

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

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

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

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

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

**Questions asked during the presentation:**

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

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

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

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

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

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

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

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

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

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

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

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

#### Questions asked after the presentation:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

additional time to plan for funding.

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

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

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

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

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

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

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

#### **Post Meeting Notation**

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