



US Army Corps of Engineers/IDOT Coordination Meeting
Illinois Route 131
Sunset Avenue to Russell Road (Illinois/Wisconsin State Line)
Lake County
November 6, 2015

This is the first presentation of this project at a USACE meeting.

1.0 Background and Project Description

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.

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 which totals approximately 7.5 miles in length. 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.

The project area is a strategic regional arterial with a high percentage of truck traffic that is bordered by Waukegan, Wadsworth, Beach Park, Gurnee, Beach Park, Winthrop Harbor in Illinois, and Pleasant Prairie in Wisconsin. The presence of seven high volume crossroads, including Sunset Avenue to the south and Russell Road at the north limit, Waukegan Regional Airport, combined with the existing public land usage (Thunderhawk golf course, Shepherds Crook Golf Course, Waukegan Savannah Forest Preserve, Waukegan Sports Park) provides limited flexibility in reconfiguring the existing roadway geometry.

IL 131 needs conformity for FHWA to approve and sign the EA and then to hold the Public Hearing. IL 131 must have future funding programmed and be shown in the Transportation Improvement Program (TIP) to receive conformity from CMAP. IL 131 cannot receive conformity from CMAP until October 2015 at the earliest. There is currently no funding for Phase II or Construction.

2.0 Project Watershed info & Characteristics

- Suburban County Club Tributary to Des Plaines River – South Project limits at Sunset to intersection of IL 131 and 29th Street

- Newport Drainage Ditch tributary to Des Plaines River – intersection of IL 131 and 29th Street north to point between 9th Street and north project limits at Russell Road.
- Unnamed tributary to the Des Plaines River – point between 9th Street and northern project limits, north to Russell Road

Exhibits for delineation of watersheds with respect to project areas where discussed showing relative location of watershed with respect to project limits. A summary of watershed breakdown is shown in the summary tables below:

Watershed	Total Drainage Area (acres)
Des Plaines River	72.37
Suburban Country Club Tributary	308.73
Newport Drainage Ditch	305.93

Table 2.1 – Summary of Drainage Area by Watershed

- There are no identified floodplains (IDNR 3700 or IDNR 3708) located within the project area
- There are no major culvert crossings (single or multi barrel culverts with a combined end area opening of 7.5 sq. ft.)
- Primary soil composition is made up of silty clay loam (Soils Group D)
 - Potential Available Water Capacity (USDA Web Soil Survey, 2015) = 0.17 in water/inch soil) x (4-inch deep roots) = 0.68-in *assuming soils are dry at the beginning of the rainfall event*
 - Infiltration = 0.22 in/hours
- Illinois Natural History Survey (INHS) indicated three jurisdictional wetlands are within the project corridor, however HNTB is awaiting a jurisdictional determination (JD) from US Army Corps of Engineers to confirm jurisdictional wetlands in the project area.
- The US Army Corps of Engineers acknowledged they are working on the JD and that it still requires field. A completion time was not provided at the meeting, but it is not expected by the end of the year.
- The project was going through the NEPA 404 merger process with the regulatory agencies and received concurrence for Purpose and Need and Range of Alternatives but did not seek concurrence for the preferred alternative as the impacts to jurisdictional wetlands was under one acre. This will be reevaluated after the USACE makes their determination.

4.0 Summary of Improvements and planned BMP's

Due to the overall size of the project, ACOE stated that they would have to review BMP's on a case by case basis based on the outfall. Consideration will be given to sensitive outfalls that outlet to a jurisdictional wetland. Consideration will be given to the surrounding area with respect to BMP type. Specific BMP's to retain the 1" of added impervious or 1/2" of entire imperviousness as seen on recent projects will not be explored in lieu of the outlet by outlet approach.

Upon completion of the ACOE jurisdictional determination, HNTB will submit the LDS for review by the IDOT Hydraulics Section prior to further meetings with the ACOE. Full size digital PDF format plan sets

for the submittal is preferred. A summary table of outfalls with a brief description of proposed BMP will be included.

5.0 Recommendation for Proposed Storm Water Quality BMP's

A summary of BMP's that will be utilized are as follows:

1. Provide retention via aggregate ditch checks
2. Over-excavating detention ponds to create retention storage – *will incorporate sufficient draw down time*
3. Inline Stormwater detention – *used in locations where ROW is restricted, or use of detention ponds is not advisable adjacent to Waukegan National Airport*

ACOE noted that a bioswale (without underdrain feature) could be considered in addition to BMP's highlighted above.

It was noted in the meeting that the proximity of the Waukegan National Airport, ThunderHawk golf course, Shepherds Crook Golf Course, Waukegan Savanna Forest Preserve, and Waukegan Sports Park have limited flexibility in reconfiguring the existing roadway as well as limited the ability to acquire ROW or obtain temporary easements. Further space constraints and locations adjacent to homeowners also make BMP application difficult.

