



# U.S. ROUTE 45 IL 132 to IL 173 and Millburn Bypass



## Public Hearing

---

Thursday, March 21, 2013 | 4:30—7:30 PM  
Millburn Middle School, 640 Freedom Way, Lindenhurst, Illinois 60046

The Illinois Department of Transportation and Lake County Division of Transportation welcome you to this Public Hearing for U.S. Route 45 from Illinois Route 132 to Illinois Route 173, including the Millburn Bypass



## Purpose of Today's Public Hearing

Present the results of engineering and environmental studies for:

1. Likely overall future improvements to U.S. 45, from IL 132 to IL 173
2. Planned improvements for the selected west bypass alternative of the Millburn Historic District.



Illinois Department of Transportation

45



Lake County  
Department of Transportation

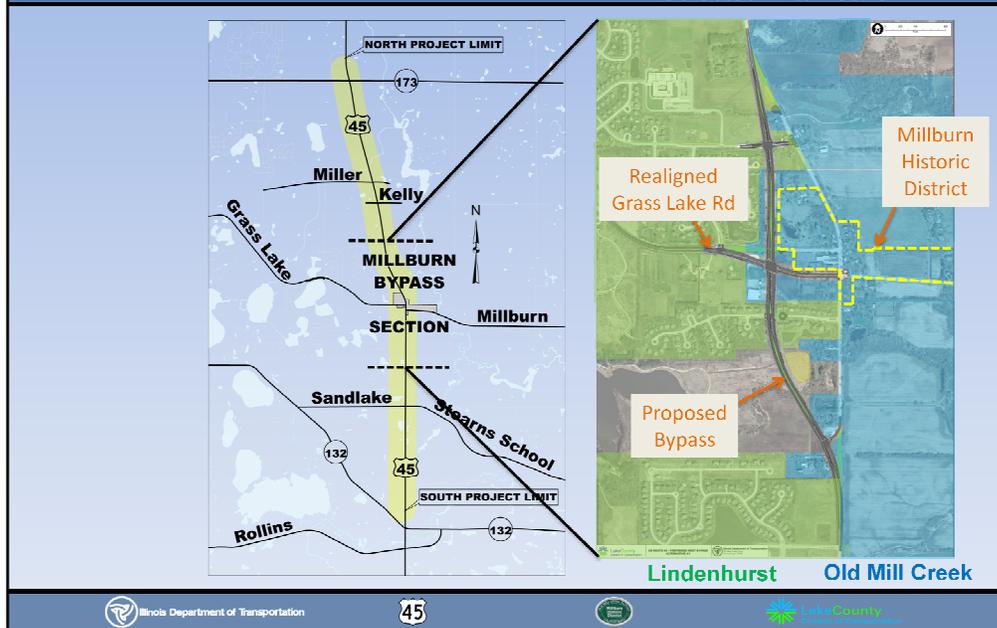
The purpose of today's Public Hearing is to present the results of the Environmental Assessment for likely overall future improvements to U.S. Route 45 from IL 132 to IL 173, and the planned improvements for the western bypass of the Millburn Historic District.

While the Lake County Division of Transportation has been the lead agency for this project up to this point, the Illinois Department of Transportation will be the lead agency for subsequent engineering and project implementation since U.S. Route 45 is a state route.

We will begin with a discussion of the overall improvements to U.S. Route 45, from Illinois Route 132 to Illinois Route 173.

# Project Location

Selected Alternative:



U.S. Route 45 serves as a vital north-south transportation link from Wisconsin to Chicago’s northern suburbs, and carries both local and regional traffic.

The Environmental Assessment prepared for this project addresses the long term future improvements anticipated for U.S. Route 45 from Illinois Route 132 to Illinois Route 173, which are not currently funded for construction, except for the planned improvements associated with a U.S. Route 45 bypass of the Millburn Historic District, a 1.5 mile section centered on the U.S. Route 45 intersections with Grass Lake Road and Millburn Road. The project is located within the Villages of Lindenhurst and Old Mill Creek as well as unincorporated Lake County.

## IL 132 to IL 173 Project Overview

- Previous studies completed in the mid-1990's by IDOT
- Lake County identified the Millburn Bypass improvements between Country Place and West Kelly Road as a priority
- Funding for the bypass was secured via the SAFETEA-LU Federal Highway Bill and by using sales tax revenue as part of the RTA Transportation Empowerment Funds for Lake County
- Current study initiated in 2009



45



Previous studies for the entire U.S. Route 45 corridor were completed in the mid-1990's by IDOT, in cooperation with Lake County. As a result of those studies, a west bypass of the Millburn Historic District was recommended. Both IDOT and Lake County took steps towards implementation of the bypass, including IDOT's purchase of some right-of-way needed for the project. More recently, Lake County has identified the Millburn Bypass, between Country Place and West Kelly Road, as a priority. The county has secured funding for the bypass section through the SAFETEA-LU Federal Highway Bill and the RTA Transportation Empowerment Funds for Lake County. To facilitate project implementation, the current preliminary engineering and environmental studies were initiated in 2009.

**PROJECT PURPOSE AND NEED:** Provide an improved transportation system to reduce congestion, improve safety, and correct design deficiencies

**Reduce Congestion**



- 30% population and employment growth by 2040
- 100% traffic growth on U.S. 45 by 2040
- 300% increase in traffic delay by 2040

**Improve Safety**



- 562 crashes during the 5 year study period
- 43% rear-end and turning crashes due to congestion
- 368 crashes at signalized intersections

**Correct Design Deficiencies**



- Adverse offset of U.S. 45 intersections at Millburn Road and Grass Lake Road
- Limited sight distance at U.S. 45 and Grass Lake Road intersection.
- Restricted right-of-way through historic district



The purpose and need for this project is to provide an improved transportation system to reduce congestion, improve safety, and correct design deficiencies.

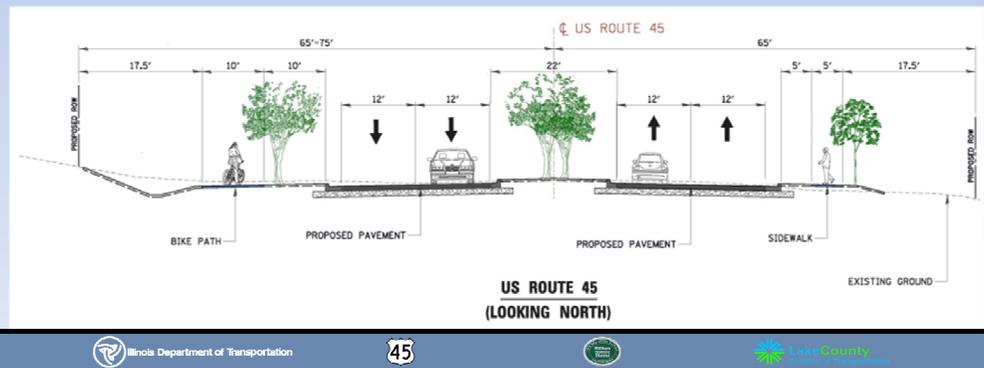
This project aims to reduce current and future congestion. By the year 2040, the region is expected to see a 30% increase in population and employment, a 100% increase in traffic on U.S. 45, and a 300% increase in traffic delay.

A bypass will improve the safety of U.S. 45 which witnessed 562 crashes over the 5 year study period, 43% of which were rear-end and turning crashes, and 368 were at signalized intersections.

The current design will correct existing design deficiencies such as the adverse offset of the U.S. 45 intersections at Millburn Road and Grass Lake Road, the limited sight distances at U.S. 45 and Grass Lake Road, and restricted right-of-way through the historic district.

## Likely Overall Future Improvements to the U.S. Route 45 Corridor

- Two lanes of travel in each direction
- Barrier curbed median separation
- Bike path and sidewalk accommodations included contingent upon local agency cost participation
- Likely future improvements are on display in the exhibit room for viewing



To address the identified deficiencies, the recommended improvements for the entire U.S. Route 45 corridor include two travel lanes in each direction separated by a barrier curbed median. The concept includes bike path and sidewalk accommodations within the roadway right-of-way for the entire project limits contingent upon local agency acceptance of cost participation and maintenance per IDOT and Lake County DOT policy. More detailed information on these improvements is available in the adjoining exhibit room.

## Likely Overall Future Improvements to the U.S. Route 45 Corridor

- Environmental impacts were avoided or minimized to the extent practical
- Environmental impacts with the proposed improvement include:
  - 0.66 acres of Wetland/Waters of the U.S.
  - 30.4 acres of Prime and Unique Farmland
  - 3 Residential Relocations (as part of the bypass)
  - 0.013 acre-feet of fill in the Designated Floodway of Hastings Creek
  - Traffic Noise Increases and Decreases Based on Proximity to Roadway Improvements
- Environmental Assessment (EA) signed by the FHWA on February 28, 2013 and is available for review at this public hearing and on the project website ([www.route45project.com](http://www.route45project.com))

The approved EA can be viewed in the Display Room



Illinois Department of Transportation

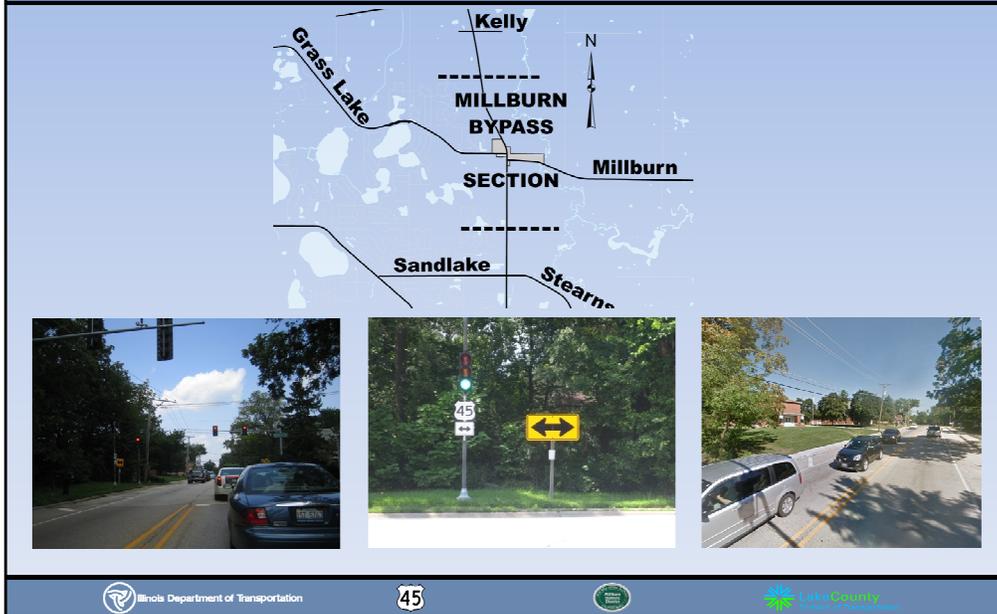
45



Lake County

As part of the planning process, environmental impacts were investigated and avoided or minimized to the extent practical. Environmental impacts with the proposed improvement include: less than 2/3 acres of wetland impact, 30 acres of farmland impact, minor floodway fill ins, 3 relocations, and noise impacts. The Environmental Assessment documenting this was approved by the Federal Highway Administration and is available for review in the adjoining room or on the project website.

# Planned Improvements for the Selected West Bypass of the Millburn Historic District



Now let's move onto the Millburn Bypass study, including stakeholder outreach efforts, the bypass alternatives development and evaluation process, an overview of the Selected Alternative, and finally a more detailed look at design elements.

## Stakeholder Outreach Efforts

- Extensive Public Involvement Process
  - Individual and Community Stakeholders, Local/State/Federal Agencies/Organizations
- Assist the Project Study Group
  - Lake County DOT
  - IDOT
  - FHWA
- Project Website
  - [www.route45project.com](http://www.route45project.com)
- Community Advisory Group
  - 30 members, 5 meetings
- Two Public Meetings



CAG Meeting #5



Public Meeting #2

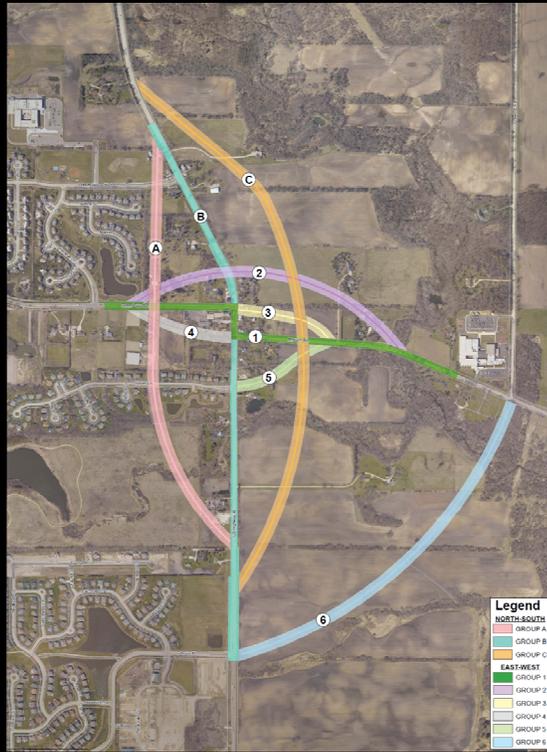


A broad stakeholder outreach process was undertaken primarily for the Millburn Bypass section of U.S. Route 45. The process included coordination with individual and community stakeholders, and local, state, and federal agencies and organizations. The purpose of this process was to provide input to the Project Study Group as part of the project development process. The Project Study Group is made up of IDOT and the Lake County DOT in coordination with the Federal Highway Administration and is the decision making responsibility for this project.

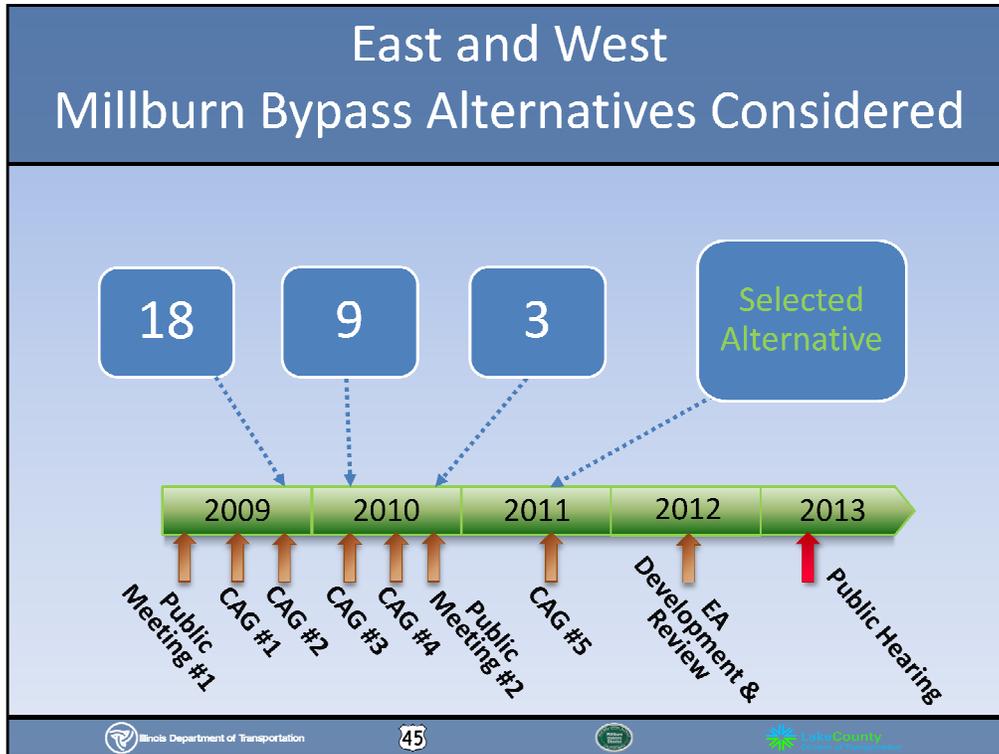
As part of the stakeholder outreach, a Community Advisory Group, or CAG, was assembled. The CAG was made up of over 30 members of different areas of the community, as well as local and regional agencies and organizations. Five meetings were held with this group. The purpose of the CAG was to provide input from a diverse group with varying viewpoints to the Project Study Group, so that it could be considered as project decisions were being made. Additionally, two public meetings have been held to present the study to the public, keep them apprised of study progress, and solicit feedback. A project website has also been available as a resource center for project information since 2009.

# Millburn Bypass

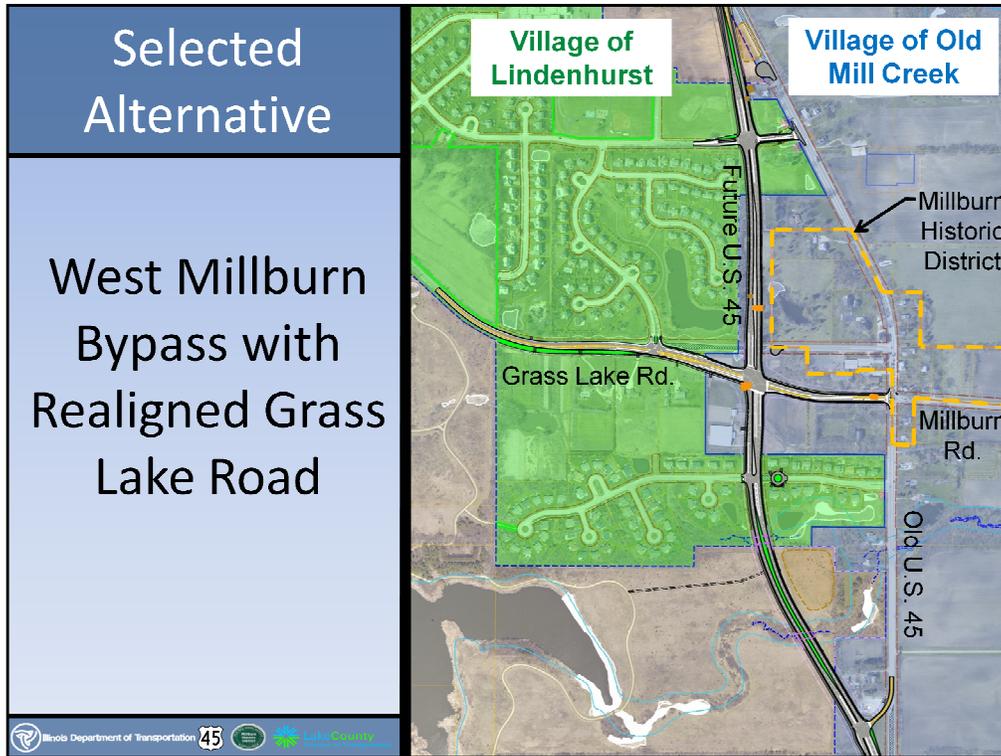
## Alternatives Development and Evaluation Process:



Using input from the first community advisory group meeting, 18 initial roadway alternatives were evaluated for the Millburn Bypass, including three main north-south routes and six east-west options.



Based on the results of the alternatives development and evaluation process and after coordination with local agencies, state and federal agencies, and the CAG, 9 alternatives were narrowed down to 3 finalists, as presented at Public Meeting #2. This coordination plus numerous factors led to the selected west bypass alternative.



The Selected Alternative is a west bypass of U.S. Route 45 that avoids the Millburn Historic District. Additionally, Grass Lake Road would be realigned to meet with Millburn Road, eliminating the east-west zig-zag through the Historic District. The proposed U.S. Route 45 bypass roadway will be two lanes in each direction with turning lanes at the intersections. A center median is planned, with a bike path running adjacent on the west and a sidewalk on the east. The median would be grass unless a local municipality chose to provide landscaping enhancements.

# Why was this alternative chosen amongst the finalists?



## *Best Blend of Factors:*

- Best transportation performance
- Best accommodates local and regional travel patterns
- Entirely avoids Millburn Historic District
- Most compatible with LCFPD regional trail objectives
- Best design for U.S. Route 45
- Compatible with long standing transportation and land use plans



45



It was determined through the selection process that among the three finalists this alternative

1. Is the best performing transportation alternative;
2. Best accommodates existing and future travel patterns along U.S. Route 45 as well as Grass Lake and Millburn Roads;
3. Is the only finalist alternative that avoids the Millburn Historic District;
4. Is most compatible with the Lake County Forest Preserve District regional trail objectives;
5. Is the best roadway design for U.S. Route 45; and
6. Is compatible with long standing transportation and land use plans.

## Potential Safety and Aesthetic Enhancements

- Landscaping and Visual Screening
- Pedestrian and Bicycle Accommodations
- Roadway Turnarounds and U-turn Locations
- Raised Median Separating Traffic



As the selected alternative has been more closely examined, several corridor safety and aesthetic enhancements have been included based on input received at the public meetings and via the CAG process. These enhancements include landscaping and visual screening, pedestrian and bicycle accommodations, turnarounds and u-turns, and a raised median separating traffic. The details of the roadway, including where access will be provided, and where cul-de-sacs and turnarounds will be used, have been analyzed. It is important to note that several of these elements, such as landscaping, new sidewalk and bike path may require local cost participation for their inclusion.

# Visual Screening

- Traffic noise increases will occur for some residences closest to the proposed Millburn Bypass.
- Noise walls do not meet IDOT cost per benefited receptor criteria.
- Enhanced visual screening will be provided in these areas



*Example visual screening characteristics*



Based on the proposed conditions, traffic noise increases will occur for some residences closest to the proposed Millburn Bypass. Noise walls were considered but they did not meet IDOT cost per benefited receptor criteria and therefore will not be included as part of this project. However, landscaping features will be included to provide a visual screening between the roadway and nearby residences where practical.

# Pedestrian and Bicycle Accommodations

- Sidewalk and/or Multi-use Path along U.S. Route 45, Grass Lake Road, and Millburn Road
- Compatibility with Lake County Forest Preserve trail plans
- Pedestrian Enhancements
- Pedestrian and Bicycle Accommodations Provide Mobility and Safety



Illinois Department of Transportation

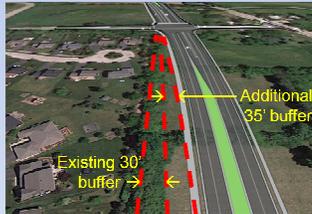
45



To address the lack of pedestrian and bicyclist accommodations along this corridor, numerous enhancements are being included. In addition to the bike path and sidewalk mentioned along U.S. Route 45, sidewalk and a path are proposed along Grass Lake Road and Millburn Road within the project limits. Connection from the paths to the Lake County Forest Preserve paths to the west is planned as well. Pedestrian signals, crosswalks, and curb ramps will be provided in accordance with ADA standards, including a stop light controlled crossing at U.S. Route 45 and Grass Lake Road. Pedestrian and bicycle accommodations proposed as part of this project provide mobility and safety between significant generators of pedestrians and bicyclists, such as residences, schools, and recreational areas, and represent a significant upgrade versus existing conditions.

## Community Compatibility

- Subdivisions:
  - Heritage Trails
  - Forest Trail
- Schools:
  - Millburn Middle School will not be adversely impacted



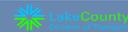
Independence Drive intersection and **Heritage Trails** Subdivision



**Millburn Middle School** and U.S. 45



Haven Lane intersection and **Forest Trail** Subdivision

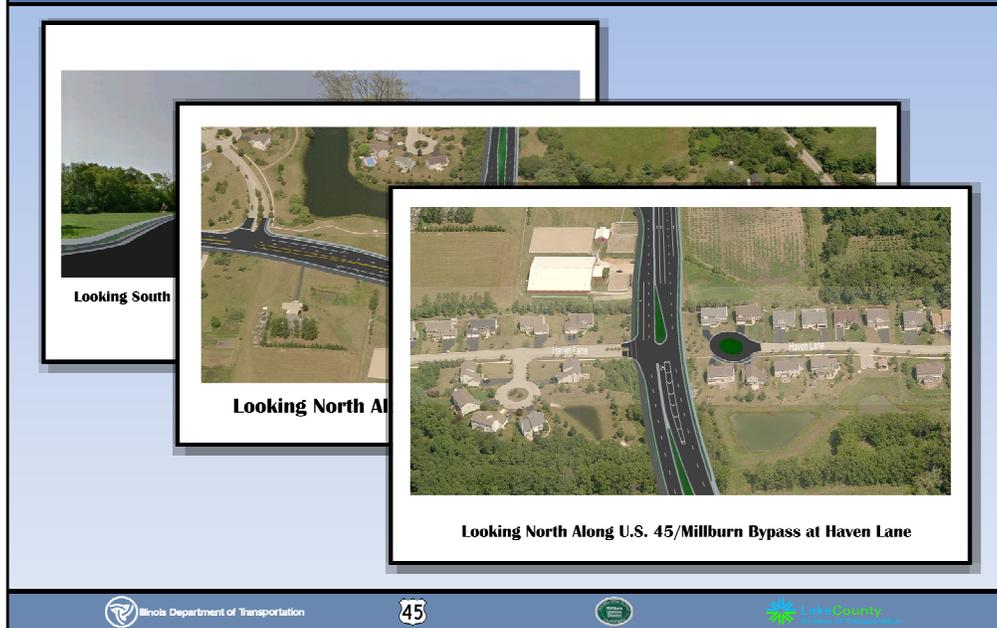


The selected west bypass alternative is compatible with local land use planning. When the Heritage Trails subdivision was originally platted, a 30 foot buffer along the east side was created that was approved by the Village of Lindenhurst. An additional buffer of approximately 35 feet will be created as part of the proposed realignments for U.S. Route 45.

When the Forest Trail subdivision was originally platted, a corridor protection map with a west bypass route was already recorded by IDOT. The subdivision plat included landscape easements adjacent to the western bypass alignment and open space areas. Additionally, Haven Lane was planned for a cul-de-sac east of the realignment. These areas will be utilized for landscaping and visual screening.

The Millburn Middle School will not be adversely impacted by the realignment of U.S. Route 45. The road will be slightly closer to the property, however approximately 1000 feet will remain between the road and school.

## Millburn Bypass Renderings



Shown here are renderings of the selected west bypass.

The first rendering is at Independence Drive looking south down the future U.S. Route 45 near the Heritage Trails Subdivision. Trees are planned where practical to provide a visual screening between adjacent homes and the roadway.

The second rendering shows a birds eye view of the old Grass Lake Road intersection, looking north toward the Heritage Trails Subdivision and the areas where pavement will be removed.

The third rendering is a birds eye view of U.S. Route 45, looking north at Haven Lane and the Forest Trail Subdivision. Visual screening is also planned at this location.

These renderings and a visual tour of the selected west bypass are on display in the exhibit room.

## Land Acquisition Process

- Proposed Right-of-Way and Temporary Easements are required
- Three relocations will occur
- Ownership and Property Acquisition Process:
  - Independent Appraisal
  - Offer to Acquire
  - Negotiation
  - Eminent Domain (only if necessary)



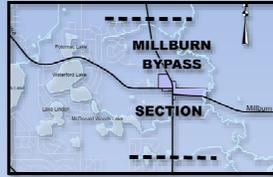
Proposed right-of-way and temporary easements are needed to construct the Millburn Bypass project, along with three residential relocations for which relocation assistance will be provided.

Proposed Right-of-way is permanent, and temporary easements are for construction purposes only, such as a small strip of land to operate equipment. The land is restored after construction finishes.

Proposed right-of-way will be acquired by the Illinois Department of Transportation, and the process begins with a determination of ownership and property description. An independent appraisal of market value is ordered with a review and report given to the Department. At this point, the individual property owners are notified with an offer to acquire the property at the appraised value. Negotiation ensues and if a settlement cannot be reached, the matter can be referred to the court under the law of eminent domain. An IDOT land acquisition official is present at today's hearing, and is available to answer questions.

# Estimated Construction Cost

**U.S. Route 45  
Millburn Bypass**



**\$16.75  
Million**

U.S. Route 45 – North of  
Bypass to IL Route 173



U.S. Route 45 – South of  
Bypass to IL Route 132



Pending  
Completion of  
Detailed  
Engineering  
Studies



The latest 2012 cost estimate for construction of the Millburn Bypass is \$16.75 million. The cost estimates for the north and south portions of U.S. Route 45, from the IL 132 to IL 173, are not available at this time pending completion of detailed engineering studies.

# Local Cost Participation Requirements

- Sidewalk and Multi-use Path
- Other Streetscape Elements
- Potential Utility Relocations



Cost participation may be required from the Lake County Forest Preserve District and local agencies including the Villages of Lindenhurst and Old Mill Creek for the addition of sidewalk, multi-use path improvements, streetscape elements, and any other project elements or amenities that are requested by the agencies.



After today’s public hearing, all public comments will be considered and responded to and the proposed improvement plan will be refined, as appropriate. The Phase I Study for the Millburn Bypass Improvement Project is anticipated to be completed in the Spring.

Upon Phase I completion, the Phase II Contract Plans and Land Acquisition process will commence with IDOT as the lead agency. Phase II includes developing detailed engineering plans for the U.S. Route 45 Bypass and is expected to take approximately 18 to 24 months.

Construction of the Millburn Bypass project is dependent upon contract plan readiness and completion of land acquisition.

## *Thank you for attending!*

We invite you to inspect the exhibits and documents, and provide your comments one of three ways:



Provide written comments in the comment box



Speak to our court reporter



Take a comment form home and mail back later

[www.route45project.com](http://www.route45project.com)



Illinois Department  
of Transportation



LakeCounty  
Division of Transportation

We appreciate your participation. Study team members are available to assist you and answer any questions you may have. Exhibits of the items discussed throughout this presentation are available for your review in the adjacent room. It is important to note that if you want your comments to be part of the formal public record, they must be in written form, either by writing them yourself, submitting them on the website or by dictating them to our court reporter. Comment Forms are available in the exhibit area. You can submit them today, or take them with you and mail or fax later. Comments received by April 8, 2013 will become part of the official public hearing record.

Note that all project information presented at this hearing, including the Environmental Assessment, is also available on the project website, [www.route45project.com](http://www.route45project.com).

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