



Welcome!



Public Meeting

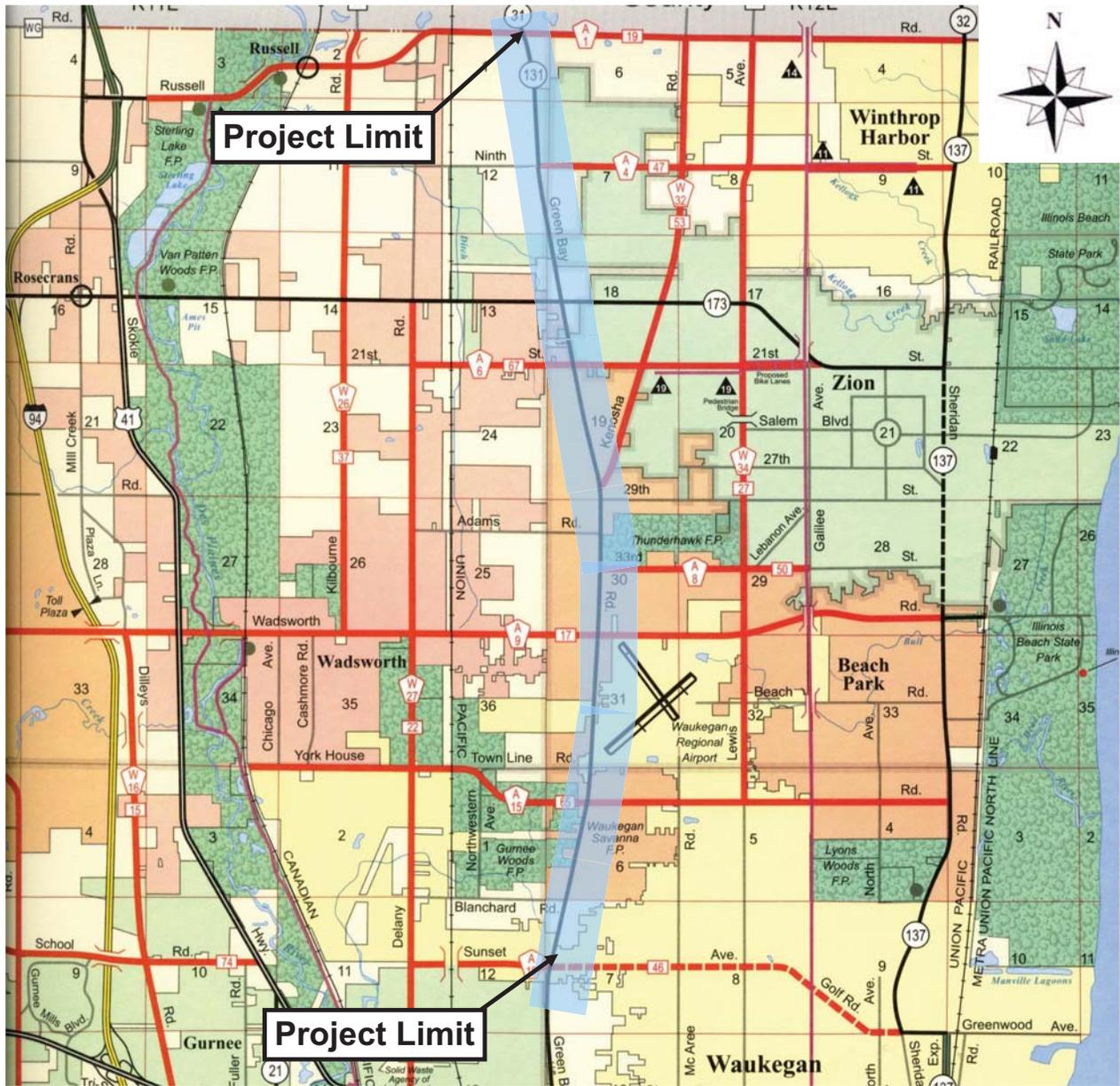


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Project Location Map



CONTEXT SENSITIVE SOLUTIONS (CSS) PHASE I STUDY PROCESS

THE CSS APPROACH

Context Sensitive Solutions (CSS) is an approach that involves stakeholders early and often in development of a consensus solution. CSS is an approach that focuses on developing and building projects that reflect the surroundings or “context” and the outcome (design) and the process. This approach considers various disciplines from the beginning of the project through construction. The purpose of CSS is to gather and duly consider input on the project from all stakeholders, in order to produce the best solutions to any problems identified by the process.

THE ROLE OF THE STAKEHOLDERS

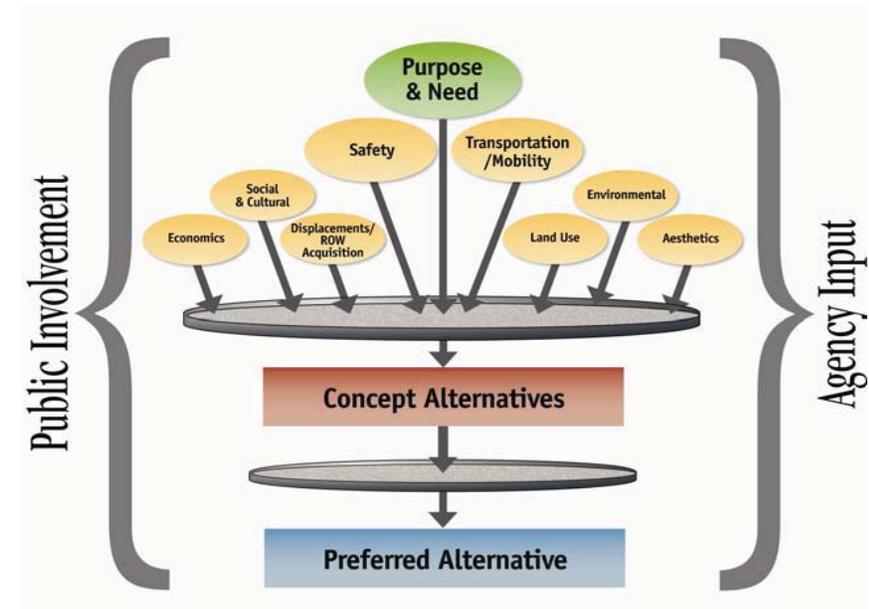
A stakeholder is a person or business who uses the infrastructure or lives within or near the project area. This includes residents, landowners, minority communities affected by a project, businesses, advocates for policy, elected officials in whose jurisdiction the project is located, governmental regulatory agencies, and travelers who use the facility. The role of the stakeholders is to advise the Illinois Department of Transportation on issues related to the design throughout the entire study process and to help identify elements of the project purpose and need. All input from all participants in the process is valued and will be considered.

THE DEFINITION OF CONTEXT

Context is all elements related to the people and place where a project is located. This includes both visible elements such as environmental or historic resources and invisible elements such as community values, traditions, and expectations.

THE DEFINITION OF CONSENSUS

Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered. IDOT will try to achieve stakeholder consensus on project choices. However, IDOT is responsible for the final project decisions.



Existing Conditions

- Strategic Regional Arterial (SRA)
- One lane in each direction
- Turn lanes at some intersections
- Rural roadway section
- 82.5-ft ROW (typical)
- Posted speed limit:
 - 45 mph from Sunset Avenue to IL Rte. 173
 - 55 mph from IL Rte. 173 to Russell Road

Existing Public Land Uses:

- Waukegan Savanna Forest Preserve
- Waukegan Regional Airport
- ThunderHawk Golf Course
- Shepherd's Crook Golf Course



www.lcfpd.org



CRASH SUMMARY ALONG IL RTE 131

FROM RUSSELL ROAD TO SUNSET AVENUE

CRASH TYPE	YEAR						TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007	2008	2009		
OVERTURNED	4	6	3	4	3	2	22	1.9%
PEDESTRIAN	0	0	0	0	1	0	1	0.1%
PEDESTRIAN/CYCLIST	0	0	1	1	1	1	4	0.3%
ANIMAL	3	0	4	1	1	1	10	0.8%
FIXED OBJECT	15	18	17	22	25	14	111	9.4%
OTHER OBJECT	0	3	3	4	1	1	12	1.0%
OTHER NON-COLLISION	0	1	0	2	0	2	5	0.4%
PARKED VEHICLE	1	1	2	1	3	0	8	0.7%
REAR END	87	79	82	90	73	59	470	40.0%
HEAD ON	3	2	3	5	7	6	26	2.2%
SIDESWIPE-SAME DIRECTION	8	9	10	10	12	10	59	5.0%
SIDESWIPE-OPPOSITE DIRECTION	6	5	3	8	8	5	35	3.0%
ANGLE	30	22	17	15	28	21	133	11.3%
TURNING	46	43	44	58	46	43	280	23.8%
OTHER	0	1	0	0	0	0	1	0.1%
TOTAL	203	190	189	221	209	165	1177	100.0%

CRASHES ON WET PAVEMENT (RAIN / ICE / SNOW / SLUSH)	YEAR						TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007	2008	2009		
	53	47	59	73	77	51	360	30.6%

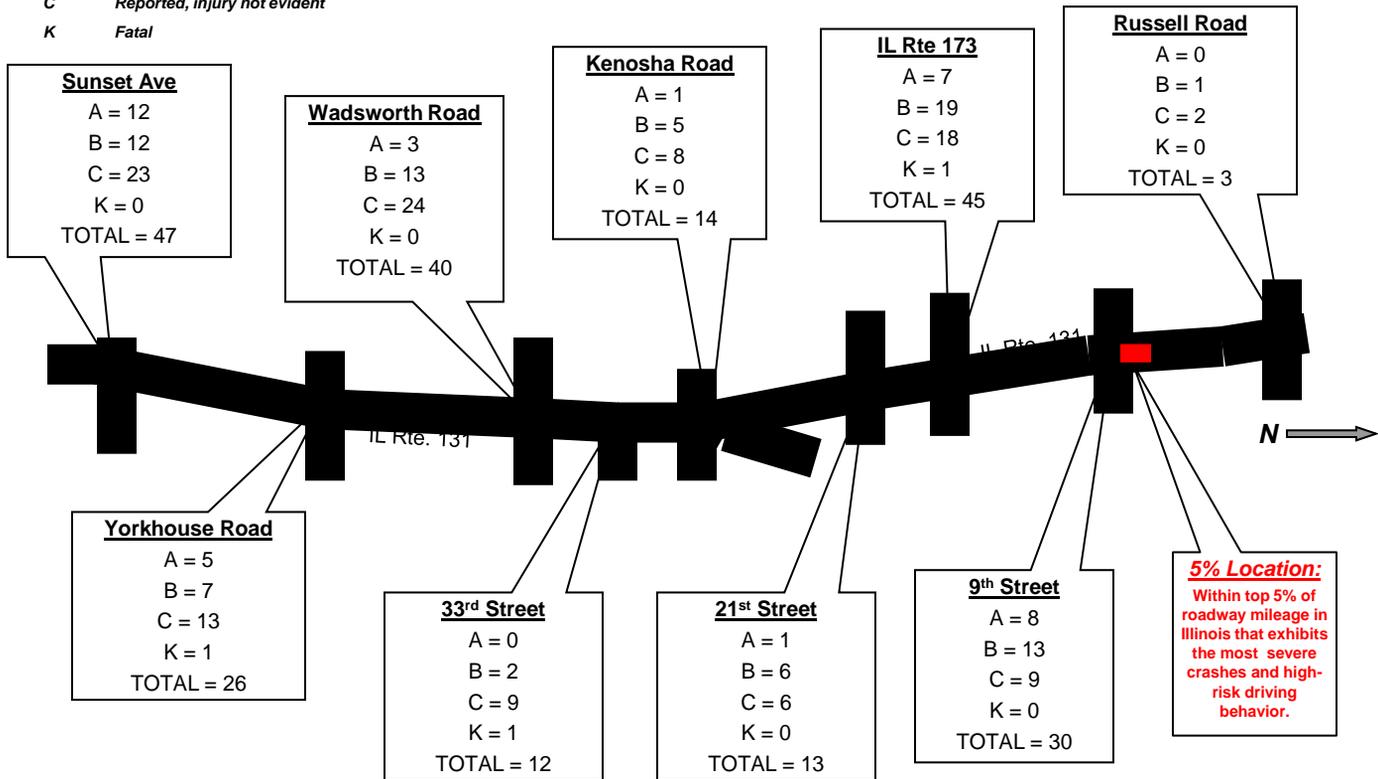
Source: Lake County, IL Traffic Crash Location System (TCLS)

CRASH SEVERITY AT INTERSECTIONS ALONG IL RTE 131

CRASH INJURY	YEAR						TOTAL	% OF TOTAL INJURIES
	2004	2005	2006	2007	2008	2009		
A	5	4	2	4	13	19	47	15.2%
B	10	13	19	11	23	33	109	35.3%
C	16	13	18	14	37	51	149	48.2%
K	1	0	2	0	1	0	4	1.3%
TOTAL	32	30	41	29	74	103	309	

Crash Types:

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



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

Corridor Deficiencies

Safety

Within Project Area From 2004 – 2009:

1176 Crashes 309 Injuries 4 Fatalities

(LCDOT data)

December 2010: Fatality near Kenosha Road

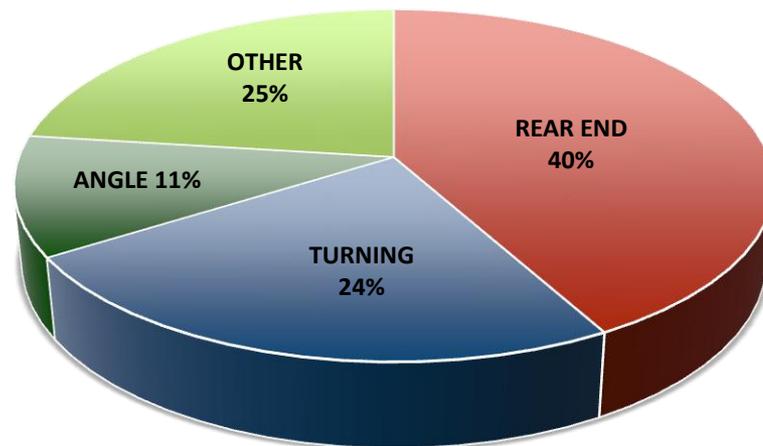
Other Safety Deficiencies:

- 5% Location North of 9th Street (0.25 miles)

(This means that this segment of roadway is within 5% of roadway mileage in Illinois that exhibits the most severe crashes and high-risk driving behavior)

- Deficient pedestrian / bicycle accommodations

Crash Types, 2004-2009
IL Route 131 from Russell Road to Sunset Avenue



(LCDOT data)

Corridor Deficiencies

Roadway Capacity

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

- Yorkhouse Road to Sunset Avenue

- 23,100 (2007)
- 25,000 (2030)
- 37,000 (2040)

- Kenosha Road to Wadsworth Road

- 16,400 (2007)
- 21,000 (2030)
- 38,000 (2040)

Intersection Capacity

Intersection capacity is measured using Level of Service (LOS):

Rating of Vehicle Delay, ranging from A (little or zero delay) to F (very long delay or gridlocked conditions)

- Highlighted intersections = LOS F in design year 2030



Corridor Deficiencies

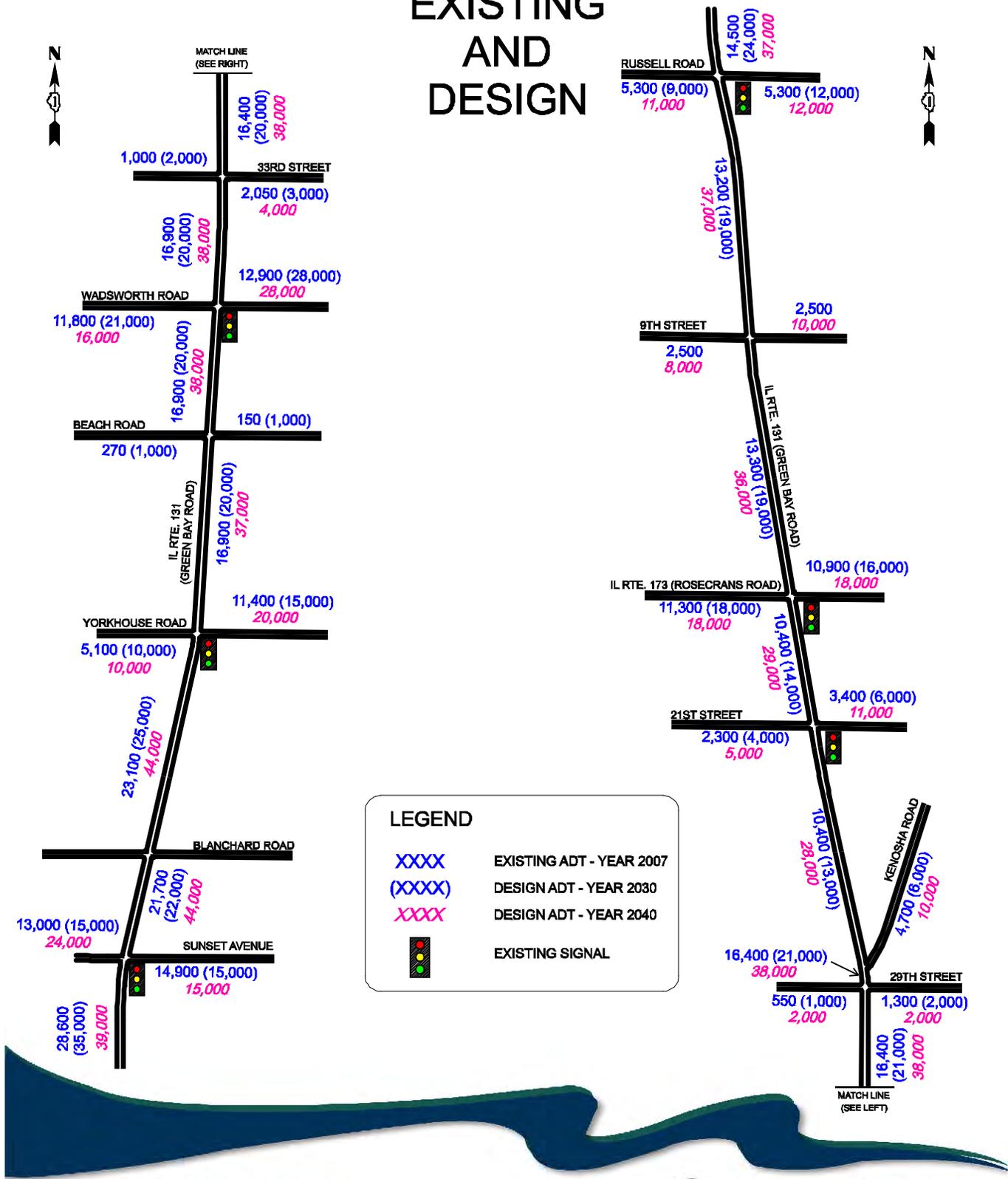
Operations / Mobility

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



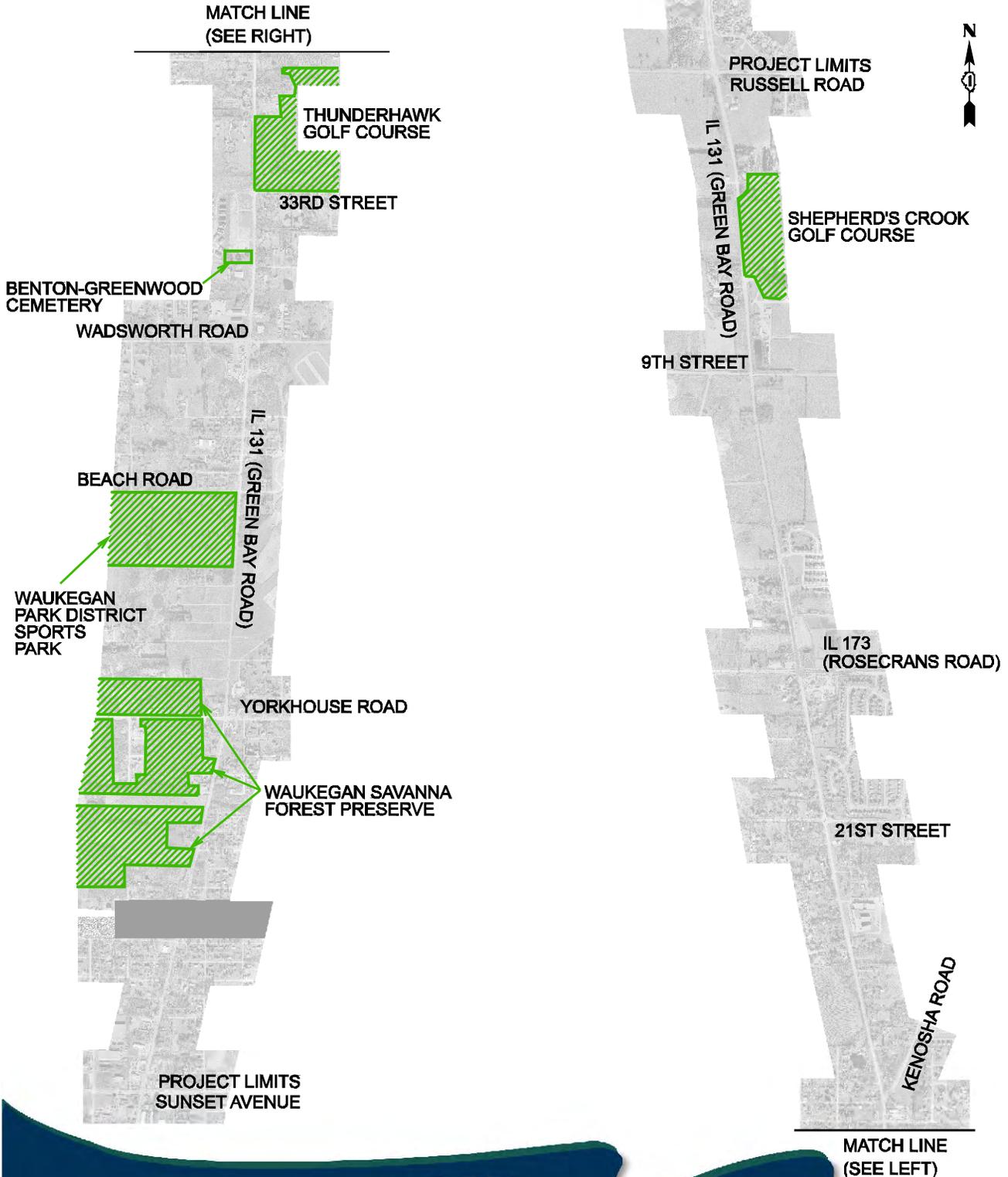
WORKING TOGETHER....CREATING A PLAN FOR YOUR COMMUNITY

AVERAGE DAILY TRAFFIC VOLUMES (ADT) EXISTING AND DESIGN



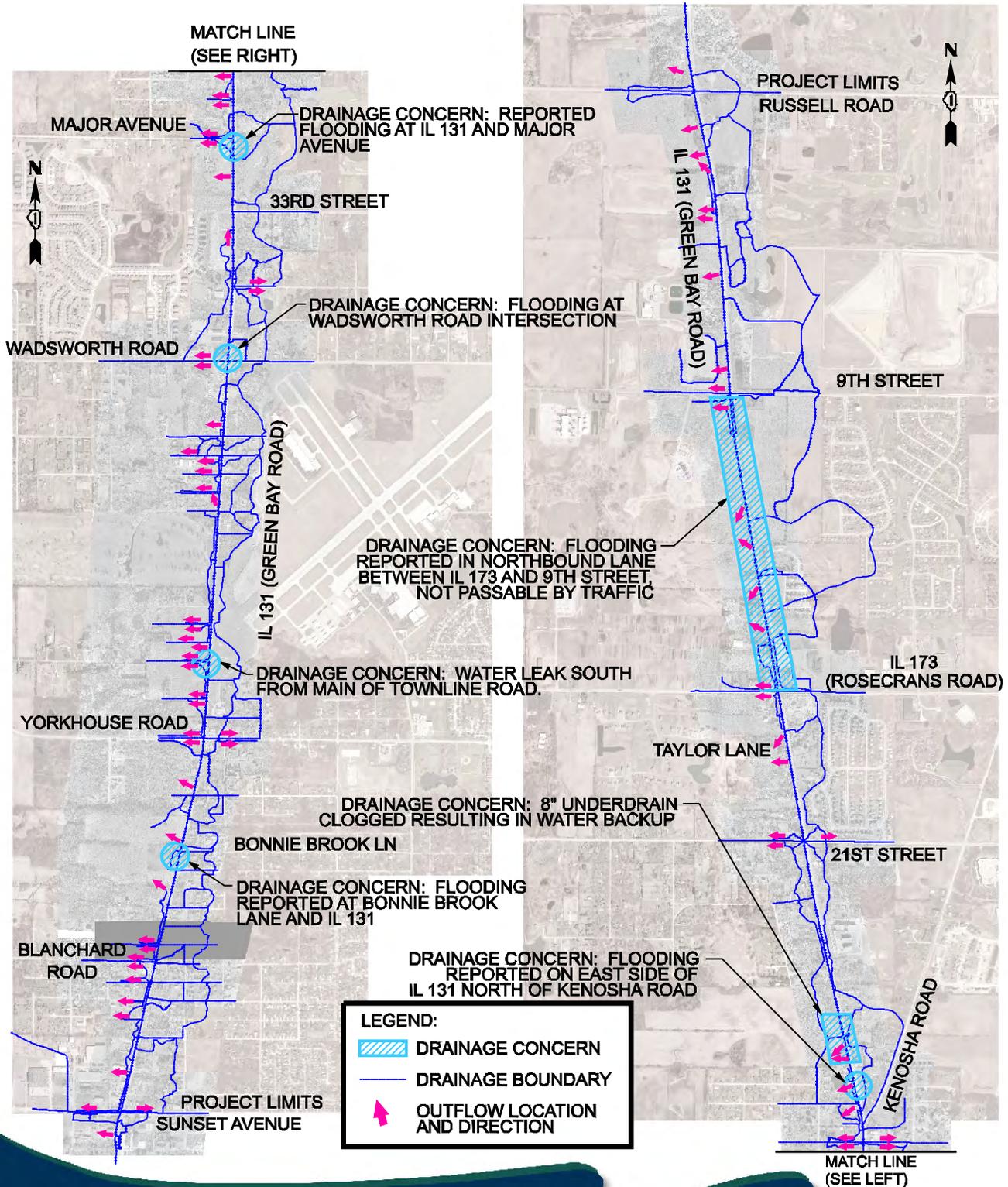
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SENSITIVE RESOURCES



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DRAINAGE PROBLEMS & OUTFLOWS



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

Purpose and 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

Preliminary Alternatives

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

 = Element is used in this alternative

 = The wide depressed grass median was not used due to right-of-way constraints

Alternatives Evaluation

**Sunset Avenue
to
Wadsworth Road**

Less ROW available

Primarily Residential,
Established Commercial

Many intersecting
streets/driveways

**Wadsworth Road
to
Illinois Route 173**

Relatively more ROW

Primarily Residential,
Proposed TIF*
Redevelopment

Fewer intersecting
streets/driveways

**Illinois Route 173
to
Russell Road**

More available ROW

Industrial and agricultural
Proposed TIF* Redevelopment

Few intersecting streets/driveways

*The Preliminary Alternatives have been applied to the three sections of the project to determine the best fit for each area. This combination of alternatives has become the **Refined Alternatives.***

* Tax-Increment Financing (TIF): A local economic development tool that uses increased property taxes generated by a new real estate development to finance costs of the development.

Illinois Complete Streets

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

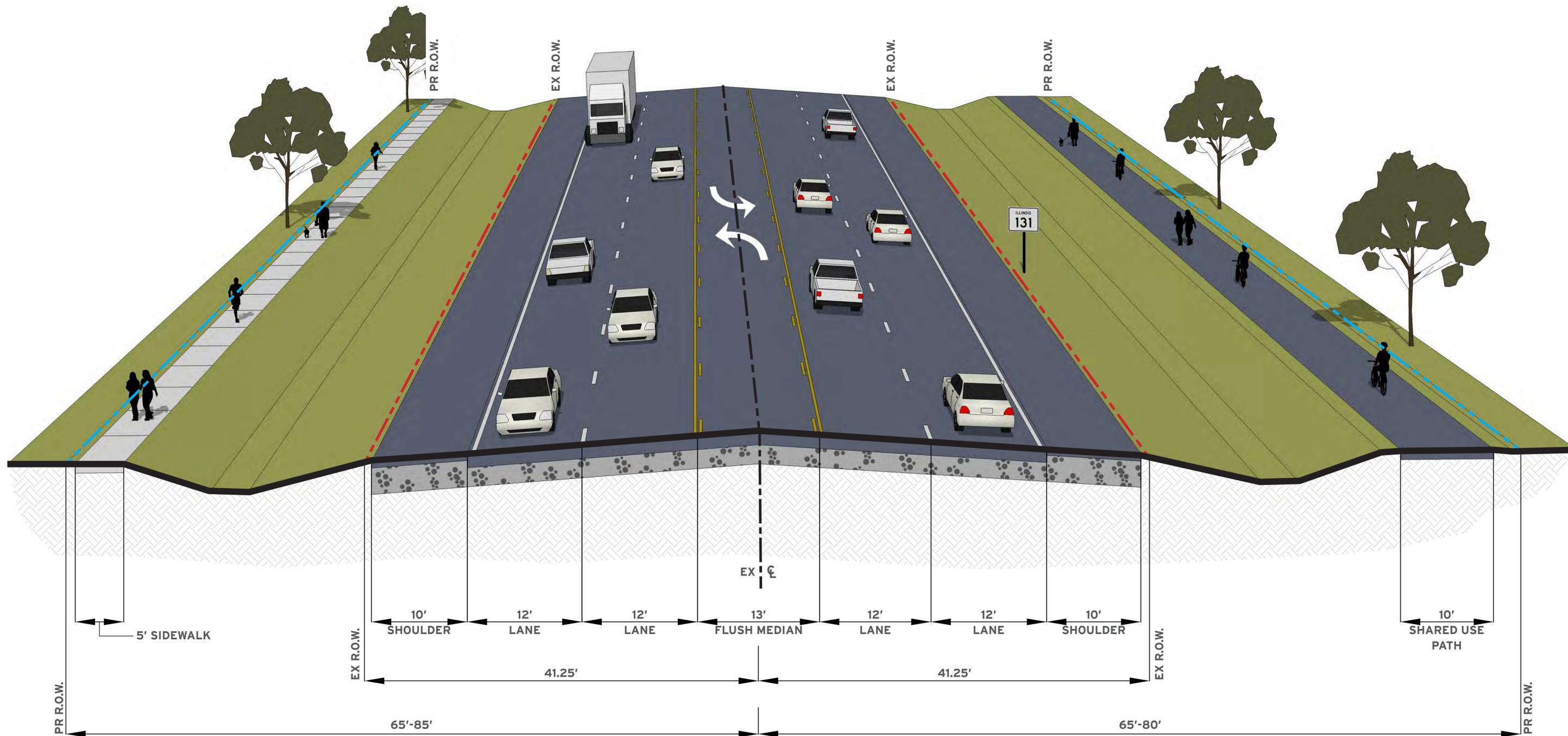
- *In keeping with this law, IDOT recently revised its policies and made several changes to its selection guidelines for pedestrian and bicycle infrastructure.*
- *Under the new selection criteria, pedestrians and bicyclists are best accommodated by an **off-road shared-use path** on roadways of Illinois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

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

ALTERNATIVE E1

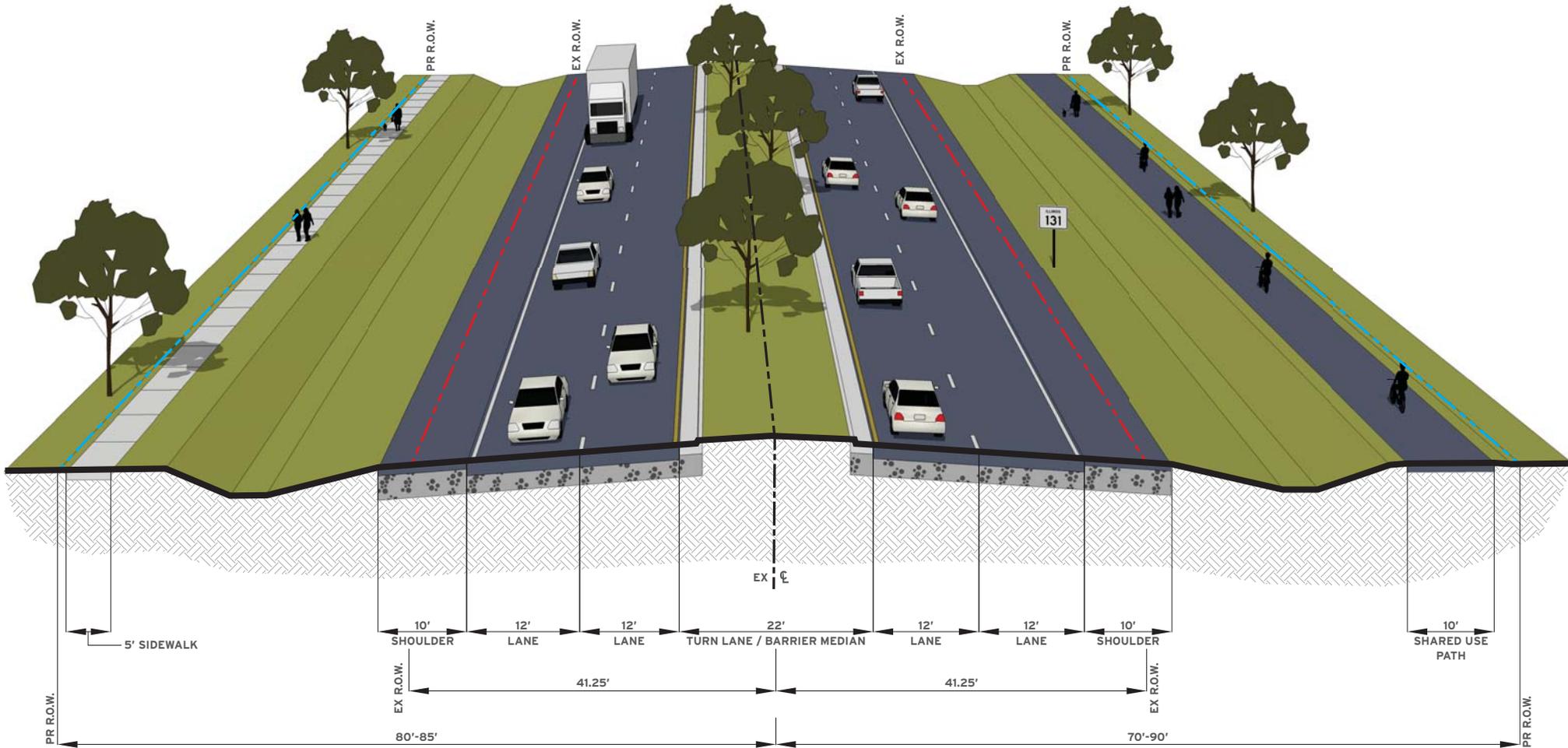
4-LANE WITH FLUSH MEDIAN, SHOULDER,
SIDEWALK, AND SHARED USE PATH
TYPICAL SECTION

SUNSET AVENUE TO IL ROUTE 173



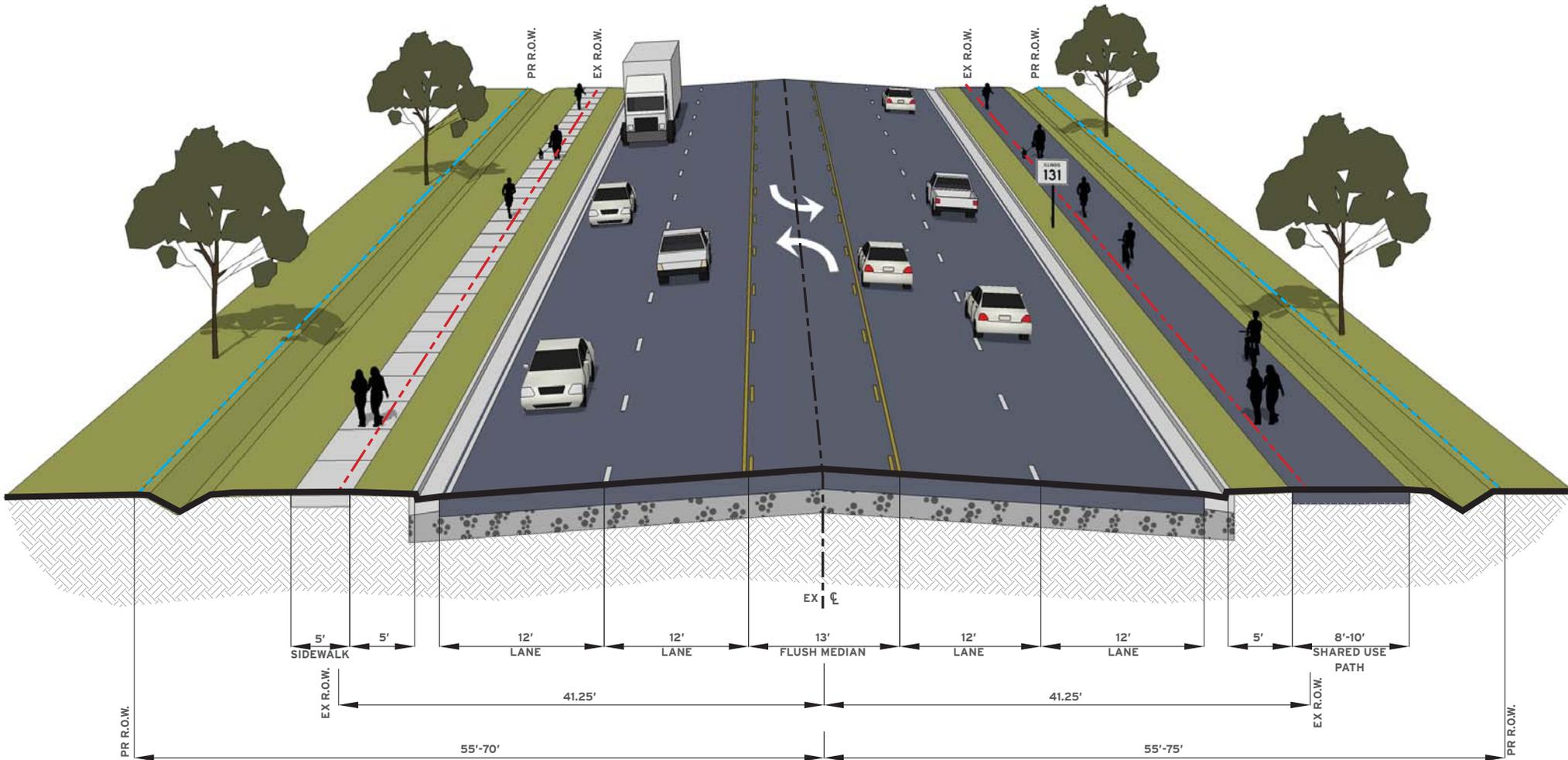
ALTERNATIVE E1
4-LANE WITH BARRIER MEDIAN, SHOULDER,
SIDEWALK, AND SHARED USE PATH
TYPICAL SECTION

IL ROUTE 173 TO RUSSELL ROAD



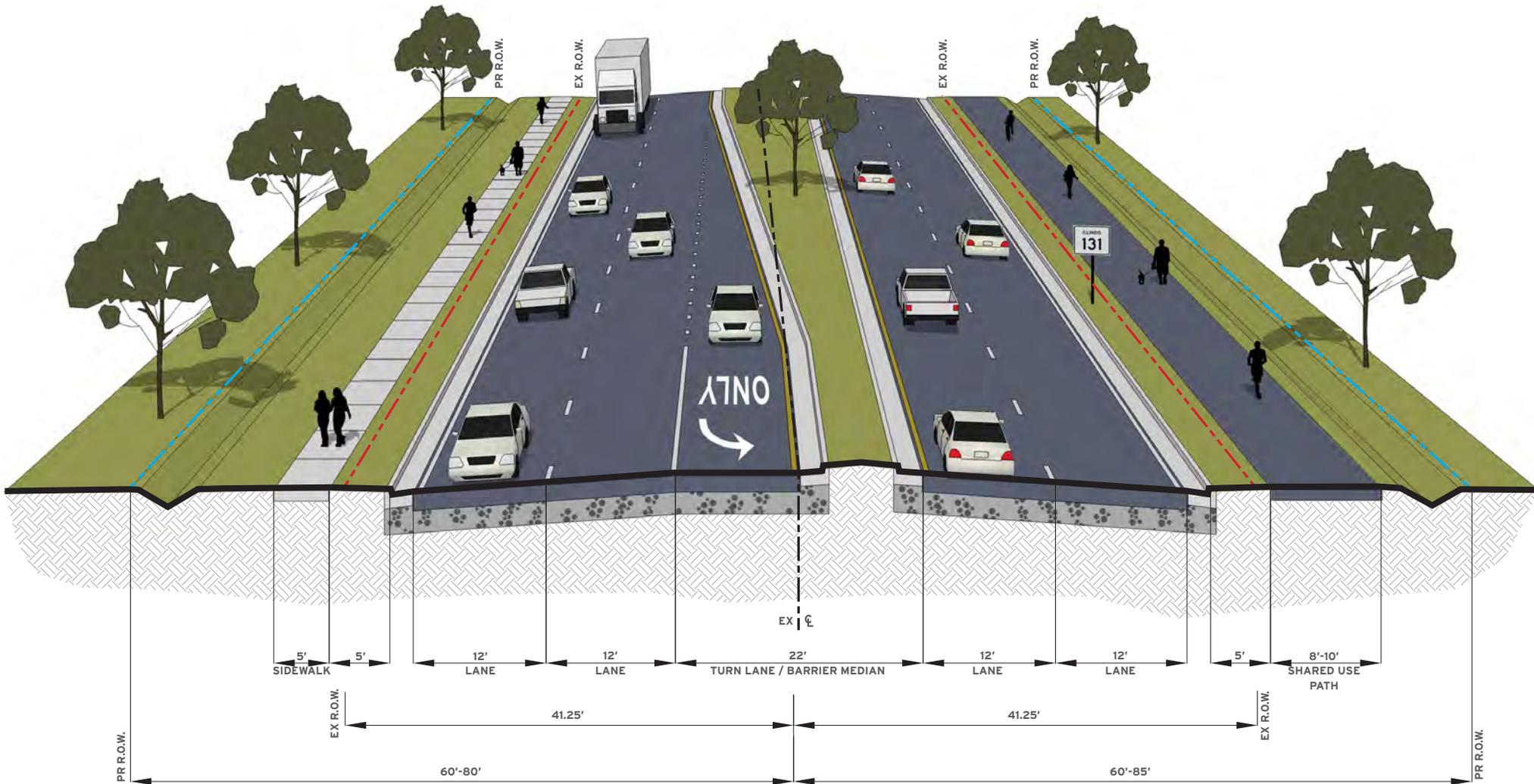
ALTERNATIVE E2
 4-LANE WITH FLUSH MEDIAN, CURB AND GUTTER, AND
 SIDEWALK AND SHARED USE PATH
 TYPICAL SECTION

SUNSET AVENUE TO WADSWORTH ROAD



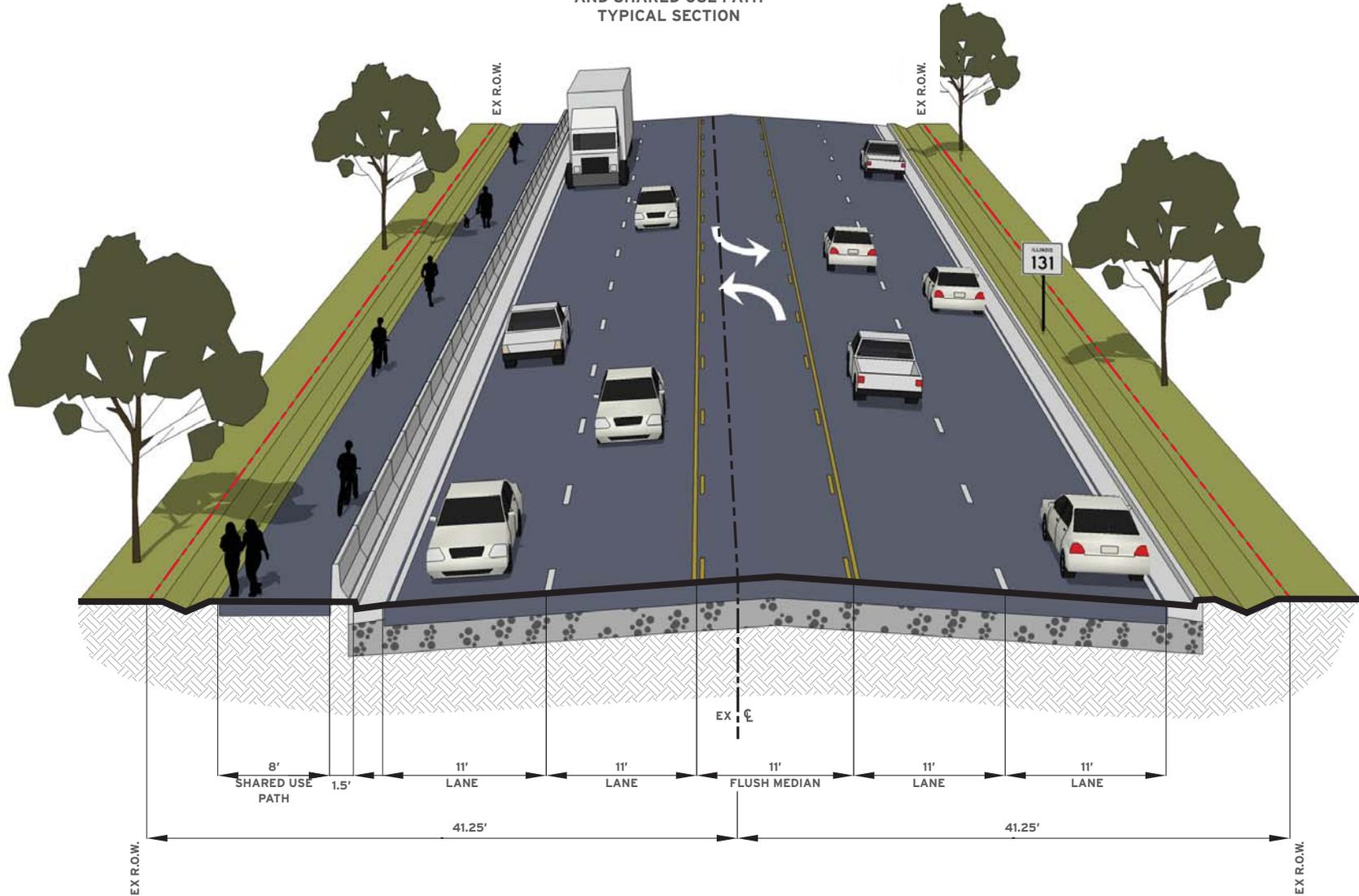
ALTERNATIVE E2
4-LANE WITH BARRIER MEDIAN, CURB AND GUTTER, AND
SIDEWALK AND SHARED USE PATH
TYPICAL SECTION

WADSWORTH ROAD TO RUSSELL ROAD



ALTERNATIVE E1 & E2
 4-LANE WITH FLUSH MEDIAN, CURB AND GUTTER,
 AND SHARED USE PATH
 TYPICAL SECTION

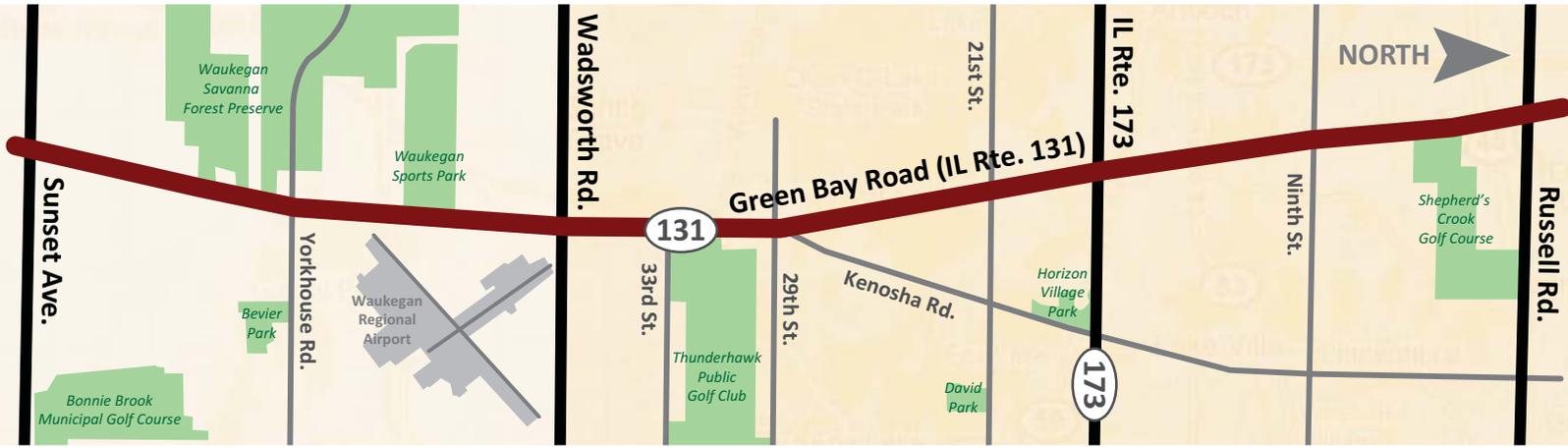
AT WAUKEGAN REGIONAL AIRPORT/
 YORKHOUSE ROAD TO BEACH ROAD





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Refined Alternative E1

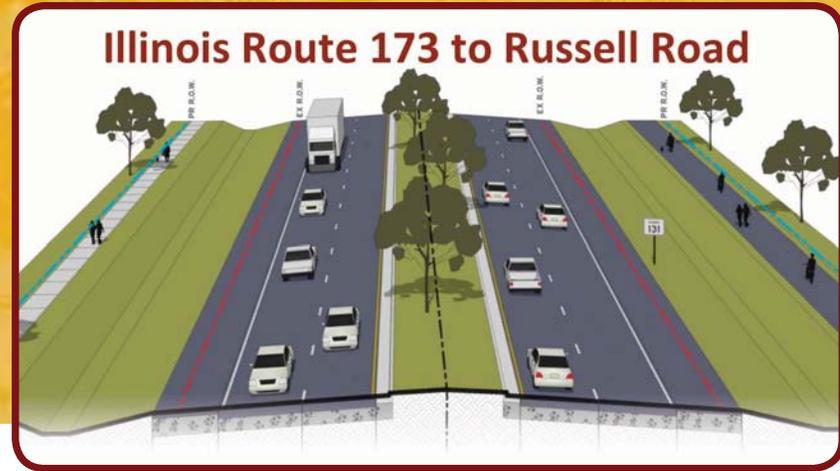


Alternative

Alternative



Sunset Avenue to Illinois Route 173



Illinois Route 173 to Russell Road



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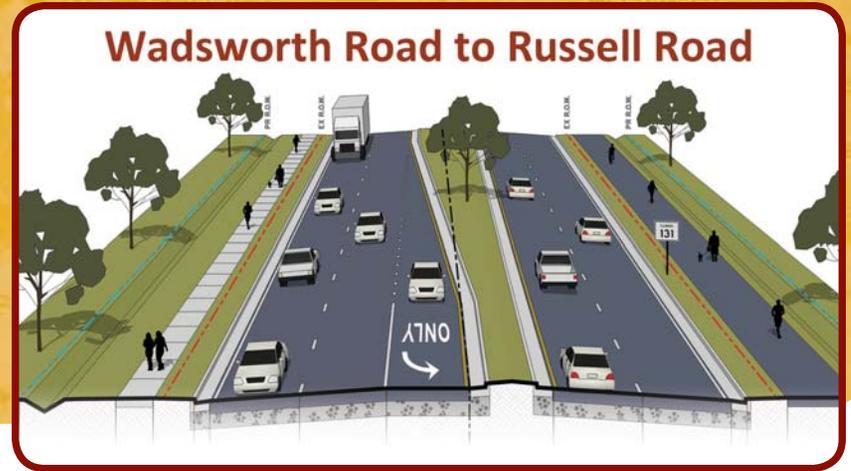
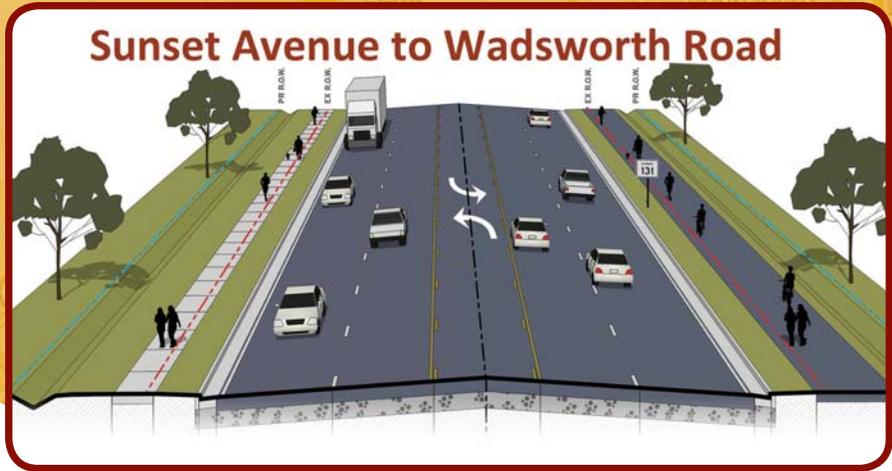


Refined Alternative E2



Alternative

Alternative



REFINED ALTERNATIVES EVALUATION - DATA

PROJECT TOTAL SUNSET AVENUE to RUSSELL ROAD				
Alternative		Units	Alternative E1	Alternative E2
Impacts				
Estimated Costs	Estimated Construction Cost (not including path/sidewalk)	\$	\$53,402,000	\$55,967,000
	Estimated Construction Cost of Shared Use Path and Sidewalk	\$	\$3,527,000	\$4,245,000
	Estimated Construction Cost of Retaining Walls	\$	\$0	\$2,616,000
	Right-of-Way Acquisition Cost	\$	\$10,053,000	\$7,056,000
Required Right-of-Way (ROW)	Number of Parcels with Partial Acquisition	each	358	413
	Residential ROW Acquisition	ac	32.28	21.5
	Potential Residential Relocations	each	46	4
	Commercial ROW Acquisition	ac	5.30	4.00
	Potential Commercial Relocations	each	7	1
	Farmland ROW Acquisition	ac	5.26	3.91
	Farmland Parcels Impacted	each	9	9
	Industrial ROW Acquisition	ac	5.75	4.69
	Potential Industrial Relocations	each	1	1
	Total Potential Right-of-Way Acquisition	ac	48.59	34.1
Affected Environment	Impacted Wetlands	ac	2.67	2.35
	Impacted Archaeological Sites	ac	TBD	TBD
	Floodplain Encroachment	ac	0	0
	Special Waste Sites Impacted	each	27	7
	Impacts to Section 4(f) Lands	ac	0	0

Notes:

Preliminary cost estimate, subject to change.

Construction cost estimate includes construction engineering.

*Construction cost estimate **does not** include path/sidewalk construction or right-of-way acquisition costs.*

All impacts are potential: measures may exist to further minimize property acquisition, relocations, and other impacts

Section 4(f) Land examples: nature preserves, golf courses, and other designated natural areas.

REFINED ALTERNATIVES EVALUATION - SCORES

PROJECT TOTAL SUNSET AVENUE to RUSSELL ROAD					
Impacts		Alternative	Rating	Alternative E1	Alternative E2
Estimated Costs	Construction Cost		(1-5)	3.00	2.67
	Right-of-Way Acquisition		(1-5)	1.00	4.00
Required Right-of-Way	Residential Impact		(1-5)	1.00	4.00
	Commercial Impact		(1-5)	1.33	3.67
	Agricultural Impact		(1-5)	2.33	3.67
	Industrial Impact		(1-5)	3.67	4.33
Needs	Safety		(1-5)	4.58	3.42
	Capacity		(1-5)	4.00	3.83
	Operations/Mobility		(1-5)	3.92	3.43
	Pedestrian/Bicycle Accommodation		(1-5)	3.93	5.00
Affected Environment	Wetland Impact		(1-5)	1.00	3.00
	Archaeological Site Impact		(N/A)	TBD	TBD
	Floodplain Impact		(1-5)	5.00	5.00
	Special Waste Sites Impact		(1-5)	2.67	2.67
	Section 4(f) Land Impact		(1-5)	5.00	5.00
Total			70	42.43	53.68

Notes:

Construction cost does not include path/sidewalk construction or right-of-way acquisition costs.

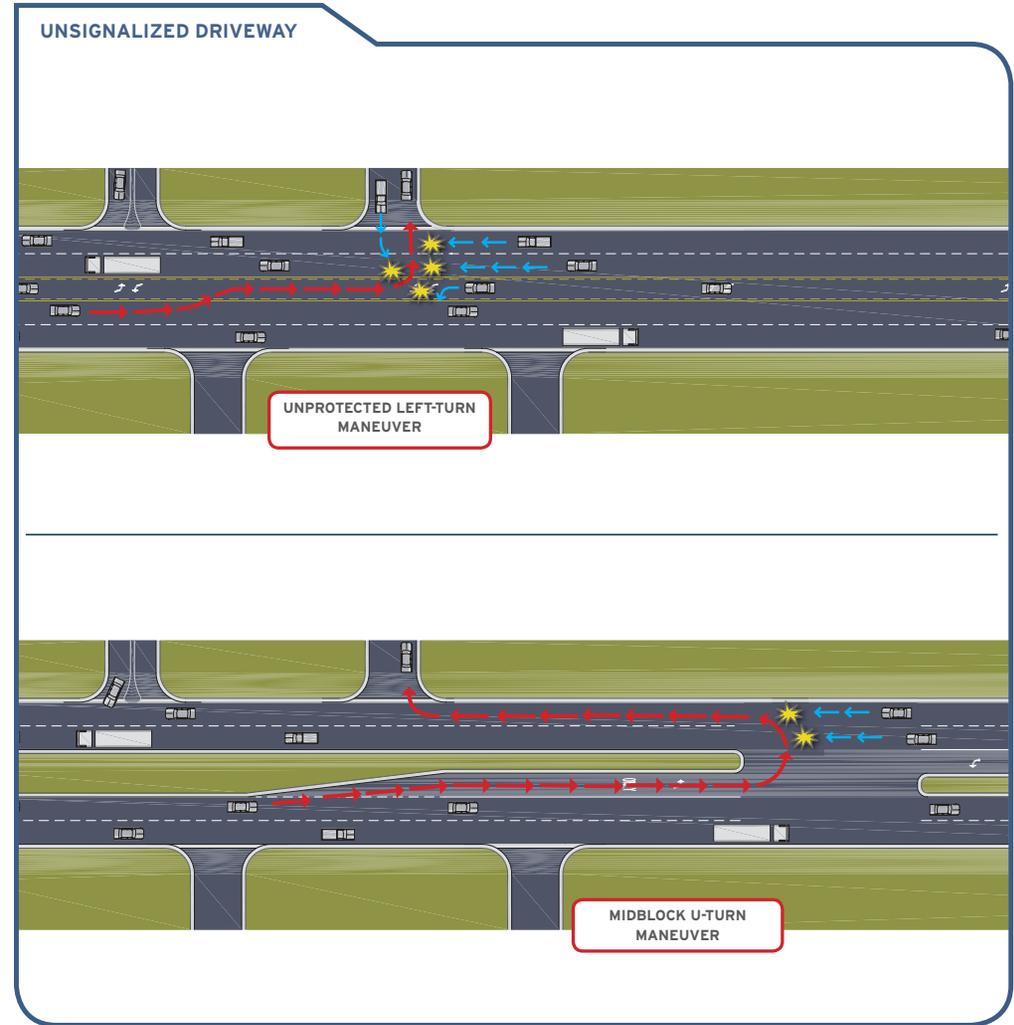
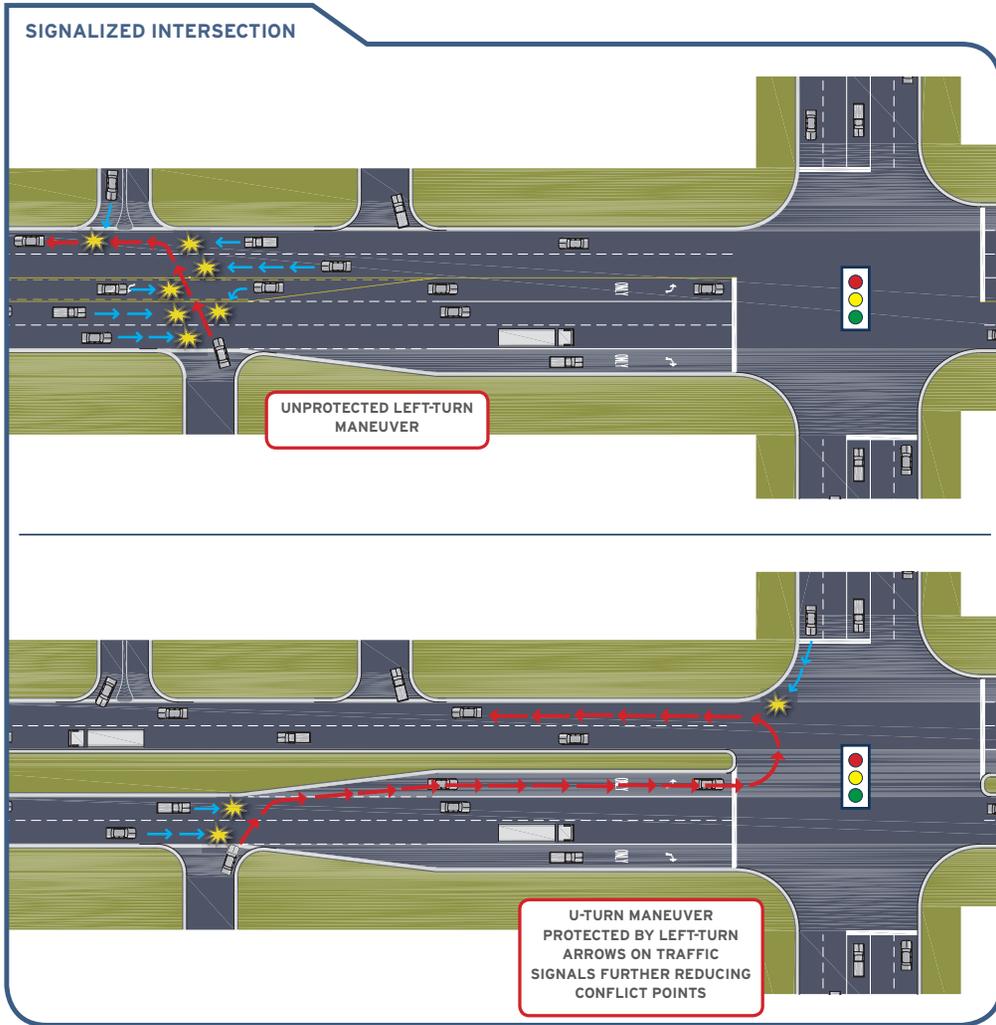
Scores for each category range **1 to 5**: 1 = negative, or less favorable; 3 = neutral; 5 = positive, or more favorable.

Archaeological Site Impact will be determined based on preferred alternative survey.

Blue Scores = objective scores from Project Study Team based on the average values for each specific category.

Red Scores = subjective scores from CPG/TAG responses at November 30, 2010 meeting

SAFETY BENEFITS OF U-TURNS UNPROTECTED VS. PROTECTED LEFT-TURN MANEUVER



Waukegan Regional Airport

The Waukegan Regional Airport is conducting an independent planning study to provide efficient and improved aviation facilities.

While the study is not affiliated with the IL Rte. 131 Phase I Study, the project teams are coordinating as each project interfaces with the other.

Through public involvement and input from the Waukegan Port Authority, IDOT Division of Aeronautics, and the Federal Aviation Administration, two feasible alternatives were developed in the airport study:

- Airport Alternative 1b:** Existing runway and taxiway extend across IL Rte. 131.
- Airport Alternative 3b:** New runway constructed north of existing runway, existing runway converts to a taxi-way, both extend across IL Rte. 131.

If the IL Rte. 131 project is constructed before the airport expansion, an interim design is proposed. This interim design, shown on the large aerials here today, is under FAA review.



Land Acquisition Types

Fee Simple

- Acquisition of all rights and interest

Permanent Easement

- Ownership is retained by property owner
- IDOT allowed use of property to construct and maintain facilities

Temporary Easement

- Ownership is retained by property owner
- Used to construct minor improvements

Land Acquisition Procedures

Determine Ownership

- Prepare property description

Independent Appraisal

Negotiation

Condemnation

Relocation Assistance when Building Acquired

- Advisory/referral services
- Replacement housing payments
- Reimburse moving expenses

Next Steps

CPG/TAG Meeting #5

- Evaluate Preferred Alternative
- Review Environmental Documentation

Public Hearing

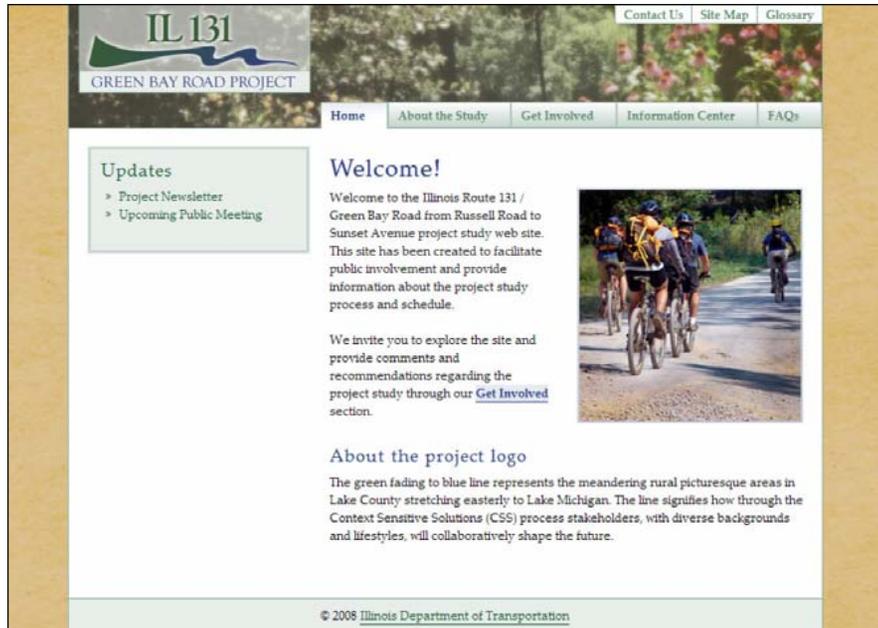
- Present Preferred Alternative and reports

PROJECT SCHEDULE



Website

www.IL131Project.com



Website Features:

- Provides project description and planning process overview
- “Get Involved” section contains information on Public Meetings and links to contact the project team
- Updated frequently with project progress