

Illinois Route 131 from Sunset Avenue to Russell Road
Conference Call Meeting Minutes
August 15, 2012
11:30am

Discussion centered around the impacts the Waukegan Airport (WA) runway and taxiway extension study is having on completing the Illinois Department of Transportation's (Department) Phase I Study for the Illinois Route 131 (IL 131) from Sunset Avenue to Russell Road proposed roadway improvement. The participating agencies in this discussion were the Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Bureau of Design and Environment (BDE), Illinois Department of Aviation (IDOA), the Department's consultant HNTB, and the Department.

The FAA indicated that WA is in the feasibility stage of their airport runway/taxiway extension study and the NEPA process has not been started. The Department indicated that they have determinations from the FAA that various points along the proposed IL 131 roadway improvements (with equal widening on each side of the centerline), in the area of the proposed WA runway/taxiway extension, would be in violation of the FAA runway safety zone (FRSZ). In addition, information relayed to the Department from WA, WA's consultant, and IDOA indicated that any IL 131 roadway modification would be a FRSZ violation and would require WA to shorten the runway to alleviate the FRSZ violation.

The WA is studying modification or extension of their existing NE/SW runway to meet updated FAA requirements. IL 131 currently falls within the Runway Safety Area (RSA) and a lengthened runway is needed based on the type of aircraft that uses WA. WA will need to do an RSA determination as part of their study. Any work performed within the RSA, even by another agency, will trigger a review of the RSA by the FAA.

HNTB has developed alternate widening on existing alignment within existing ROW, grade separation (tunnel) under the proposed extended runway and taxiway, and bypass alignments around the end of the proposed extended runway/taxiway. This bypass alternate impacts the Lake County Forest Preserve property.

The FAA indicated that widening the roadway, at grade, to the west while maintaining the east edge of pavement could possibly alleviate any FRSZ violations. The FAA suggested that the Department submit new 7460 forms that show new points along a proposed westerly widening of IL 131 to the FAA to make certain there are no FRSZ violations. The Department committed to this plan and will submit accordingly.

The Department indicated that WA has indicated that they are owners of the property to the west of the Department's existing roadway right of way and the WA property was purchased with federal funds. WA indicated the procedure for acquiring this right of way for roadway purposes would be very stringent. FAA said during the call that getting property to the west should not be an issue.

FAA indicated that the Department should go ahead with their plans as funding for the extended runway is unlikely as long as the widening does not get closer to the existing runway. The WA plan should be documented in the indirect and cumulative impacts section of the IL 131 EA.

Once the new points along the proposed roadway improvements are submitted and the FAA has made a FRSZ determination it was agreed by all participants that another conference call will be conducted to discuss the next steps for the IL 131 project to proceed.

HNTB will prepare the 7460 forms for submittal to FAA and prepare a plan showing the offset widening to the west and submit to the Department and FAA. FAA will be a cooperating agency for the IL 131 EA and will be sending a letter to the Department in the near future.

Participants:

Amy Hanson, FAA
Jack Delaney, FAA
Gary Wilson, FAA

Terry Schaddel, IDOA
Don Wittmer, HNTB
Derek Johnson, HNTB
Peter Harmet, IDOT
John Baczek, IDOT
Kimberly Murphy, IDOT
Vanessa Ruiz, IDOT
Marty Morse, IDOT
Ken Doll, IDOT
Jason Salley, IDOT
Fawad Aqueel, IDOT
Veselin Velichkov, IDOT
Mike Hine, FHWA
Chris Byers, FHWA
Matt Fuller, FHWA
Scott Stitt, BDE

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