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U.S. Route 45 – IL 132 to IL 173 and Millburn Bypass

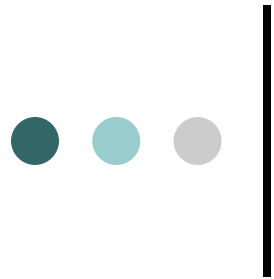
Community Advisory Group Meeting #2
November 3, 2009





Welcome and Introductions

- Lake County Division of Transportation staff:
 - Chuck Gleason
 - Paula Trigg
- Illinois Department of Transportation staff:
 - John Baczek
 - Srikanth Panguluri
- Consultant Engineering staff:
 - Mike Matkovic – Christopher B. Burke Engineering, Ltd.
 - Marty Worman – Christopher B. Burke Engineering, Ltd.
 - Jarrod Cebulski – Patrick Engineering Inc.
 - Ryan Westrom – Patrick Engineering Inc.
- CAG members



CAG participants

Groups Represented

- 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

- Please review the updated list of CAG members within your binder to re-familiarize yourself with your fellow participants.



Meeting Agenda

- Introduction / Housekeeping / CAG Binders
- June 16, 2009 Meeting Minutes
- Project Update, NEPA Process, and Schedule Review
- Project Purpose & Need
- Alternatives Analysis Process and Methodology
- Tonight's Breakout Session: NEPA Range of Alternatives
- Next Steps: Alternatives Development, CAG #3



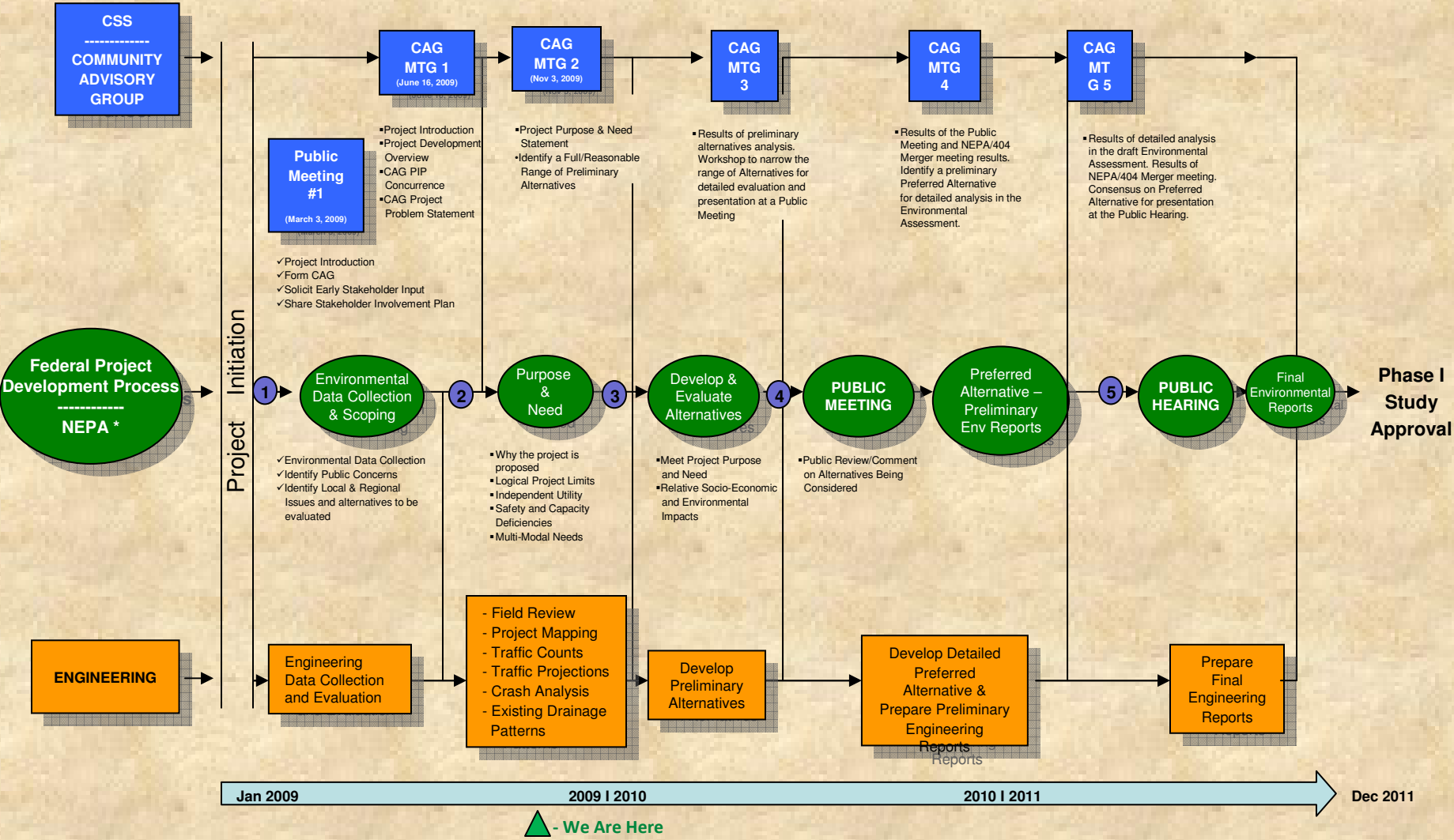
Project Update / NEPA Process and Schedule Review

- NEPA project limits review
- Items Accomplished Since CAG #1
 - Traffic projections & analysis
 - Crash analysis
 - Environmental surveys (ongoing)
 - NEPA/404 presentation (September)
 - Roadway Typical Sections
 - NEPA Range of Alternatives / Agency Consultation
 - Draft Purpose & Need Statement
- Overall Project Development Schedule
 - NEPA Process
 - Public Involvement / CAG Process

Phase I Engineering and Environmental Studies Project Development Flowchart

US Route 45

IL Route 132 to IL Route 173 and Millburn Bypass



* NEPA = National Environmental Policy Act OF 1969; 42 U.S.C. 4321-43

● = NEPA /404 Merger Meetings



Draft Project Purpose & Need

- Draft Purpose & Need Statement
 - Formal NEPA document that establishes the purpose for and the need for the transportation project
 - Sets the stage for identification of a full and reasonable range of alternatives, and alternatives evaluation relative to transportation performance
 - Alternatives must meet the project Purpose and Need to be carried forward
 - The “No-Build” alternative must be carried forward and evaluated in the Environmental Assessment
 - Addresses project history, and compares existing conditions and future “No-Build” conditions with respect to mobility/capacity, safety, and operational deficiencies
 - Stakeholder Input



Draft Project Purpose & Need

- Draft Purpose & Need Statement Highlights:
 - 300% average increase in traffic volumes on US 45 from 1974 to 2009.
 - 150% average increase in traffic volumes projected for US 45 by the year 2030....even if no improvements are made (No-Build).
 - Over 300% average increase in vehicle delay during evening peak travel period by the year 2030 for signalized intersections north of IL132....if no improvements are made.
 - 73% of all crashes 2005-2007 at 5 signalized intersections. 1 fatality (at IL 132) and 7 severe crashes. Likely increase in crash occurrences and severity based on traffic growth....if no improvements are made.
 - General northwest to southeast travel patterns would be aided by US 45 improvements..reduces re-direct onto other roadways.
 - Good correlation with CAG Project Problem Statement:
“The transportation problems to be solved by the US 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.”
- Comments?



Alternatives Analysis Process and Methodology

- Analysis of the Alternatives will be via an Evaluation Process that meets federal requirements.
- Evaluation is the process of determining desirability of different courses of action in a comprehensive and useful form.
- By identifying the relative costs and benefits among alternatives being considered, evaluation leads to the identification of preferred outcomes.

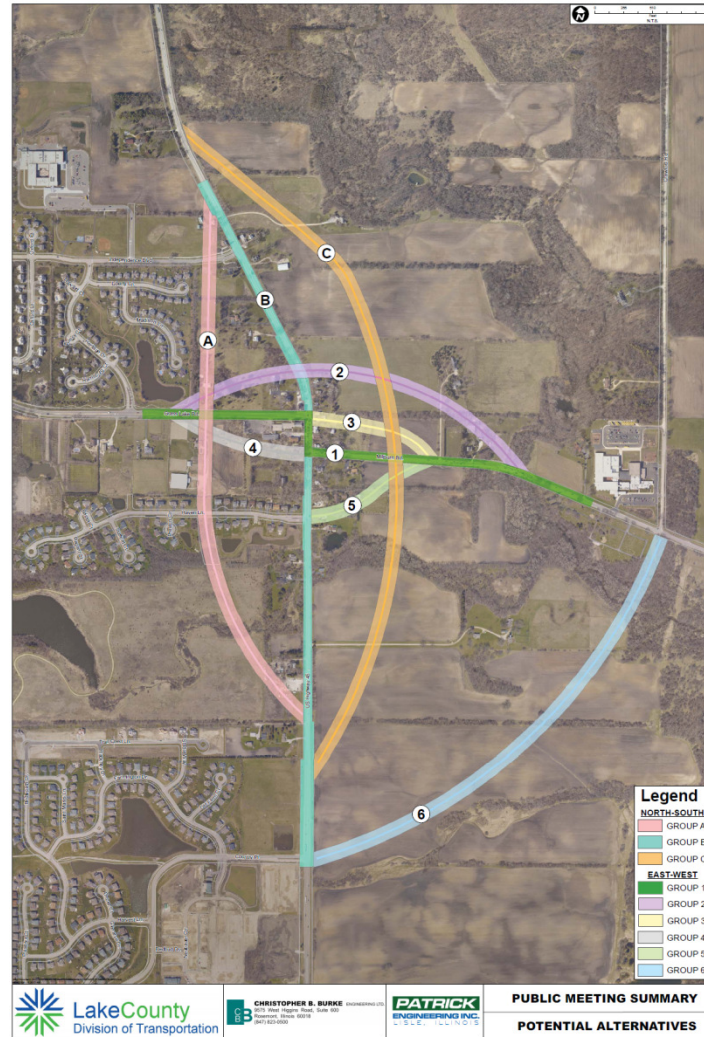


Alternatives Development

- Input received at Public Information Meeting – March 2009
- NEPA requires a full range of reasonable alternatives be considered...We are starting that process today with your input.
- Initial concept alternatives based on Public Meeting input and project history
 - 3 potential north-south (U.S. 45) links and up to 6 potential east-west (Grass Lake/Millburn) links (17 total initial combinations) were identified as follows:

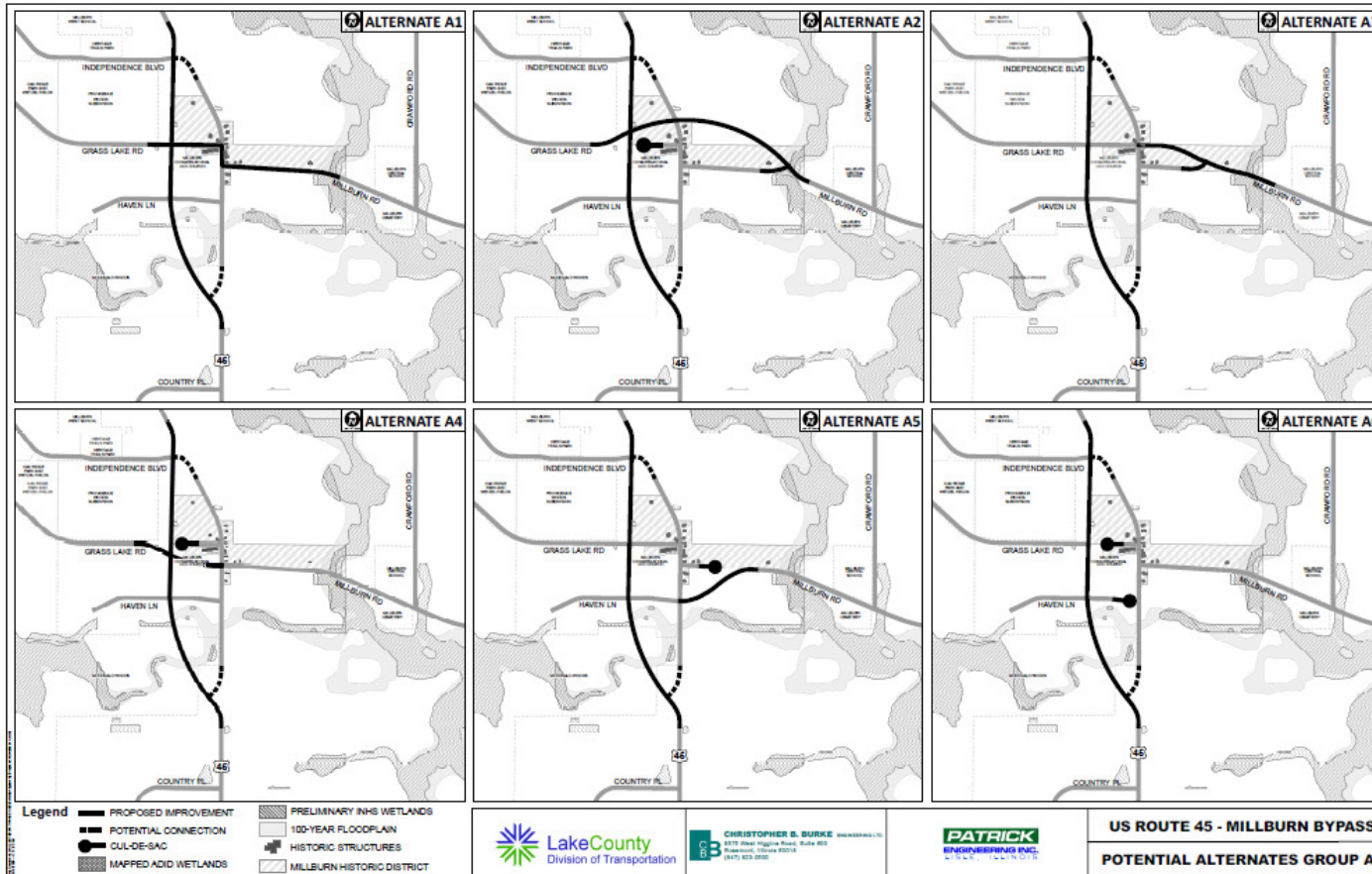


Alternatives Overview



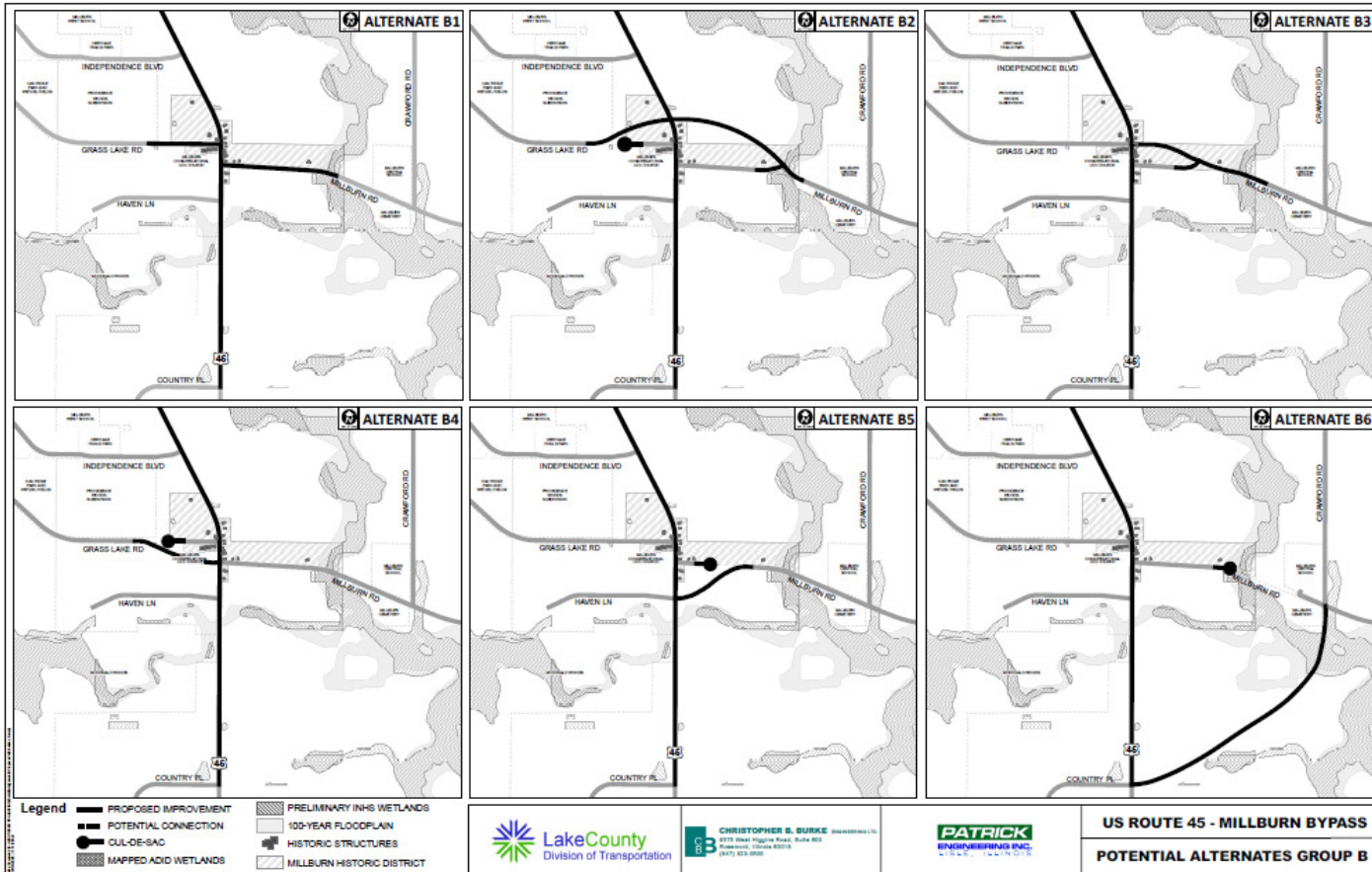


Alternatives Overview



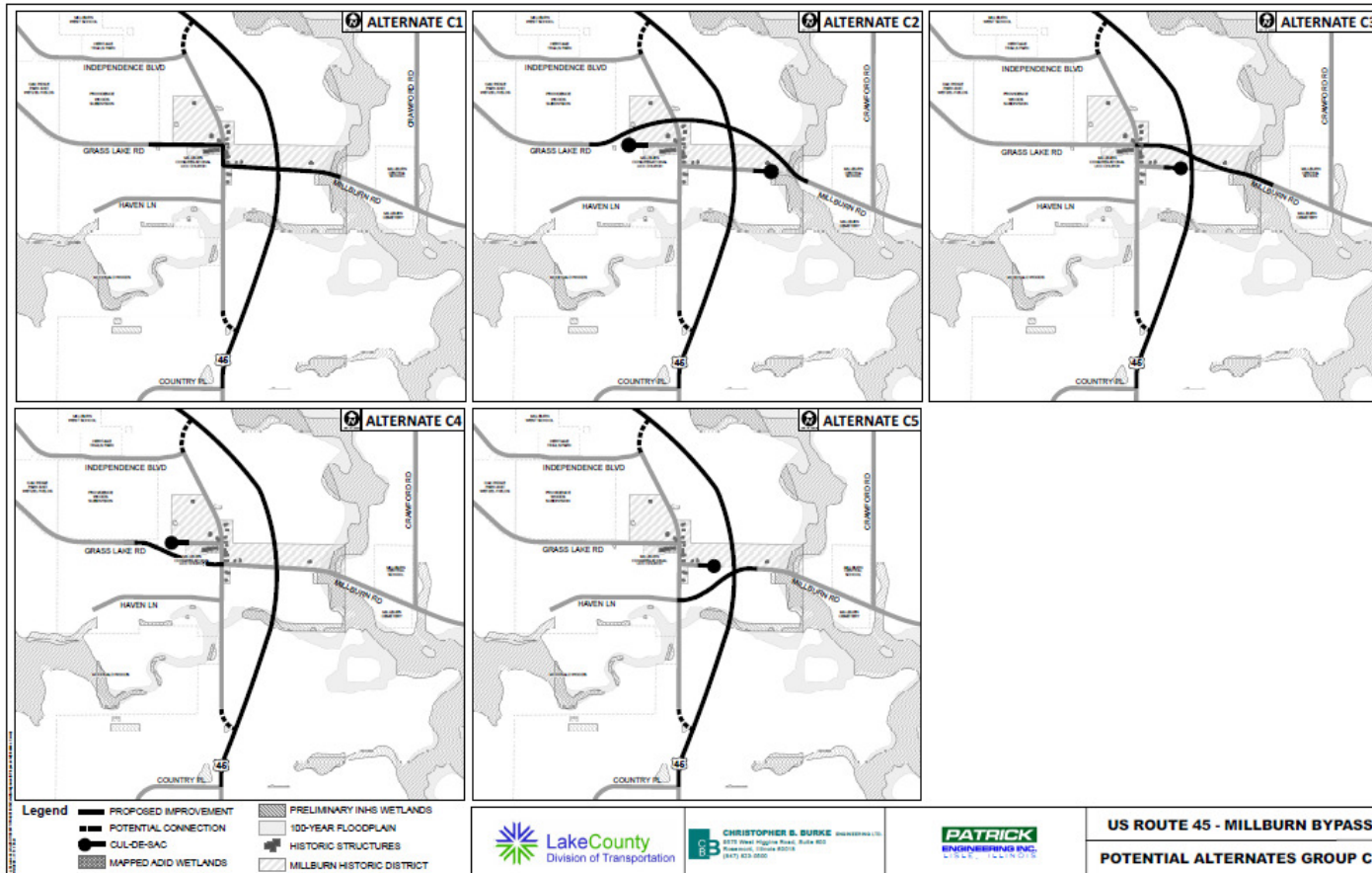


Alternatives Overview





Alternatives Overview



Analysis Process (Evaluation)

Evaluation Criteria

- Meets Transportation Purpose & Need
 - Congestion Relief
 - Safety
- Environmental impacts
 - Historic District impacts
 - Forest Preserve impacts
 - Wetlands
 - Other
- Socio-Economic Impacts
 - Displacements
 - Economic impacts
 - Land Use compatibility
- Cost

Preliminary Evaluation Matrix

Alternatives Evaluation Matrix															
Measure	Group A					Group B					Group C				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
I. Meets Purpose & Need															
Roadway Network Traffic Operations (Mobility)	scale														
Local Travel Efficiency (Accessibility)	scale														
Safety Improvement	scale														
II. Environmental Resources															
<i>Water Resources</i>															
Wells	number														
Surface Water Resources/Quality	scale														
Groundwater Resources/Quality	scale														
Impervious Area Increase	acres														
Floodplain Impact	acres														
Floodway Impact	acres														
<i>Wetlands</i>															
ADID	acres														
Non-ADID	acres														
<i>Biological Resources</i>															
T&E Species	number														
Trees & Landscape	number														
Air Quality	scale														
Energy	scale														
Noise	scale														
<i>Cultural Resources</i>															
Historic District Impacts	acres														
Historic Buildings Impacted	number														
Other Buildings Impacted	number														
Archaeological Sites Impacted	number														
Cemeteries Impacted	acres														
<i>Special Lands</i>															
Forest Preserve District & Parks Impact	acres														
School Property Impacts	acres														
Lawson & Oslad Land Impacts	acres														
<i>Farmland Impact</i>															
Farmland Impacted	acres														
<i>Special Waste</i>															
Cerclis	number														
RCRA	number														
UST/LUST	number														
III. Socio-Economic Impacts															
Land Use Compatibility	scale														
Community Cohesion	scale														
Pedestrian or Bike Accommodations	scale														
Transit Compatibility	scale														
Opportunities for Innovative Solutions	scale														
Residential Displacements	number														
Business Displacements	number														
ROW Acquisition	acres														
Economic Impacts	scale														
Public Facilities and Services Impact	scale														
Environmental Justice	scale														
IV. Cost															
Construction Cost	cost														
ROW Costs	cost														
Total Cost	cost														

scale = 1-5 indicating:

- 1 Substantial Adverse Effect
- 2 Somewhat Adverse Effect
- 3 Status Quo
- 4 Somewhat Positive Effect
- 5 Substantial Positive Effect



Methodology

- Example alternative development and evaluation
 - Alternative B-1 (existing-existing alignment)
 - Proposed geometry/Typical Section
 - Evaluation considerations (matrix)



Breakout Exercise

- CAG input on the range of reasonable alternatives to be considered
- Each breakout group to discuss the 17 initial concept alternatives (30 minutes)
 - Narrow alternatives for further development and evaluation
 - Are all reasonable alternatives represented?
 - Are there any alternatives that should be eliminated due to unreasonableness?
 - Are there any reasonable alternatives missing?
- Report out on Group recommendations for alternatives development and evaluation (15 minutes)



Next Steps / Schedule

- Ongoing project development activities
 - Further traffic analysis
 - Environmental surveys
 - Alternatives evaluation
- The next CAG meeting is anticipated in Spring 2010.
- Topics at that meeting will include presentation of alternatives development and comparison, and narrowing of preferred alternative(s) for the Public Meeting.



Thanks for your participation!

See you next time.

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

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

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