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

Community Advisory Group Meeting #5

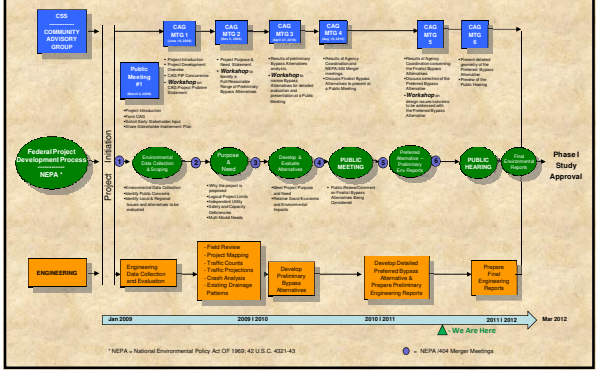
July 26, 2011

LakeCounty Division of Transportation

Meeting Agenda

- CAG #4 Meeting Minutes
- Factors in Selection of the Preferred Bypass Alternative
- Remaining Analysis of the Preferred Bypass Alternative
- Design Input Workshop
- Next Steps

Factors In Selection of the Preferred Bypass Alternative
Project Development Process



Factors In Selection of the Preferred Bypass Alternative Community Advisory Group

CAG Meeting #1
(June 16, 2009)

- Project overview
- NEPA process
- Public involvement plan
- Public Meeting summary
- ***Workshop***: Project problem statement

CAG Meeting #2
(November 3, 2009)

- Purpose and Need statement
- Bypass alternatives analysis
- ***Workshop:*** Screening 18 initial Bypass Alternatives to 9 Reasonable Bypass Alternatives

CAG Meeting #3
(April 27, 2010)

- Review the 9 concept Bypass Alternatives
- Evaluate the 9 Bypass Alternatives with respect to transportation performance, environmental impacts, and cost
- ***Workshop:*** Screening of the 9 Bypass Alternatives based on development and evaluation results

CAG Meeting #4
(August 19, 2010)

- Present the 3 Finalist Bypass Alternatives based on input from CAG Meeting #3 and Agency Coordination
- Preview of Public Meeting #2
- Discussion of remaining project development procedures

Factors in Selection of the Preferred Bypass Alternative

Public Comments to Date:

Public Meeting #1 Questionnaire

- Traffic congestion, roadway safety, and access ranked 1, 3 and 5 respectively as the most important project issues/concerns

Public Meeting #2 Questionnaire

- The #1 expressed concern was transportation performance
- Majority agree that a bypass is needed
- Majority favored Grass Lake Road re-alignment

Factors in Selection of the Preferred Bypass Alternative

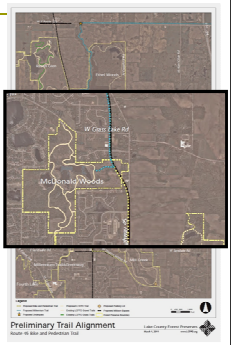
Cultural Clearance for Historic Resources:

- Additional detailed review of the Finalist Bypass Alternatives required by IHPA, IDOT, and FHWA
- Finding: The realignment of Grass Lake Road does not traverse any properties deemed historic
- Therefore: Alternatives A4 and C4 are viable Bypass Alternatives

Factors in Selection of the Preferred Bypass Alternative

McDonald Woods:

- A West Bypass is compatible with LCFPD Preliminary Trail Alignment Plan
- A West Bypass traverses low quality areas within McDonald Woods and does not affect facility access
- LCFPD concurs that a West Bypass will not adversely affect the overall recreation activities, features, and attributes of McDonald Woods
- FHWA grants a *de minimis* impact finding for a West Bypass use of McDonalds Woods



Factors in Selection of the Preferred Bypass Alternative

Environmental Considerations:

- Environmental Clearances received for all three Finalist Bypass Alternatives:
  - ✓ Biological - 1/8/10
  - ✓ Archaeological - 4/25/11
  - ✓ Cultural - 5/24/11
- A1 displaces 2 residences. Both A4 & C4 displace 3 residences
- A4 includes no impacts to wetlands and A1 and C4 have minimal wetland impacts
- Prime Farmland Impacts
  - C4 = 11.49 acres; A1 & A4 = 1.92 acres
- Historic District Property Acquisition (no buildings)
  - C4 = 1.25 acres
  - C4 bisects Historic District and disconnects Strang House (#1 Primary Importance Structure) from remainder of the Historic District
  - A1 & A4 avoid any property acquisition from Historic District

Factors in Selection of the Preferred Bypass Alternative

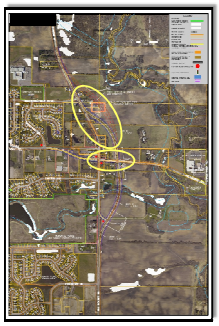
Transportation Performance:

- #1 expressed concern at the Public Meetings
- A4 has the best transportation performance of the Finalist Alternatives with the lowest overall travel times and travel delay
- A1 and A4 are the most compatible with area travel patterns, although A1 requires east-west travel through the Historic District
- A4 has best performing main intersection (US 45 Bypass and Grass Lake/Millburn Road) during PM peak period
- C4 requires heavier traffic from the west to travel past the Historic District to access bypass US 45. Cut-off traffic on "old 45" could require 2nd signal
- Based on CMAP 2040 traffic projections, C4 results in traffic volume increases on Millburn Road of 22% and 42% as compared to A4 and A1 respectively

Factors in Selection of the Preferred Bypass Alternative

US Route 45 / Strategic Regional Arterial (SRA) Design Considerations:

- C4 design requires less desirable alignment to avoid historic Millburn Burial Site.
- C4 main intersection (US 45 / Millburn Road) proximity to Old 45 is a design concern



Factors in Selection of the Preferred Bypass Alternative

- In Summary, based on:
  - ✓ Public Comments
  - ✓ Cultural Clearance for Historic Resources
  - ✓ *De minimis* impact finding for West Bypass use of McDonald Woods
  - ✓ Environmental Considerations
  - ✓ Transportation Performance
  - ✓ SRA Roadway (US 45) Design Considerations
- LCDOT and IDOT have jointly identified A4 as the Preferred Bypass Alternative since it best enhances mobility for all users and best accommodates future travel patterns along US Route 45, Grass Lake Road and Millburn Road
- FHWA concurred with advancing A4 as the Preferred Bypass Alternative for development of the Environmental Assessment (EA) and presentation at a Public Hearing later this year

Factors in Selection of the Preferred Bypass Alternative

Questions?

Remaining Analysis of the Preferred Bypass Alternative

- Detailed Final Geometry
  - Roadway and Intersection Design Details
  - Pedestrian/Bicycle Accommodations
  - Determine Right-of-Way needs (no acquisition yet)
- Drainage Study
  - Detention Requirements
- Engineering Report
- Environmental Assessment
  - Noise
  - Air Quality
  - Water Quality

Traffic Noise Analysis

Requirements:

- Identify representative noise receptors
- Perform traffic noise impact analysis using the Federal Highway Administration (FHWA) approved Traffic Noise Model (TNM)
- Determine receptors with traffic noise impacts; those that approach, meet, or exceed the Noise Abatement Criterion (NAC) of 67 Decibels (dB(A)) for residential receptor locations
- Perform traffic noise abatement evaluation for all receptors determined to have traffic noise impacts

Traffic Noise Analysis

- For a noise abatement option to be implemented, all of the following need to occur:
  - Traffic noise impact needs to be identified
  - Abatement option provides at least an 8-dB(A) traffic noise reduction
  - Abatement option must meet the cost-effectiveness criterion per IDOT policy
  - Benefited receptors must demonstrate a desire for noise abatement option
- Highway Traffic Noise Assessment Manual: http://www.dot.il.gov/environment/HTNAManual.pdf

Alternative A4 Design Input Workshop

- The workshop will give participants the opportunity to discuss remaining design elements for the Preferred Alternative A4.

Group	*Southern*- Forest Trail (Haven Lane) Area	*Central*- Millburn Historic District Area	*Northern*- Heritage Trails Subdivision Area
Issue Areas	• Haven Lane connection or cul-de-sac • Potential enhancement areas and strategies • Old US 45 connection at south end to new US 45	• Old US 45 connections at north and south ends to new US 45 • Historic District roadway character • Pedestrian/bicycle accommodations within Historic District	• Driveway locations • Potential enhancement areas and strategies • Adjusted Grass Lake Road/ Heritage Drive intersection • Old US 45 connection at north end to new US 45

Alternative A4 Design Input Workshop

- Input on Potential Design Elements:
  - Potential Enhancement Areas
  - Landscaping/Streetscape Options[1]
  - Pedestrian/Bicycle Accommodations & Connections[1]
  - Roadway Details (Access, Cul-de-sac, Turnarounds, U-turns)
  - Roadway Lighting[1]

  Notes:
  [1] *Local cost participation and maintenance may be required*

- 25 Minute Workshop Exercise (3 Breakout Groups)
- 10 Minute Report-out Session

Alternative A4 Design Input Workshop

Break for Workshop

Next Steps / Schedule

- Project Team to Develop Detailed Geometry
- Prepare Engineering Report and Environmental Assessment
- CAG Meeting #6 – Geometry Presented and Public Hearing Preview
- Public Hearing – Fall 2011

Thanks for your participation!

See you at the next CAG meeting.

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

Please note, all project proceedings have been updated and provided on the project website at:

www.Route45project.com