

Central Lake Thruway | Unified Vision
Lake County, Illinois



ILLINOIS ROUTE 120
CORRIDOR PLANNING COUNCIL

Purpose: The purpose of the Illinois Route 120 Corridor Feasibility Study is to develop a plan, or **Unified Vision**, that is technically feasible and will be preferred by the local communities along the Illinois Route 120 corridor.

Process: From January 2006 through September 2009, the Corridor Planning Council led by the Governance Board and 4 task forces, met to develop a **Unified Vision** for the Illinois Route 120 Corridor. Decisions were made on the Future Land Use and Economic Development, Road Character, Road Placement, Access, Financing, Environmental Mitigation and Stormwater Management for the Illinois Route 120 Corridor.

Conclusion: On October, 14, 2009 the Governance Board endorsed this map as the **Unified Vision** for the Illinois Route 120 Corridor.

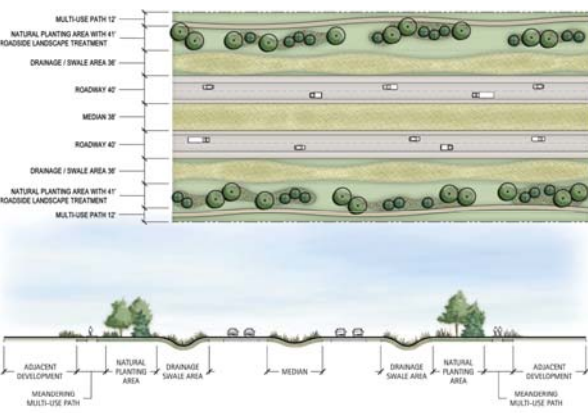
- Governance Board:**
Lake County
Village of Lakemoor
Village of Volo
Village of Wauconda
Village of Round Lake
Lake County Forest Preserve District
Lake County Planning, Building and Development Department
Village of Grayslake
Village of Mundelein
Village of Libertyville
Village of Gurnee
City of Waukegan
Village of Volo
Village of Wauconda
Village of Round Lake
Village of Round Lake Park
Village of Hainesville
Village of Mundelein
Village of Gurnee
City of Waukegan
Business Representatives
Public Representatives
- Task Force Representatives:**
Illinois Department of Transportation
Lake County Division of Transportation
Lake County Forest Preserve District
Lake County Planning, Building and Development Department
Lake County Stormwater Management Commission
U.S. Fish and Wildlife Service
Village of Volo
Village of Wauconda
Village of Round Lake
Village of Round Lake Park
Village of Hainesville
Village of Mundelein
Village of Gurnee
City of Waukegan
Business Representatives
Public Representatives
- Partners:**
TranSystems
LAKOTA
MOUJ
RWA



Determining the type of road, **Road Character**, was the work of the Technical Task Force with input from the Land Use, Economic Development and Municipal Impact Task Force. Multiple **road character** alternatives were considered before the selection of a 4-lane boulevard by the Governance Board as the locally preferred alternative. Determining the location of the road, **Road Placement**, was the work of the Technical Task Force with input from the Environmental and Stormwater Impact Task Force. Technical design criteria were based on the Illinois Department of Transportation's Bureau of Design and Environment Manual. The 4-lane boulevard follows IDOT's Rural Strategic Regional Arterial criteria.

Typical Section

The **Road Character** is shown below. A wide 300-foot right-of-way corridor has been preserved along portions of the bypass alignment and the future vision considers the use of a 300-foot corridor along the entire bypass alignment. Such a wide right-of-way width allows for the development of a roadway cross section that incorporates special features like bike paths on both sides of the roadway, a large grass median, wide drainage areas for stormwater management and water quality elements, and open areas that can be used for landscaping, buffers, and noise or sight screening. Many of these features may be refined in the future Phase I study. The **Unified Vision** depicts a 300-foot corridor until the future Phase I study conducts detailed profile and cross section analyses to determine if the right-of-way width can be minimized. Some municipalities along the bypass have requested a narrower right-of-way in certain locations.



Road Character | Road Placement

The map on the reverse side shows the locally preferred **road placement** for the Illinois Route 120 corridor. The **Road Placement** was developed to maintain flexibility in design for the future Phase I study.



Existing and planned bike paths are located within the Illinois Route 120 corridor, including the Millennium Trail, the Grayslake bike network, and the Des Plaines River Trail. The **Unified Vision** plans for east-west bike paths along the Illinois Route 120 Bypass from the Millennium Trail at Fish Lake Road to the Des Plaines River.

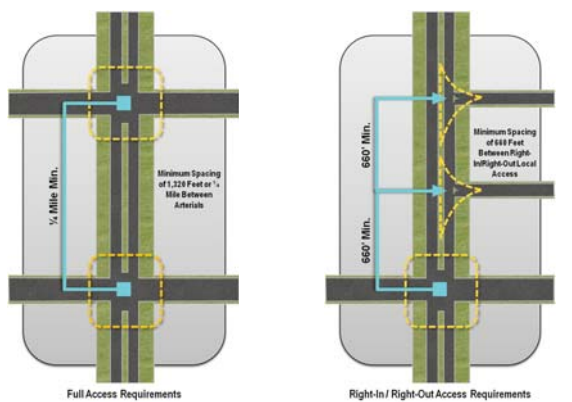


Trail and farther east with connections to existing and planned bike paths within the Illinois Route 120 corridor.

There are limited existing transit facilities within the Illinois Route 120 corridor. The Metra Milwaukee District North Line and the Metra North Central Service commuter rails cross near the center of the Illinois Route 120 corridor. The **Unified Vision** shows a connection from the new Illinois Route 120 bypass to the Grayslake Metra train station along the Milwaukee District North line near Lake Street. Bus routes operated by PACE only cross Illinois Route 120 or use Illinois Route 120 for short segments. The Phase I study will evaluate the demand for an Illinois Route 120 bus route through the corridor. Additional transit opportunities for the Illinois Route 120 corridor will be studied in the future Phase I study. Ride share opportunities within the corridor will also be studied.



Access to the new bypass will be based on the standards shown below and the locations identified on the map. Existing Illinois Route 120 bisects the middle of Lake County with direct connection to Interstate 94 and to multiple Strategic Regional Arterials, other principal arterials, minor arterials, collectors, and local streets. The future bypass will only provide full access to minor arterials and higher level roadways with a minimum one-quarter mile intersection spacing. Collectors and local streets will have access to the new roadway via the existing arterial road network.

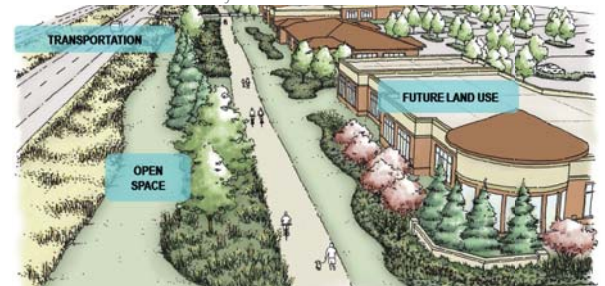


Land Use | Economic Development

The work of the **Land Use, Economic Development** and Municipal Impact Task Force established the future **Land Use** for the corridor. Through the Task Force process existing **land use** plans, conceptual development plans, and future land use plans from the municipalities within the corridor were incorporated into the **Unified Vision**. Through collaboration and thoughtful planning, the future **land use** for the corridor was developed to avoid conflicting developments near community borders.

The **Unified Vision** on the reverse side shows future **land use** changes based on the development strategy refined by the Task Force and approved by the Governance Board. Only parcels whose **land use** is planned to change from its existing Land Use are shown.

Studies completed by the **Land Use, Economic Development** and Municipal Impact Task Force determined that constructing the bypass will encourage development in heavily congested areas. The rate of development and value of land along the bypass will increase and lead to an expanded tax base and to job creation for the communities and Lake County.



Project Approach



Traffic

Detailed **traffic** studies were conducted as part of the **road character** decisions. This map shows projected 2030 **traffic** volumes based on the selected 4-lane boulevard alternative. These **traffic** volumes assume the extension of Illinois Route 53 is not constructed. Intersection studies based on the 2030 **traffic** volumes were introduced but final decisions deferred to the future Phase I study. It is possible that the future Phase I study will be required to plan for 2040 **traffic** volumes.



Financing

A feasibility study level **financing** analysis was completed for the project. The analysis included traditional **financing** methods and potential use of electronic transponders for user fee collection. The electronic user fee collection was found to be technically feasible on the bypass section of the Central Lake Thruway due to the restriction of access between the intersections for the boulevard road character as shown on the **Unified Vision**. Illinois Route 120 users without electronic transponders would continue to use the old Illinois Route 120 alignment. The analysis identified a shortfall with either a traditional public only funding scenario or a user fee supported only funding scenario. In each case, approximately half of the required total funding is available and likely makes a joint traditional public/user fee funded scenario attractive.

More detailed studies will be conducted during the future Phase I study to determine the expected traffic diversion from a user fee collected roadway, potential user fee rate, and other **financing** details. Legislative action will be required to allow for the construction of a user fee collected arterial, the development of a local user fee group and/or a potential Public Private Partnership.

Purpose | Need

This feasibility study has established the framework for a future Phase I Study. A **purpose** and **need** statement was developed and coordinated with the Illinois Department of Transportation. The statement identified the **needs** of improved system linkage, continuity, capacity, roadway deficiencies, and safety. The **purpose** of the project is to address these **needs**. The **Unified Vision** balances the land use and transportation relationship to encourage thoughtful planning.



SYSTEM LINKAGE: What does it mean? Enhance connections to other major routes.

CONTINUITY: What does it mean? Consistent cross section & design elements across Lake County.

CAPACITY: What does it mean? Reasonably meet Year 2030 East-West travel demand.

ROADWAY DEFICIENCIES: What does it mean? Address standard design elements on IL Route 120.

SAFETY: What does it mean? Address existing safety problems.

Environmental | Stormwater

The project's typical cross section provides large areas on both sides of the road and the center median for the creation of special features that will meet the **environmental** and **stormwater** needs of the project. The future Phase I study will evaluate the use of bioswales, landscaped areas, open space, buffers, and noise or sight screening. Addition of noise walls along the right-of-way will be based on Federal Highway Administration and Illinois Department of Transportation regulations and desire for inclusion by the public and municipalities.

The future Phase I Study will determine in greater detail the effect of this project on the **environment**. Future studies will be conducted to study the projects direct and indirect impacts to wetlands, floodplains, cultural resources, air quality, noise, energy, natural resources, water quality, and special lands like Illinois Natural Area Inventory Sites, Lake County Forest Preserves, and other publically owned lands. The studies will also

examine measures to avoid, minimize, or mitigate impacts to these **environmental** features.

The **Unified Vision** for the project plans to meet all Federal, State, and County **environmental** and **stormwater** requirements, including the Watershed Development Ordinance of the Lake County Stormwater Management Commission. Mitigation to wetlands impacted by the project will be done at regional wetland banking sites. Floodplain compensatory storage will be located adjacent to the floodplain fill areas on available land. **Stormwater** detention will be provided in ditches near each outlet. Regional detention sites will be considered for each watershed as necessary.



Public Involvement

Public Involvement has been a continuous theme in the development of the **Unified Vision**. **Public** representatives have been involved in the task forces and multiple public comment periods were incorporated into all Governance Board and Task Force meetings.

Two open house **public** meetings were held at key decision points during the project. The first open house on November 12, 2008 asked for **public** input on the **road character** alternatives. The second open house on April 15, 2009 requested **public** input on the **road placement** alternatives. A project website (www.120now.com) has been maintained throughout the project.

Next Steps

This **Unified Vision** represents the locally preferred plan developed by the Corridor Planning Council. The Corridor Planning Council has asked its member Communities and the County to work together to preserve the planned right-of-way corridor and follow the land use and access control concepts shown on the **Unified Vision**.

With the locally preferred plan approved, the Corridor Planning Council, Lake County Division of Transportation, and Illinois Department of Transportation will pursue funding to conduct a Phase I study by a highway building agency. The federal process will require that the Phase I study consider alternatives that were eliminated as part of this feasibility study in more detail, including the Road Character and Road Placement alternatives.