

## **FHWA/IDOT Coordination Meeting**

### **Washington Street, Hainesville Road to Lake Street Phase I Study Lake County Division of Transportation Section #08-00121-08-WR**

**February 10, 2009  
1:45 PM**

This was the initial presentation of this project. The purpose of the meeting was to provide an overview of the scope and schedule for the project and discuss the type of environmental processing that should be pursued. The Lake County Division of Transportation (LCDOT) has retained Patrick Engineering, Inc. (Patrick) to prepare a Phase I Engineering and Environmental Study for Washington Street between Hainesville Road and Lake Street, within the Villages of Grayslake, Hainesville, and Round Lake Park.

Patrick provided some background information on the study. Patrick received notice to proceed with the study on December 2, 2008. The existing roadway is mostly one lane in each direction with a rural cross-section with open ditch drainage. The general scope of the study will be for a corridor improvement. The study will evaluate the possibility of additional travel lanes along the corridor and a potential grade separation (over- or under-pass) of Washington Street with the CN/Metra rail line. The two signalized intersections at the project termini (Lake Street and Hainesville Road) will also be analyzed for additional through and/or turning lanes. Drainage improvements will also be evaluated. The Phase I portion of the project is anticipated to have a 2-year schedule.

Patrick discussed the early study activities next. Patrick is currently performing a full ground survey of the study area. During December and January, traffic counts were taken at the key study intersections. Traffic projections for the 2030 design year are being developed in conjunction with the Chicago Metropolitan Agency for Planning (CMAP) and the IL 120 Corridor Study. Once traffic projections are available, highway capacity analysis will be performed to determine the needed lane configurations at the key study intersections. Accident data from LCDOT is being used to prepare an Accident Analysis, which will identify any trends or patterns and recommended countermeasures that should be considered in the development of the proposed improvement. Lake County GIS data is also being collected to compile a comprehensive base of information for use in the study. Lastly, the ESRF (environmental survey request form) submittal will be made to IDOT, who will provide all biological and cultural environmental resource information and the required clearances.

Specific to this Phase I Study, it was noted that east of Lake Street, Washington Street is already two lanes in each direction with a median. West of Hainesville Road, LCDOT is currently developing a separate Phase I Study that is investigating improving Washington Street out to Cedar Lake Road with one lane in each direction, a center lane for left turns, and enhanced pedestrian/bicycle facilities. Patrick's study will include investigating various improvement alternatives that will be developed in conjunction with the public involvement process. These alternatives will include basic number of lanes, type and width of medians, and varying roadway alignments and profiles. Pedestrian/bicycle accommodations will be included in any alternative identified for further study. As an outcome of the Phase I process, Patrick will be preparing a

Project Development Report (PDR), a Drainage Study Report, a Structural/Railroad Report, and possibly and Environmental Assessment (EA).

Stakeholder involvement will be an important component of the Phase I Study. This will include a project website ([www.WashingtonThoroughfareStudy.com](http://www.WashingtonThoroughfareStudy.com)) that is currently active. In addition, there will be an initial Public Information Meeting to be held on February 18, 2009, at the Hainesville Village Hall, which will present aerials to the public and allow for them to voice their opinions prior to the identification of improvement alternatives for the project. Once alternatives have been evaluated based on public input and the proposed roadway geometry has been developed, a Public Meeting will be held to solicit input from the stakeholders. After the roadway geometry has been refined based on public input, approved by LCDOT and IDOT and environmental clearances have been received, the Public Hearing will occur to solicit any final comments on the preferred alternative for the improvement. Depending upon the needs and interest of the project stakeholders, the study also allows for smaller-setting local community advisory group meetings. In this forum, the study team could meet with smaller groups of local residents to discuss issues regarding the Washington Street study that are more specific to them.

The ECAD record was then distributed to the attendees. The record describes potential environmental involvements of the proposed improvements based on observations made at the January 23, 2009 ECAD field review meeting. Potential environmental impacts were identified in the following areas:

- I. Social/Economic
  - 1. Relocations
  - 3. Economic Impacts
  - 6. Public Facilities and Services
  - 9. Pedestrian/Bicycle Facilities
- II. Agricultural
- III. Cultural
  - 1. Archaeological
  - 2. Historic Districts/Buildings
- IV. Air Quality
  - 1. Attainment/Nonattainment
  - 2. Microscale
  - 3. Hot-Spot Analysis
- V. Noise
- VI. Natural Resources
  - 1. T&E Species
  - 2. Trees
- VII. Water Quality/Resources
  - 1. Surface Water
  - 2. Permits
  - 3. Groundwater

## VIII. Flood Plains

1. 100-Year Flood Plain
2. Regulatory Floodway

## IX. Wetlands

## X. Special Waste

## XI. Special Lands

1. 4(f)
2. 6(f)
3. OSLAD

## XII. Other Issues – Aesthetics (Visual Impacts)

Given the extent of potential environmental issue area involvements, IDOT and the FHWA recommended that the decision on type of environmental processing be tabled for the time being until further information becomes available on the actual extent of project impacts. They suggested continuing to update the ECAD journal and seek to close issue areas and at such time when a sufficient number of issues have been closed with either a “yes” or “no” impact, then a decision can be made whether to process this study as a Categorical Exclusion Group II or an Environmental Assessment.

IDOT further stated that the scope of work for the project was appropriate and the study limits were acceptable pending environmental clearances. The FHWA agreed in this finding.

The meeting adjourned at approximately 2:15 PM.