



The Lake County Division of Transportation and the Illinois Department of Transportation welcome you to the 2nd Public Meeting for the Millburn Bypass. We appreciate your attendance at today's meeting.

You are currently at Station 1. This slideshow will provide a general overview of the content of tonight's meeting and an explanation of what the other 5 stations include. Feel free to visit any and all of the stations to learn about the study progress, schedule, and results, and to provide comments.

Registration/Brochure

✓ If you have not registered or received a copy of the brochure please do so




U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

A brochure is available that provides a brief summary of the content of tonight's meeting. Please note that if you have not yet registered, or picked up a brochure, please do so before you leave this evening.

Purpose of Public Meetings

- ✓ Make the community aware of ongoing project details
- ✓ Seek input on issues and solutions
- ✓ Opportunity for everyone's voice to be heard
- ✓ Advise the Project Study Group (project decision-making authority)
- ✓ Develop cost-effective plans that fit into the project's surrounding community

 Lake County

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U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

You may be wondering, why do we have public meetings?

The General Purpose of these Public Meetings is to:

First, present ongoing project details in Lindenhurst, Old Mill Creek, the Millburn Historic District, and other surrounding areas, and

Second, to seek input on issues and brainstorm solutions.

This will allow the Project Study Group or PSG to gather all information pertinent to this project so that the most informed decisions can ultimately be reached. The overall project objective is development of a realistic cost-effective roadway improvement plan fitting within the context of the surrounding community.

Purpose of This Public Meeting

- ✓ Describe the Community Advisory Group (CAG) process.
- ✓ Present the overall Millburn Bypass alternatives development and evaluation process since the first Public Meeting in March 2009
- ✓ Present the Three Finalist Alternatives for the Millburn Bypass for public review and comment
- ✓ Provide an opportunity for you to discuss the project with LCDOT, IDOT, and the consultant engineering staff




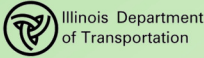
U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

So what is the purpose of tonight's meeting?

This 2nd public meeting for the U.S. Route 45 project is to provide an explanation of the **Community Advisory Group, or CAG** process that was an integral part of the bypass alternatives development and evaluation process. Additionally, we will recap the bypass alternatives development and evaluation process since the project was introduced and the CAG was formed, and the final 3 improvement alternatives for the Millburn Bypass study area will be presented. Tonight you will have an opportunity to discuss the project with Lake County DOT, IDOT, and the consultants that make up the PSG.

Project Location

- ✓ Overall Limits: U.S. 45, IL 132 to IL 173
- ✓ Millburn Bypass Study Area: near Grass Lake Road and Millburn Road intersections
- Communities:
 - ✓ Millburn Historic District
 - ✓ Village of Lindenhurst
 - ✓ Village of Old Mill Creek

U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

For the benefit of those that have had less involvement to this point, we will recap several points. The overall project encompasses US 45 from IL 132 to IL 173, a distance of approximately 5.5 miles. The Millburn Bypass study area, the focus of today's meeting, includes approximately 1.5 miles of US 45 which traverses the Millburn Historic District Area which is illustrated on the aerial photograph at the right.

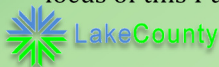
The Village of Lindenhurst is located adjacent and west of US 45, the Village of Old Mill Creek is located adjacent and east of US 45, and portions of unincorporated Lake County are located adjacent US 45 within the bypass study area.

Currently, Grass Lake Road and Millburn Road are offset approximately 350 feet at US 45, and these intersections experience congestion on a daily basis.

Project Overview

U.S. Route 45 in this area serves as a vital north-south link from the Wisconsin border south to Chicago's northern suburbs.

- ✓ The Lake County Division of Transportation (LCDOT) in coordination with the Illinois Department of Transportation (IDOT) has initiated Phase I Engineering and Environmental Studies to evaluate likely long term improvement needs for U.S. Route 45 from IL 132 to IL 173
- ✓ Bypass alternatives were to be evaluated near the Grass Lake Road and Millburn Road intersections in the vicinity of the Millburn Historic District.
- ✓ Based on the results of this Phase I Study, proposed improvements to U.S. Route 45 from IL 132 to IL 173 will be identified, and a preferred alternative will be chosen for the Millburn Bypass area, which is the focus of this Public Meeting.



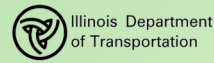
U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

US 45 serves as a vital north-south thoroughfare between Wisconsin and Chicago's northern suburbs, and this project provides an opportunity to improve traffic flow along this corridor while maintaining the character of the surrounding communities.

Lake County DOT and IDOT have initiated Phase I engineering and environmental studies to evaluate improvement needs for the overall project limits. Ultimately this Phase I Study will identify proposed improvements to US 45 from IL 132 to IL 173 including a preferred alternative for the Millburn Bypass area. Again, the Millburn Bypass area is the focus of today's Public Meeting.

Project Development Process Overview

- The Project Development Process is:
 - ✓ Multi-Disciplinary,
 - ✓ Follows the NEPA/Federal Process,
 - ✓ Involves comprehensive Engineering and Environmental Analysis
- ✓ The Public Meetings held for this project are one of the methods that will be used to solicit public input. The role of the attendees at this Public Meeting will be to provide comments to the Project Study Group (LCDOT, IDOT, FHWA, and consultants) with regard to the alternatives at the potential Millburn Bypass location.

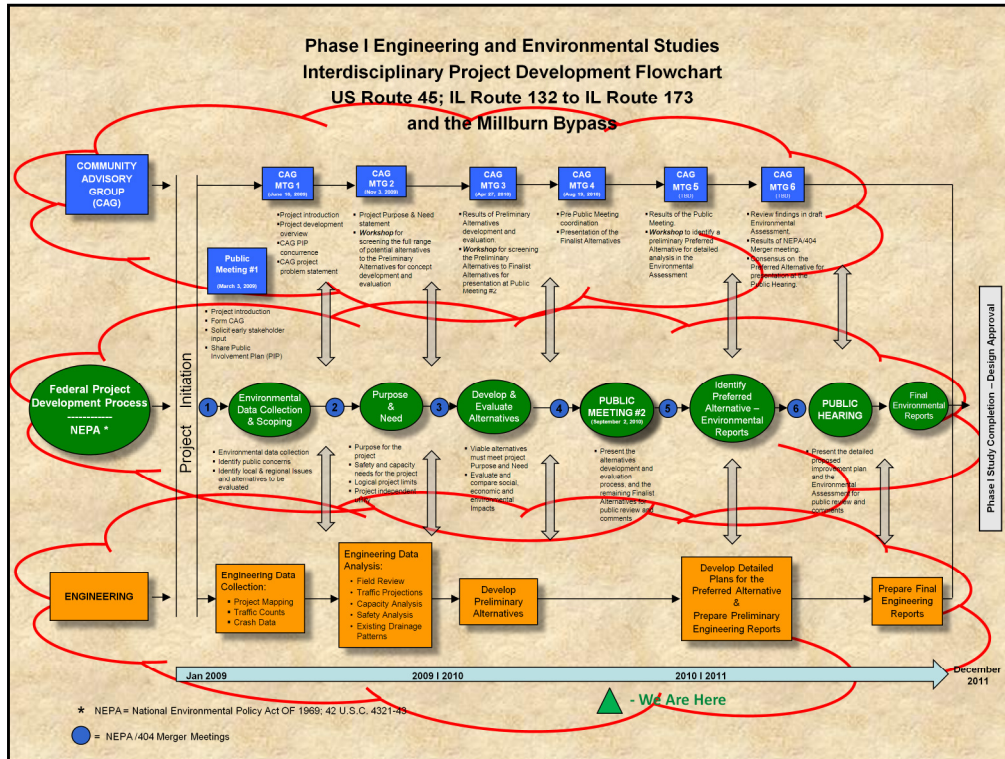


U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

The Project Development Process for our project is Multi-Disciplinary; meaning IDOT, Lake County DOT, and the consultants bring a variety of technical expertise to this project. Members of the PSG have backgrounds in Transportation Planning and Engineering, Roadway Design, Environmental Study, and Drainage Design, among others.

To guide projects, the National Environmental Policy Act established a process for how environmental reviews are performed, and since the project involves federal funding, this process is required.

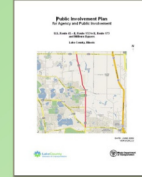
The process involves comprehensive engineering and environmental analysis. This meeting is held to provide another opportunity for public input to this process.



All project milestones are shown on this flow chart, which provides an overview of the multidisciplinary steps in the process listed chronologically from left to right. The CAG meetings are listed in the blue boxes on the top. The output from these meetings is fed into the Project Development Process check points illustrated in green in the middle. The study elements of each step in the process are listed in the orange boxes on the bottom. We are currently at the 2nd public meeting stage.

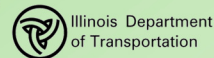
Public Involvement Plan

- ✓ The Public Involvement Plan (PIP) lays forth the methods and timeline for meaningful coordination with project stakeholders at critical decision making points in the project development process.



- PIP components:

- ✓ Establishes overall framework for Public Involvement during project development
- ✓ Project Study Group (PSG) provides overall project oversight and decision making authority
- ✓ Community Advisory Group (CAG) formed for Millburn Bypass area
- ✓ The project PIP is available for viewing at Station #3



U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

This project is being developed using the principles of CSS or Context Sensitive Solutions. CSS is a multi-disciplinary project approach that seeks public involvement early and often throughout the development process. It also includes the preparation of a Public Involvement Plan or PIP that provides an outline of the many opportunities for public involvement and participation in this study.

The PIP serves as a blueprint for the outreach tools, consensus goals, roles and responsibilities, and the timing of each step in the process. The Millburn Bypass PIP is available on the project website and here today at Station #3.

Community Advisory Group

- Cross Creek Homeowners Association
- Forest Trail subdivision
- Heritage Trails Homeowners Association
- Historic Millburn Community Association
- Lake County Forest Preserves
- Lake County Planning, Building and Development
- Lake County Stormwater Management Commission
- Lake Villa Township
- Lindenhurst Park District
- Lindenhurst Police Department
- Lindenhurst, Village of
- Lindenhurst/Lake Villa Chamber of Commerce
- Millburn C.C. School District
- Millburn Tree Farm
- Old Mill Creek, Village of
- Old Mill Creek Historic Preservation Commission
- Providence Ridge subdivision
- Providence Woods Homeowners Association
- Tempel Farms
- Individual property owners

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U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

To assist with the development of the Millburn Bypass study, Lake County DOT created a Community Advisory Group, or CAG. The CAG includes a mix of agency and community representatives that are familiar with the project study area and can provide valuable input on project needs and relative comparison of alternatives.


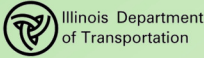
CAG responsibilities include providing input to the Project Study Group at key project milestones, including on:

- Community context,
- The project Purpose and Need,
- The range of alternatives to be studied,
- And the recommended alternative.

Some CAG members are present this evening can be identified by the badges they are wearing, so please feel free to discuss the project with them.

Project Purpose & Need

- ✓ Project Problem Statement Developed by the CAG:
 - *“The transportation problems to be solved by the U.S. 45 at Grass Lake Road/Millburn Road project are present and future congestion, safety and accessibility for all modes of transportation, and also impacts to natural and manmade environments.”*
- ✓ Purpose: Address capacity, mobility, safety, and operational deficiencies along US 45 within the Millburn Bypass area
- ✓ Need: Identified in the formal Purpose & Need document
 - 300% average increase in traffic volumes on U.S. 45 from 1974 to 2009.
 - Traffic congestion will increase by as much as 400% by 2030 at the Grass Lake Road and Millburn Road intersections, if no improvements are made.
- ✓ Project Purpose and Need Statement is available for viewing at Station 2 and is on the project website

U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

One of the first tasks the CAG engaged in was development of a Project Problem Statement, which aided the PSG in developing the purpose and need for overall improvements to US Route 45, including within the bypass study area.

This process asks the question, what is the purpose of and need for this transportation project?

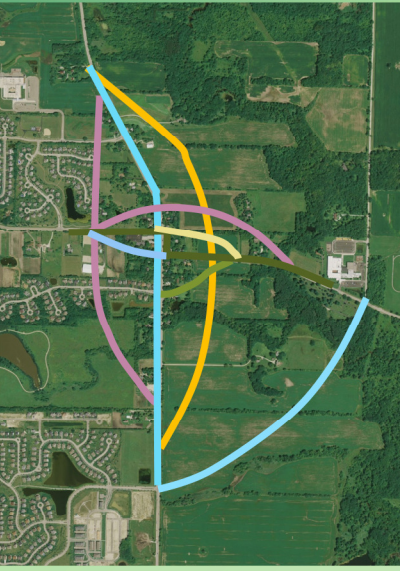
For US 45, based on traffic growth, intersection vehicle delay and crash occurrences have reached unfavorable levels. US 45 is a major continuous north-south route and is in need of improvement, which will benefit the local communities and Lake County as a whole. For example, **traffic congestion will increase by as much as 400% by 2030 at the Grass Lake Road and Millburn Road intersections, if no improvements are made.**

The Purpose & Need document matches well with the Project Problem Statement, showing a clear problem this project will attempt to solve. A copy of the purpose and need document is available at Station 2, and on the project website for reference.


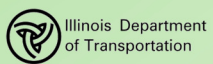
Alternatives Development

Where We Started *March 2009*

- Exhibit shows options drawn at Public Meeting #1
- Input from CAG
- Refinement by PSG



- 18 alternatives conceptually created
- 3 north-south alignments
- 6 east-west alignments

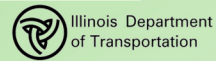
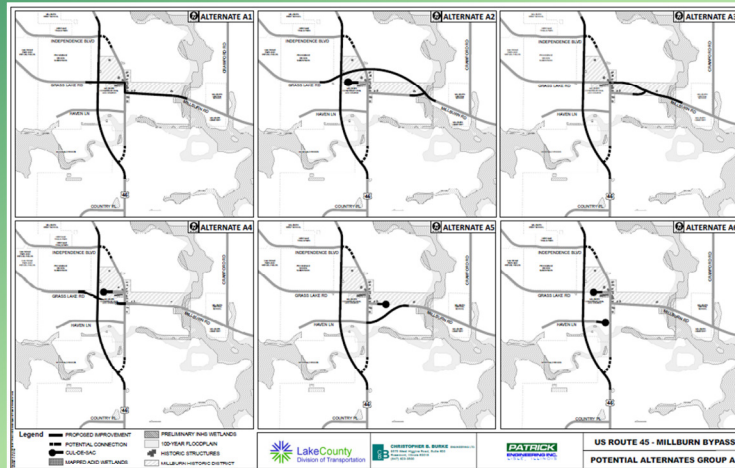
U.S. Route 45 - IL 132 to IL 173 & Millburn Bypass Phase I Study

How were the alternatives developed?

18 alternatives were conceptually created based on options drawn by the public at the first Public Meeting, input from the CAG, and assessment by the PSG. The 18 potential alternatives were based on a combination of three north-south alignments for US 45 and 6 east-west alignments between Grass Lake Road and Millburn Road. The north-south alignments (A, B, and C) included realigning US 45 to the west, maintaining its existing alignment, and realigning to the east, respectively. East-west alignments ranged from maintaining existing Grass Lake Road and Millburn Road to realigning one or both, north or south, to new east-west roadway links.

Based on input from the CAG and PSG, evaluation of the ability of each potential alternative to meet the project purpose and need, and the presence of unreasonable impacts, nine alternatives were chosen to move forward for engineering development and environmental evaluation.

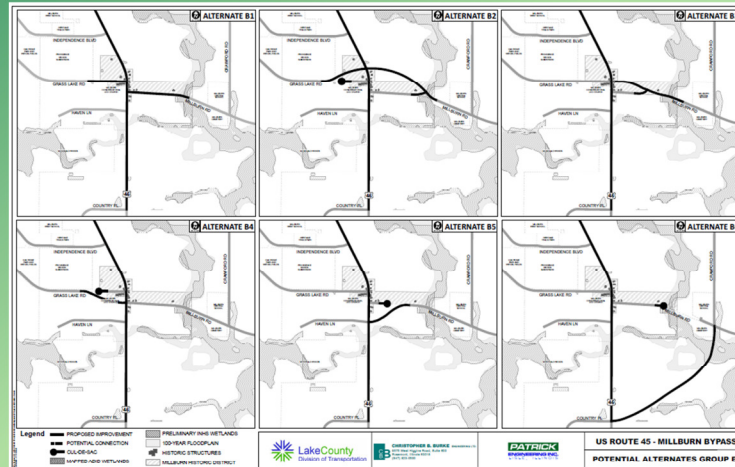
Initial Alternatives Screening – West Bypass Options (Alignment A)



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This slide shows the original A, or west Bypass alternatives. Based on input resulting from the CAG, the PSG was able to remove 3 of the 6 A Alternatives from consideration following the 2nd CAG Meeting. Alternative A3 was removed primarily due to its impact on the Millburn Historic District. A5 was removed due to the fact that connecting Millburn Road with Haven Lane was deemed less desirable. And A6 was removed primarily due to the fact that an east-west link is not provided.

Initial Alternatives Screening – On-Alignment Options (Alignment B)

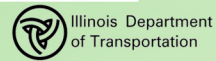
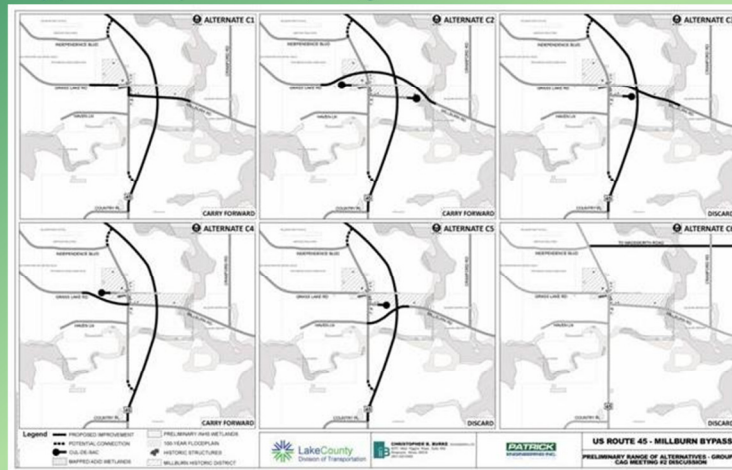


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This slide shows the B, or maintain US 45 alignment alternatives. Similarly, 3 of the 6 B alternatives were eliminated following the 2nd CAG meeting. Alternative B3 was removed due to impacts to the Millburn Historic District; It was found that other alternatives better met the purpose and need than Alternative B5, hence its removal; And Alternative B6 was removed since it doesn't meet the purpose and need for the project.

Initial Alternatives Screening – East Bypass Options (Alignment C)

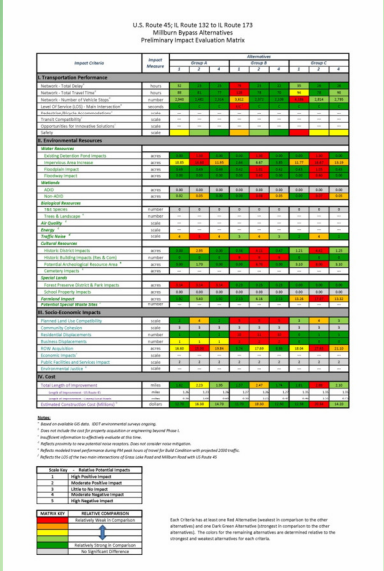


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This slide shows the six C, or East Bypass alternatives. 3 of the 6 C Alternatives were also removed following the 2nd CAG Meeting. It was determined that C3 had too much impact to the historic district, that other alternatives better met the purpose and need than Alternative C5, and that C6 did not meet the purpose and need for the project.

Alternatives Development and Analysis Process (Evaluation)

- Evaluation Matrix
 - Transportation Performance
 - Environmental Resources
 - Socioeconomic Impacts
 - Cost



Next, we will discuss the alternatives evaluation process. Each of the 9 alternatives that were carried forward following the 2nd CAG Meeting were screened further through engineering development and environmental evaluation. An evaluation matrix was prepared to help guide alternatives selection. The matrix lists criteria upon which each alternative can be compared against each other.

The criteria used include: Transportation Performance, Environmental Resources, Socioeconomic Impacts, and Cost. The various subcategories were then ranked against each other based on a number and color-coded system so that broad comparison and judgments can be made.

A copy of the evaluation matrix that was developed while narrowing the alternatives from 9 to 3 is available for detailed viewing today, at Station #4.

Finalist Alternatives Identified

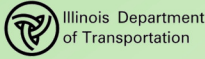
- Based on the Alternatives Development and Evaluation Results, and input from CAG, the project study team determined the following were not worth pursuing :
 - ✓ All the B alternatives, due to their significant impact to the Historic District buildings
 - ✓ A2 and C2, due to their high cost
 - ✓ C1, since the west to east travel pattern would still pass through the problem Grass Lake and Millburn intersections
 - ✓ Agency coordination and concurrence was received on this screening
 - ✓ Thus, the finalists are A1, A4, and C4



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How were the finalist alternatives chosen? Based on the Alternatives Development and Evaluation Results, and input from the CAG, the PSG recommended 3 of the 9 alternatives should be considered further following the 3rd CAG meeting. All of the B alternatives were dropped from consideration due to their impact to the Historic District buildings. A2 and C2 were dropped due to their relatively high cost, and C1 did not correct east to west travel performance issues. Based on agency coordination and concurrence, the 3 finalists alternatives A1, A4, and C4 were selected for further evaluation.

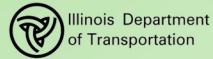
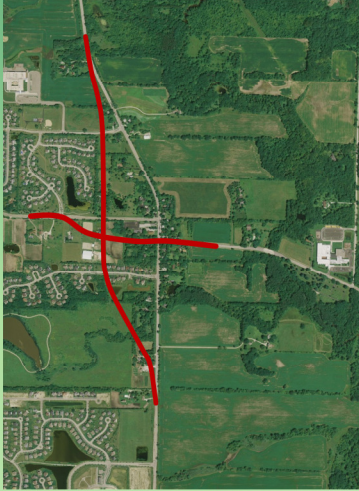
Alternative A1



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Following CAG 3, three Finalist Alternatives remain including Alternative A1. As you can see from this slide, Alternative A1 is a US Route 45 west bypass of the Millburn Historic District, but maintains the current Grass Lake Road and Millburn Road configuration through the Historic District.

Alternative A4

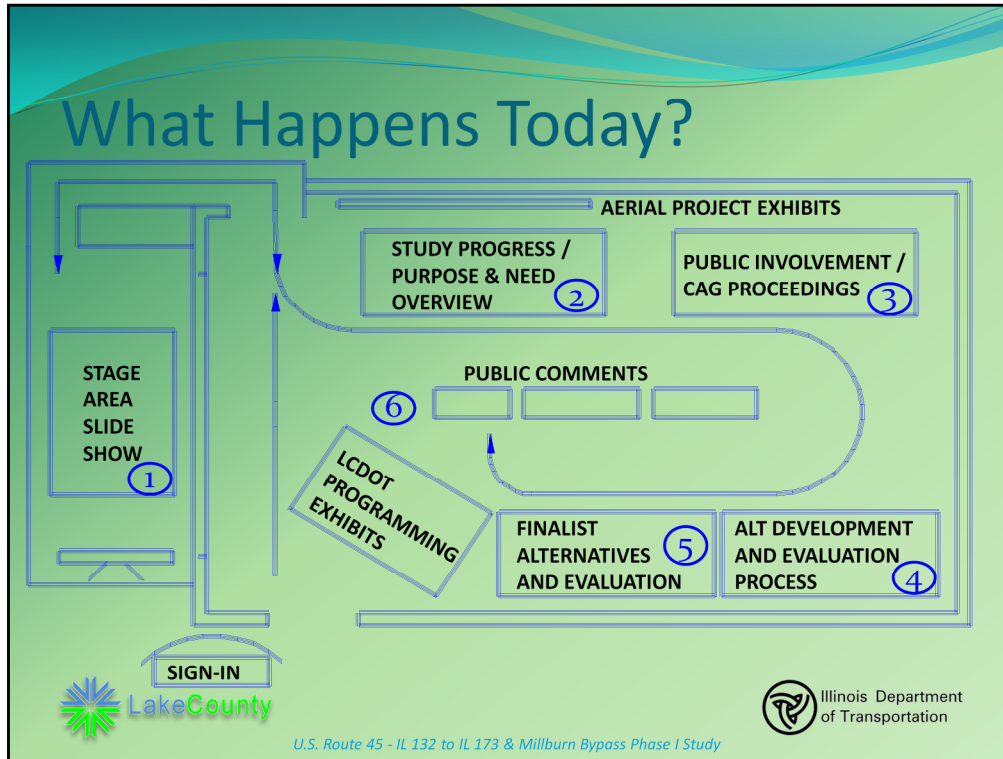


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Another of the 3 finalists, Alternative A4 is a US Route 45 west bypass of the Millburn Historic District and corrects the current Grass Lake Road and Millburn Road offset.



And finally the 3rd finalist, Alternative C4 is a US Route 45 east bypass of the Millburn Historic District and corrects the current Grass Lake Road and Millburn Road offset. The detailed copies of these 3 finalist alternatives are available at Station 5.



So what happens today? Stations have been established to cover different elements of the project process.

This slideshow is Station 1.

The group at Station 2 will provide an update on the progress of the project and share results in the preparation of the project Purpose and Need.

Station 3 will provide information on the Public Involvement Process and CAG proceedings.

Station 4 covers the alternatives development and evaluation process, from identification through selection of evaluation criteria, to the elimination process.

At Station 5, open discussion and comment with regard to the 3 finalist alternatives is encouraged, which is aimed at identifying any remaining issues, opportunities, and constraints.

Station 6 is reserved for your comments. Please take the time to write out any comments and drop them in the box, take a form with you and mail it to us, or provide comments via the project website.

Your Input is Needed!

- ✓ At Station #6, the center Comments tables, please provide feedback on the strengths and weaknesses of these alternatives.
- ✓ Comments Due Date: September 16
- ✓ Your comments are extremely valuable in the process of evaluating the 3 finalist alternatives and selecting a preferred improvement plan for this project

You can also send to your comments to LCDOT at:

www.route45project.com/contactus/

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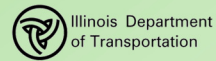
After this presentation, we ask that you visit the stations that are of particular interest to you. There will be a series of large-scale exhibits illustrating the alternatives considered.

As noted, at Station 6, you can leave your comments. Comments received by September 13, 2010 will become part of the official record for today's public meeting.

Your participation and feedback is important. The study team is committed to including the public and study area stakeholders in this process. We want to know what you think!

Evaluating the 3 Finalist Alternatives

- Ask yourself, how do each of the finalist alternatives compare against the project objectives...
 - Transportation Performance?
 - Safety?
 - Environmental Impact?
 - Socioeconomic Impact?
 - Cost?



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Now that there are fewer alternatives to compare and consider, as you're examining the finalist alternatives, think about each of their abilities to fulfill the project objectives listed here as you consider the feedback you will give. A copy of the final Evaluation Matrix is available at Station 5, which will allow you to draw your own conclusions.

Next Lake County and IDOT will use this public feedback in conjunction with technical analyses to select a preferred alternative.

Next Steps...

- ✓ Project Team Evaluation of Public Meeting Results
- ✓ CAG Meeting #5 – Fall 2010: Public Meeting Results and Preferred Alternative
- ✓ Prepare Engineering and Environmental Reports for review by the Project Team and FHWA
- ✓ Summer 2011 Public Hearing



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What's next? Following this meeting the project team will evaluate the results compiled tonight. CAG Meeting #5 will be held this fall where the public meeting results will be shared and the Preferred Alternative will be presented. Then Engineering and Environmental Reports will be prepared for review by the project team and FHWA. Next year, concurrence with the Preferred Alternative will be sought. If all goes well we are looking at a public hearing next summer with completion of Phase I engineering by the end of 2011.

www.route45project.com

Thanks for your participation!

See you at the final Public Hearing.

If you have any project questions in the interim, please contact
Chuck Gleason at LCDOT.

If those questions are in regard to the Public Involvement, please
contact Jarrod Cebulski at Patrick Engineering.

All project information presented at this meeting is also available online at:
www.route45project.com



We appreciate your participation. Study team members are available to assist you and answer any questions you may have. Note that all project information presented at this meeting will also be available on the project website.

Thank you for taking the time to attend today's public meeting and for your continued involvement in the Millburn Bypass study process.