

Illinois Department of Transportation

IL120 STUDY

IL60 to Almond Road

WELCOME

Community Advisory Group
Meeting #3
August 7, 2025



- Thank you for attending!
- We'll have several discussion sessions for comments, but feel free to ask questions at any time during the presentation.
- This is a working meeting for the Community Advisory Group (CAG). Individuals who are not CAG members are welcome to attend and observe the meeting. An open comment section for individuals not part of the CAG will be offered near the conclusion of the meeting.
- **Online CAG Members:**
 - You are welcome to keep cameras on, but mics will be on mute except during discussion sections to prevent audio problems.
 - Please type questions or comments into the chat box. Otherwise, click the "raise hand" button to request the moderator to unmute your mic.

Agenda

- CAG Meeting #2 Recap
- Screening Process Review
- Presentation of Initial Alternatives
- Presentation of Initial Alternatives Screening Results

Group Break Out Session

- Presentation of Initial Level 2 Screening Criteria
- Schedule & Next Steps
- Questions & Comments

CAG Meeting #2 Recap

- CAG Meeting #2 held Thursday, August 29 from 1 p.m. to 3 p.m. at College of Lake County and Virtual via Zoom
- 45 attendees
- Residents, businesses, local and county governments, and community organizations represented
- Review of CAG Meeting #1, approval of Purpose and Need, review of Level 1 screening criteria
- All CAG meeting materials online at il120study.com



Approved Purpose and Need

Project Purpose

The purpose of the PEL study is to improve safety for motorized and non-motorized users, reduce congestion and travel delays, and enhance modal interrelationships along IL 120 from IL 60 to Almond Road.

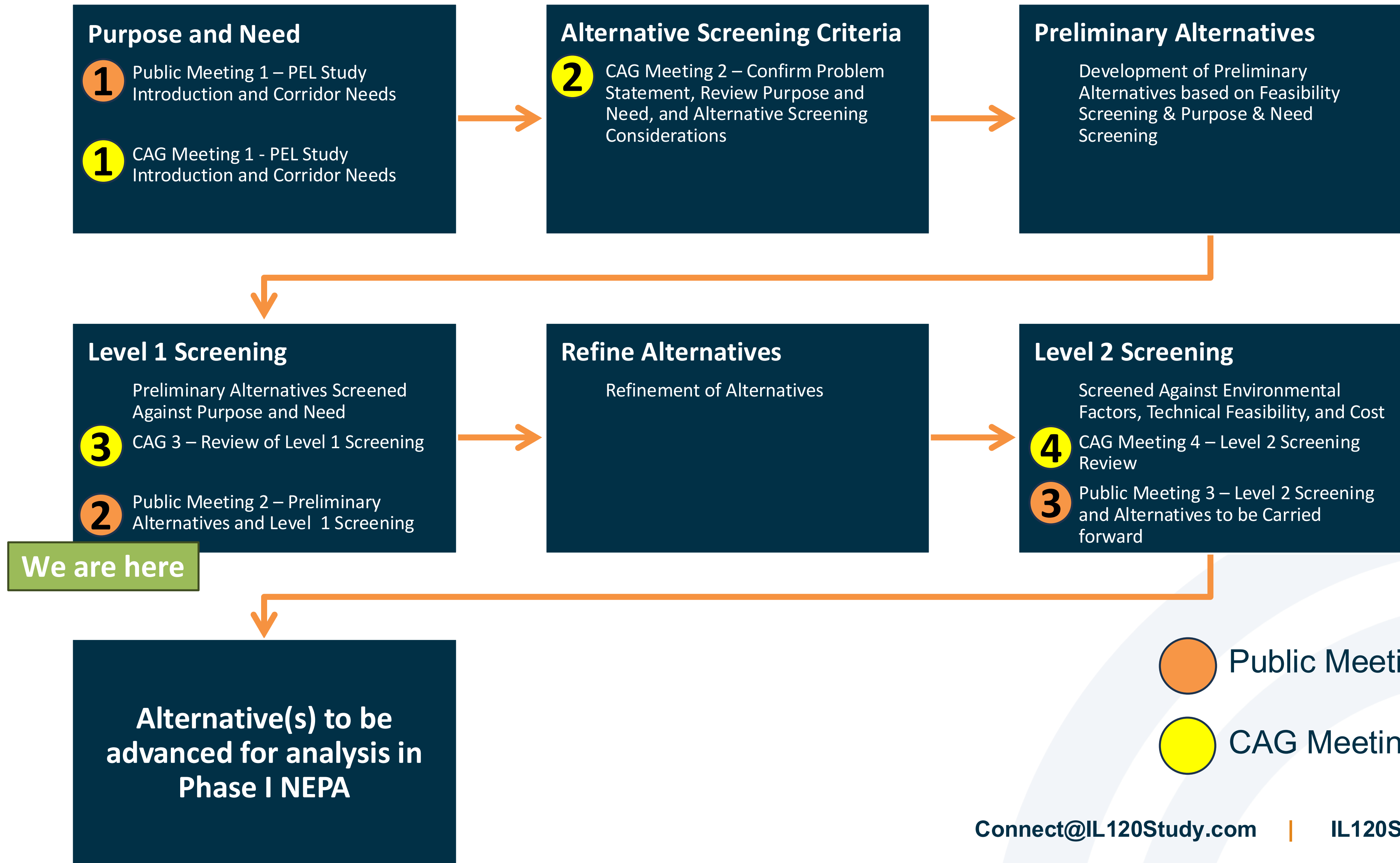
Project Need

Transportation system improvement(s) are needed in the IL 120 PEL Study area to address the following issues that exist in the IL 120 corridor:

- Crashes on IL 120
- Travel delays and decreased traffic flow
- Gaps in the pedestrian & bicycle network
- Limited transit connectivity



Screening Process for Developing Alternatives



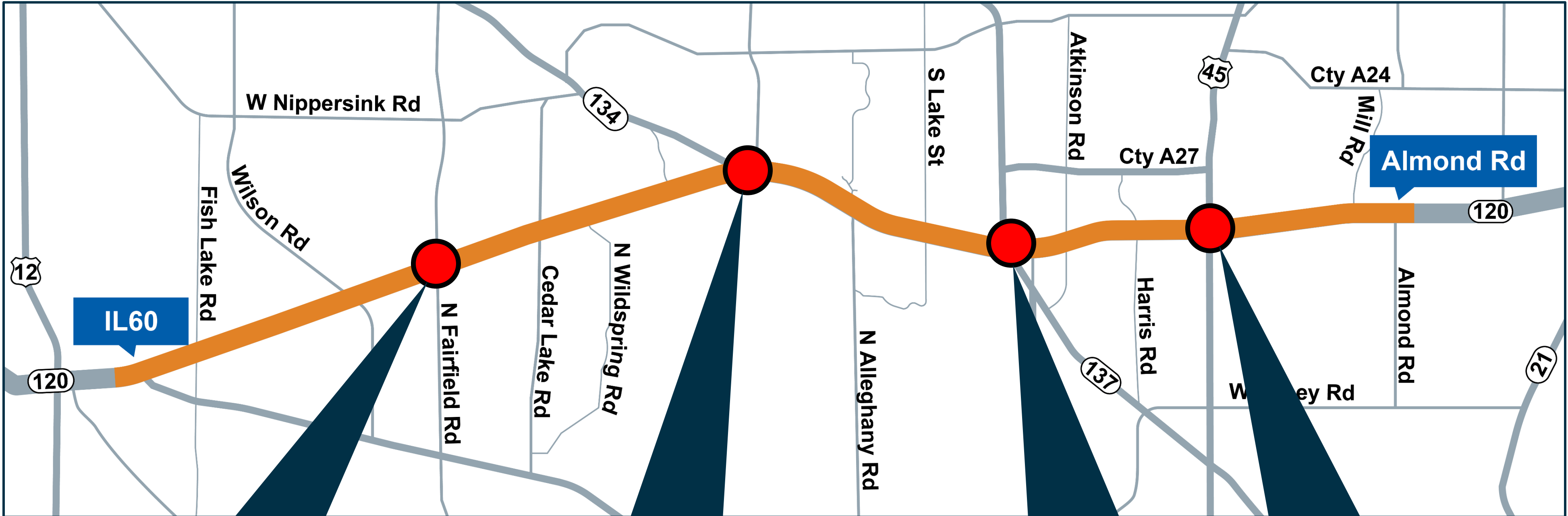
- **Spot Improvements**
- **Corridor Alternatives**
 - **On-Alignment**
 - **Off-Alignment**
- **Non-Motorized Considerations**

Spot Improvements

What We Heard

- **The railroad crossing near IL 83 causes significant delays.**
 - Trains frequently slow or stop on the tracks.
 - Grade separate the crossing.
- **IL 134, Hainesville Road, and the nearby railroad crossing cause significant delays:**
 - Signals do not seem sync'd creating a bottleneck.
 - Close spaced intersections feel unsafe.
- **Consider traffic calming measures, such as roundabouts.**
- **Consider short-term improvements to help now.**

Spot Improvement Locations



Fairfield Road	
AM PEAK: LOS E	PM PEAK: LOS E
Total Crashes: Medium Risk	Injury Crashes: Low Risk

IL Route 134	
AM PEAK: LOS E	PM PEAK: LOS C
Total Crashes: High Risk	Injury Crashes: High Risk

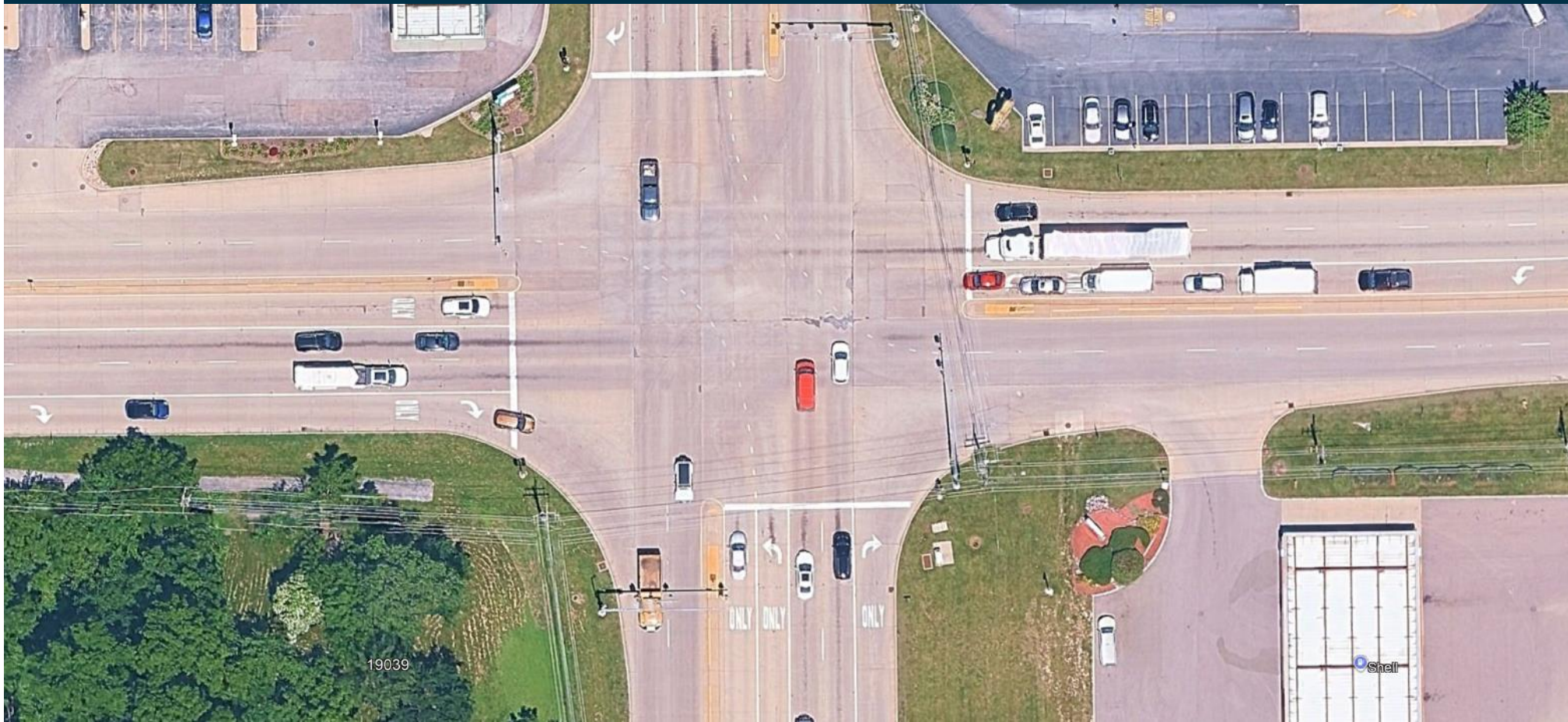
Hainesville Road	
PM PEAK: LOS C	PM PEAK: LOS C
Total Crashes: High Risk	Injury Crashes: High Risk

IL Route 83	
PM PEAK: LOS D	PM PEAK: LOS D
Total Crashes: High Risk	Injury Crashes: High Risk

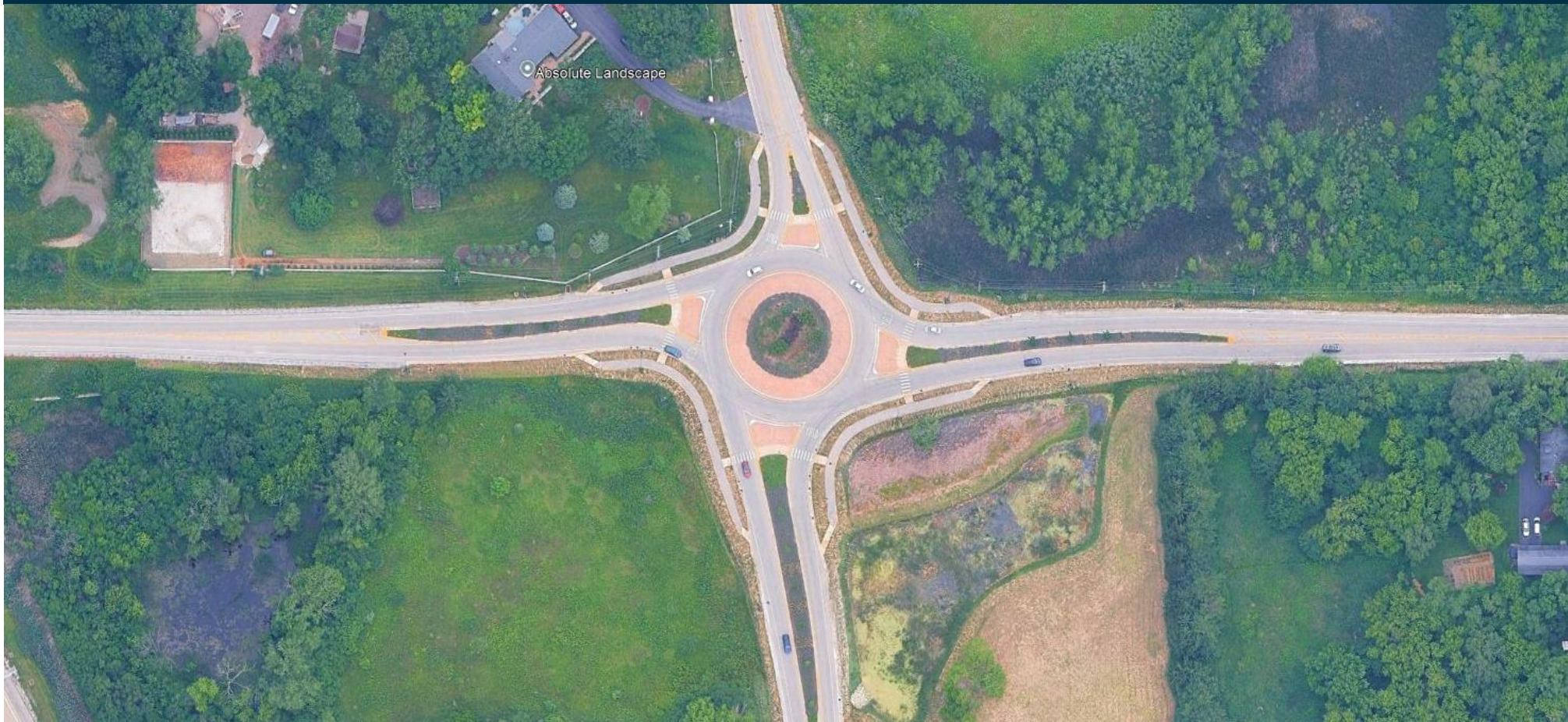
US Route 45	
AM PEAK: LOS F	PM PEAK: LOS E
Total Crashes: High Risk	Injury Crashes: High Risk

Spot Improvement Options

Option 1
Add Additional Lanes



Option 2
Roundabout



Option 3
Grade Separate



Option 4
Alternative Intersection Options



Corridor Improvements

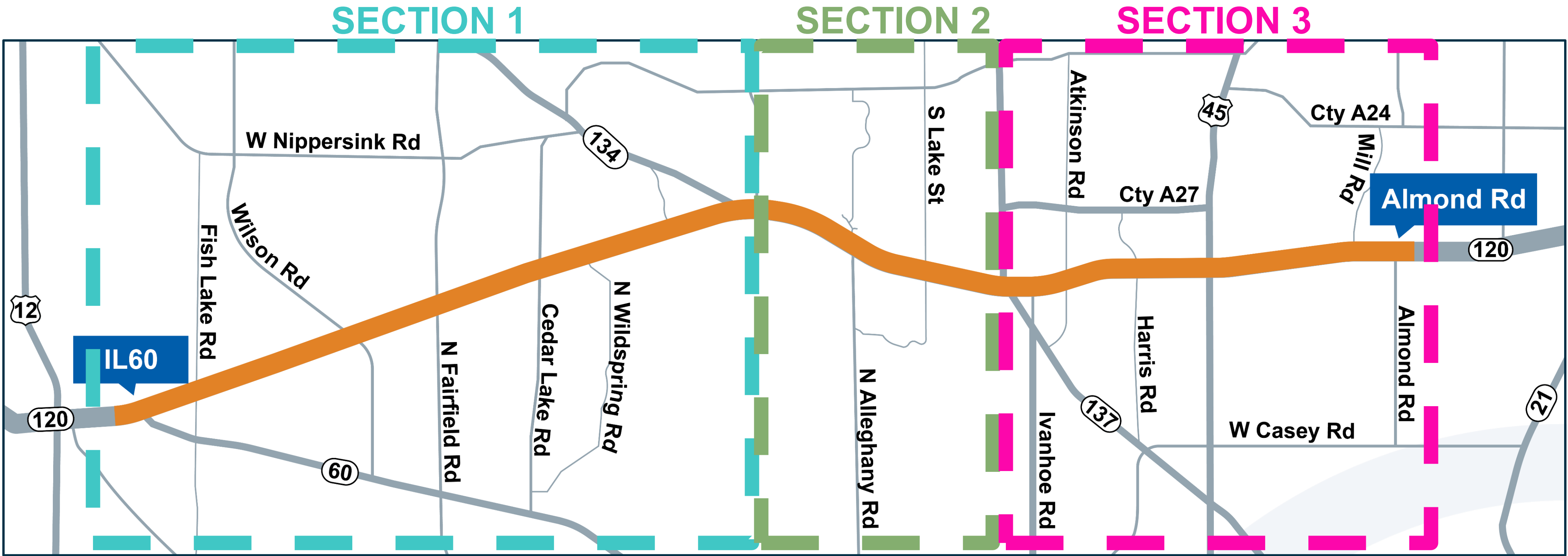
What We Heard

- **Widen to four lanes with a center turn lane to:**
 - Reduce congestion and make turns safer.
- **Do not add new through lanes along IL 120 this could:**
 - Increase traffic demand and make it less safe.
- **Do not build a bypass:**
 - Minimize impacts to wildlife and communities.
- **Build a bypass:**
 - Keep existing IL 120 local.
- **Avoid impacts to schools, businesses, and churches.**
- **Limit impacts to residential areas, wetlands, open space, wildlife, and water resources.**
- **Protect natural areas: Nippersink Forest Preserve, Almond Marsh, and Grays Lake.**

Corridor Improvements

On-Alignment Alternatives

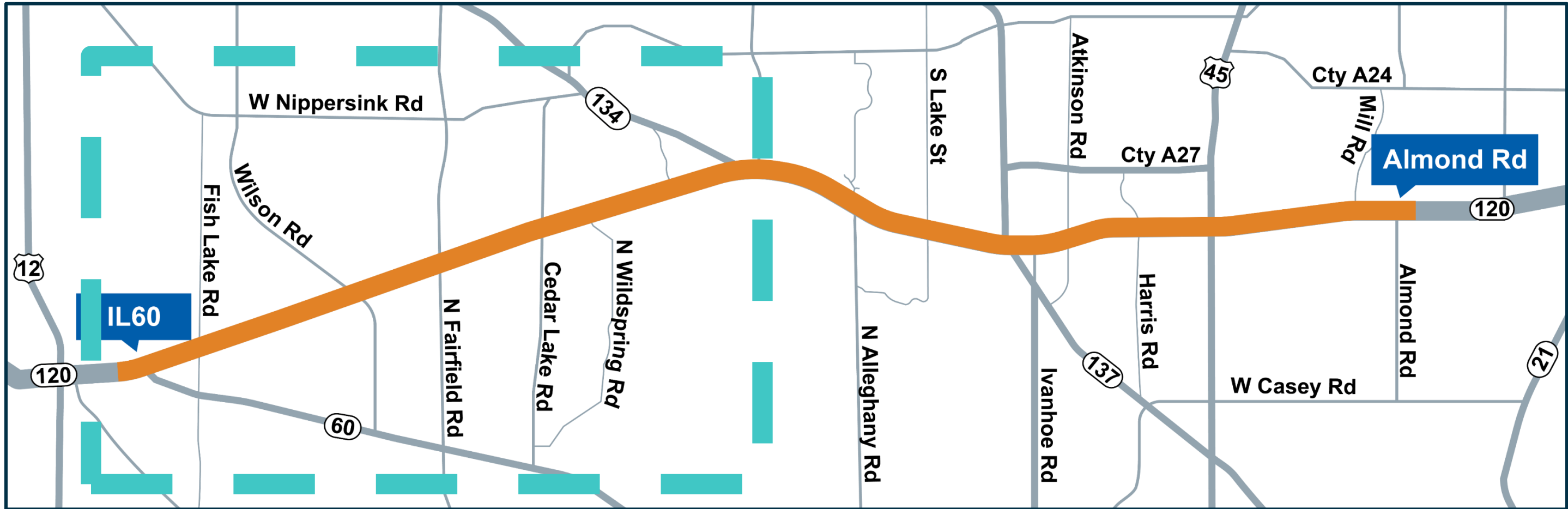
On-Alignment Alternatives



On-Alignment Alternatives

Section 1

SECTION 1 - IL 60 to IL 134 / Hainesville Road



Principal Arterial – 3 Lane Rural



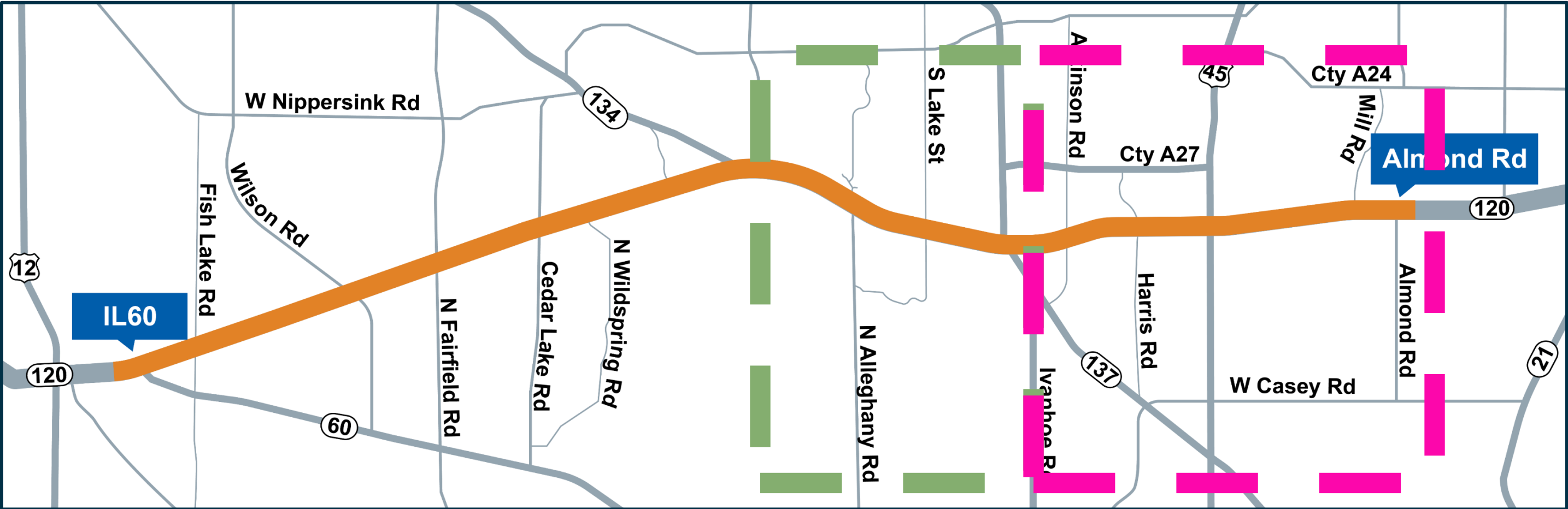
Principal Arterial – 5 Lane Rural



On-Alignment Alternatives

Sections 2 & 3

SECTION 2 – IL 134 / Hainesville Road to IL 83 SECTION 3 – IL 83 to Almond Road



Principal Arterial – 3 Lane Urban



Principal Arterial – 5 Lane Urban



Corridor Improvements

Off-Alignment Alternatives

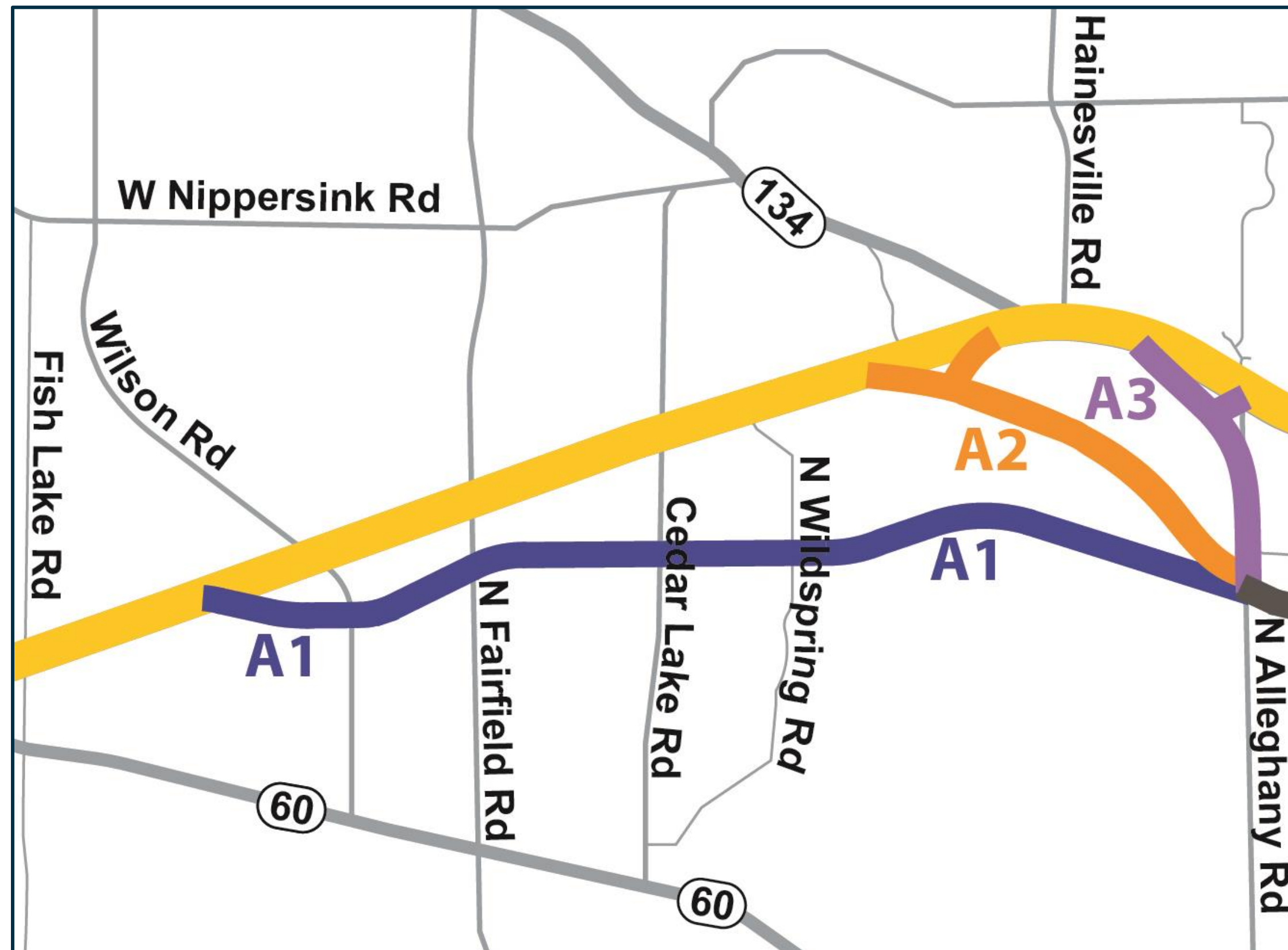
Off-Alignment Alternatives



*Section B is consistent across all Off-Alignment alternatives

Off-Alignment Alternatives

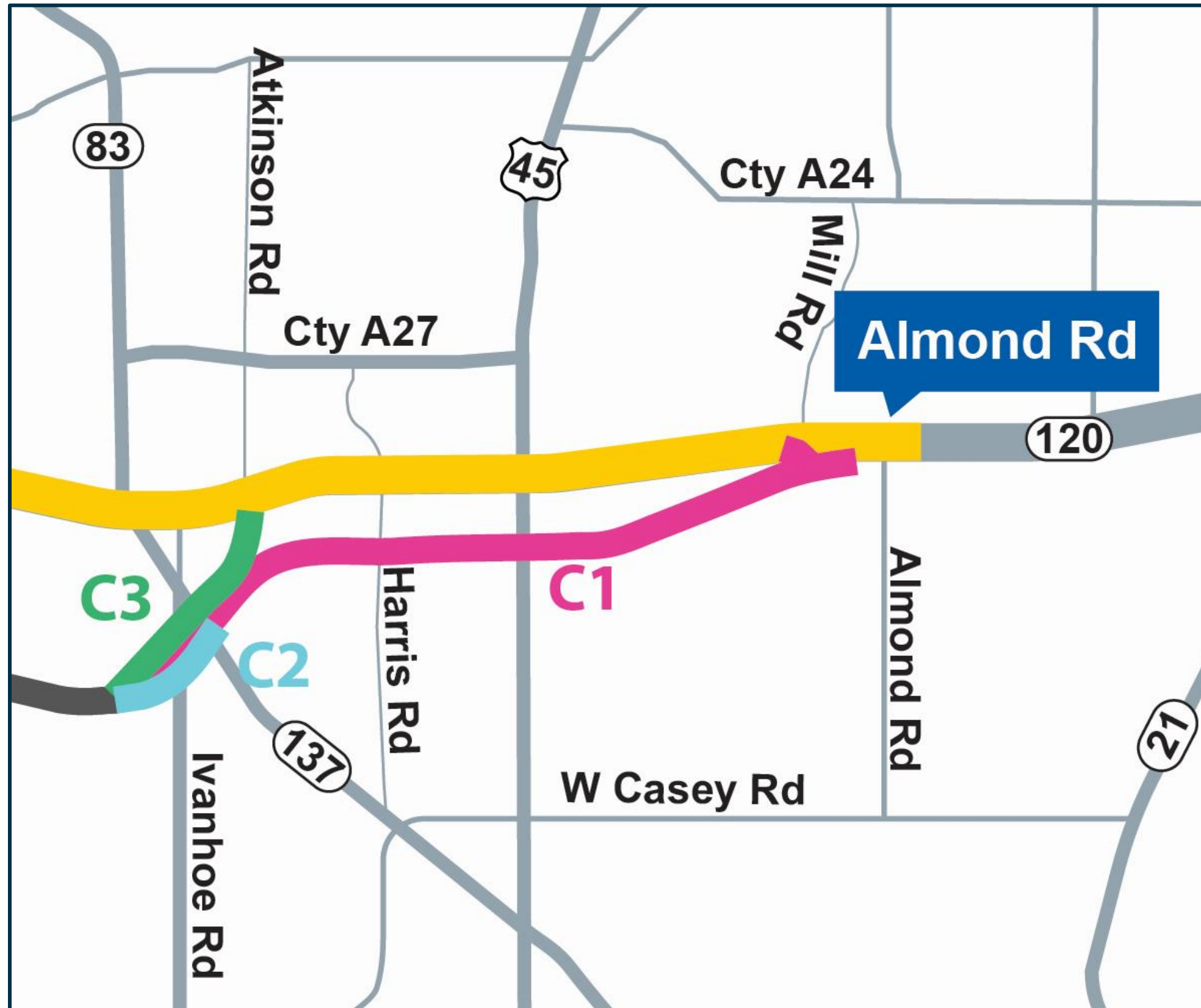
A1/A2/A3



Three Off-Alignment alternatives near the western project termini:

- **A1 – West of Wilson Road to Section B**
- **A2 – West of Porter Drive to Section B**
- **A3 – Allegheny Road to Section B**

Off-Alignment Alternatives C1/C2/C3



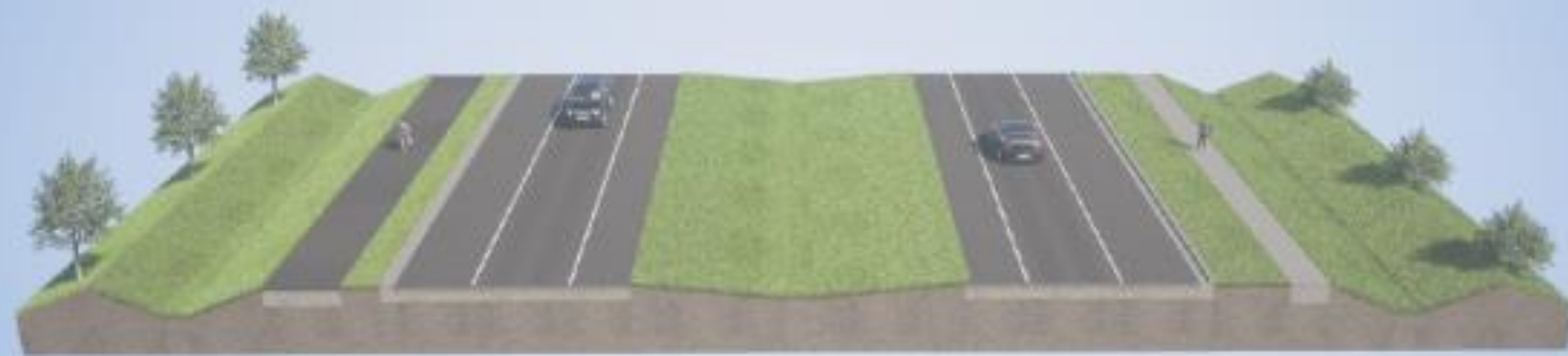
Three Off-Alignment alternatives near the eastern project termini:

- **C1 – Section B to Almond Road (Grade Separation)**
- **C2 – Section B to Atkinson Road (No Grade Separation)**
- **C3 – Section B to Atkinson Road (Grade Separation)**

Off-Alignment Alternatives

Typical Sections

Option 1
Principal Arterial – 3 Lane Rural



Option 2
Strategic Regional Arterial – 5 Lane Urban



Option 3
Strategic Regional Arterial – 5 Lane Rural



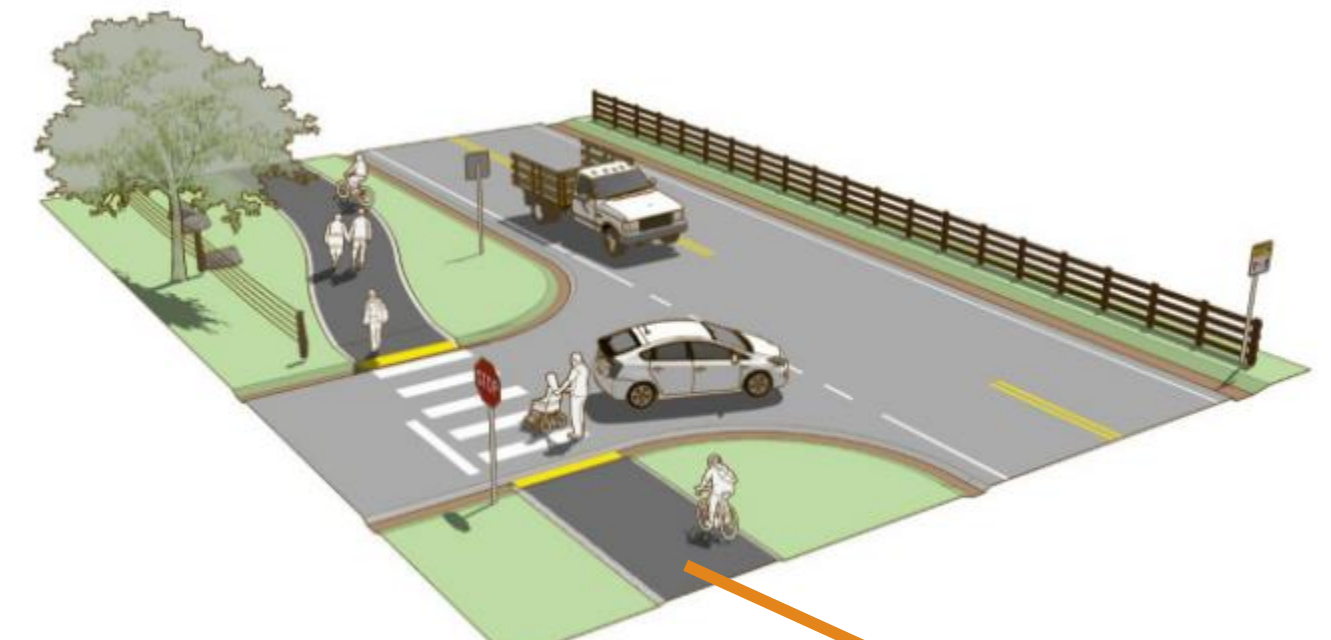
Non-Motorized Considerations

What We Heard

- **Shared-use path the length of the project corridor.**
 - Alternate option to commute safely to school or work.
- **Close gaps in the existing non-motorized network.**
 - Including connections to existing trails such as the Millennium Trail.
- **Safe pedestrian crossings at all major intersections.**
- **Better access to Lake Street.**
- **Better connections to transit and safe waiting areas.**
- **Expanded service and improved coordination of transit.**

Non-Motorized Considerations

- The project is considering a shared-use path and sidewalk along the IL 120 corridor to make the following connections:
 - IL 60 to Cedar Lake Road
 - Cedar Lake Road to Hainesville Road
 - Hainesville Road to Lake Street
 - Lake Street to Atkinson Road
 - Atkinson Road to Almond Road



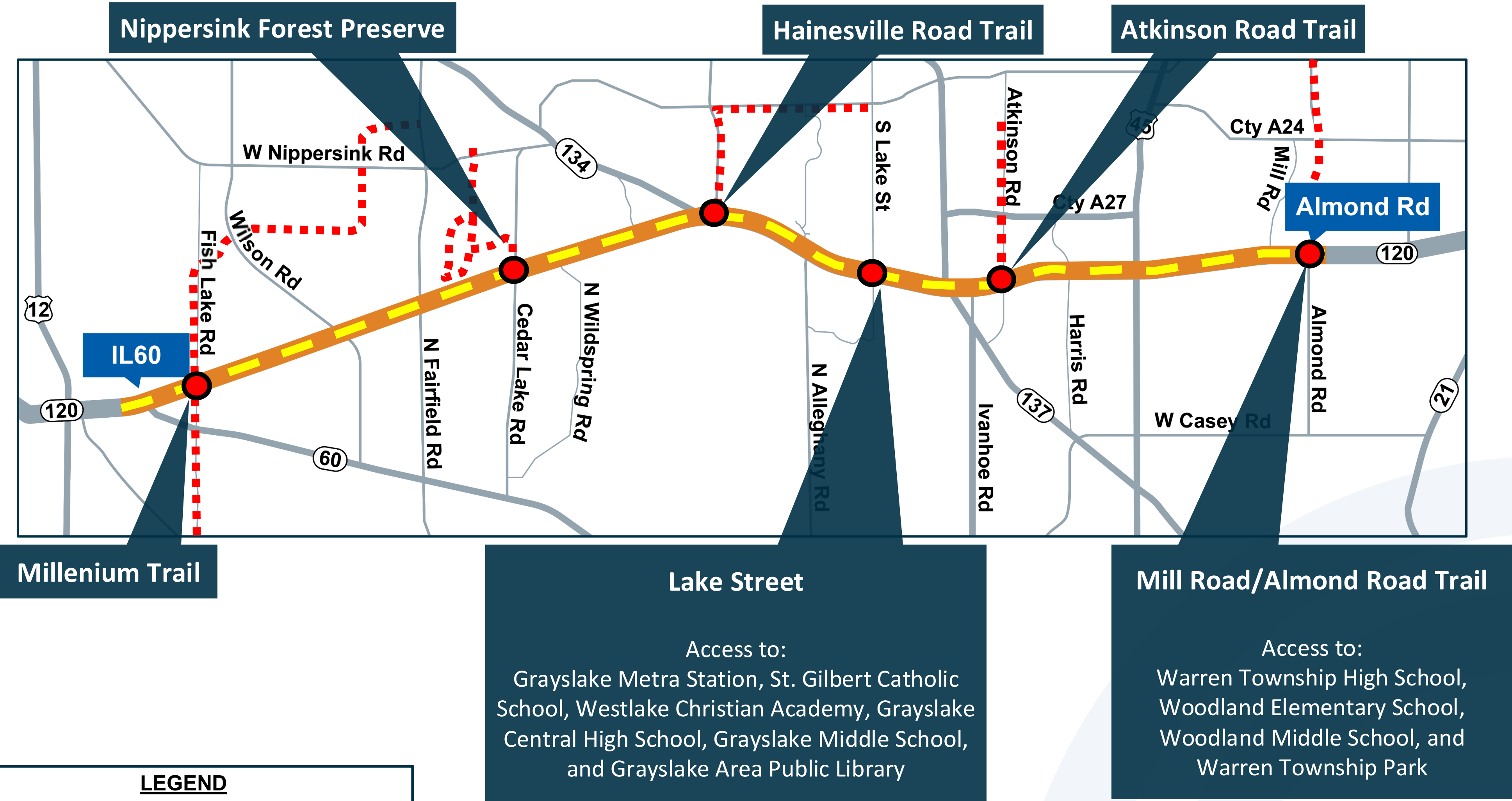
A SHARED-USE PATH can be provided for a safe route for pedestrians, cyclists, and other non-motorized users.



A SIDEWALK can provide dedicated space for pedestrians that is safe, comfortable, and accessible.

Non-Motorized Considerations

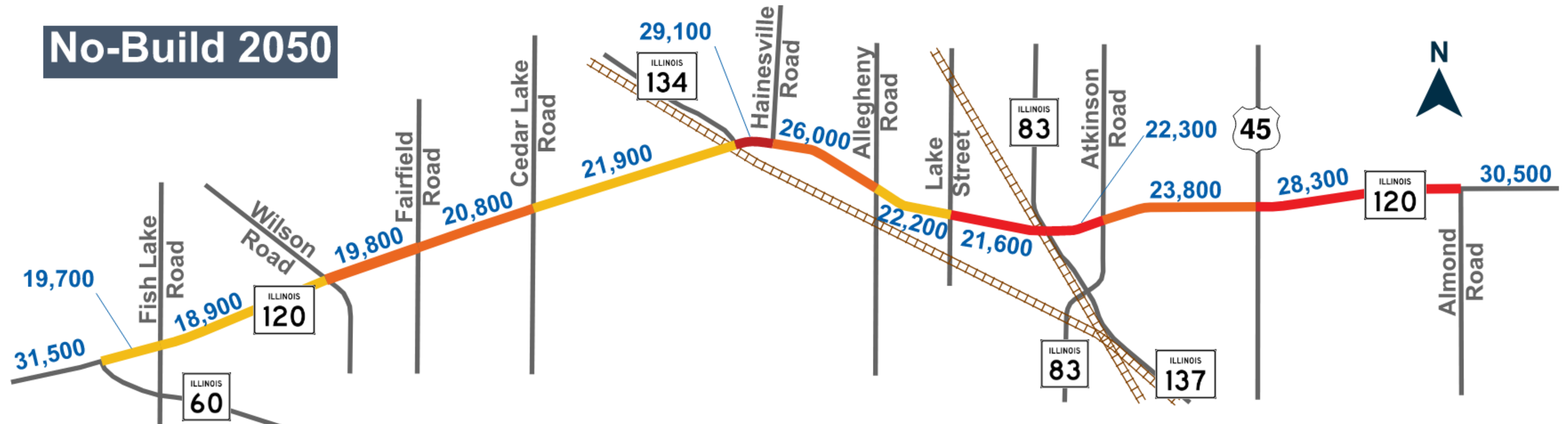
Connections



Initial Alternatives Traffic Operations

Traffic Operations

No-Build



LEGEND

- Bridge
- Railroad
- By-Passed IL 120

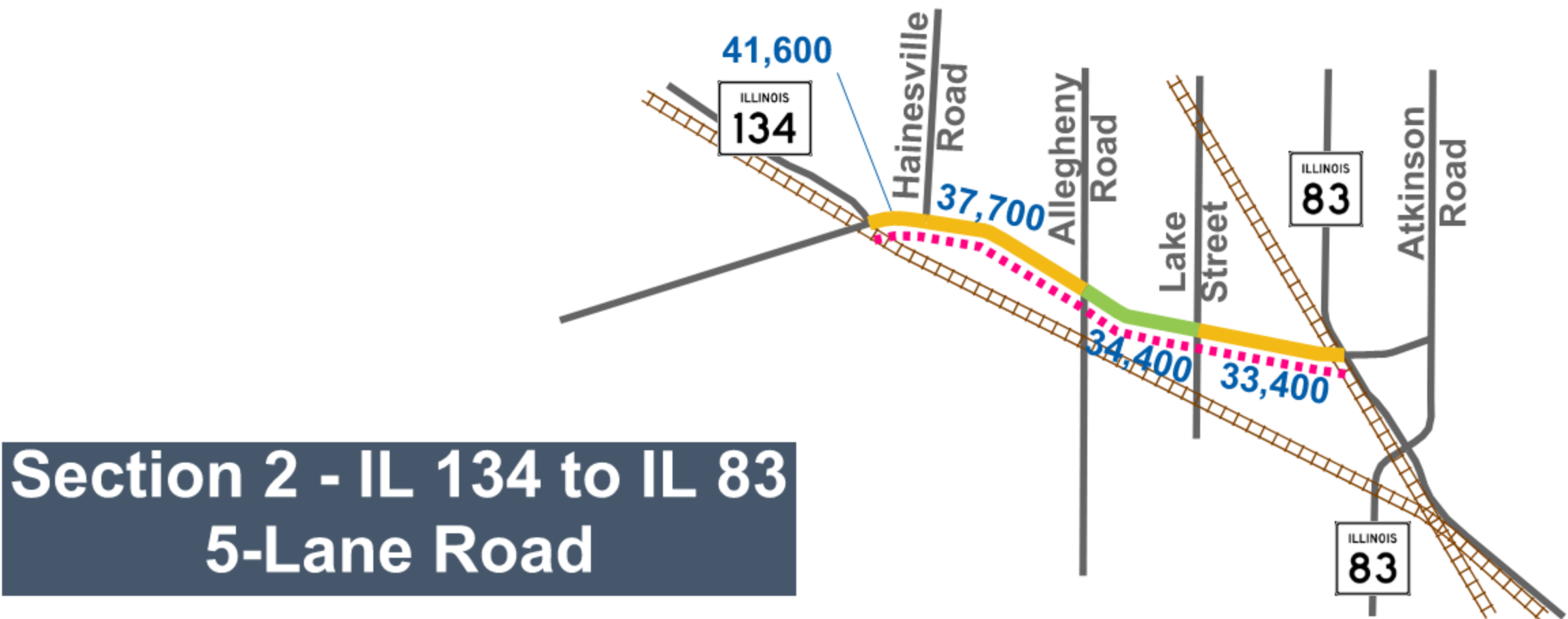
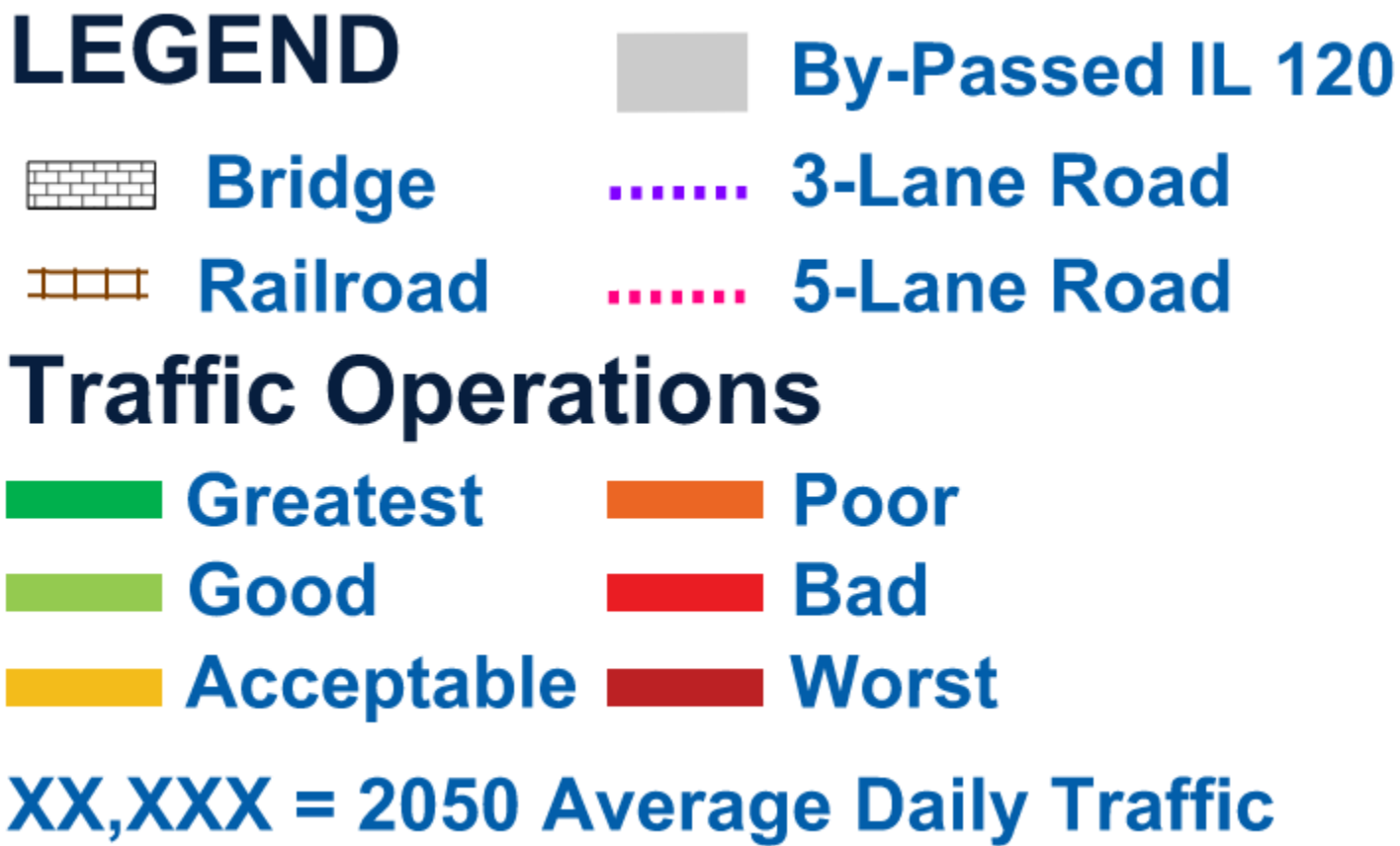
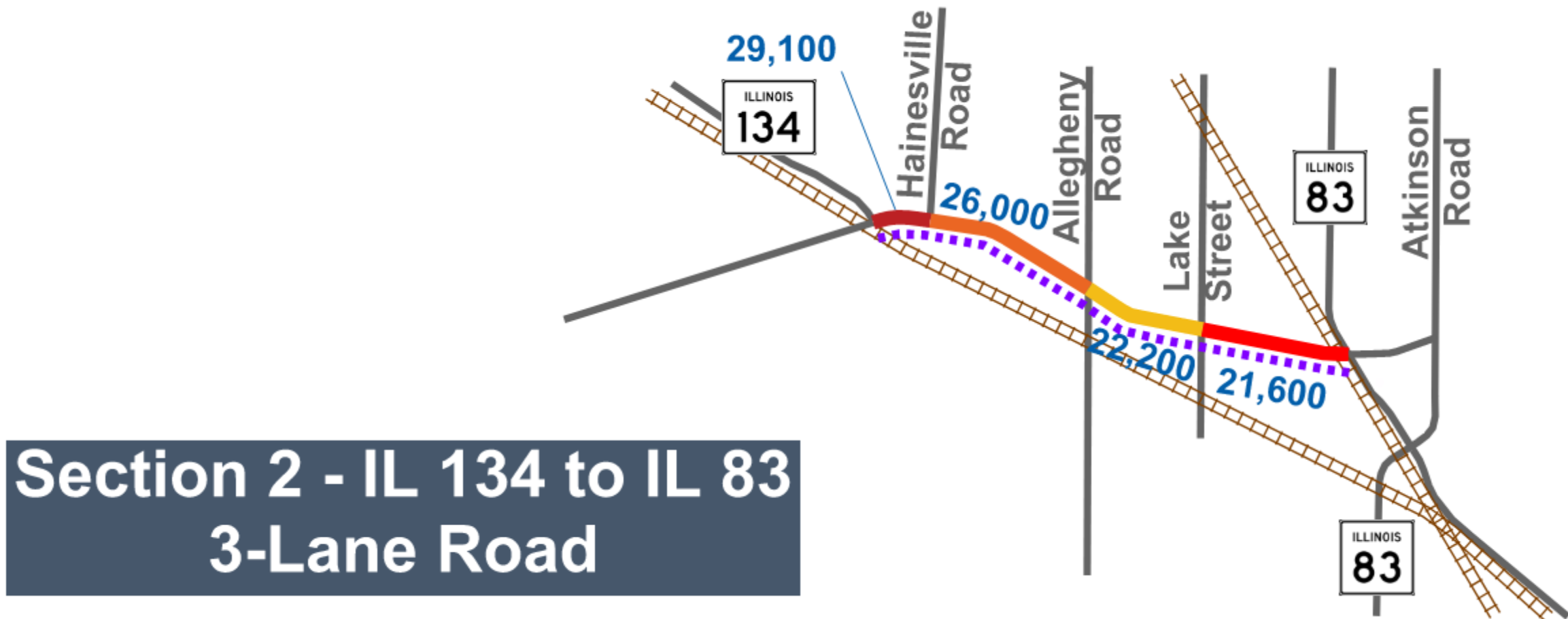
Traffic Operations

- Greatest
- Good
- Acceptable
- Poor
- Bad
- Worst

XX,XXX = 2050 Average Daily Traffic

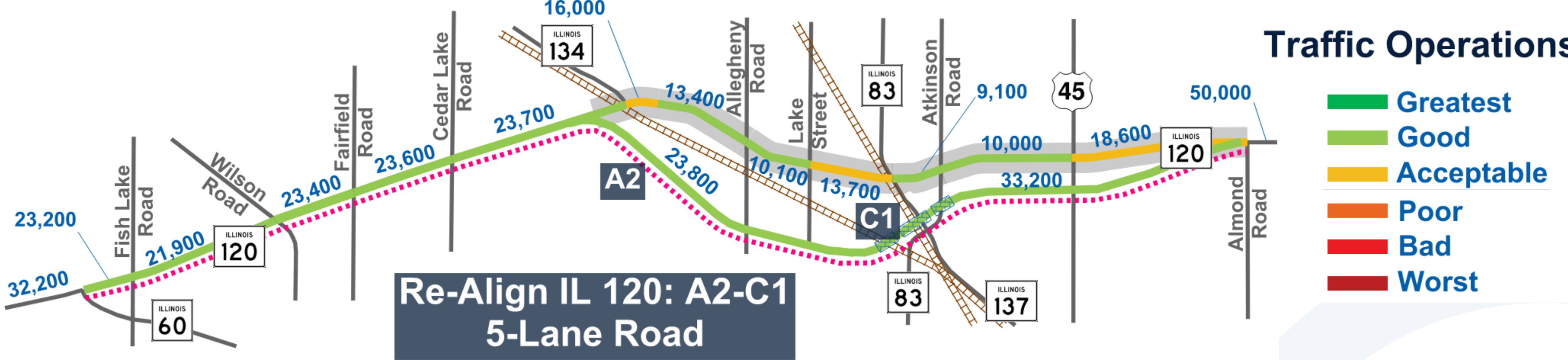
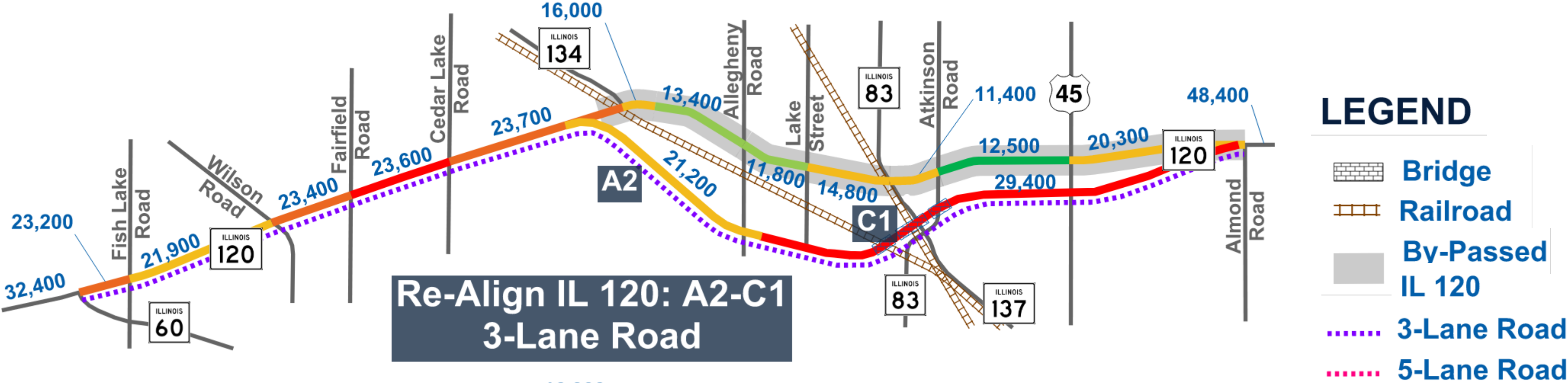
Traffic Operations

3-Lane Vs. 5-Lane On-Alignment



Traffic Operations

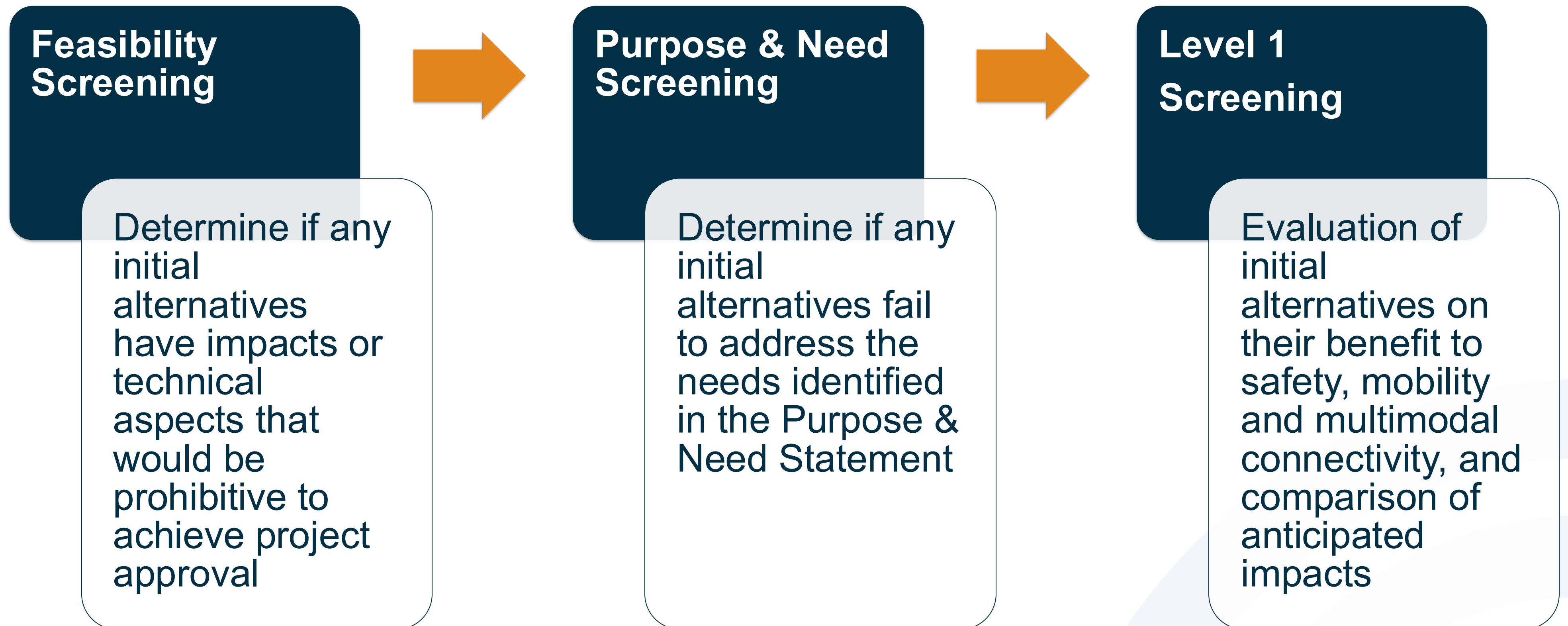
3-Lane Vs. 5-Lane Off-Alignment



XX,XXX = 2050 Average Daily Traffic

Screening of Alternatives

Initial Alternatives Screening



Feasibility Screening

Feasibility Screening Criteria

Impacts to Conservation Lands that are not allowed under deed restrictions or cannot be mitigated

Demolition of Historic Structures

Impacts to USFWS-identified Critical Habitat

Construction, operation, or maintenance constraints that cannot be overcome

Addition of new at-grade railroad crossing

- **Critical habitat for the rusty-patch bumblebee at west end of corridor. Impacts can be avoided / mitigated.**
- **All alternatives advanced to Purpose & Need Screening.**

Purpose & Need Screening

Screening Criteria

Increase Safety

Improve Mobility

Support Multimodal Connections

- **Two-lane rural cross section: Does not meet the safety needs of the project**
- **Four-lane urban cross section: Does not meet the safety needs of the project**

All other alternatives meet the Purpose & Need and move to Level 1 Screening.

Level 1 Screening

- Evaluation of initial alternatives on their **benefit to safety, mobility and multimodal connectivity**, and comparison of each alternative's anticipated impacts
- Level 1 Screening criteria based on CAG #2 Input, including an alternative's ability to:
 - Increase Safety
 - Improve Mobility
 - Support Multimodal Connections
 - Avoid or minimize impact to Natural Resources
 - Avoid or minimize impact to Social / Economic Resources

Level 1 Screening Performance Criteria

- Alternatives were evaluated based on the following criteria to determine their benefits to safety and mobility:

Safety

- Additional through lanes
- Additional turn lanes
- Optimized traffic signal timing
- Consistent posted speeds
- Median improvements
- Reduce ADT on existing IL 120
- Diversion to limited access facility
- Reduce at-grade railroad crossings

Mobility

- Congestion and travel times
- Existing and future travel demand
- Travel reliability
- Operations on existing IL 120
- Operations on Off-Alignment
- Local and regional route connectivity

- All alternatives were evaluated with non-motorized improvements through Level 1 Screening

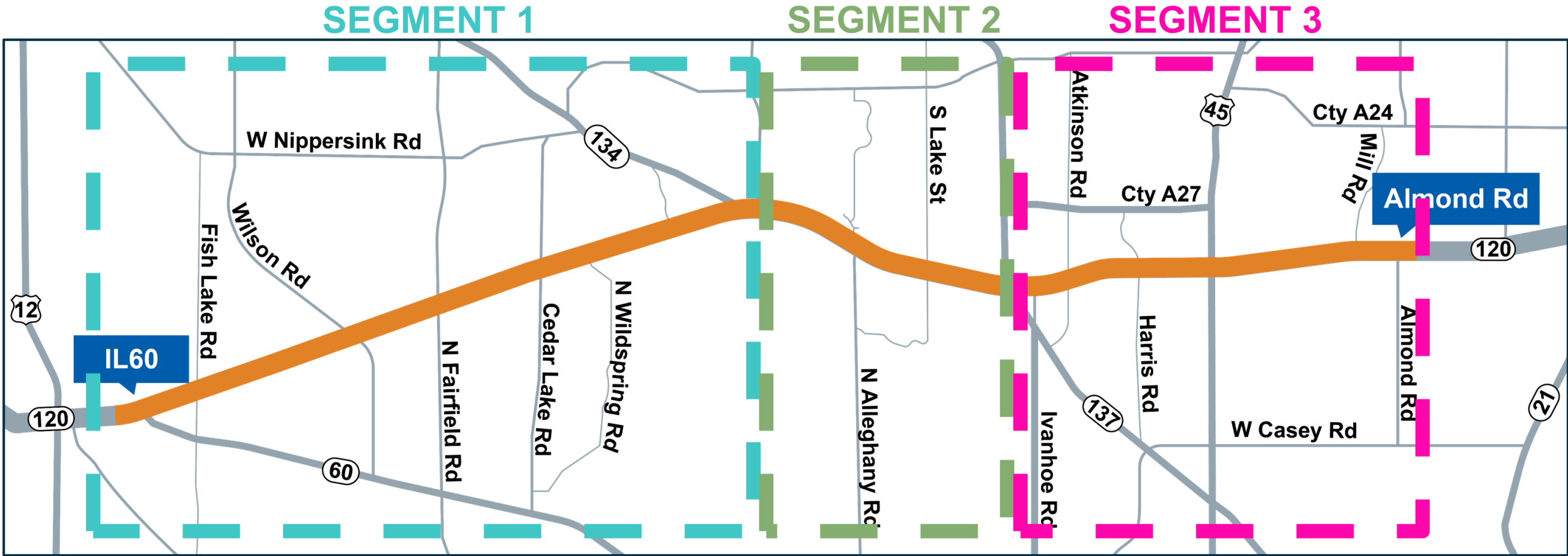
Level 1 Screening Environmental Impacts Review

- Alternatives were evaluated at a desktop level to determine their impacts to the following resources:
 - Parks and recreation lands
 - Lands protected by Section 4(f) and/or Section 6(f)
 - Wildlife and waterfowl refuges
 - Historic sites
 - Conservation lands
 - Water resources
 - Forested landcover
 - Sensitive species (flora and fauna)
 - Land use and context
 - Demographics and socioeconomics
 - Community resources

Level 1 Screening Results

On-Alignment

Alternative		Alignment	Cross Section	Performance Considerations		Environmental Impacts	
				Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low	
				Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resources
On-Alignment	Section 1	IL 60 to IL 134	Three-Lane Rural	2	2	3	3
			Five-Lane Rural	3	2	3	3
	Section 2	IL 134/Hainseville Rd to IL 83	Three-Lane Urban	2	1	4	4
			Five-Lane Urban	3	2	4	4
	Section 3	IL 83 to Almond Rd	Three-Lane Urban	2	1	4	4
			Five-Lane Urban	3	2	4	4



Level 1 Screening Results

Off-Alignment A1

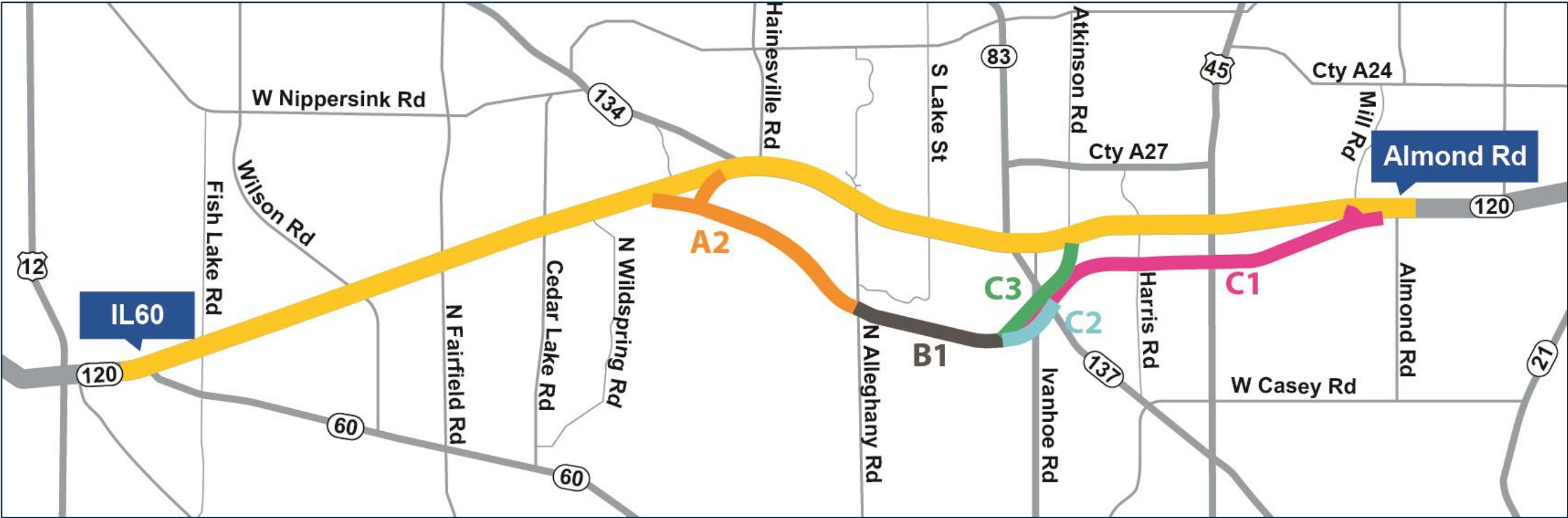
Alternative		Alignment	Cross Section	Performance Considerations		Environmental Impacts	
				Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low	
				Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resources
Off-Alignment	A1-C1	West of Wilson Rd to Almond Rd	Five-Lane Urban	4	5	3	4
			Three-Lane Rural	4	4	2	4
			Five-Lane Rural	4	5	2	4
	A1-C2	West of Wilson Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	3	4	3	4
			Three-Lane Rural	3	3	3	3
			Five-Lane Rural	3	4	3	3
	A1-C3	West of Wilson Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	4	4
			Three-Lane Rural	4	3	3	4
			Five-Lane Rural	4	4	3	4



Level 1 Screening Results

Off-Alignment A2

Alternative		Alignment	Cross Section	Performance Considerations		Environmental Impacts	
				Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low	
				Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resources
Off-Alignment	A2-C1	West of Porter Dr to Almond Rd	Five-Lane Urban	4	5	2	3
			Three-Lane Rural	4	4	2	3
			Five-Lane Rural	4	5	2	2
	A2-C2	West of Porter Dr to Atkinson Rd (At-Grade)	Five-Lane Urban	3	4	3	3
			Three-Lane Rural	3	2	4	3
			Five-Lane Rural	3	4	3	3
	A2-C3	West of Porter Dr to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	3	3
			Three-Lane Rural	4	3	3	3
			Five-Lane Rural	4	4	3	3



Level 1 Screening Results

Off-Alignment A3

Alternative		Alignment	Cross Section	Performance Considerations		Environmental Impacts	
				Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low	
				Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resources
Off-Alignment	A3-C1	Allegheny Rd to Almond Rd	Five-Lane Urban	4	3	3	3
			Three-Lane Rural	4	3	2	3
			Five-Lane Rural	4	3	2	3
	A3-C2	Allegheny Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	3	3	3	3
			Three-Lane Rural	3	2	3	2
			Five-Lane Rural	3	3	2	2
	A3-C3	Allegheny Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	2	3
			Three-Lane Rural	4	3	2	2
			Five-Lane Rural	4	4	2	2



Level 1 Screening Results

Alternatives Moving Forward

Alternative		Alignment	Cross Section	Performance Considerations		Environmental Impacts		Move to Level 2 Screening	Key Factors for Alternative to be Set Aside
				Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low			
				Safety Benefit	Operational Benefit	Natural Resources	land Use & Community Resources		
On-Alignment	Section 1	IL 60 to IL 134	Three-Lane Rural	2	2	3	3	Yes	
			Five-Lane Rural	3	2	3	3	Yes	
	Section 2	IL 134/Hainseville Rd to IL 83	Three-Lane Urban	2	1	4	4	No	Limited safety benefit & lowest operational benefit.
			Five-Lane Urban	3	2	4	4	Yes	
	Section 3	IL 83 to Almond Rd	Three-Lane Urban	2	1	4	4	No	Limited safety benefit & lowest operational benefit.
			Five-Lane Urban	3	2	4	4	Yes	
Off-Alignment	A1-C1	West of Wilson Rd to Almond Rd	Five-Lane Urban	4	5	3	4	Yes	
			Three-Lane Rural	4	4	2	4	No	Lower operational & safety benefit compared to the other two A1-C1 cross sections.
			Five-Lane Rural	4	5	2	4	Yes	
	A1-C2	West of Wilson Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	3	4	3	4	No	Lower operational & safety benefit compared to grade-separated alternative;
			Three-Lane Rural	3	3	3	3	No	comparatively higher impacts to land use & community resources.
			Five-Lane Rural	3	4	3	3	No	
	A1-C3	West of Wilson Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	4	4	Yes	
			Three-Lane Rural	4	3	3	4	No	Comparatively lower operational benefit.
			Five-Lane Rural	4	4	3	4	Yes	
	A2-C1	West of Porter Dr to Almond Rd	Five-Lane Urban	4	5	2	3	Yes	
			Three-Lane Rural	4	4	2	3	No	Lower operational & safety benefit compared to the other two A2-C1 cross sections.
			Five-Lane Rural	4	5	2	2	Yes	
	A2-C2	West of Porter Dr to Atkinson Rd (At-Grade)	Five-Lane Urban	3	4	3	3	No	Lower operational & safety benefit compared to grade-separated alternative.
			Three-Lane Rural	3	2	4	3	No	
			Five-Lane Rural	3	4	3	3	No	
	A2-C3	West of Porter Dr to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	3	3	Yes	
			Three-Lane Rural	4	3	3	3	No	Lower operational benefit compared to the other two A2-C3 cross sections.
			Five-Lane Rural	4	4	3	3	Yes	
	A3-C1	Allegheny Rd to Almond Rd	Five-Lane Urban	4	3	3	3	No	Moderate operational benefit; impacts to INAI site, Forest Preserves, & wetlands.
			Three-Lane Rural	4	3	2	3	No	
			Five-Lane Rural	4	3	2	3	No	
	A3-C2	Allegheny Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	3	3	3	3	No	Comparatively lower safety & operational benefits; higher impacts to commercial &
			Three-Lane Rural	3	2	3	2	No	residential land uses & community resources.
			Five-Lane Rural	3	3	2	2	No	
	A3-C3	Allegheny Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	2	3	Yes	
			Three-Lane Rural	4	3	2	2	No	Lowest operational benefit; higher impacts to INAI site, Forest Preserves, wetlands, community resources, & land uses.
			Five-Lane Rural	4	4	2	2	Yes	

Level 1 Screening Results

Alternatives Moving Forward

- Based on the Level 1 Screening Criteria, the following alternatives were determined to have the **best performance** with the **least environmental impacts**, and will be moving forward to Level 2 Screening:

Alternative		Alignment	Cross Section	
On-Alignment	Section 1	IL 60 to IL 134	Three-Lane Rural	
			Five-Lane Rural	
	Section 2	IL 134/Hainseville Rd to IL 83	Five-Lane Urban	
	Section 3	IL 83 to Almond Rd	Five-Lane Urban	
Off-Alignment	A1-C1	West of Wilson Rd to Almond Rd	Five-Lane Urban	
			Five-Lane Rural	
	A1-C3	West of Wilson Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	
			Five-Lane Rural	
	A2-C1	West of Porter Dr to Almond Rd	Five-Lane Urban	
			Five-Lane Rural	
	A2-C3	West of Porter Dr to Atkinson Rd (Grade Separated)	Five-Lane Urban	
			Five-Lane Rural	
	A3-C3	Allegheny Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	
			Five-Lane Rural	

Open Workshop

Open Workshop Discussion

Level 1 Screening Next Steps

- Level 1 Screening results may be refined based on input received today
- Level 1 Screening results will be presented to the public at the project's next Public Information Meeting
- Alternatives advancing to Level 2 may be refined based on CAG and public input



Level 2 Screening

Level 2 Screening Criteria

- Increase Safety
- Increase Mobility
- Support Multimodal Connections
- Consider Natural Resources
- Consider Social and Economic Resources
- Technical Feasibility
- Consider Impacts to ROW
- Consider Cost

Level 2 Screening Criteria

Needs

Increase Safety

Evaluation of:

- Crashes at intersections and corridor-wide
- Safety at railroad crossings

Improve Mobility

Evaluation of:

- Corridor and intersection Level of Service
- Directional travel times (segmented by signalized intersections)
- Change in travel time predictability at railroad grade crossings

Support Multimodal Connections

Evaluation of:

- Number of connections to existing and planned non-motorized facilities
- Number of access points to existing and planned transit

Level 2 Screening Criteria

Goals

Consider Natural Resources

Desktop level quantitative review of potential impacts to:

- Section 4(f) & 6(f) properties, parks and open space
- Prime farmland or farmland of statewide importance
- Forested landcover
- Wetlands and high-quality wetlands
- Waters of the US
- Floodplains, 100 year and 500 year
- Habitat for sensitive species
- Cultural and historic properties

Consider Social and Economic Resources

Review for potential impacts to:

- Air quality
- Noise levels at sensitive receivers
- Socioeconomics and sensitive populations
- Community facilities and services

Level 2 Screening Criteria

Goals

Technical Feasibility

Evaluation of:

- Logical termini
- Independent utility
- Alternatives in construction
 - Anticipated construction duration
- Anticipated traffic staging
 - Detour or lane closures Duration of detours or lane closures
- Maintenance and operations
 - Maintenance of structures
 - Pump house (if required)

Consider Impacts to Right-of-Way

Evaluation of:

- Number and acres of full acquisitions (relocations) and partial acquisitions by type (residential/ commercial/ industrial/ agricultural)

Consider Cost

Evaluation of:

- Estimate of design, right-of-way, utilities, and construction costs

Discussion Questions

- What questions do you have about the Level 2 Screening?
- What are your key takeaways?
- What are we missing?
- **In-Person CAG Members:**
 - Please raise your hand to ask a question or offer a comment.
- **Online CAG Members:**
 - Please type questions or comments into the chat box. Otherwise, click the “raise hand” button to request the moderator to unmute your mic.

Overall Next Steps

Overall Next Steps

- Next Public Information Meeting
 - Anticipated Fall 2025
- Next CAG Meeting (CAG #4)
 - Anticipated Winter 2025
 - Presentation of Level 2 Screening Results



Open Comment

Open Comment

- **In Person attendees:**
 - Please raise your hand to be called on.
- **Online attendees:**
 - Please type questions or comments into the chat box. Otherwise, click the “raise hand” button to request the moderator to unmute your mic.

www.il120study.com



- Central source for information
- Study updates
- Meeting schedule
- Opportunities to submit comments or questions

- connect@il120study.com
- CAG Point of Contact
 - scott.manning@hdrinc.com