

**US 45 – IL 132 to IL 173 and Millburn Bypass**  
**Community Advisory Group #5 Meeting Summary**

The fifth 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 9:00 p.m. on July 26, 2011. What follows is a summary of the evening's proceedings.

The goal of this fifth CAG meeting was to (1) announce the Preferred Bypass Alternative that has been selected by Lake County Division of Transportation (LCDOT) and Illinois Department of Transportation (IDOT) and review the factors considered in that decision, (2) update the members on the project progress since the last CAG meeting and Public Meeting #2, and the next steps in the project development process, and (3) hold a workshop giving the opportunity for CAG members to provide design input on the preferred bypass alternative. Again present to facilitate were members of LCDOT, 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. Introduction and Preferred Bypass Alternative Selection
- II. CAG #4 Meeting Summary
- III. Factors in Selection of the Preferred Bypass Alternative
  - a. Process Review
  - b. Public Comments to Date
  - c. Cultural Clearance for Historic Resources
  - d. De minimis impact finding for West Bypass use of McDonald Woods
  - e. Environmental Considerations
  - f. Transportation Performance
  - g. SRA Roadway (US 45) Design Considerations
- IV. Remaining Analysis of the Preferred Bypass Alternative
- V. Design Input Workshop
  - a. Design Elements of the Preferred Bypass Alternative
- VI. Next Steps
  - a. Project Team to develop detailed geometry
  - b. Prepare Engineering and Environmental Reports
  - c. CAG Meeting #6: Present Proposed Improvement Plan and Public Hearing preview
  - d. Public Hearing – Fall 2011

The following information was provided for inclusion within the project binders each CAG member possesses:

- CAG #5 Meeting Agenda
- Copy of the CAG #5 PowerPoint Presentation
- Summary of the 4<sup>th</sup> CAG Meeting held on August 19, 2010
- Summary of Public Meeting #2 held on Sept. 2, 2010
- Preferred Bypass Alternative Exhibit

A PowerPoint presentation guided the overall meeting. Chuck Gleason of LCDOT began by welcoming the CAG members and facilitating reintroductions of everyone present. He then shared a statement outlining the Project Study Group's (PSG – LCDOT and IDOT, in coordination with FHWA) selection of

West Bypass Alternative A4 as the Preferred Bypass Alternative. While all finalist alternatives were viable alternatives, the PSG has determined that Alternative A4 is most responsive to overall stakeholder input, best enhances mobility for all users, and best accommodates existing and future travel patterns along US Route 45 as well as Grass Lake and Millburn Roads.

Mike Matkovic of Christopher B. Burke Engineering, Ltd. (CBBEL) then continued the presentation by providing an update on the current project status. He conveyed the events that have occurred since the last CAG meeting and provided an overview of the evening's agenda. The events since CAG meeting #4 include the second public meeting held on September 2, 2010 and continuing evaluation of cultural and environmental resources for the three finalist alternatives. Mike notified the CAG that the meeting summary for CAG meeting #4 was emailed to the CAG in advance and included in the binder materials being distributed and asked if there were any comments on the summary. No comments on the prior meeting's summary were received.

Mike then presented the factors considered by the PSG in the selection of the preferred bypass alternative, which are listed in the PowerPoint presentation. It was explained that there were a number of factors that impacted the decision and that the issues and benefits were weighed in their entirety.

Comments from all project stakeholders were evaluated to determine the various issues and opportunities to consider in selecting a preferred bypass alternative. As reflected in the Public Meeting #2 summary, it is understandable that questionnaire respondents living to the west would indicate a preference for an east bypass and vice versa. The PSG was careful to consider all opinions and input while selecting an improvement that was most advantageous for all project stakeholders. A consistent stakeholder comment was that traffic backups were an issue of primary concern on this project. One of the benefits of the preferred bypass alternative is that it has the best overall transportation performance as compared to the other two finalist alternatives. It was noted that several of the performance measures utilized to draw comparisons among the finalist alternatives were similar, but that Alternative A4 is the best overall transportation alternative.

The Cultural and Historic resources review has been ongoing since the Public Meeting and was recently completed in May 2011. The results of this review showed that the realignment of Grass Lake Road does not traverse any sensitive historic properties, which meant that Alternatives A4 and C4 remained viable alternatives for consideration. C4 is the only alternative requiring acquisition of Millburn Historic District property (not including buildings) and would separate the building of highest importance to the Historic District (Strang House) from the remainder of the historic district buildings, which is less desirable.

The West Bypass was found to not adversely affect the overall recreation activities of McDonald Woods, is compatible with the LCFPD Preliminary Trail Alignment Plan, traverses only low quality areas, and does not affect facility access. On this basis, LCFPD and FHWA concurred with a *de minimis* impact finding for a West Bypass use of McDonald Woods.

All three alternatives have received biological, archaeological, and cultural resource clearances. Alternative A1 displaces one less residence (2) than the other two alternatives (3). Alternative A4 is anticipated to have no wetland impacts compared to the other two alternatives which are anticipated to have minor wetland impacts. Alternatives A1 and A4 impact approximately 2 acres of prime farmland while C4 impacts approximately 11.5 acres.

As noted, transportation performance was a primary concern for project stakeholders and Alternative A4 showed the best overall performance including the best performing main intersection during the p.m. peak travel period (US 45 Bypass and Grass Lake/Millburn Road [LOS C versus D]). Additionally, the West Bypass is most compatible with the predominant northwest/southeast area travel patterns as established in the project purpose and need statement. Specifically, Alternative A4 results in less total travel delay than the other alternatives. Additionally, total travel time within the project network would be lower in A4 than C4. With US Route 45 being classified as a Strategic Regional Arterial (SRA) roadway, design considerations for US 45 were a factor including less desirable intersection spacing and horizontal curvature associated with Alternative C4, which are not issues with Alternatives A1 or A4.

After this presentation, the CAG was provided an opportunity to ask questions concerning the selection of Alternative A4 as the preferred bypass alternative. A summary of the questions and answers is provided below:

- Some CAG members expressed their concerns that they felt the public input was not considered as part of the preferred alternative selection. The project team and LCDOT noted that public input has been considered throughout the project development process amongst many factors, and was a key factor in the screening of the eighteen initial bypass alternatives to the three finalist alternatives, two of which were west bypass alternatives and one of which was an east bypass alternative.
- Some CAG members expressed frustration that they did not wish to have the West Bypass (A) alternatives move forward and felt the PSG had solely decided to move these two alternatives forward. Mike noted that while it was advisable based on FHWA input to keep at least one east bypass, west bypass, and existing alignment alternative as part of the initial screening from 18 to 9 preliminary alternatives (three of each were kept), there was no such directive in the selection of finalists at CAG #3, as reflected in the CAG #3 meeting summary.
- A statement was made with regard to the possibility that political connections of properties to the east may have led to private meetings to influence the decision. LCDOT and the consultant team noted that no such meetings took place. A CAG member affiliated with Tempel Farms denied any private meetings as well.
- A few residents from neighborhoods adjacent the West Bypass ROW, including the Forest Trail representative, stated that they were informed of the potential for a highway to be built near their property. Some residents were sent a letter when the ROW was reserved approximately 20 years prior and others were notified when they moved to the neighborhoods.
- A statement was made with regard to why the LCFPD would allow this highway to be built through their property, and the representative from LCFPD responded with a statement that no sensitive habitats or trails would be impacted by the highway.
- Some CAG members felt that the evaluation matrix was the ultimate indicator of the decision, and questioned the methodology used on the matrix. Mike explained that while the three finalist alternatives are viable alternatives, there are distinctions and the matrix was used to draw comparisons and provide some differentiation between the finalist alternatives. Mike noted that the color comparison has been updated, as compared to the finalist alternatives matrix shown at the Public Meeting, based on the analysis of updated year 2040 traffic projections from CMAP.
- CAG members felt that the majority 'vote' should have determined the selection of the preferred alternative. Paula Trigg from LCDOT read information from the first CAG meeting outlining that the PSG would make the ultimate decision of a preferred alternative with input

from the CAG, and that voting would not be the method to determine the preferred alternative. It was noted that most of the population lives to the west, and thus, it was not unexpected that they would desire the bypass going east. Additionally, no formal vote was ever held, nor promised.

- Some CAG members noted that they supported the decision to provide a west bypass.

Next, Jarrod Cebulski of Patrick Engineering (Patrick) outlined the remaining analysis of the preferred alternative and as part of this Tim Kelly of Huff and Huff provided information to the CAG members related to the traffic noise study that is currently being initiated. Jarrod then explained the design input workshop that was structured in a manner to draw feedback from CAG members with regard to particular design elements that could be included in the development of the preferred alternative. Three breakout groups were identified; northern, central, and southern. CAG members were placed into each group based on the region of the project area their interest/stake most lies with. Jarrod concluded by listing some general topics of discussion including: landscaping/streetscaping, pedestrian and bicycle accommodations, roadway details, and lighting.

Everyone split into their respective breakout group and began generating ideas with regard to potential design elements that could be incorporated in the development of the preferred alternative. After approximately 25 minutes everyone came back together to report out the results of their breakout session to the whole group.

#### Northern Breakout Group – Heritage Trails

The northern breakout group focused on design details in and around the Heritage Trails Subdivision and developed the following:

- Concerned about Anderson property access
- Open to potential adjustment to subdivision access (i.e. extend Heritage Drive to Haven Lane)
- Generally want to see berms incorporated particularly along the west side of the Bypass
- Care as to not overdo lighting
- Improvements to drainage facilities
- Could use the remnant parcel and vacate Old Grass Lake Road to create an enhancement area
- Concerned about safety at the new US 45 and Haven Lane intersection
- Okay with path connection to Heritage Trails trail, but prefer new path closer to new US 45
- Concerned about the incorporation of additional detention areas
- Concerned about the amount of lights and how far the illumination will carry
- Consideration for a less imposing vertical profile was desired

#### Central Breakout Group – Millburn Historic District

The central breakout group focused on design details in and around the Millburn Historic District and developed the following:

- Design improvements to be modest and to reflect the character of the community as opposed to so called “over-the-top” improvements

- Green features
- Street parking
- Sidewalks preferably away from the road
- Roadway separation
- More natural rather than scripted locating of plantings/street trees.
- Connections from the new US 45 on both the north and south ends was desired
- Include directional signage for Historic District
- Bike Lanes were not desired
- Bioswales and natural planting were desired and curb and gutter is not a must
- Historic character lighting at a pedestrian scale
- Fix the existing retaining wall that is in bad shape and potentially replace with sloped plantings
- No banners, planters, asphalt stamping, or pavers are desired; although metal signs are
- Desire to be involved through entire design process
- Grass Lake Road cul-de-sac should be eliminated to provide more green space
- Keep some of the original Historic signage

#### Southern Breakout Group – Forest Trail (Haven Lane)

The southern breakout group focused on design details in and around the Forest Trail (Haven Lane) area and developed the following:

- Generally, comments were related to the aesthetics certain design elements would provide, and particularly gateway type improvements including entrance signage
- Consider Haven Lane cul-de-sac at old US 45 instead of new US 45 so access is not so circuitous
- Consistent design of entryways to subdivision
- Include BMP/green measures
- Consider visibility with respect to Haven Lane access and include visual cue to subdivision
- Should be parallel trail along US 45 north of Grass Lake Road and pedestrian safety for crossing Haven Lane should be considered in design
- Care to improve upon current issues with drainage on the east side of Haven Lane
- Minimize lighting to maximum extent possible without compromising safety and consider beacon lighting
- Provide a connection rather than cul-de-sac
- Landscaped Berms
- Minimize lighting to a reasonable extent
- If sound walls are considered cost-effective consider appearance (i.e. aesthetically pleasing)
- Provide opportunity for agencies of all levels and community organizations to provide input with regard to landscape elements

Jarrold then concluded the meeting by outlining the anticipated next steps and schedule. After the project team has developed the detailed geometry and engineering reports are undertaken, a Public Hearing preview will be presented at CAG #6, and finally the Public Hearing will be held to gain final input on the preferred alternative.

CAG #5 attendees were:

<b>PSG Members</b>	<b>Organization</b>
Chuck Gleason	LCDOT
Paula Trigg	LCDOT
Marie Glynn	IDOT
Carla Mykytiuk	IDOT
John Baczek	IDOT
Mike Matkovic	CBBEL
Matt Huffman	CBBEL
Pete Knysz	CBBEL
Jarrold Cebulski	Patrick
Ryan Westrom	Patrick
Chris DeRosia	Patrick
Tim Kelly	Huff & Huff
Kevin Clark	The Lakota Group

<b>CAG Members</b>	<b>Representing</b>
Andrew Kimmel	Lake County Forest Preserves
Bob Holbach	Millburn Tree Farm
Craig Richardson	Heritage Trails Homeowners Association
Daniel Venturi	Lake Villa Township & Lindenhurst/Lake Villa Chamber of Commerce
Dawn Revenaugh	Millburn Glass Studios
Dominic Marturano	Village of Lindenhurst
Gerald F. Swanson	Self
Glenn Westman	Lake County SMC
Jennifer Andrew	Historic Millburn Community Association
Kevin Klahs	Lindenhurst Police Department
Linda Berger	Forest Trail subdivision
Michael Mark	Self
Michael Scholler	Providence Woods Homeowners Association
Milt Anderson	Self
Philip Rovang	self
Ray Boller	Self
Thomas Druce-Hoffman	Self
Tim Smith	Old Mill Creek

CAG members not in attendance were:

Dusty Powell	Lake County Planning, Building and Development
Jason Lind	Millburn Community Consolidated School District 24
Kevin McKeever	Providence Ridge subdivision
Larry Leffingwell	Tempel Farms
Pete Szpak	Heritage Trails Homeowners Association
Scott Pfeiffer	Cross Creek Homeowners Association
Tom Lippert	Lindenhurst Park District