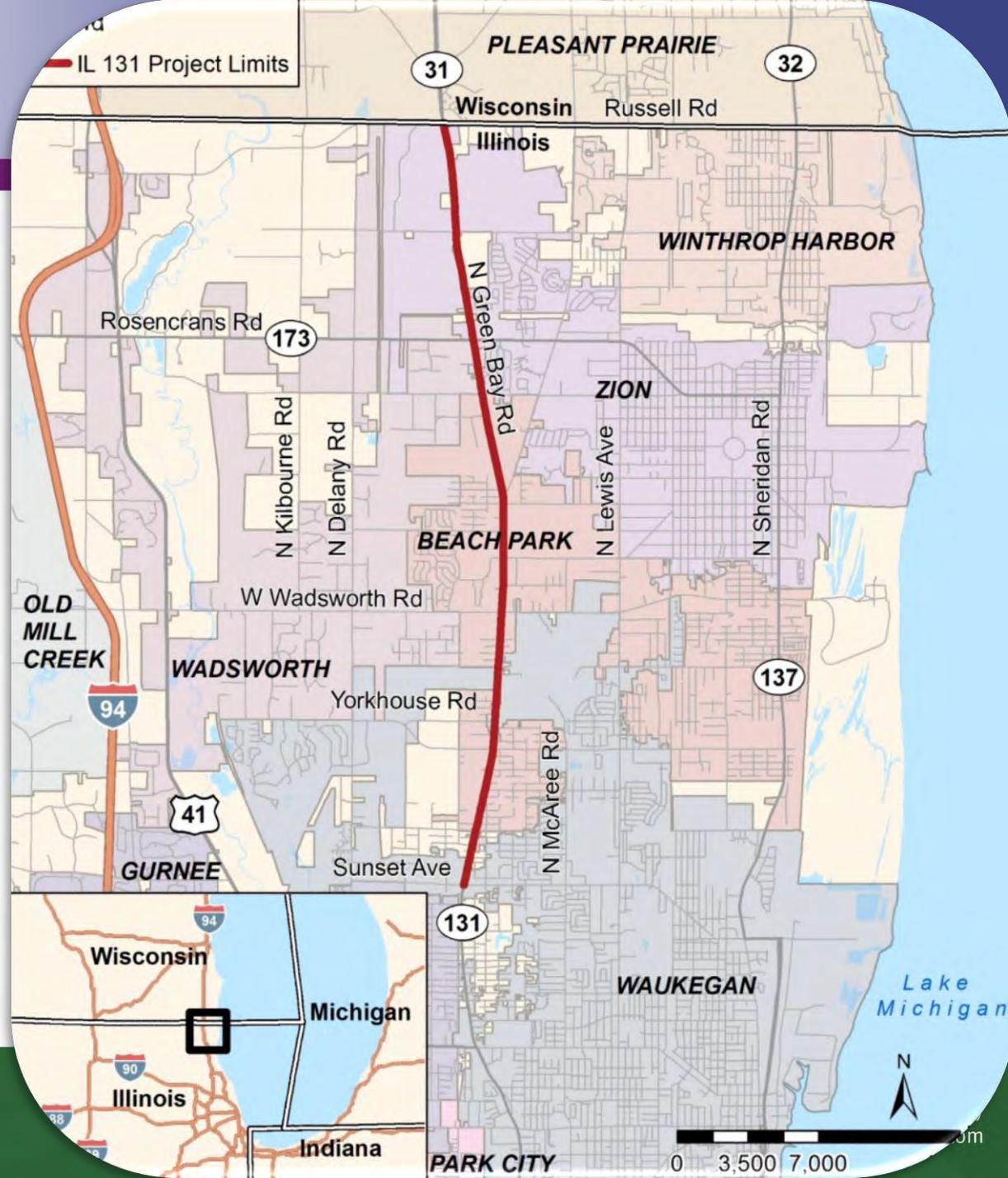
- Project Overview
- Purpose & Need
- Recap Stakeholder Coordination
- Review Refined Alternatives presented previously
- Present the Preferred Alternative
- Environmental Impacts and Mitigation Measures
- Next Steps



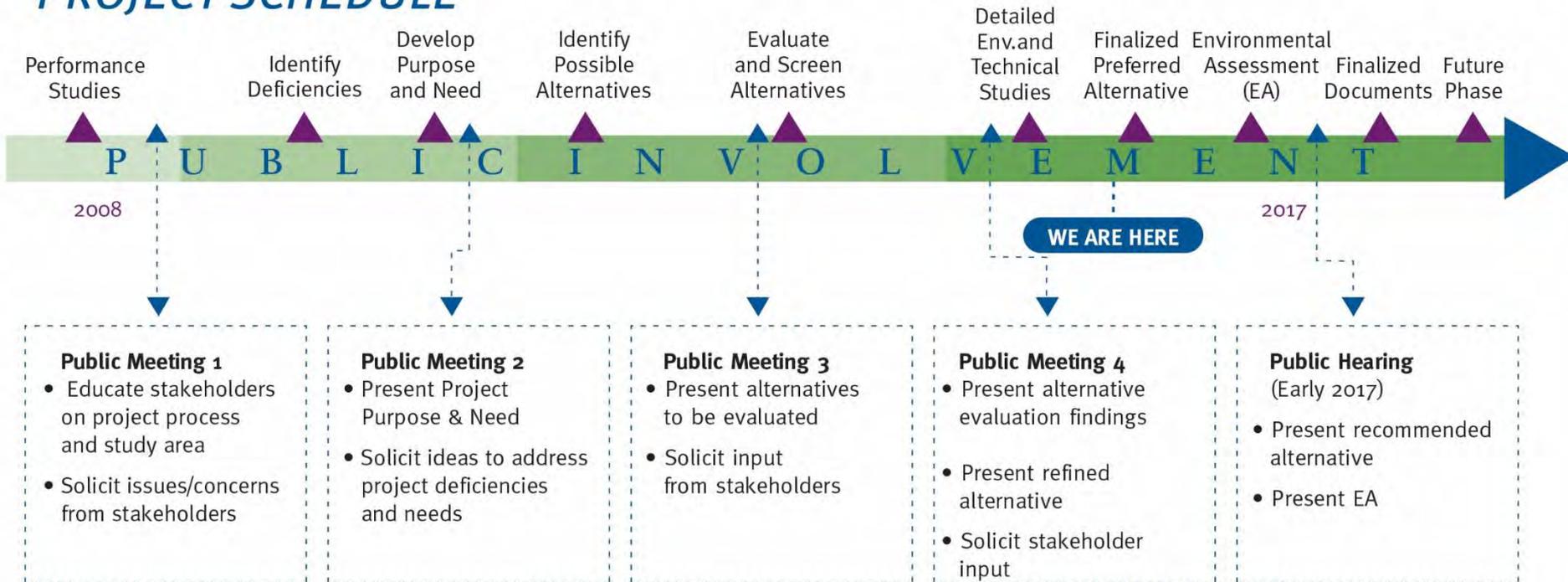
- Follow Federal Project Development Process
 - National Environmental Policy Act (NEPA 1-69)
- Facilitate open and transparent study process
- Develop and evaluate alternatives
- Comprehensive environmental review
- Public involvement
- Formal documentation/disclosure within NEPA documentation

Strategic Regional Arterial

- Supplements freeway and expressway travel
- Long-distance
- High volume
- Automobile and commercial traffic



PROJECT SCHEDULE



IL 131

Alternatives Development Process

GREEN BAY ROAD PROJECT

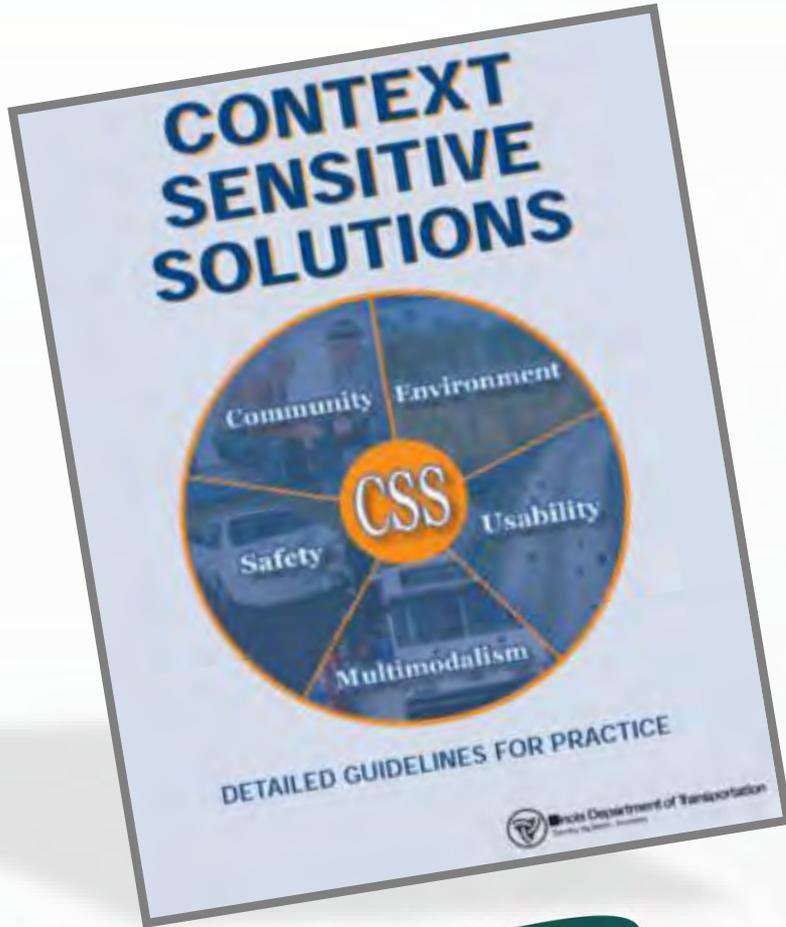


COMMUNITY & PUBLIC INVOLVEMENT



- 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



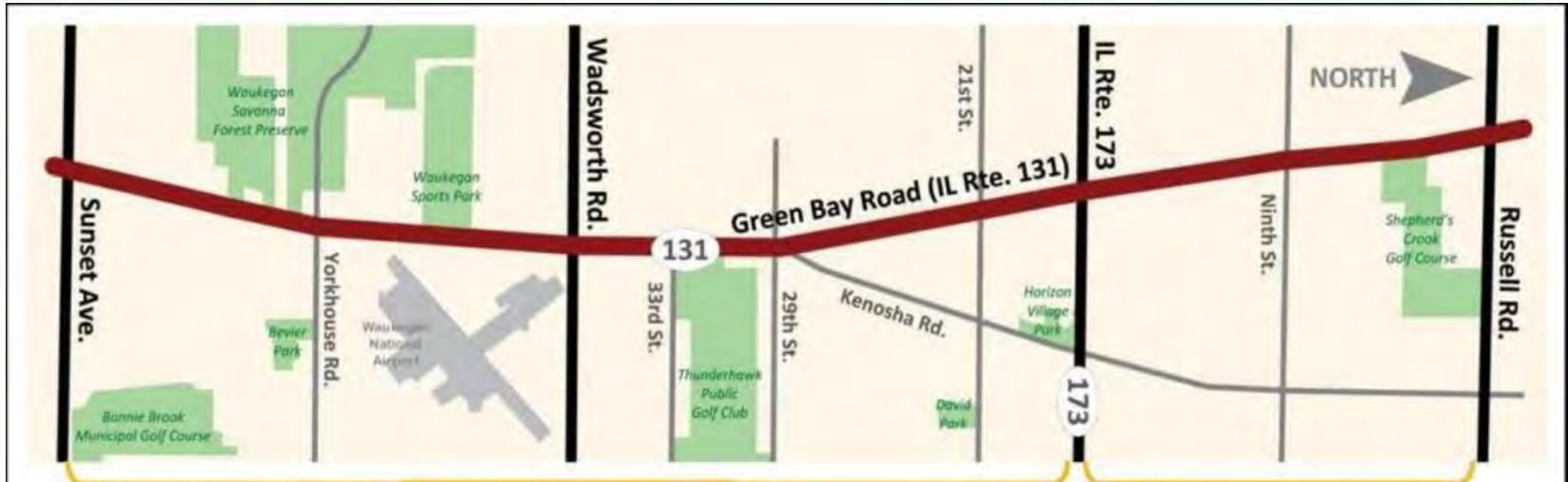


- Engages all stakeholders
- Flexible, creative design approach
- Address stakeholders' concerns
- Fits into its surroundings
- Addresses all modes of transportation
- Preserves scenic, aesthetic, historic, and environmental resources
- Maintains safety and mobility

- 
- 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*

- Two refined alternatives developed – E1 and E2
- Common design elements
- Key differentiators
- Avoidance measures

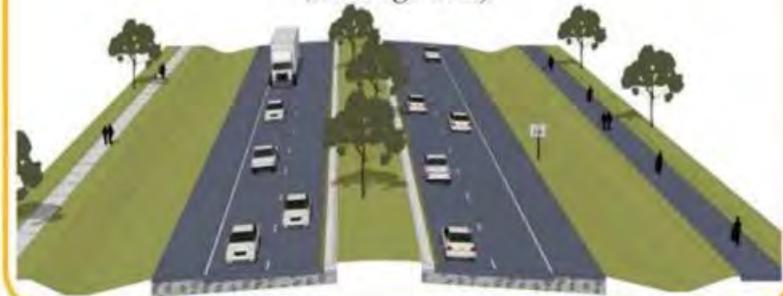


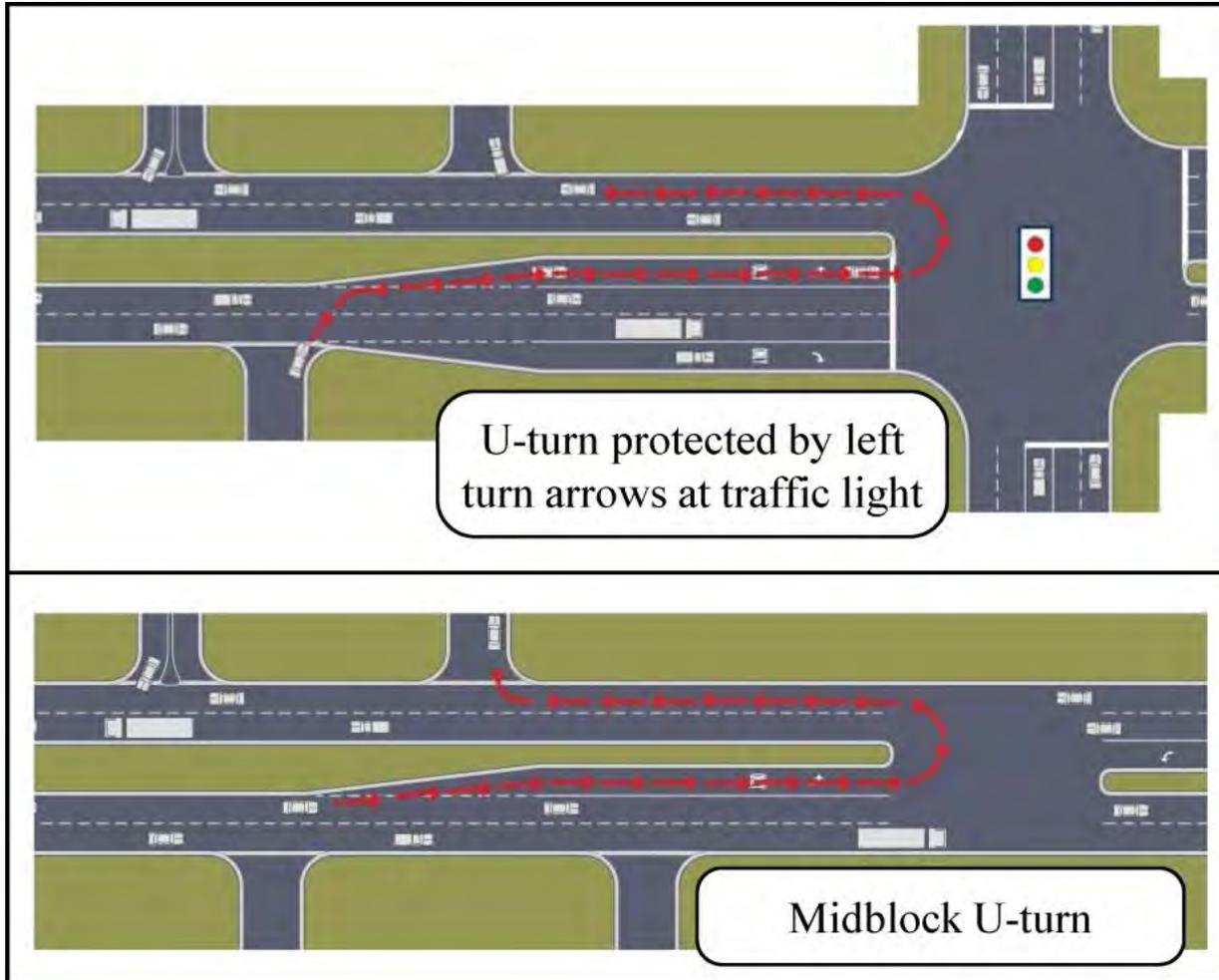


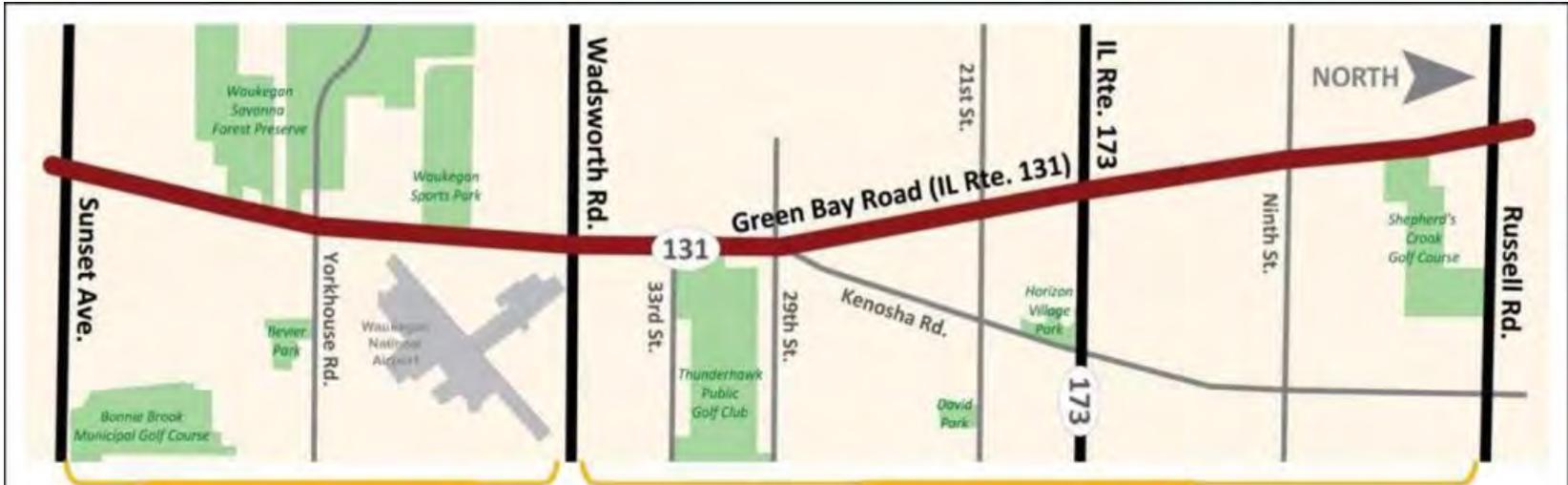
Sunset Avenue to IL 173
130' to 165' Total ROW Width
(Looking North)



IL 173 to Russell Road
150' to 175' Total ROW Width
(Looking North)







Sunset Avenue to Wadsworth Road

110' to 145' Total ROW Width

(Looking North)

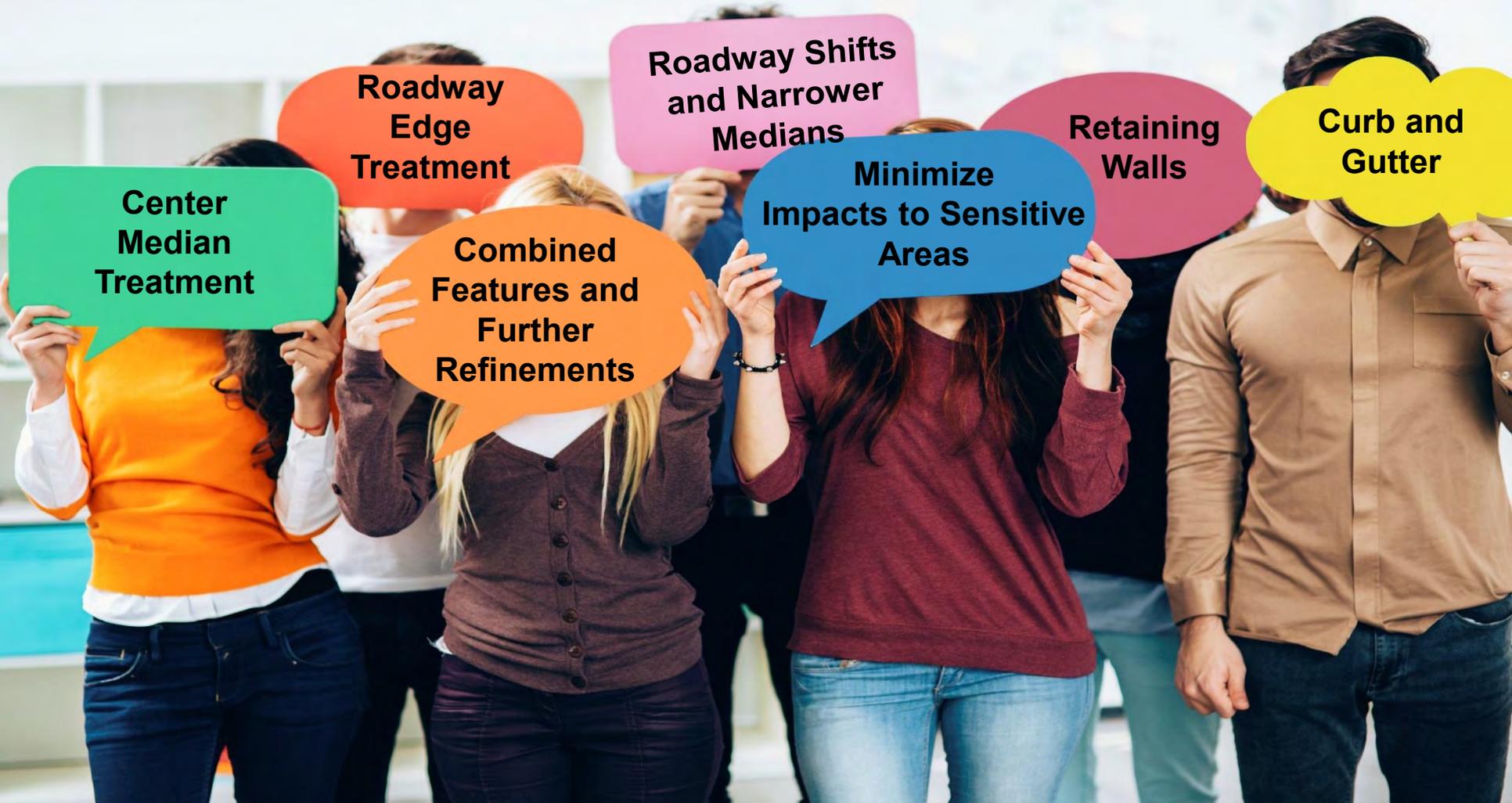


Wadsworth Road to Russell Road

120' to 146' Total ROW Width

(Looking North)





**Center
Median
Treatment**

**Roadway
Edge
Treatment**

**Roadway Shifts
and Narrower
Medians**

**Combined
Features and
Further
Refinements**

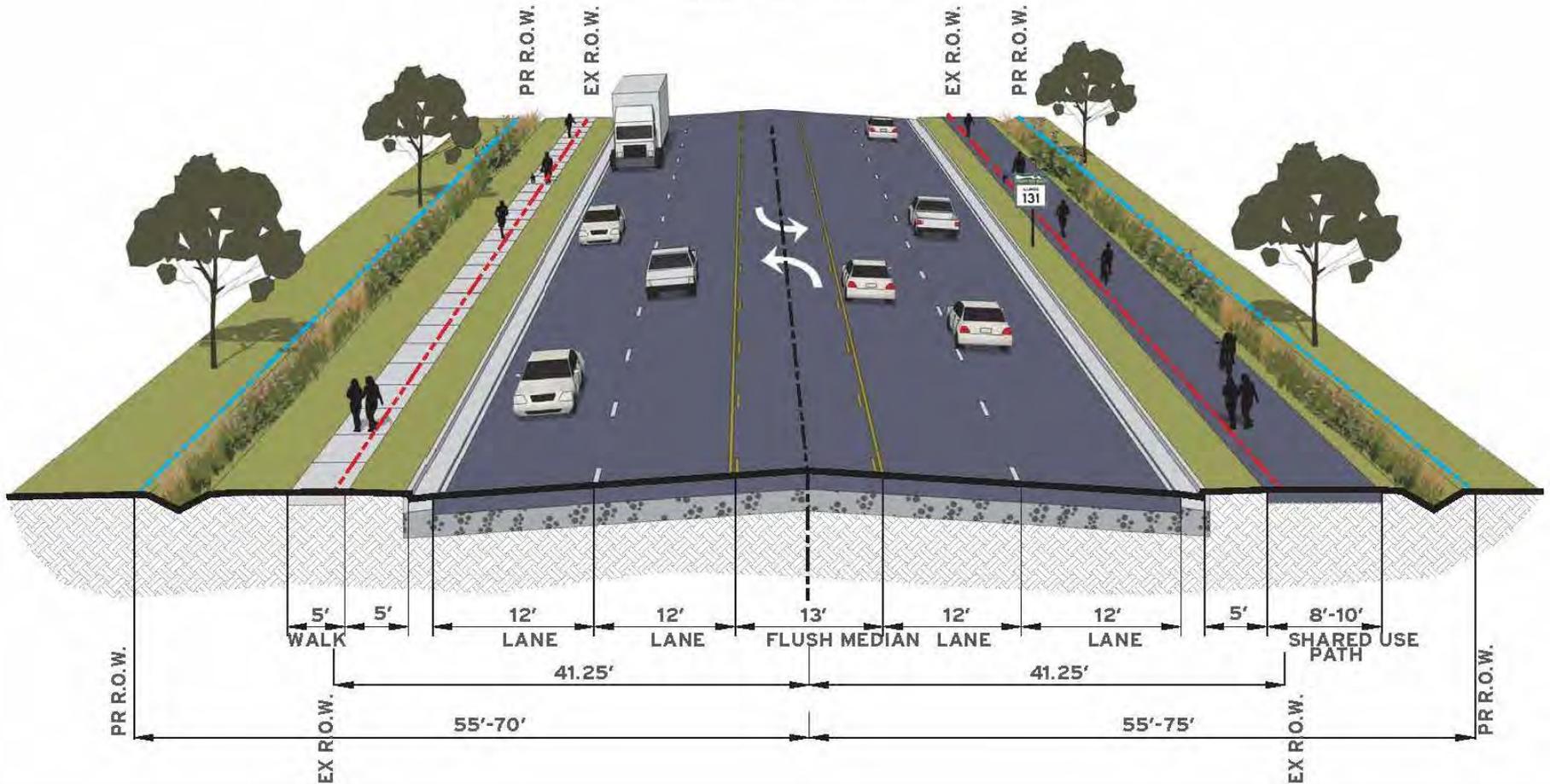
**Minimize
Impacts to Sensitive
Areas**

**Retaining
Walls**

**Curb and
Gutter**

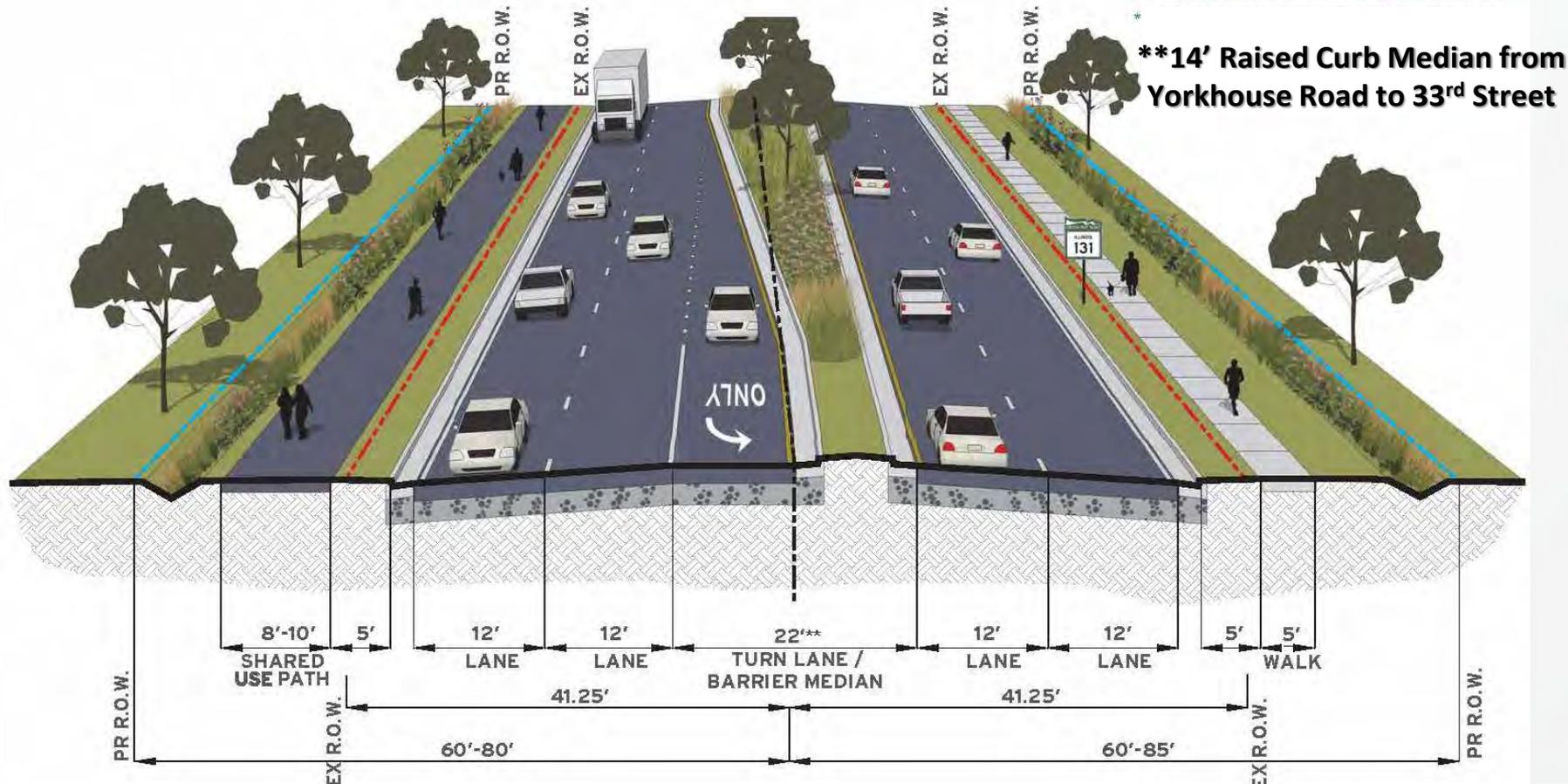
- Land acquisition
- Community impacts
- Cultural resources
- Air quality
- Noise
- Special waste
- Farmland
- Public lands/parks
- Plant communities
- Wildlife
- T&E species
- Water resources
- Wetlands

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



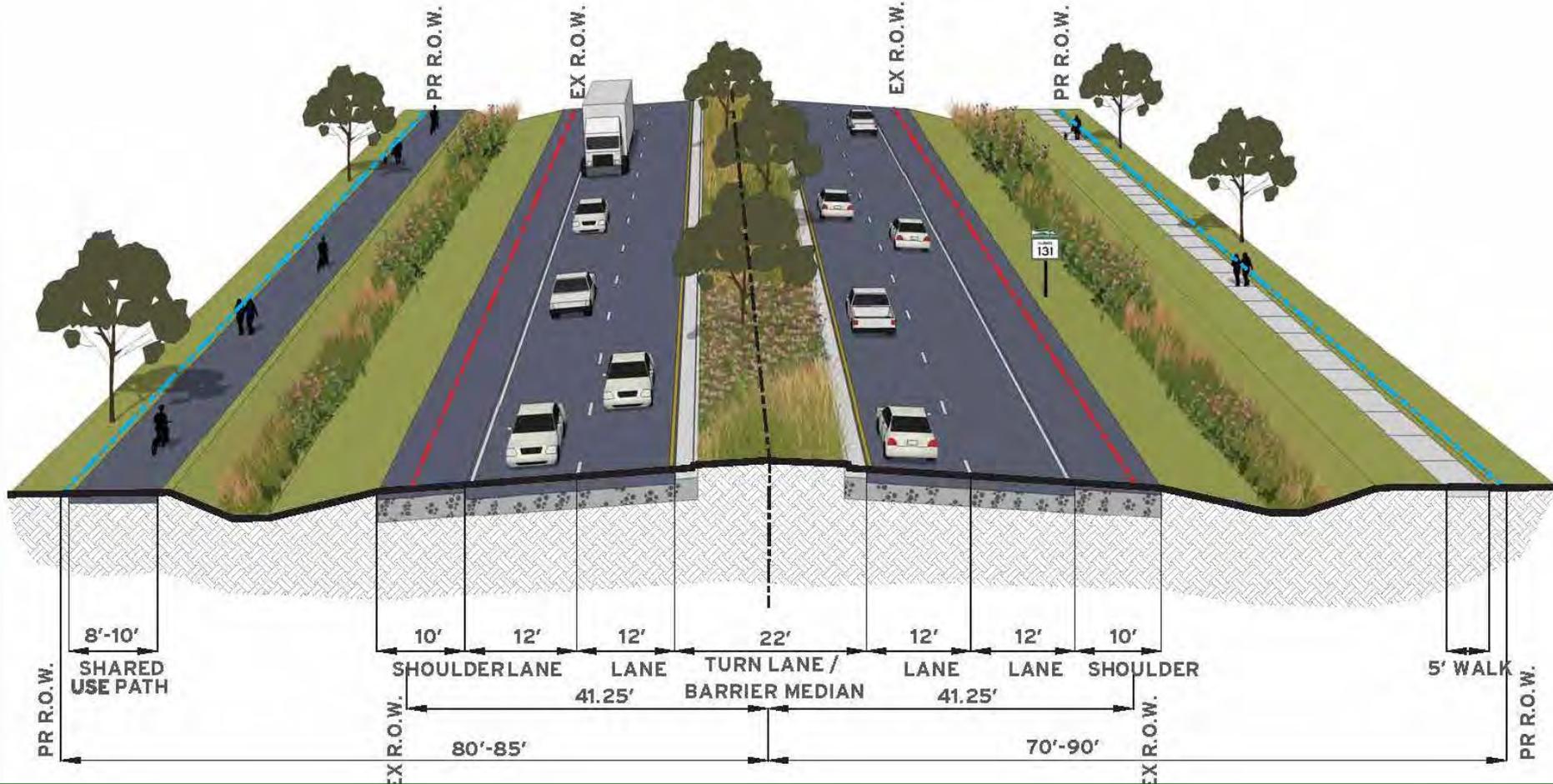
Sunset Avenue to Yorkhouse Road

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



Yorkhouse Road to Stone Bridge Drive and
9th Street to Shepherd's Crook Golf Course

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

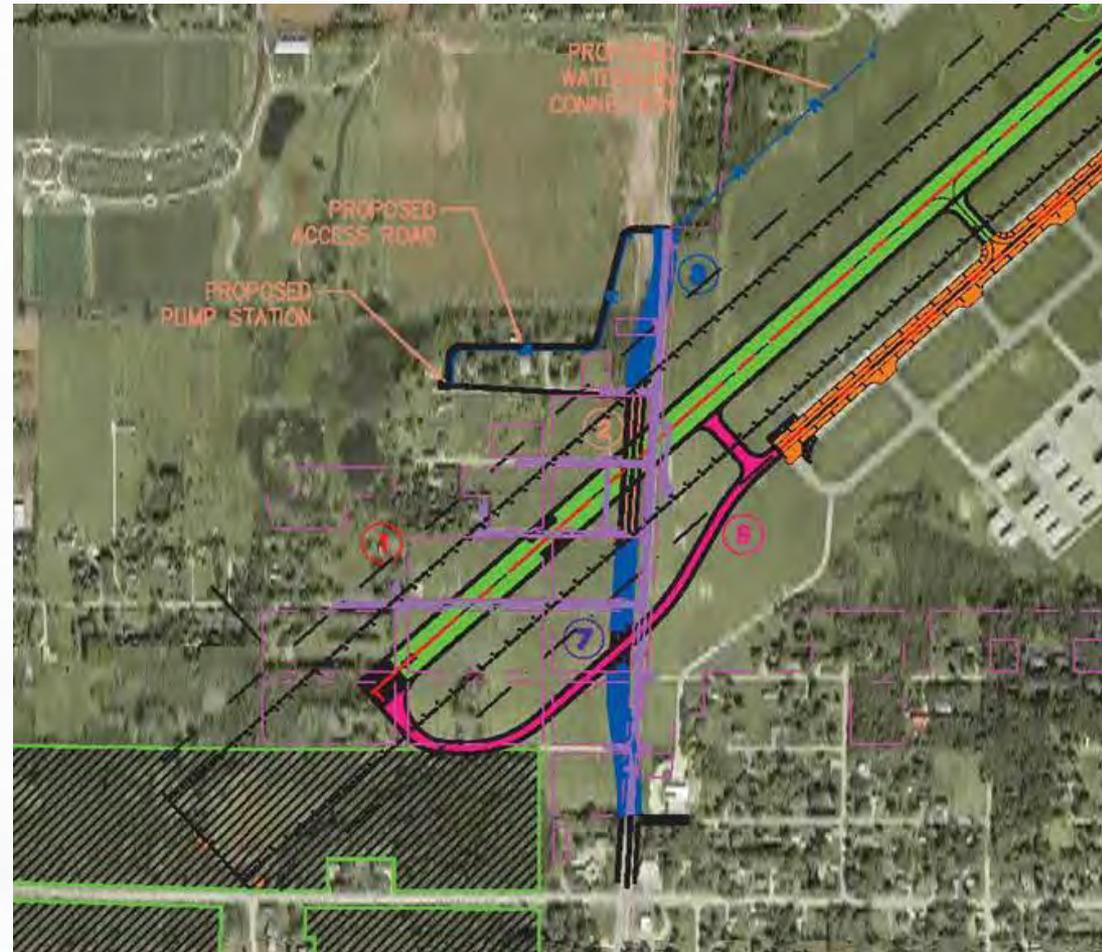


Stone Bridge Drive to 9th Street and
Shepherd's Crook Golf Course to Russell Road

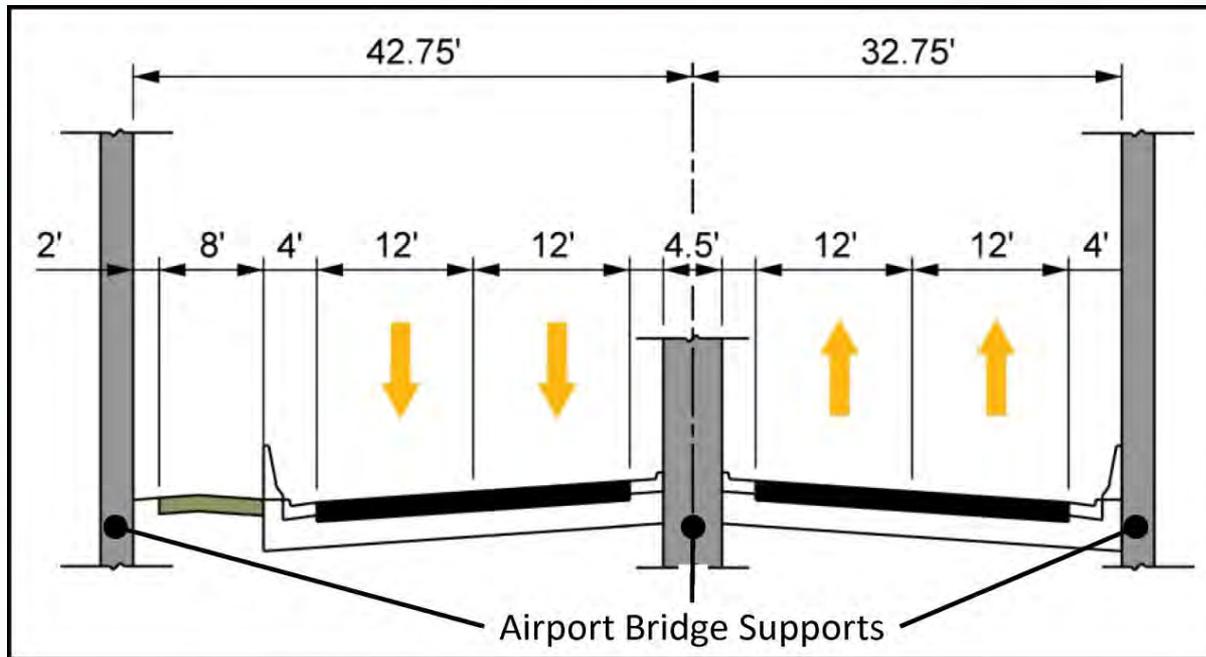
- Waukegan Airport
 - FAA coordination
 - Shift approx. 90 feet west; depress roadway 25 to 30 feet



- 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

- 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

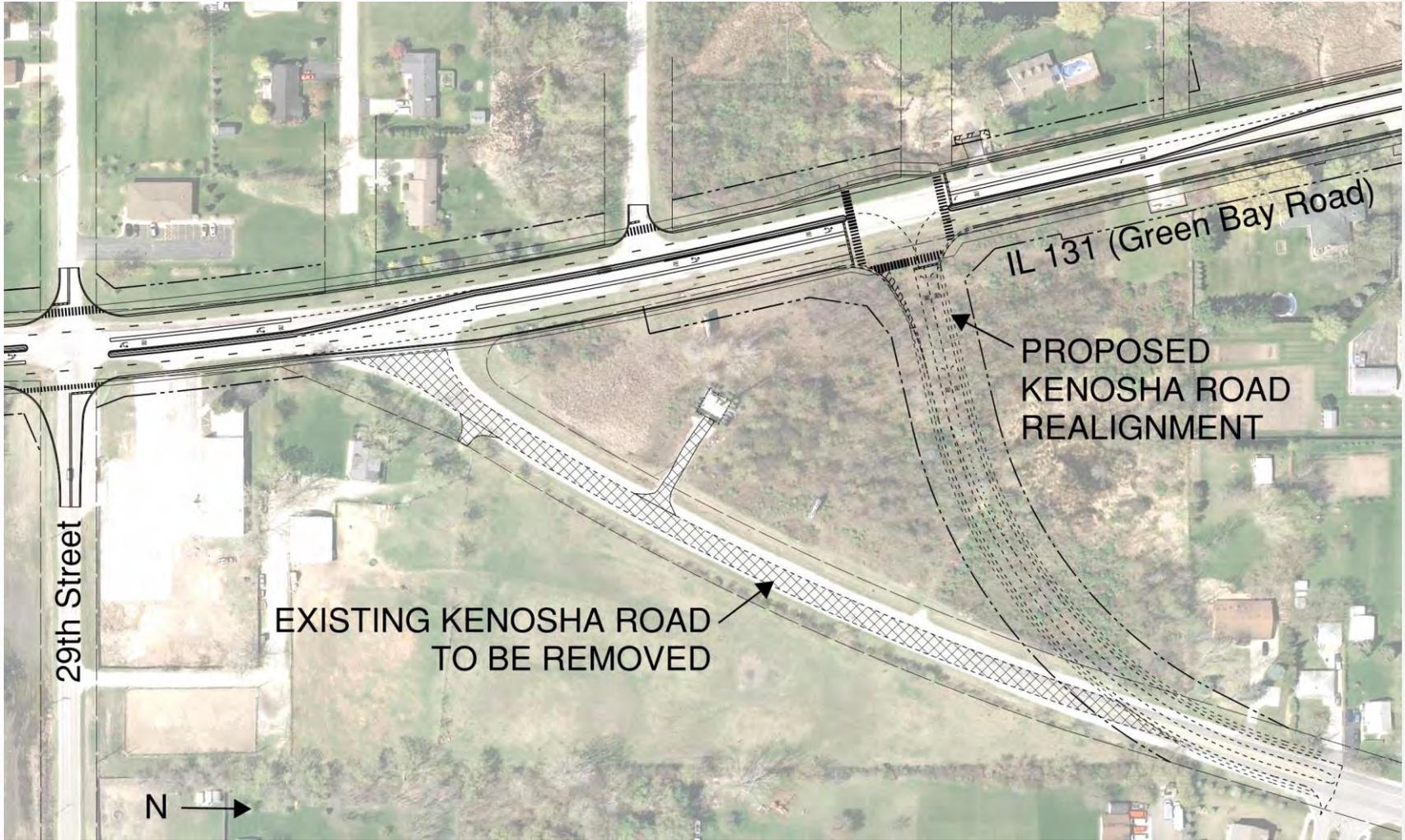


- Traffic Signal Replacement
- Emergency Vehicle Preemption (EVP) Devices
- Bicyclist and Pedestrian Accommodations
- Roadway Lighting Removal & Replacement
- Temporary Lighting
- Medians Maintenance
- Utility Relocation

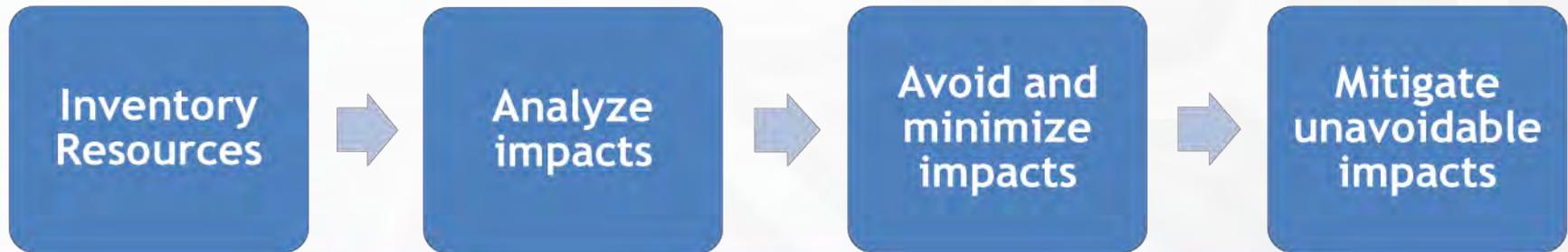


Land Use	Fee Simple Right-of-Way (acres)	Permanent Easement (acres)	Temporary Easement (acres)	Relocations (buildings)
Residential	23.99	0.00	0.76	3
Commercial	4.65	9.69	0.41	1
Industrial	3.76	0.00	0.14	1
Agriculture	5.16	0.00	0.02	0
Total	37.56	9.69	1.33	5





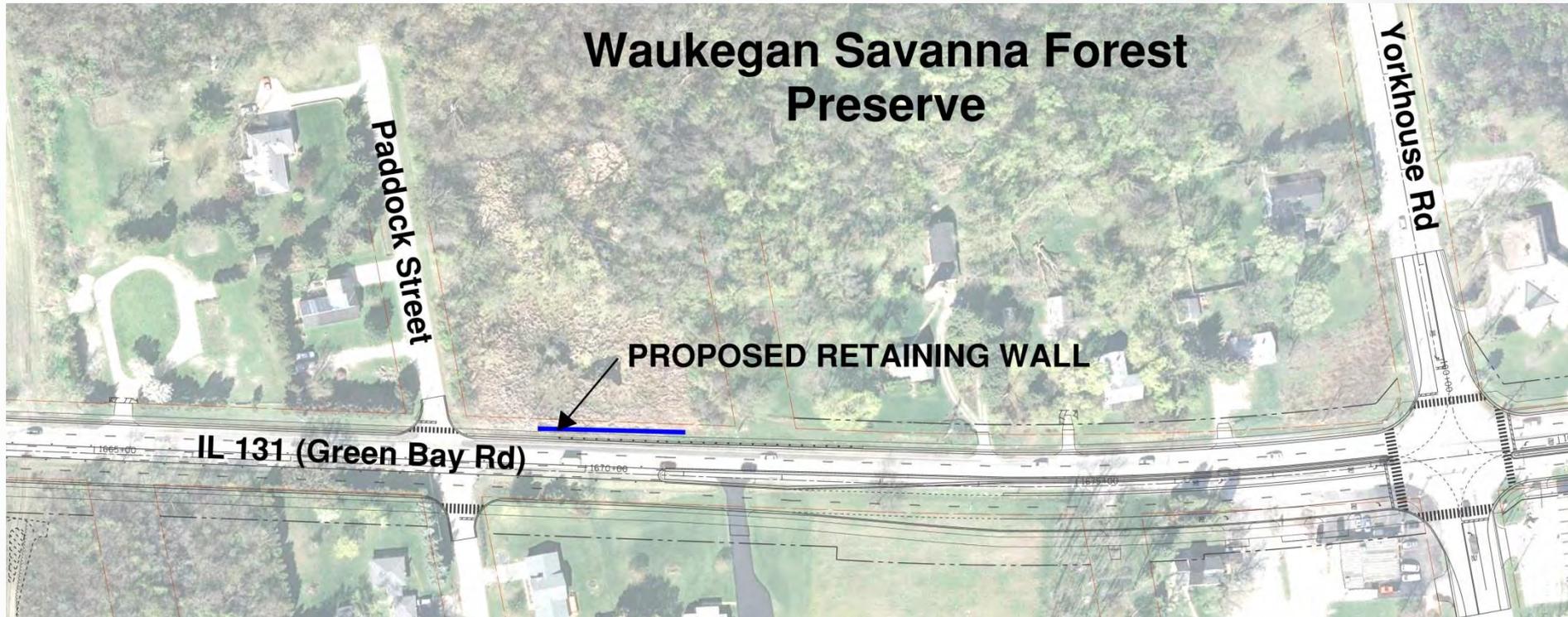
Federal requirements & IDOT policies required a detailed look at potential environmental impacts.



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.

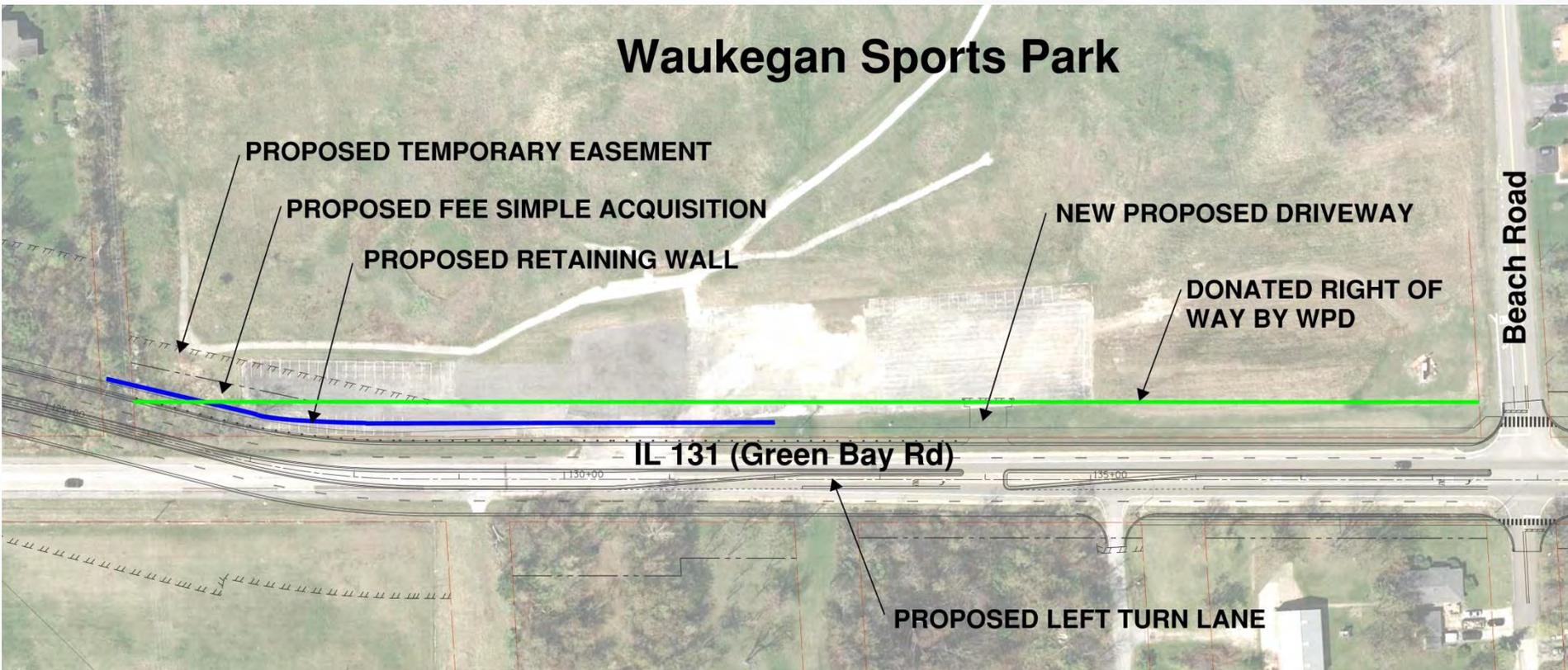
LCFPD - Waukegan Savanna Forest Preserve



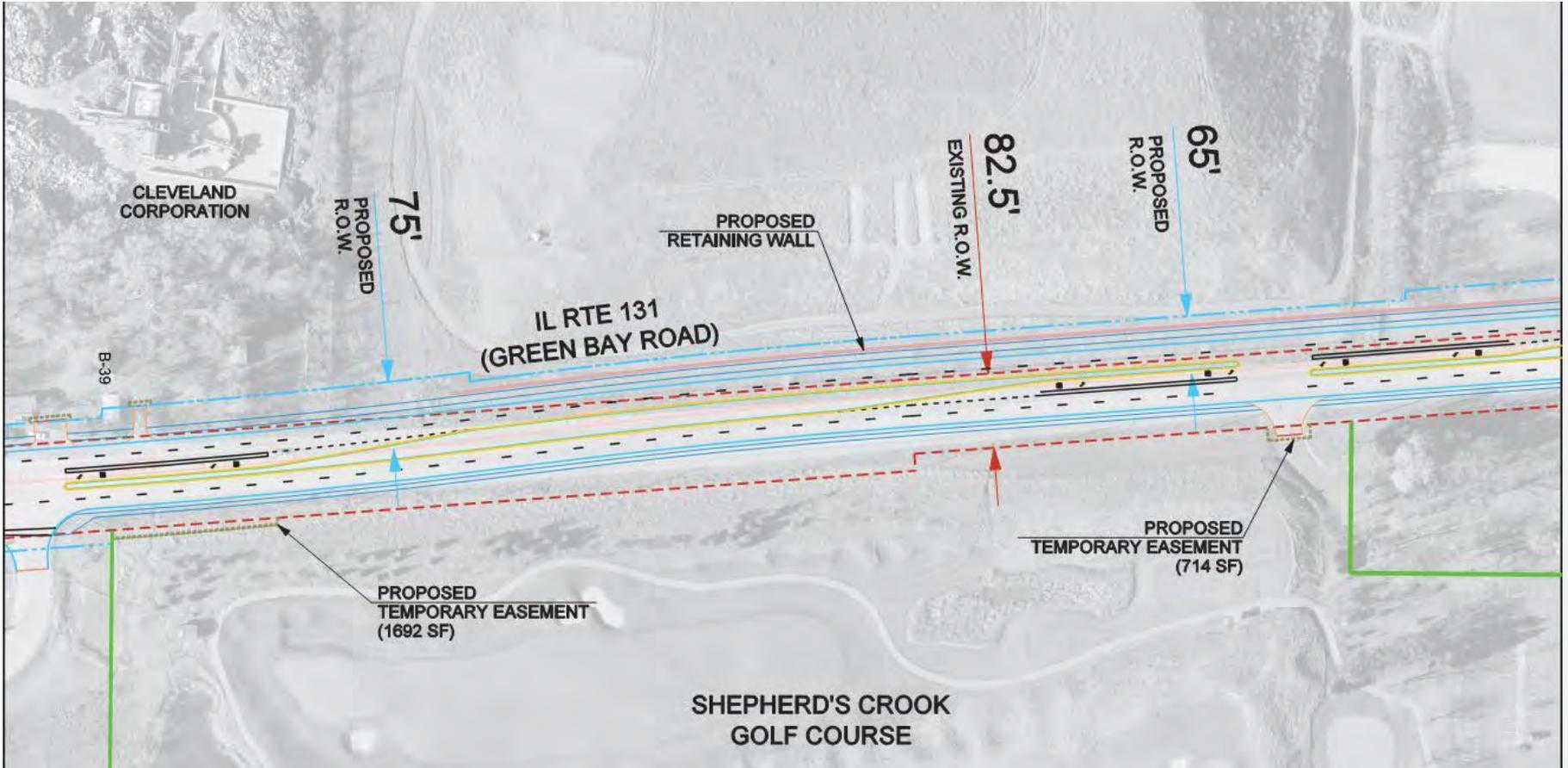
LCFPD - ThunderHawk Golf Club



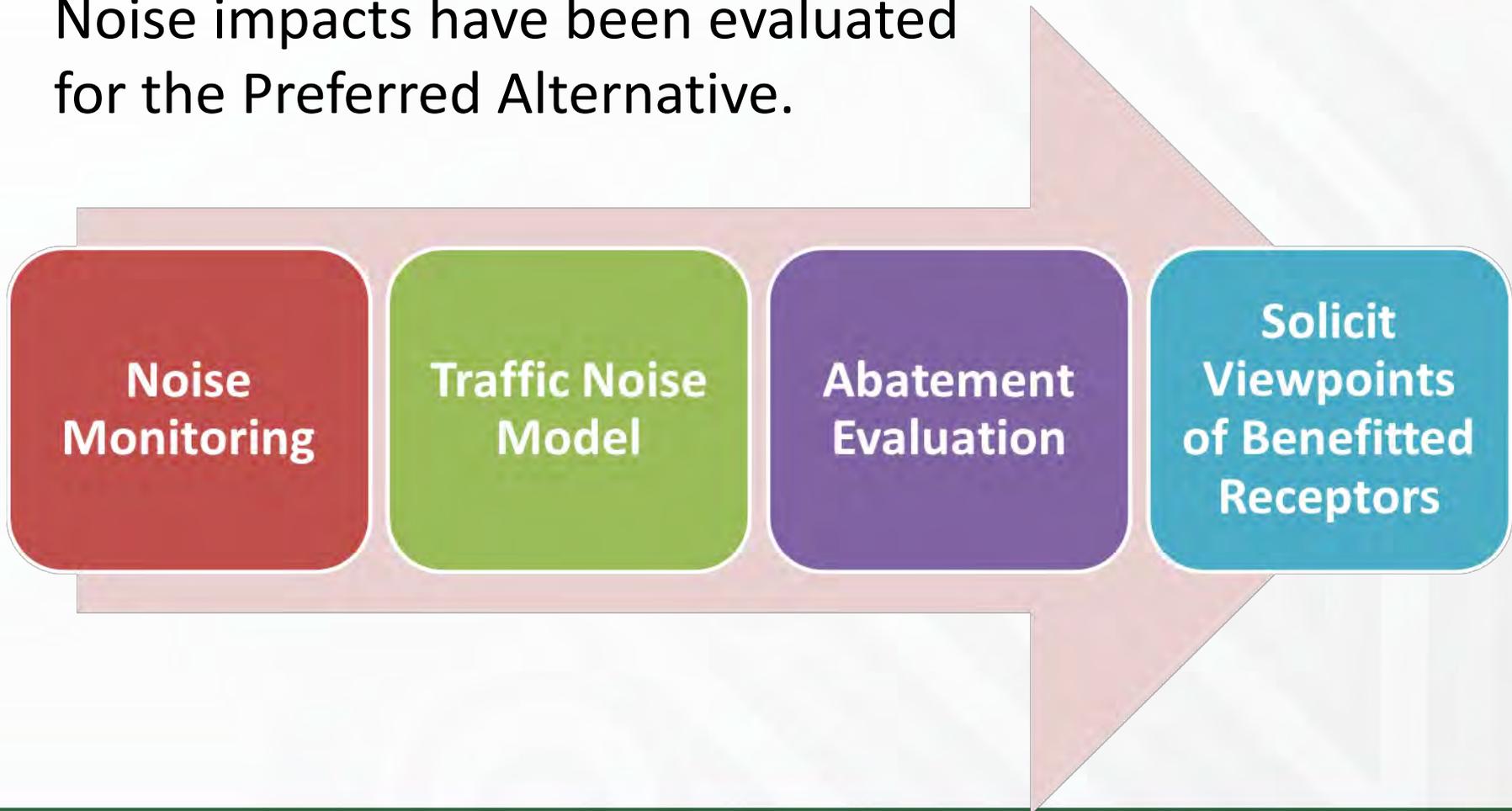
Waukegan Park District – Sports Park



Zion Park District - Shepherd's Crook Golf Course



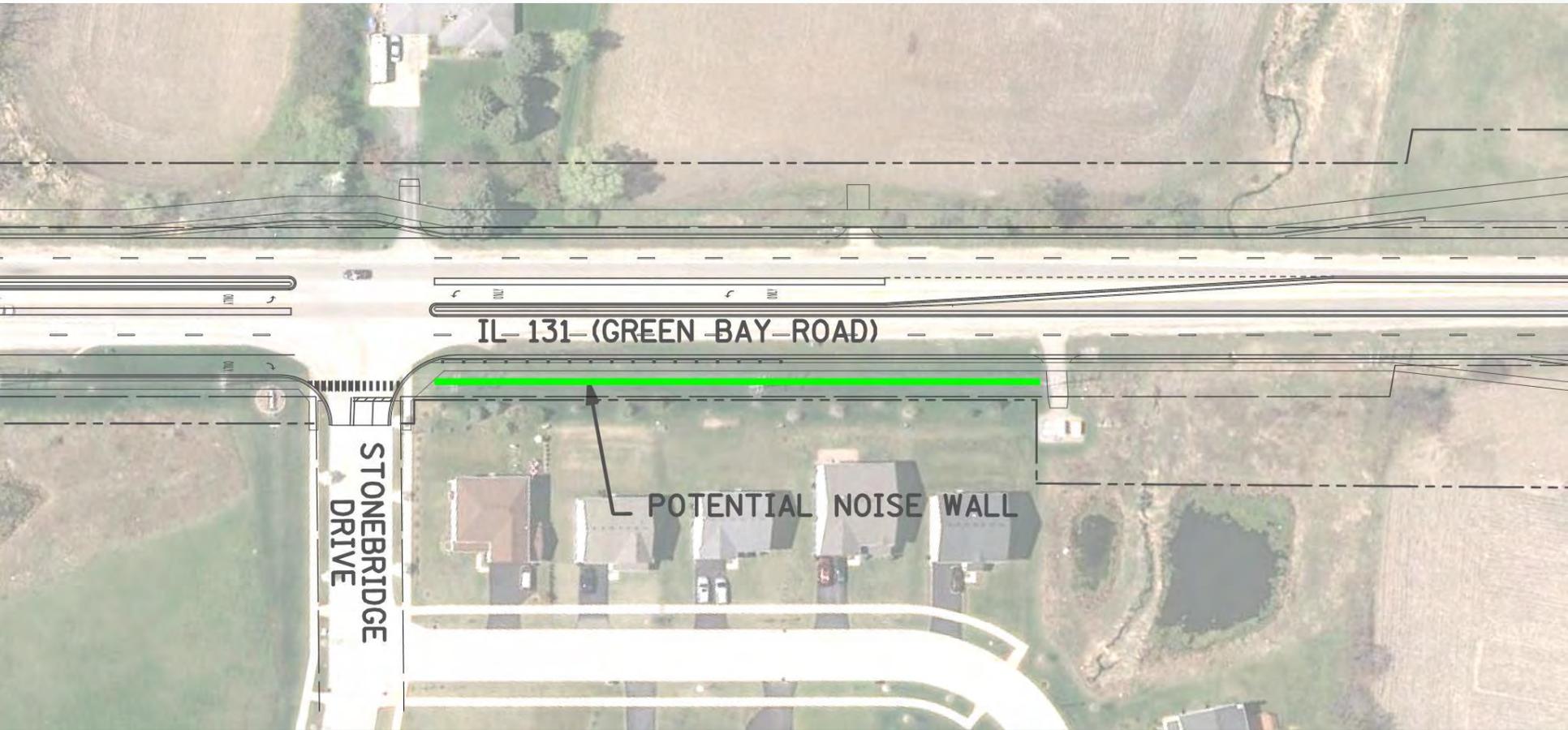
Noise impacts have been evaluated for the Preferred Alternative.



Potential Noise Wall Location



Potential Noise Wall Location



IDOT CURRENT TYPICAL WALL

FILED W/1

Illinois Department of Transportation
Division of Highways/Highway Design Section
301 West Center Court/Schaumburg, Illinois 60196-1046

Project and Environmental Studies
155 at Weber Road
Weber Road from 135th Street/Romeo Road to 119th Street/Rodeo Drive
Will County

November 8, 2013

Re: Viewpoint Solicitation - First Notice
Noise Barrier Implementation

-Subject-
-Address-
-Address- -app-

Dear Property Owner or Resident:

The Illinois Department of Transportation (Department) in cooperation with Will County Department of Highways (County) are currently engaged in preliminary engineering and environmental studies (Phase 0) for Weber Road from 135th Street/Romeo Road to 119th Street/Rodeo Drive including the Weber Road interchange at I-55. The proposed improvements include reconstruction of the existing diamond interchange of I-55 at Weber Road to a diverging diamond interchange and widening of Weber Road from four lanes to six lanes. The I-55 at Weber Road improvements are included in the Department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program contingent upon the sale of approximately 200 acres of unused property currently owned by the Illinois Department of Corrections as stipulated in Public Act 98-0019, and contingent upon local financial participation for improvements to adjacent highway facilities under local jurisdiction.

As part of the Phase I Study, traffic noise was evaluated for the proposed roadway improvements. The traffic noise analysis indicated that noise levels in your area warrant the consideration of noise abatement. Based on the noise abatement analysis, a noise wall approximately 10 feet high is warranted along the west side of Weber Road from approximately 230 feet north of Rodeo Drive to just north of Countryside Drive. (See the enclosed figure for the location of the proposed noise wall. The proposed wall in your area is labeled as "B18".

The Department is requesting your viewpoint regarding your desire for the noise wall proposed near your location. The letter has been provided to all property owners and adjacent who would benefit from a noise barrier.

Viewpoint Form

I-55 at Weber Road
Weber Road from 135th Street/Romeo Road to 119th Street/Rodeo Drive
Will County
Wall - B18

Please provide your response by December 9, 2013.

I am in favor of a noise barrier:

Yes
 No

Name: _____
Signature: _____
Owner: _____ OR Tenant: _____
Address: _____
Date: _____

Comments:



For more information regarding highway traffic noise, please visit IDOT's website <http://www.idot.illinois.gov/Assets/upload/s/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/HighwayTrafficNoiseAssessmentManual>

- ✓ **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

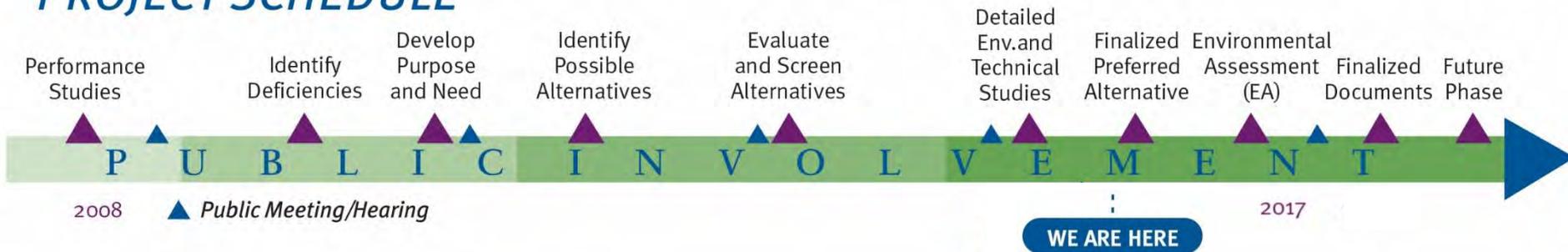


- Water retention/infiltration
- Overland flow 2-4 miles to nearest stream/lake provides more infiltration opportunities
- 12" aggregate ditch checks
- Over-excavating regional detention basins
- Catch basins with sumps and vortex separators
- In-line storage where space is restricted
- BMP options limited
 - Airport
 - Recreational areas
 - Residential and commercial developments



- EA signed
 - Public hearing
 - Phase I design approval
- Fall 2016
 - Early 2017
 - Spring 2017

PROJECT SCHEDULE





Thank you for your on-going participation and input on creating a Plan for Your Community!