



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
600 W. Winchester Road
Libertyville, IL 60048

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

Mr. Michael Warner
Executive Director
Lake County
Stormwater Management Commission
333-B Peterson Road
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
9 West Hubbard Street, Suite 402
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»
«Company»
«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
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830 Sheridan Road
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Ms. Beth Dybala
Economic Development Manager
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Waukegan, IL 60085

Mr. Michael Hewitt
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Chairman
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Beach Park, IL 60099

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Wadsworth, IL 60083

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Waukegan, IL 60087

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Zion, IL 60099

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Zion, IL 60099

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

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Village Engineer
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Gurnee, IL 60031

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Community Development Director
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Gurnee, IL 60031

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Beach Park, IL 60099

Mr. Leroy Bolt
Building and Zoning Administrator
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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
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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
Gene Gross	Beach Park, IL ZIP 60099		Village of Beach Park
3. Bill Hunt	ZIP	whunt@lakecountysil.gov	Lake Co. Planning Board; Ready to build
4. JAMES JENSEN	149 SOUTH GENESEE ST. WAUKESHA, IL ZIP 60085	PJONES@7246WAUKESHA.TOWNSHIP.COM JJENSEN@WAUKESHA.TOWNSHIP.COM	WAUKESHA 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. RAYOY 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 60099	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 60099	barb.jaeger@hotmail.com	Village of Beach Park
7. MILT JENSEN	BEACH PARK ZIP		MAYOR
8. KUAT WOODFORD	333 Petersen Road LIBERTYVILLE IL ZIP 60049	KUWOLFORD@CAKECOUNCIL-IL.GOV	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 Gubaia	28055 Ashby L. Naperville ZIP 60568	bdgubaia@lakecounty partners.com	LAKE COUNTY PARTNERS
3. GLENDA RIBBAEK	14155 WOODSWORTH RD ZIP 60083	MAYOR RYBACK @YAHOO.COM	VIC OF WOODSWORTH
4. Melika Valiga	36833 N. Green Bay Rd. Waukegan, IL ZIP 60087	---	---
5. GREG PETER	200 BENVENIRE Waukegan ZIP 60067	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	Scott.D@Village. Guinee.il.us	Village of Guinee
2. AL HILL	ZION CHAMBER 2730 SPANGLAN RD. ZION IL ZIP 60079	ALHILL603@ATT.NET	ZION CHAMBER OF COMMERCE
3. Moser Andes	14155 Wadsworth Rd Wadsworth IL ZIP 60083	Maride@VillageofWadsworth.org	V. of Wadsworth
4. PANA TRIGGS	600 W Winchester Lisetteville IL ZIP 60078	ptrigg@lakecounty il.gov	LC DOT
5.	ZIP		
6.	ZIP		
7.	ZIP		
8.	ZIP		



CPG/TAG Meeting #1 Register

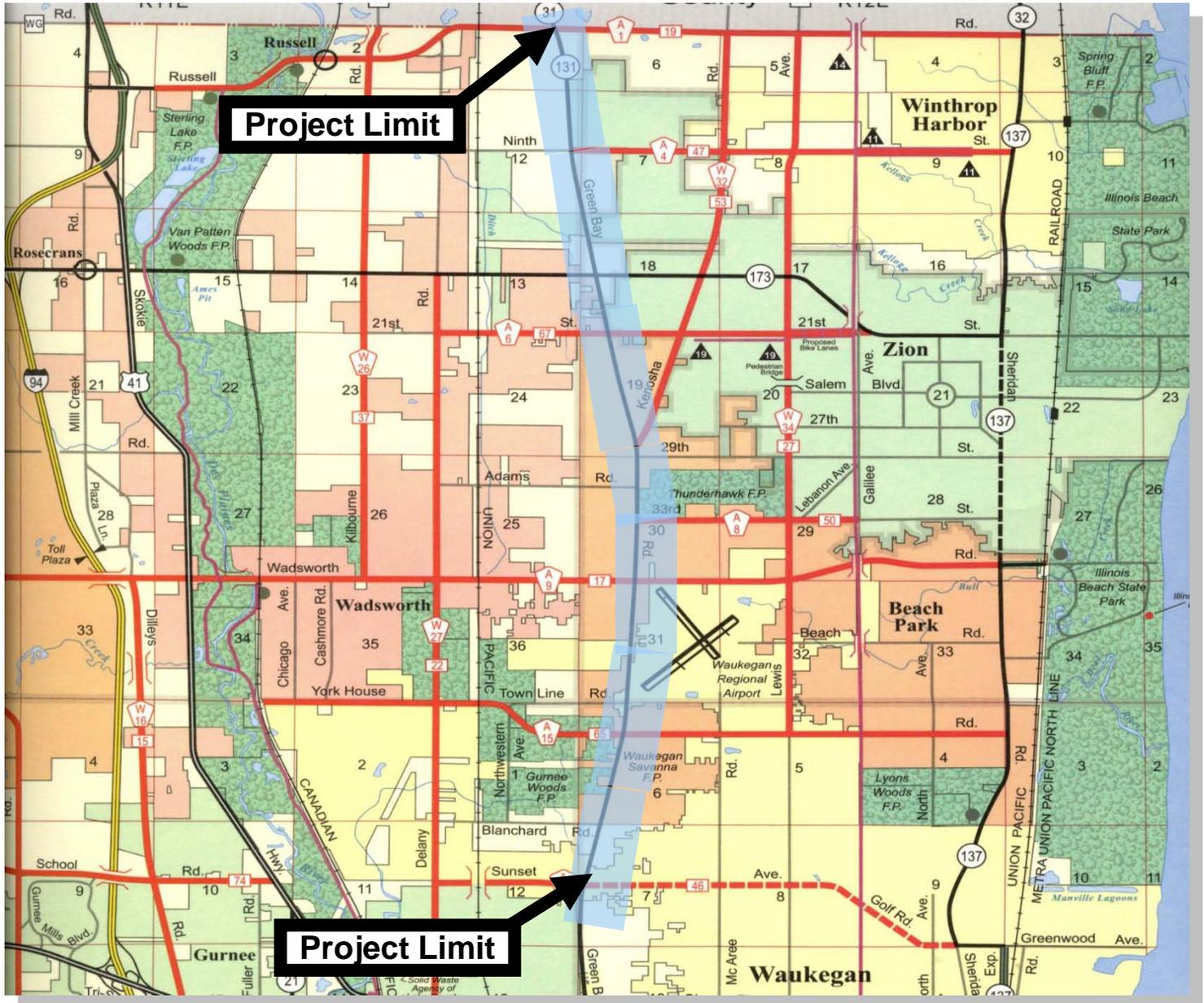


Project: Illinois Route 131 Project Study

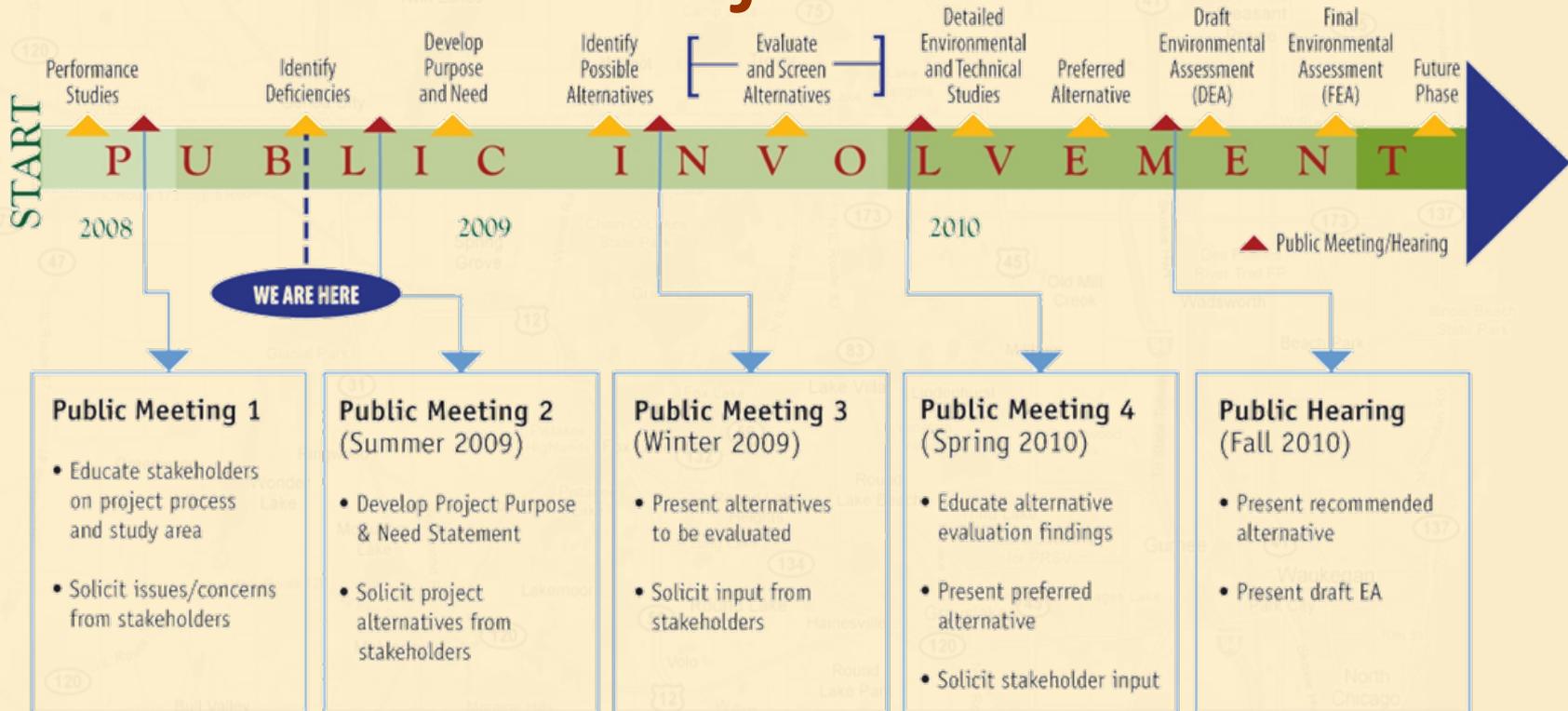
Location: Zion-Benton Public Library, Zion, IL Date: 7/15/09 Time: 10:00 AM - 12:00 PM

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



Project Schedule





WORKING TOGETHER...Creating a Plan for Your Community

www.IL131Project.com

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

July 15, 2009 | CPG & TAG Meeting #1



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

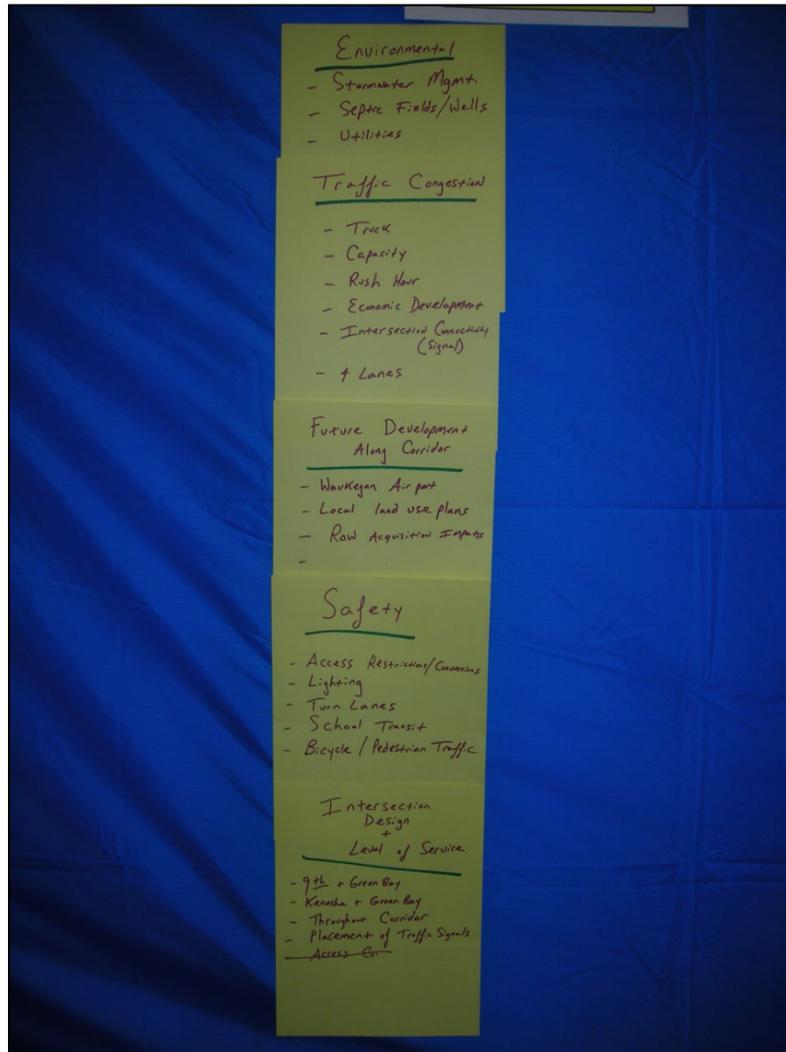


TABLE #1 ISSUES & CONCERNS

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.

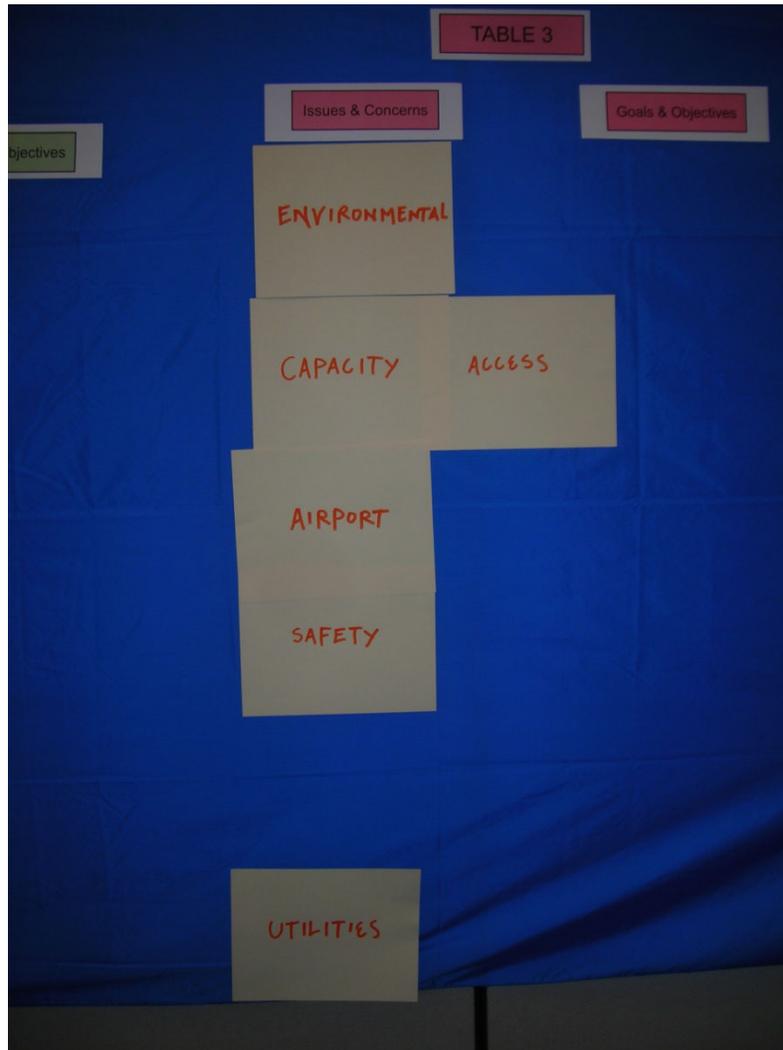


TABLE #3 ISSUES & CONCERNS

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

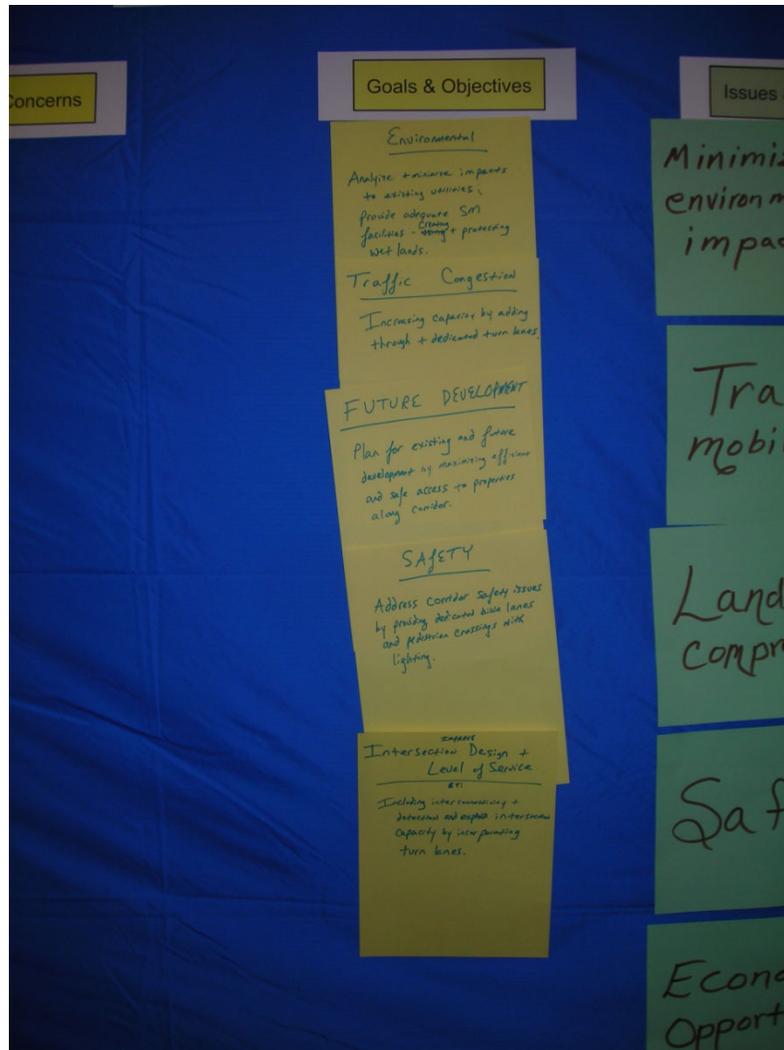


TABLE #1 GOALS & OBJECTIVES

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		
ACCESS	<p>TO ADDRESS ENVIRONMENTAL CONCERNS, NOT SHOULD COMPLY WITH THE LAKE COUNTY WATERSHED DEVELOPMENT ORDINANCE.</p>	<p>INVESTIGATE USING FRONTAGE ROADS AT NEW DEVELOPMENT LOCATIONS</p>
	<p>CAPACITY SHOULD BE INCREASED TO CARRY ANTICIPATED TRAFFIC VOLUMES FOR THE NEXT 20 YEARS</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.

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“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:

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DRAFT PROJECT PROBLEM STATEMENT

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“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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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:

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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

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Brenda Christopher

From: Derek Johnson
Sent: Thursday, September 10, 2009 3:49 PM
To: 'whunt@lakecountyl.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

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Chicago, IL 60606

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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



HNTB Corporation
The HNTB 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.

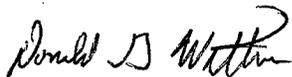
The project will continue to follow the Illinois Department of Transportation's Context Sensitive Solutions process which requires extensive public involvement. A previous study suggested expanding IL Rte. 131 to a six-lane highway because of the roadway's designation as a Strategic Regional Arterial (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