



**Coordination Meeting  
Waukegan National Airport**

**Illinois Route 131 (Green Bay Road)  
From Russell Road to Sunset Avenue  
Lake County  
Phase I Engineering  
Tuesday, October 28, 2014**

**Final Meeting Minutes**

- 1) Project updates
  - a) IL 131 Study

The previous airport coordination meeting was held on December 7, 2012. Subsequent to that meeting, IDOT's Project Manager, Marty Morse retired from IDOT in April 2014. Lori Brown is the new IDOT project manager for the IL 131 Phase I Study. Also, Randy Rogers is the new General Manager in overseeing Waukegan Port District. Public involvement for the IL 131 Study included several Corridor Planning Group (CPG) meetings that involved a Context Sensitive Solutions (CSS) process by working with stakeholders to develop, build, and maintain cost-effective transportation facilities to fit into and reflect the project's surroundings. One more CPG meeting will be scheduled before the public hearing to update stakeholders on the project. The public hearing is tentatively scheduled for late winter/early spring 2015 after the Environmental Assessment (EA) document for IL 131 is approved and signed.

IL 131 consists of one existing through lane in each direction from Russell Road to Sunset Avenue and the roadway is a four-lane section north of Russell Road in Wisconsin and south of Sunset Avenue. The preferred alternative for the 7.5 mile corridor includes two through lanes in each direction from Russell Road to Sunset Avenue with dedicated right and left turn lanes at intersections where warranted and potentially a median to separate the through lanes. CMAP's traffic projections for the existing roadway section stayed about the same as existing volumes, which means the road is at capacity. When an additional lane in each direction was modeled, the projected volumes almost doubled.

IDOT proposed the roadway at Waukegan Airport to have an offset alignment to the west to accommodate the needed depressed roadway due to the runway extension and to meet Federal Aviation Administration (FAA) clearance requirements with the roadway being located in the runway object free area. The proposed improvements for IL 131 at the airport include two through lanes in each direction with a center median barrier and retaining walls on both sides of IL 131. A ten foot wide shared-use path is also proposed on the west side of the roadway. As part of IDOT's Complete Streets Policy, Phase II will determine if either the path or a shelf will be constructed.

FHWA asked if a financial plan would be needed if construction cost is over \$100M. The proposed improvements for the 7.5 mile corridor can potentially be separated into three contracts and qualify for Federal Highway Administration (FHWA) Operations Independent and Noncurrent Construction funding, but the contracts need to have a duration of five to six years between construction. This could bring the project below the \$100M threshold that requires a financial plan. The paperwork would need to go to FHWA headquarters for approval.

#### b) Waukegan Airport Study

The airport recently changed its name from Waukegan Regional Airport to Waukegan National Airport. Waukegan National Airport is considered a non-primary airport with no scheduled service. The airport enplanement is greater than 50,000 and includes international flights. The existing runway length is 6,000 feet. The runway length requires 7,000 feet for ultra, long planes in accommodating the airport's growth. Airport stakeholders are in favor of the airport expansion project to extend the runway an additional 1,000 feet.

Waukegan Airport's consultant, Hanson Professional Services, Inc. has been waiting for IDOT's decision on the preferred alternative at the airport. The preferred alternative needs to be determined for the airport to move forward on the environmental process and finalizing the design for the proposed airport expansion. The EA process for airport projects triggers the project start time for completing the construction. The EA will take approximately nine months for the airport to complete and three to six months for the EA to be approved by FAA. The airport will schedule a public hearing and a project working group meeting for stakeholders after the EA is approved.

The airport expansion project is currently not funded for construction. The project will be constructed in stages to sell the overall project due to greater than normal local share and to meet FAA construction funding standards. FAA doesn't engage in multi-year funded construction projects. Therefore, the airport extension project will be constructed in stages with each construction stage being one year in duration.

The Transportation Improvement Program (TIPS) meeting is scheduled for October 30, 2014 to discuss funding with IDOT Aeronautics for the airport's five year expansion plan. The tunnel and the first stage of the runway are in this five year plan. The airport will be completing the EA and obtaining EA approval over the next year and half. The airport will most likely be notified of construction funding approval in May 2015. The airport is asking for \$14M in the first year, \$7M in the second year, \$7M in the third year for a total of \$28M.

2) IL 131 preferred alternative adjacent to Waukegan National Airport (Grade Separation)

a) Alternative A (previously discussed as airport alt. 3b)

Alternative A is the original alternative proposed by Hanson Professional Services, Inc. This alternative includes two proposed bridges accommodating the proposed/future runway and taxiway over IL 131. The future taxiway alignment is being shown south and not aligned with the existing runway, so a "tunnel" is not required. The structure depth will be designed to accommodate expected airplane loading.

The Airport proposed the offset alignment for the future taxiway mainly to lessen the costs of the tunnel/structure over IL 131. The offset alignment is to minimize the length of the tunnel and to eliminate costs associated with ventilation and fire protection requirements. This alternative also satisfies FAA standards for the next 20 years and avoids any potential issues with meeting FAA standards in the future.

In general, Alternative A is the preferred alternative due to the lower cost, however, the IL131 project team had concerns this alternative will not meet the required runway safety zone if IL 131 was constructed prior to the airport expansion project. The airport clarified IL 131 can be constructed on a new alignment with substantial elevation change prior to the proposed bridge structure over IL 131 being constructed since the roadway is not directly impacting the existing runway. It was stated that recent renovations to Atlanta and Fort Lauderdale airports also experience similar conditions with temporary displacement. Certain safety requirements will need to be met during construction, such as no blasting and construction equipment being flagged. Also, the airport prefers construction not to occur at night due to safety concerns with lighting needed for the construction work interfering with the aircraft. The airport is open 24 hours a day; however, the tower is only open from 6 am to 8pm and is uncontrolled outside this timeframe.

The airport has agreed to allow 6:1 side slopes graded from the proposed retaining wall to meet existing ground in an effort to reduce the height/length of the proposed retaining walls as long as all slopes are outside the runway free object area. The sloped sections will help reduce or eliminate future maintenance costs associated with the retaining walls. Grading the side slopes to meet the existing ground instead of constructing retaining walls will increase

the area tributary to the pump station, which will require added capacity, and/or storage.

The depressed roadway at the airport will eliminate access to the homes west of IL 131. As such, the properties along Suddard Street, Center Street, and Zephyr Street will have to be acquired. Properties located on Townline Road have access to Yorkhouse Road to the west. The airport stated it will purchase the properties that will no longer have access to IL 131 before construction is scheduled to begin. The airport acquiring these properties will be included in the agreement with IDOT. The acquisition of properties by the airport is not required to be programmed; funds come from a separate account.

The offset alignment for IL 131 requires concurrent use / permanent easement for IDOT to construct IL 131 on the airport right-of-way. Permanent easements will be needed for the roadway and retaining walls, side slopes to tie into existing ground will be temporary easements. Concurrence on the permanent easement providing an object free zone and meeting safety requirements is needed for FAA approval. The airport will coordinate with FAA on the required easements needed for the IL 131 roadway. The approved EA document and plans of the proposed permanent easements for IL 131 will be submitted to FAA by the airport. FAA may defer to the airport's assessment on the proposed permanent easements. FAA is already familiar with the proposed roadway improvements and airport expansion project.

Hanson stated that geotechnical borings that have been performed around the airport near IL 131 showed no bedrock to at least 25 feet down with five to six feet of top soil and the soils draining poorly due to a wet and silty clay soil.

b) Alternative D

Alternative D is a modified concept that shows the existing runway extended as the new taxiway. The concept proposes the future taxiway to be aligned with the existing runway, which eliminates the gap between the two structures for the future taxiway and runway. This alternative provides a "tunnel" structure, which is more costly due to ventilation and fire suppression requirements. This alternative was dismissed due to the higher costs and that temporary displacement was acceptable to the airport.

3) Pump Station design, outlet location

a) Discuss three locations pros and cons that were developed

Three proposed pump station locations were evaluated and advantages and disadvantages of each location were distributed prior to and at the meeting (see attachment). The three locations are:

- i) Southwest corner of Yorkhouse Road and IL 131 intersection (currently vacant land not owned by the airport)
- ii) North of the church located on the northwest corner of Yorkhouse Road and IL 131 (airport owns this property)
- iii) North of the future runway and to the west of IL 131 (original airport proposed location on land to be acquired by the airport)

IDOT prefers to have a separate facility that treats runoff from IL 131 due to maintenance and environmental issues which may arise from mixing of untreated runoff from the airport facilities. They also have certain standards and specifications that must be met in their pump houses. The airport clarified the pump station is not needed for the airport's drainage, but will be discharging to it owns lands and will not add flow to the roadway pump station. The airport has not developed costs or a design for storm water facilities. However, since this work will be separate from the pump station design, it does not need to be known to move forward with the IL 131 study.

The airport preferred the pump station to be located north of the future runway and to the west of IL 131. This location was chosen because it will require the least amount of water main extension. Their concept envisioned that the pump station would also house the fire pump needed for the stand pipes at the bridge structure over IL 131. The bridge requires three stand pipes, one at each end of the bridge and one in the center. This location is the closest to the existing municipal water line at the airport and close to the Country Club Tributary. IDOT's main concern with this location is the pump station's accessibility since it is not located directly adjacent to IL 131. An access road to the pump station would be necessary, which would require maintenance. Further, construction costs will be greater to construct the storm sewer pipe and storage at the lower elevations needed to convey flow from the roadway to the pump station. Access to the pump station site will also be restricted if the roadway would be flooded.

IDOT prefers the southwest corner of Yorkhouse Road and IL 131 intersection or north of the church located on the northwest corner of Yorkhouse Road and IL 131. These two locations are adjacent to routes maintained by the state as well as located closer to the sag location. The pump station could discharge to a ditch along Yorkhouse Road which ultimately conveys water to the Des Plaines River from either location. The airport noted the land at the southwest corner of IL 131 and Yorkhouse Road may currently be owned by the forest preserve.

The airport was open to accepting the pump station location north of the church. This location would require additional water main extension, but still less than if the pump station was located at the southwest corner of Yorkhouse Road and IL 131. This location may require wetland mitigation. The airport's greatest concern on the pump station location is cost. IDOT reiterated that its pump stations have certain standards and can have significant construction costs.

Since the airport does not object to the site north of the church, IDOT committed to focusing on this site since the right of way has already been acquired.

b) Agree to location so hydraulic study can start

It was agreed to dismiss the southwest corner of Yorkhouse Road and IL 131 due to the greater costs to extend the water main for the fire pump to the pump station and unknown owner of the land. The IL 131 study wants to move forward with the location on the Northwest corner of Yorkhouse Road and IL 131, north of the church, and will provide a “high level” cost estimate that compares the two other locations.

4) Project Schedules

HNTB will work with IDOT in developing a schedule to complete the IL 131 Phase I study. The airport’s contact at IDOT will be Lori Brown, John Baczek and Kimberly Murphy after the Phase I Engineering is completed for IL 131.

Lake County is also coordinating with the airport on the Lewis Avenue (Cty W34) and Wadsworth intersection improvements. The improvements are to accommodate traffic from eastbound to northbound and southbound to westbound. The intersection is located at the northeast corner of the airport.

5) Next steps

- a) HNTB is to provide the Waukegan Airport Coordination meeting minutes to FAA and IDOT Aeronautics.
- b) HNTB is to provide the airport with permanent and temporary easement exhibits along with the EA for review prior to being signed and submitted to FAA.
- c) HNTB is to provide a cost estimate for the proposed pump station locations at north of the church located on the northwest corner of Yorkhouse Road and IL 131 and north of the future runway and to the west of IL 131.

*The foregoing is the writer’s understanding of the matters discussed and the conclusions reached in summary form. This will become part of the project record and is the basis upon which we will proceed. Concurrence is presumed unless the writer receives notice of additions or corrections.*

By: Anne Marie Jensen, HNTB

cc: Participants (via e-mail)



# Coordination Meeting Waukegan Regional Airport



Project: Illinois Route 131 (Green Bay Road)  
From Sunset Avenue to Russell Road  
Lake County  
Phase I Engineering

Location: Landmark Aviation  
3550 N. McAree Rd., Waukegan, IL 60087

Date: October 28, 2014  
Time: 2:00pm

Name (please print)	Email	Organization
JIM STANCZAK	JSTANCZAK@WAUKEGANPORT.COM	WAUKEGAN NAT'L AIRPORT
Don Withner	dwithner@hntb.com	HNTB
Ann Marie Jensen	anjensen@hntb.com	HNTB
Ken Doll	ken.doll@illinois.gov	IDOT
Lori Brown	Lori.S.Brown@illinois.gov	IDOT
Kimberly Murphy	Kimberly.Murphy@illinois.gov	IDOT
JOHN BACZEK	john.baczek@illinois.gov	IDOT
Ron Hudson	rHUDSON@hanson-inc.com	Hanson
FRANK BUCARD	fbucard@landmarkaviation.com	LANDMARK AVIATION
STEVE McLAUGHLIN	simcLaughlin@hanson-inc.com	HANSON
Ric Cantaluro	RICHARD.CANTALURO@ILLINOIS.GOV	IDOT AFD
Math Miller	mmiller@hntb.com	HNTB

Name (please print)	Email	Organization
GRANT FARRELL	grantfarrell@gmail.com	U.P.O
LYNN HOBBS	lynn.hobbs@illinois.gov	(DOT-ADDRESS)
PERRY MASOURIDIS	eleftherios.masouridis@illinois.gov	IDOT/PRAG.IHD
KEN YANG	KEN.YANG@ILLINOIS.GOV	IDOT-PROGRAMMING
<del>BOB MASOURIDIS</del>	jpa	
ROBIN HERMERICHS	VIA PHONE	FHWA
MATT FULLER	VIA PHONE	FHWA
MIKE HINE	VIA PHONE	FHWA