

**U.S. 45 – IL 132 to IL 173 and Millburn Bypass**  
**Community Advisory Group #2 Meeting Summary**

On November 3, 2009, the second meeting of the US Route 45 Millburn Bypass Community Advisory Group (CAG) was held at the State Bank of the Lakes in Lindenhurst from 6:30 p.m. to 8:30 p.m. A summary of the evening's proceedings follows.

The goal of this CAG meeting was to (1) update the members on the project status and schedule, (2) obtain CAG comments on the project Purpose & Need, (3) begin discussion on the alternatives development and evaluation process, and then (4) hold a break out session on a full/reasonable range of alternatives moving forward. Facilitators included members of the Lake County Division of Transportation (LCDOT), Illinois Department of Transportation (IDOT), and consultant members of the project study team. All attendees are listed on the last page of this document.

The meeting agenda was as follows:

- I. Welcome / Introductions
- II. Project Update / NEPA Process and Schedule Review
- III. Purpose and Need Discussion
- IV. Alternatives Analysis Process and Methodology
- V. Range of Alternatives (Breakout Exercise)
- VI. Next Steps / Schedule

Exhibits on display at this meeting included:

- Overall GIS exhibit of study area showing updated environmental resources
- An existing and proposed land-use map
- 2009 and 2030 Traffic Volume exhibit
- Current Study Schedule

In addition to these exhibits, the following information was provided for inclusion within the CAG member project binders:

- CAG #2 Meeting Agenda
- Copy of the CAG #2 PowerPoint Presentation
- Summary of the CAG #1 Meeting held on June 16, 2009
- Draft Purpose & Need document
- Current Schedule
- Sample Evaluation Matrix Template
- Alternatives Combinations exhibits

A PowerPoint presentation guided the overall meeting. Chuck Gleason of LCDOT began by welcoming the CAG members and facilitating reintroductions of everyone present. Chuck also inquired if the CAG members had any comments on the minutes from CAG #1 that were previously distributed. There were no comments on the CAG #1 Meeting Minutes.

Mike Matkovic of Christopher B. Burke Engineering, Ltd. (CBBEL) continued the presentation by giving a project update and a review of the schedule and NEPA process. He noted that the project is on schedule for completion by the end of 2011, as planned. This segued into a discussion of the project Purpose and

Need document. The draft version had been distributed prior to the meeting, and an explanation of what it is, why it's required, and what it is used for was given. Mike explained that the Purpose and Need statement is a formal initial project deliverable under the National Environmental Policy Act (NEPA) that presents technical analysis to establish the transportation need for the project, as well as represents public input in this regard in the form of the CAG Project Problem Statement, developed at CAG #1. The purpose and need statement forms the basis for identifying a full and reasonable range of alternatives for the project in compliance with NEPA, as all reasonable alternatives must meet the transportation purpose and need for the project. Mike further explained that in accordance with NEPA the "no-build" (or do nothing) alternative must be carried forward for relative comparison.

The Purpose and Need document is currently being concurrently being reviewed by IDOT and FHWA; the goal is to obtain concurrence on the project Purpose and Need statement at the February NEPA 404 merger meeting. Attendees were asked to provide comments on the draft version of the Purpose and Need document. Comments included:

- Mr. Boller noted that on Page 2, where describing Mill Creek, the word 'Old' should be omitted as Old Mill Creek is the village and the creek is just Mill Creek.
- Mr. Smith asked that a discussion of the implications of the Tollway toll plaza locations on cut-through traffic be added.
- Mr. Pfeiffer asked to compare the growth rate of Lake County, and specifically this area, to the northeast Illinois region's growth as a whole.

Jarrold Cebulski of Patrick Engineering Inc. (Patrick) then continued the presentation by walking through the principles of alternatives development and evaluation and the process and methodology that is being utilized for this project. Jarrod showed an example of how an alternative could be developed and evaluated. A sample evaluation matrix template was presented. An evaluation matrix can be used to summarize potential environmental and socio-economic impacts associated with various alternatives for comparative purposes. Jarrod also shared the results of project consultation with IDOT, the Federal Highway Administration (FHWA), and the Illinois Historic Preservation Agency (IHPA) in regards to the potential effect an impact on the Millburn Historic District could have on an alternative's evaluation. The agencies directed that although there is concern with the potential effects, at this point in the project development process, alternatives for each north-south scenario (west bypass, east bypass, and retain current alignment) need to be analyzed and relatively compared with respect to transportation performance and socioeconomic and environmental effects in compliance with the National Environmental Policy Act (NEPA) that guides the federal project development process. On this basis, Jarrod reviewed the seventeen (17) combinations of north-south (Group A-West Bypass; Group B-Existing Alignment; Group C-East Bypass) and east-west (1-Existing Grass Lake/Millburn; 2-6 Various E-W Connections) alternatives (refer to attached) that were identified at the Public Meeting in March 2009 and that the Project Teams feels is a good starting point for developing a full and reasonable range of alternatives as required with NEPA.

This segued into the CAG workshop activity. Mike Matkovic outlined that each breakout group would be providing input to the Project Team on the alternatives presented, as well as indicating whether any alternatives were lacking. This input will be used by the Project Team to finalize the NEPA range of alternatives. As part of the workshop, there were three separate CAG groups (yellow, green, and red). CAG members were assigned to the same breakout groups as at the first CAG meeting. Each group provided input on the 17 combinations of north-south and east-west alternatives, specifically relating to key benefits, concerns, and/or if further consideration was warranted based on the project purpose and

need, potential impacts, etc. The entire group then gathered back together and reported out their individual groups' thoughts. Mr. Boller spoke for the yellow group, Mr. Richardson for the green, and Mr. Marturano for the red. With reference to the attached notes pages from each breakout group, the following summarizes the groups' reports:

Mr. Boller (Yellow Group)

This group felt that amongst the A bypass alternatives, combinations A1 and A4 would best address the transportation improvement needs since they seemed to better serve the general traffic flow experienced in the area. The group felt that the A bypass location, as compared to B and C, due to its closer proximity to most of the developed area would provide quicker access for most drivers. It was noted that the east-west alternate A2 was not desirable due to a remnant portion of the original Millburn Cemetery remaining in this area. This information was new to the Project Team, and will be investigated.

The group felt that the B alternatives were generally not preferred as a widening of US Route 45 on existing alignment would be even closer to the existing homes in the Historic District, which is already a concern.

The group felt that of the C bypass alternatives, combinations C1 and C4 would be preferred. Alternative C was considered more favorable when weighing impacts to residential properties. However, it was noted that the length of improvement for C would be longer than A. Similarly, the question of whether A or C would be more expensive was discussed, but it was noted that this is something that would be evaluated during the analysis process.

Mr. Richardson (Green Group)

Mr. Richardson expressed concern that the group was not given enough time to evaluate the alternatives presented. There was generally discussion that this exercise is the beginning of the alternatives development and evaluation process and that early input is being requested by the CAG for use in identifying the full range of alternatives that will be developed in greater detail and relatively compared with respect to transportation performance and socio-economic and environmental impacts. It was further noted that if CAG members had additional input to provide to the Project Team on the combination of alternatives presented today, that they can provide this input to Chuck Gleason at LCDOT within the two weeks following the meeting, or by November 17, 2009.

In terms of the group's input on the alternatives presented, it was noted that the B alternatives were undesirable due to historic district impacts. The group had concerns with the A alternatives based on residential impacts, although A1 and A2 were relatively the most favorable. The group had concerns with the C alternatives based on residential and historic building impacts (C3 and C4), agricultural land impacts (C1-C5), and not serving transportation needs (C5). However, it was noted that C2 seemed favorable with respect to serving traffic needs.

Another potential east-west connection was discussed and proposed by the group. They suggested that consideration for a connection between US 45 and Wadsworth

Road also be made by the County. There was discussion about whether this would address the project purpose and need with respect to needed improvements along US Route 45 given the predominant travel patterns noted in the Purpose and Need statement.

Mr. Marturano (Red Group)

This group felt that inclusion of alternatives that met the transportation needs outlined in the Purpose & Need document rose to the top.

The group felt that with respect to the A alternatives, A2 and A4 seemed to maintain the east-west traffic flow as well as providing the needed north-south bypass but was concerned about the cost of these alternatives. A1 was deemed less desirable due to the fact that significant traffic would remain within the Historic District. A3 would likely impact an historic building, while A5 would introduce substantial traffic to a residential street. A6 was seen as not providing the crucial east-west link.

With respect to the B and C alternatives, the group felt that east-west combinations 2 and 4 would be the most desirable with respect to avoiding homes and addressing traffic needs.

After the workshop, the CAG meeting concluded with an overview of the upcoming project development activities and schedule. The next meeting of the US Route 45 Millburn Bypass CAG is scheduled for the spring of 2010 at which the focus of discussion will be on the relative comparison of the alternatives developed for further narrowing to alternatives presented at a Public Meeting.

Throughout the course of CAG #2, the following additional information emerged about the project area that will be coordinated with IDOT, FHWA and IHPA:

- Scott Martin provided information (Map and Narrative Description) on the locally designated Southern Millburn Historic District, located south of the Millburn Historic District boundaries per the National Register Location, which is locally known as the Central Millburn Historic District.
- Several CAG members informed the Project Team of a possible remnant of the original Millburn Cemetery that exists along the east side of US 45, north of the Millburn Historic District boundaries. It was indicated that some grave sites may have been left in place when the move occurred although all of the headstones were moved.
- There was discussion of a new church being constructed adjacent to US 45 in this same area north of the Millburn Historic District. This will be investigated.
- There was discussion that the Old Mill Creek Historic Preservation Commission (HPC) is planning to develop a downtown area in the vicinity of the existing Millburn Historic District. Old Mill Creek HPC has not publically released any information about their plan. The CAG discussed that they would like Old Mill Creek HPC to release their plan.

The 2<sup>nd</sup> meeting of the US Route 45 Millburn Bypass CAG was adjourned at approximately 8:30 p.m. LCDOT asked that all comments pertaining to CAG meeting #2 be submitted by November 17, 2009.

**Post CAG #2 Meeting Comments:**

- In follow up to the CAG #2 meeting comment regarding the relocation of a church adjacent to US Route 45, the church referenced is St. Raphael the Archangel Catholic Church currently located at 2101 E. IL Route 173, Antioch Illinois. The Catholic Bishop of Chicago has title to vacant property along US Route 45 north of IL 173 in Antioch, which is outside of the Environmental Assessment project limits.
- Comments were received from CAG member Milt Anderson of 19176 W. Grass Lake Road stating his intention along with Mrs. George Druce-Hoffman of 38650 US Route 45 and Mr. Richard Schubert of 38924 US Route 45, of requesting inclusion to the Millburn Historic District. They plan on applying for Federal Register of Historic Places designation and will begin the process beginning January 1, 2010. Mr. Anderson intends on going through the Millburn Historic Preservation Commission of Old Mill Creek to make a formal request for inclusion to the Millburn Historic District (i.e. Central Millburn Historic District).
- Comments were received from Mr. Philip Rovang, Lake County Director of Planning, Building and Development, dated November 11, 2009. Mr. Rovang suggested that the goals of the project should include: no destruction of historical buildings, minimal disruption of the land in the Historic District, protection of the existing natural environment and cemetery, and minimize the need for vehicle turning movements. He expressed concerns with the B alternatives due to impacts of the historic district and the C alternatives due to bisection of the historic district. He further expressed concerns with the east-west alternatives: alternative 1 due to the turning movements required and impact to the historic district, alternatives 2, 3, and 6 due to impacts on the historic district structures (2 and 3) and not solving the transportation problem (6). Mr. Rovang recommended further evaluation of alternatives 4 and 5. He also requested that the purpose and need statement reflect the effects of the increased traffic and congestion causing discontinuity within the Millburn Community and creating harmful effects on commercial business.

CAG #2 attendees were:

<b>PSG Members</b>	<b>Organization</b>
Chuck Gleason	LCDOT
Paula Trigg	LCDOT
Marie Glynn	IDOT
Srikanth Panguluri	IDOT
Mike Matkovic	CBBEL
Matt Huffman	CBBEL
Pete Knysz	CBBEL
Marty Worman	CBBEL
Sean LaDieu	Huff & Huff
Jarrod Cebulski	Patrick
Eric Cook	Patrick
Ryan Westrom	Patrick

<b>CAG Members</b>	<b>Representing</b>
Andrew Kimmel	Lake County Forest Preserves
Bob Holbach	Millburn Tree Farm
Craig Richardson	Heritage Trails Homeowners Association
Dawn Revenaugh	Millburn Glass Studios
Dominic Marturano	Village of Lindenhurst
Ellen Mauer	Millburn Community Consolidated School District 24
Gerald F. Swanson	Self
Glenn Westman	Lake County SMC
Jennifer Andrew	Historic Millburn Community Association
Kevin Klahs	Lindenhurst Police Department
Kevin McKeever	Providence Ridge subdivision
Larry Leffingwell	Tempel Farms
Linda Berger	Forest Trail subdivision
Michael Mark	Self
Michael Scholler	Providence Woods Homeowners Association
Milt Anderson	Self
Pete Szpak	Heritage Trails Homeowners Association
Scott Martin	Old Mill Creek Historic Preservation Commission
Scott Pfeiffer	Cross Creek Homeowners Association
Thomas Druce-Hoffman	Self
Tim Smith	Old Mill Creek
Tom Lippert	Lindenhurst Park District

CAG members not in attendance were:

Philip Rovang	Lake County Planning, Building and Development
Daniel Venturi	Lake Villa Township & Lindenhurst/Lake Villa Chamber of Commerce



### Breakout Session – Group YELLOW

Group	Combination	Rank*	Key Benefits	Key Concerns	Other Comments
A	A1	+ All	• Better Access • Schools planned around "A" • No disconnection of NMCA All	Offset intersection congestion Forest Preserve ; Cuts New Millburn School ; Cuts	Proximity to School Forest Trail Sub
	A2	-	• Natural Beauty of Linden/OMC	Millburn Meadows PUD Max Disruption to New Housing • Eliminate b/c of CEMETERY	*- Though Historic Cemetery can Indep + 45 on 1861 Map
	A3	-		• Though Museum • Impact HD	
	A4	+	"Do-Able"		
	A5	-		• will it solve E/W Problem • Change classification of Haven • Eliminate	
	A6	-		Eliminate	
				- E/W Demand solved	- Millburn / Gross Lake intersection - Watsworth at Hunt Club Alt. - connects with Independence Extend Kelly Rd. to Millburn
B	B1	+		• PROXIMITY TO HOUSES IN HD	All-Utility DISRUPTION
	B2	-		CEMETERY	
	B3	-		CEM	
	B4	+			
	B5	-			
	B6	-		MAKES NO TRANS SENSE b/c E/W ELIMINATE	
C	C1	+	• LEAST AMT. OF IMPACT OF RESEDENTIAL • HELP OMC special retail	ALL SLIGHTLY LONGER } All	
	C2	-	• MINIMAL DEMOLITION • QUICK BUILD OUT	CEMETERY	
	C3	-	• DECREASE PROPERTY VALUE	HISTORIC DISTRICT	
	C4	+			
	C5	-		HAVEN LANE ISSUES	

\* Ranking Guidelines: (X = Do Not Consider Further. Would Not Address Purpose and Need, or Would Have Obvious Significant Impacts; 1 = Best Potential to Address Transportation Purpose and Need, Without Obvious Significant Impacts).

**Breakout Session – Group GREEN**

Group	Combination	Rank*	Key Benefits	Key Concerns	Other Comments	
A	A1		LEAST IMPACT			
	A2		LESS IMPACTS COULD BE ALIGNED W/ LESS IMPACTS			
	A3					
	A4			RESIDENTIAL & HISTORIC IMPACTS		
	A5	LOW		NOT DESIREABLE		
	A6	LOW		NOT DESIREABLE		
						ALL "A" HAVE GREATER NOISE & SAFETY IMPACTS TO RESIDENTIAL
B	B1			HISTORIC IMPACTS		
	B2					
	B3					
	B4					
	B5					
	B6					
C	C1					
	C2		SERVES TRAFFIC WELL.			
	C3			HISTORIC BUILDING IMPACT		
	C4			RESIDENTIAL & HISTORIC IMPACTS		
	C5			NOT SERVING TRANSPORTATION NEEDS		
						ALL "C" HAVE AGG. IMPACTS

\* Ranking Guidelines: (X = Do Not Consider Further. Would Not Address Purpose and Need, or Would Have Obvious Significant Impacts; 1 = Best Potential to Address Transportation Purpose and Need, Without Obvious Significant Impacts).

7:25pm

Breakout Session – Group RED

Group	Combination	Rank*	Key Benefits	Key Concerns	Other Comments
A	A1	X		DOES NOT ADDRESS E-W TRAFFIC	
	A2	1			COST EVALUATIONS UNSTARTED
	A3	X			
	A4	1			COST EVALUATIONS UNSTARTED
	A5	X			
	A6	X		DOES NOT ADDRESS E-W TRAFFIC CUTS APPROX TO HIST. DIST.	
B	B1	X		DOES NOT ADDRESS E-W TRAFFIC	
	B2	1	AVOIDS HISTORIC DIST.		
	B3				
	B4	1		REMOVES "216-245"	FUND MAINTAINS HISTORIC DIST.
	B5				
	B6			SAFETY FOR SCHOOL	CONSIDER W/ 09
C	C1	X		DOES NOT ADDRESS E-W TRAFFIC	
	C2	1	AVOIDS HOMES		
	C3	X		CUTS HISTORIC DIST.	
	C4	1	AVOIDS HISTORIC DIST.		
	C5	X		DOES NOT ADDRESS E-W TRAFFIC	

\* Ranking Guidelines: (X = Do Not Consider Further. Would Not Address Purpose and Need, or Would Have Obvious Significant Impacts; 1 = Best Potential to Address Transportation Purpose and Need, Without Obvious Significant Impacts).