

Illinois Department of Transportation

# IL 120 STUDY

IL60 to Almond Road

# WELCOME

Community Advisory Group  
Meeting #3  
August 7, 2025



# Welcome

- 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](https://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.

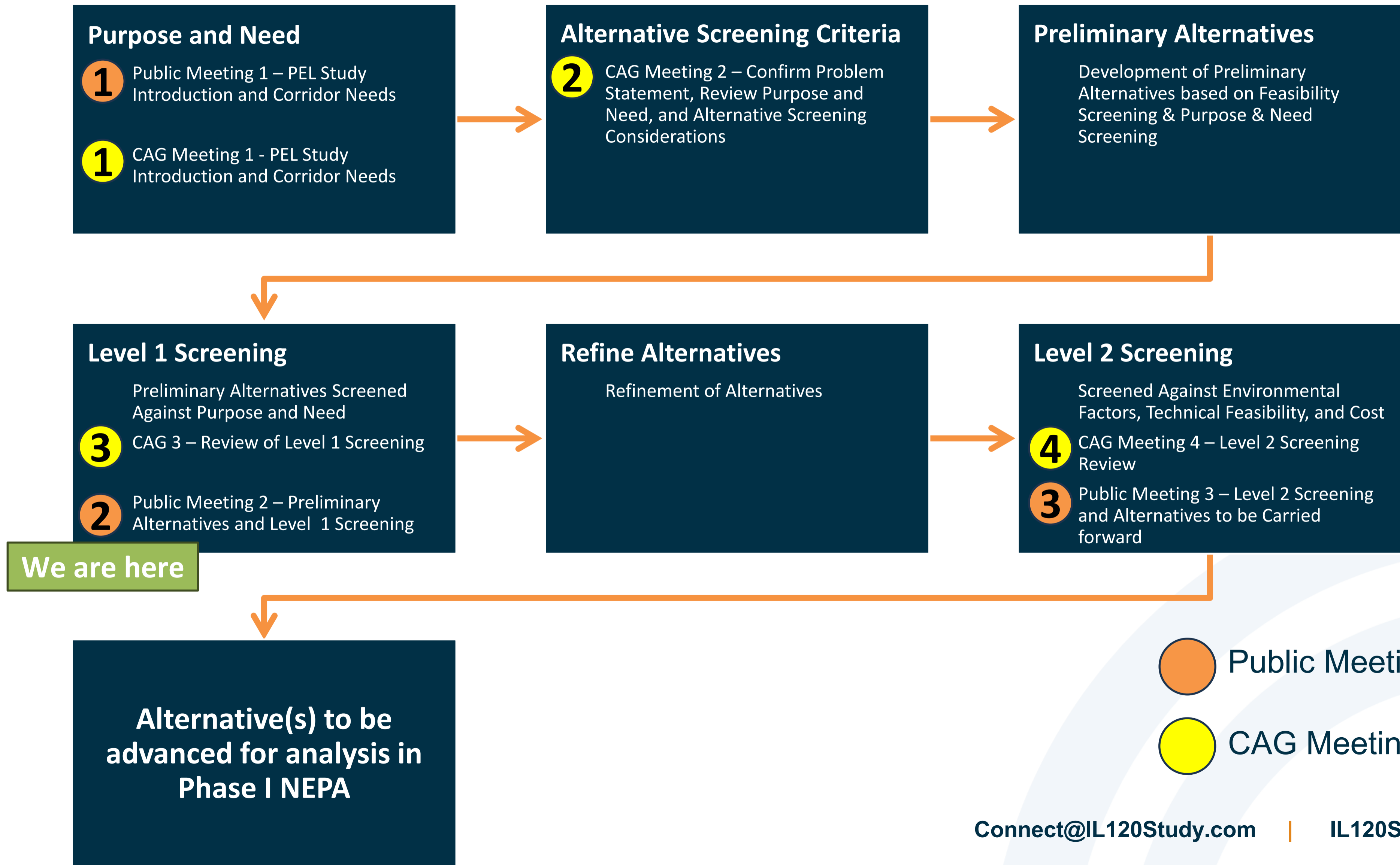
## *Project Need*

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



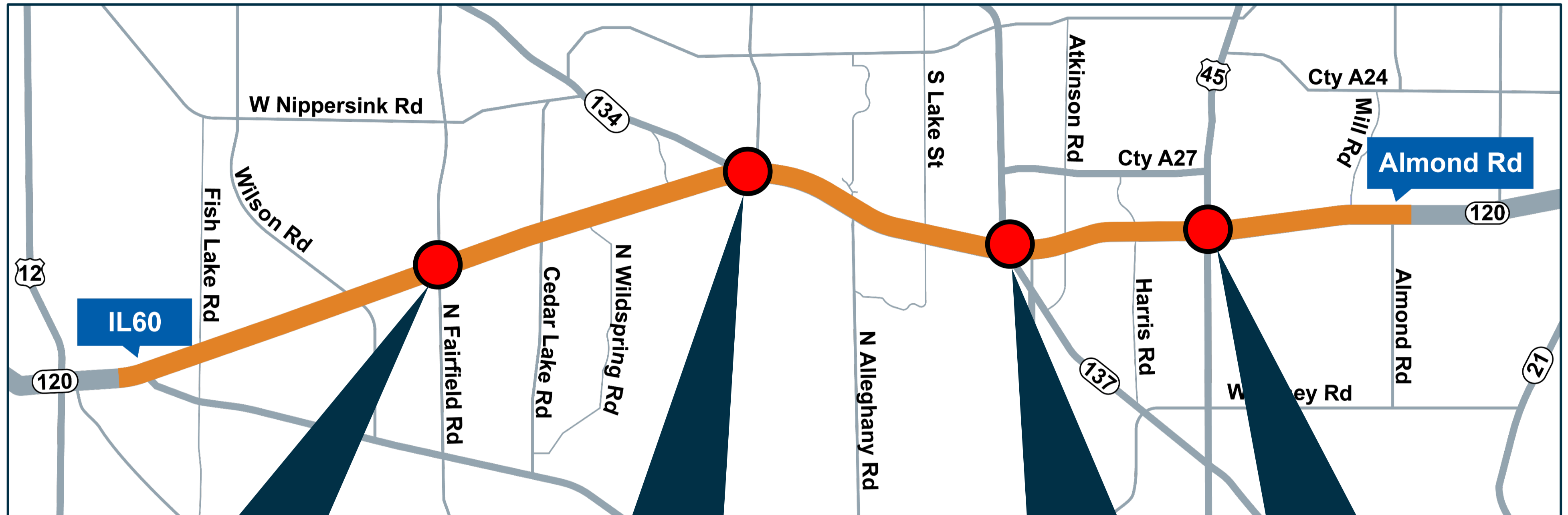
- **Spot Improvements**
- **Corridor Alternatives**
  - **On-Alignment**
  - **Off-Alignment**
- **Non-Motorized Considerations**

# 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

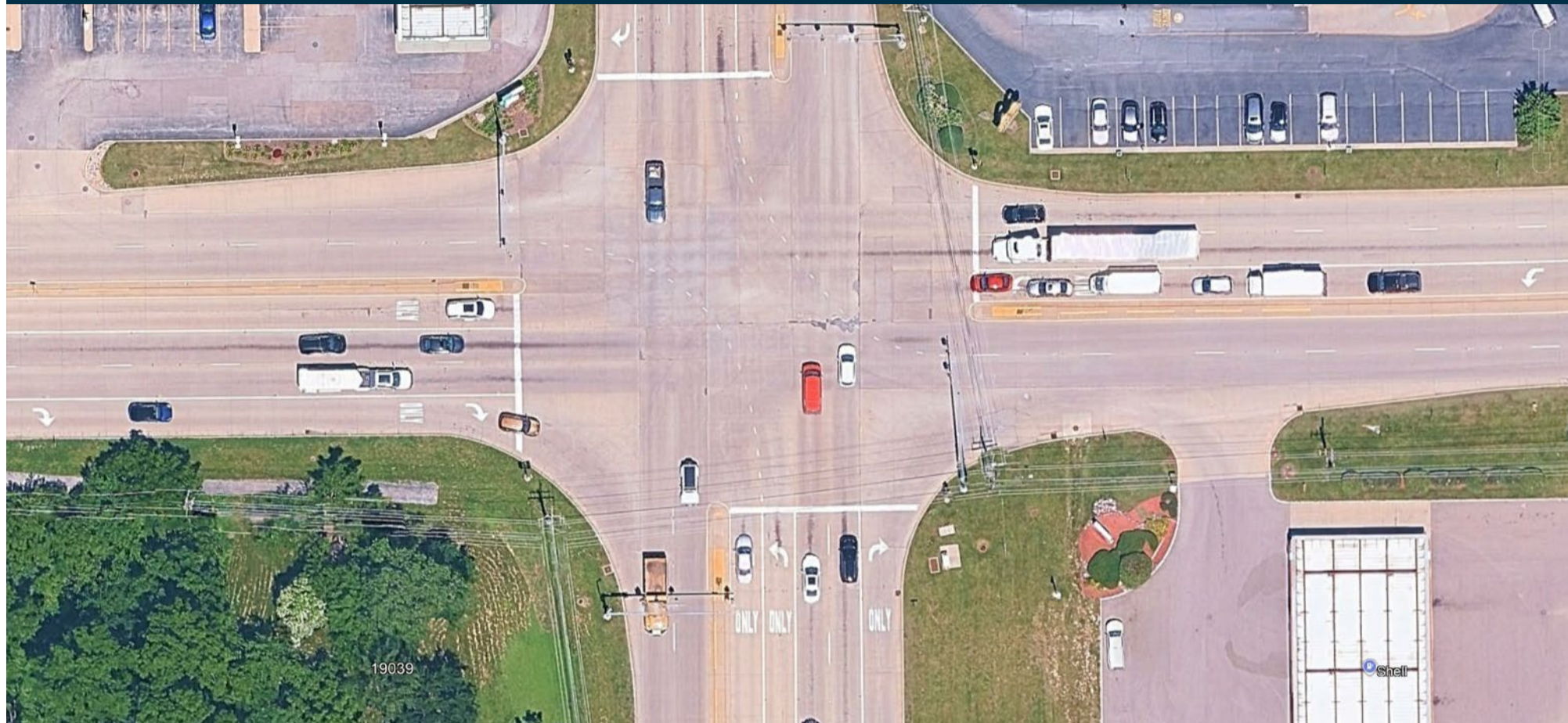
IL Route 83	
PM PEAK: LOS D	PM PEAK: LOS D
Total Crashes: High Risk	Injury Crashes: High Risk

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

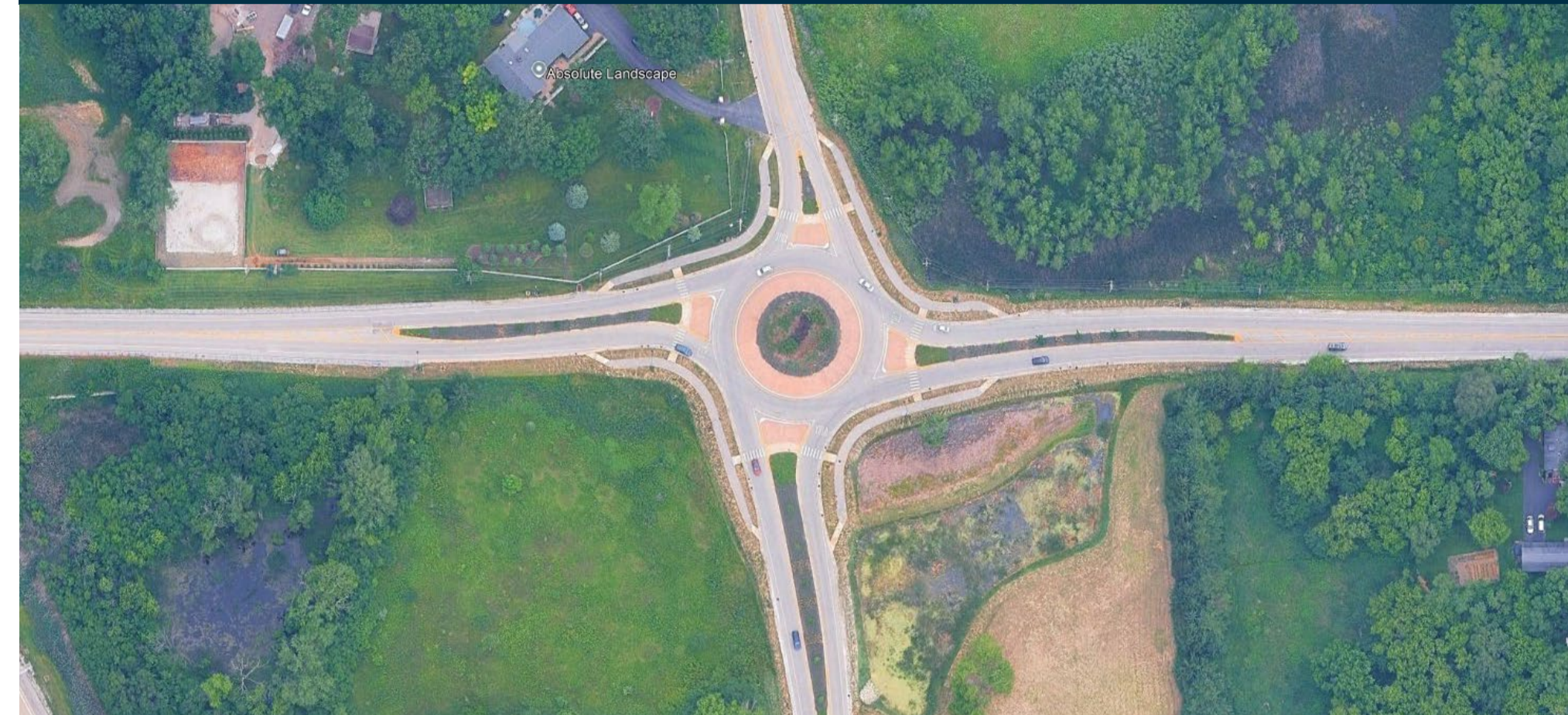
Hainesville Road	
PM PEAK: LOS C	PM PEAK: LOS C
Total Crashes: High Risk	Injury Crashes: High Risk

# Spot Improvement Options

## Option 1 Add Additional Lanes



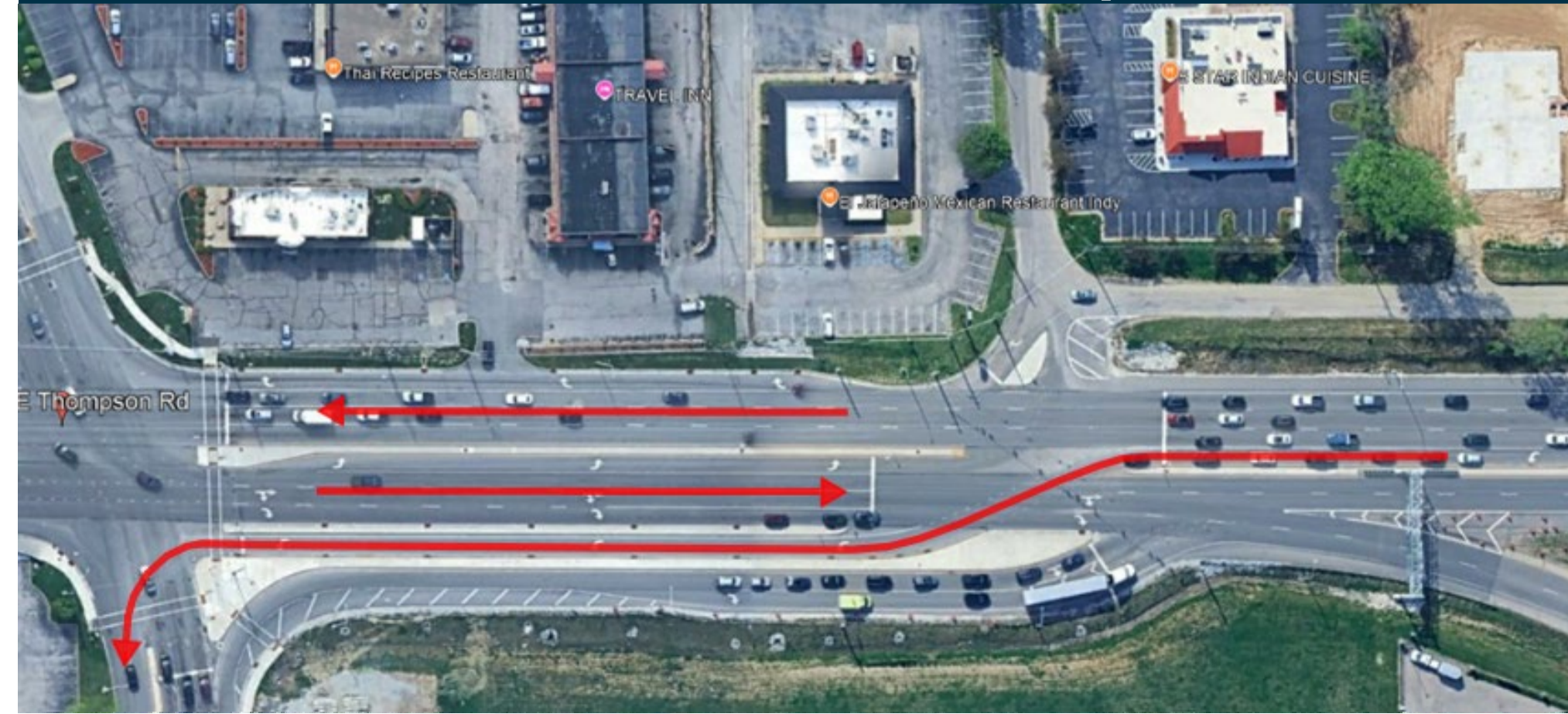
## Option 2 Roundabout



## Option 3 Grade Separate



## Option 4 Alternative Intersection Options



# Corridor Improvements

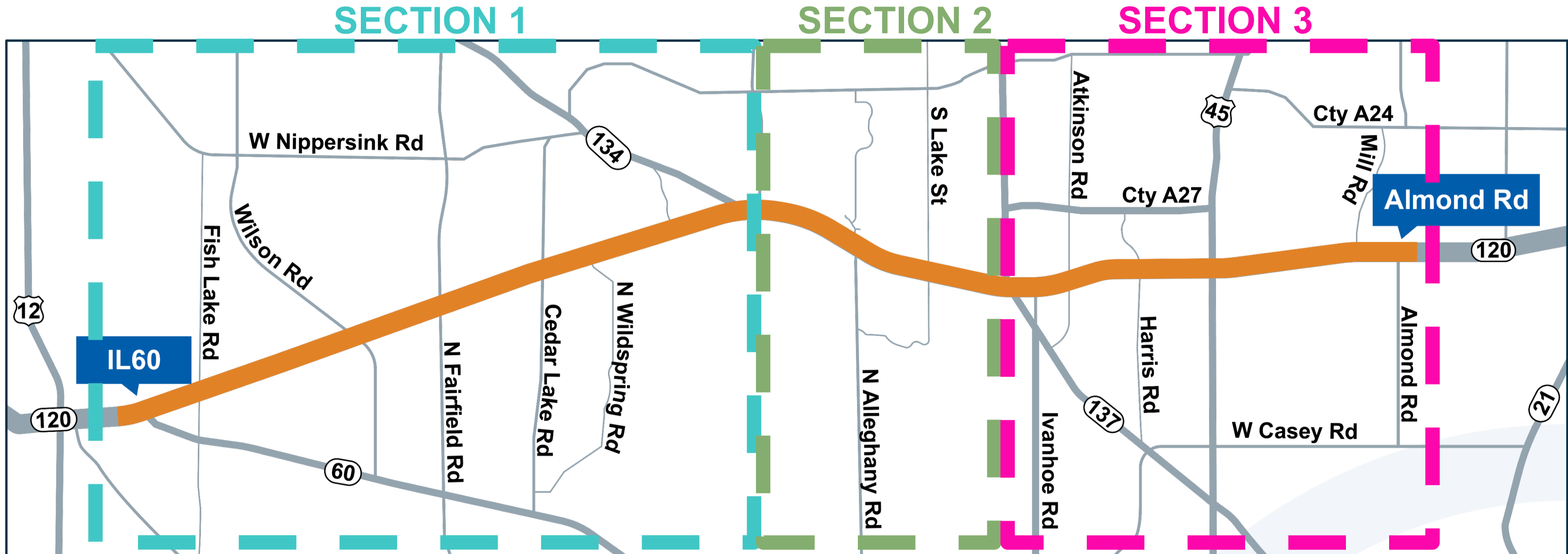
# What We Heard

- **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*

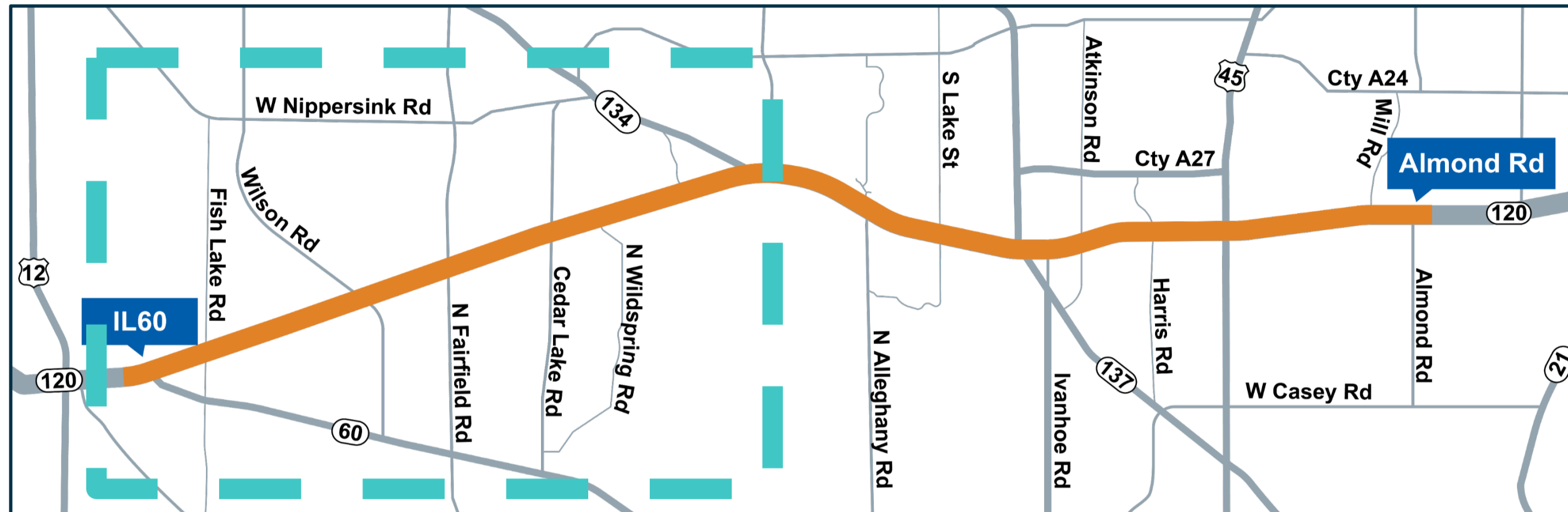
# On-Alignment Alternatives



# On-Alignment Alternatives

## Section 1

### SECTION 1 - IL 60 to IL 134 / Hainesville Road



#### Principal Arterial – 3 Lane Rural



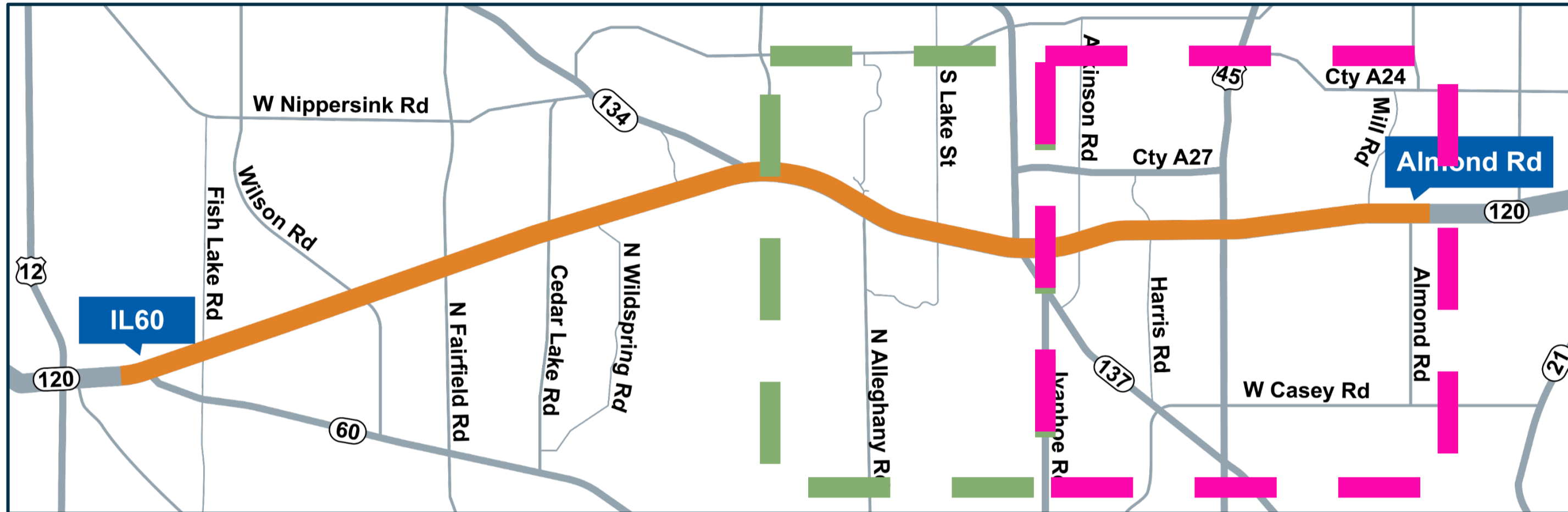
#### Principal Arterial – 5 Lane Rural



# 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*

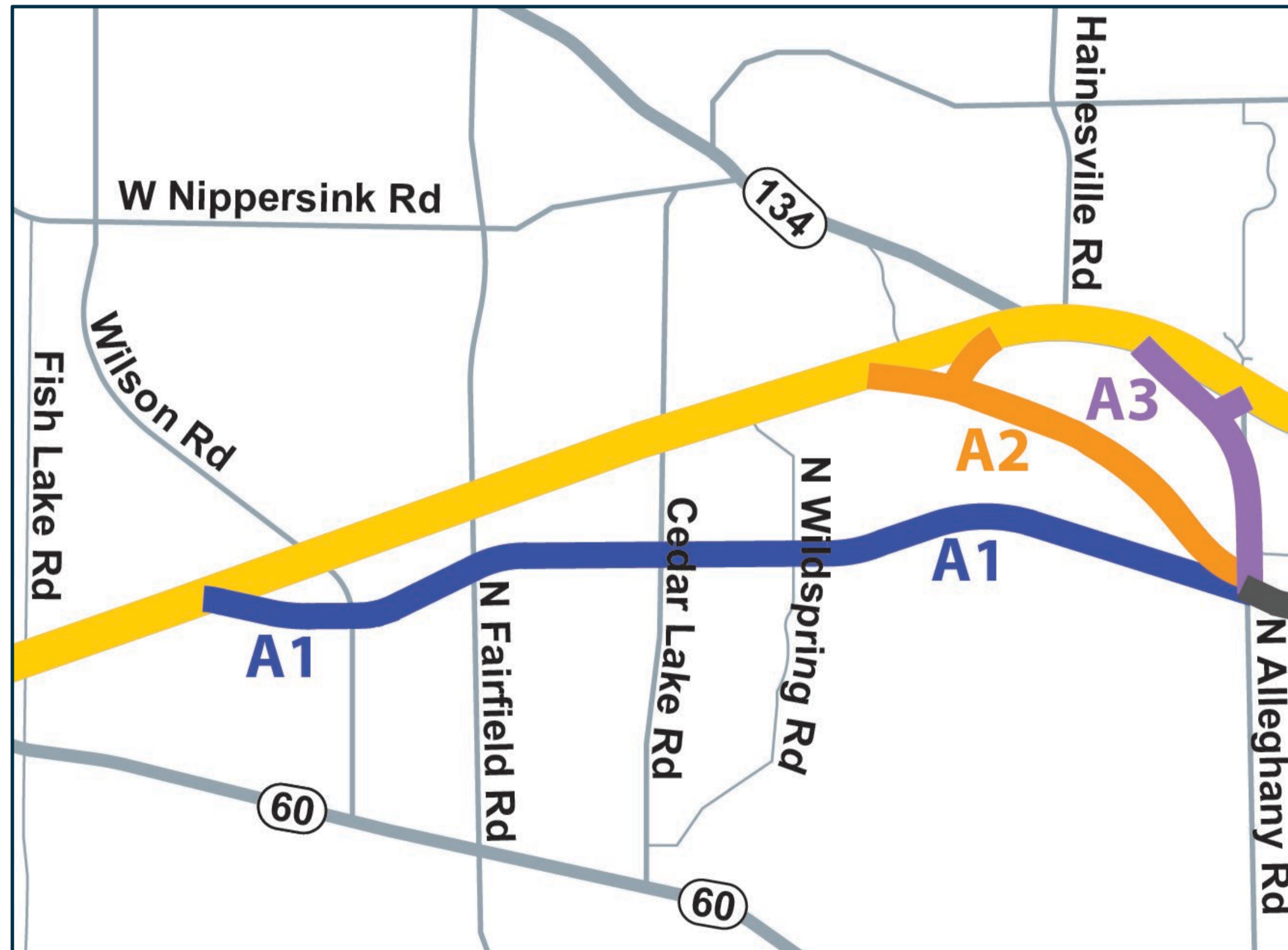
# Off-Alignment Alternatives



\*Section B is consistent across all Off-Alignment alternatives

# Off-Alignment Alternatives

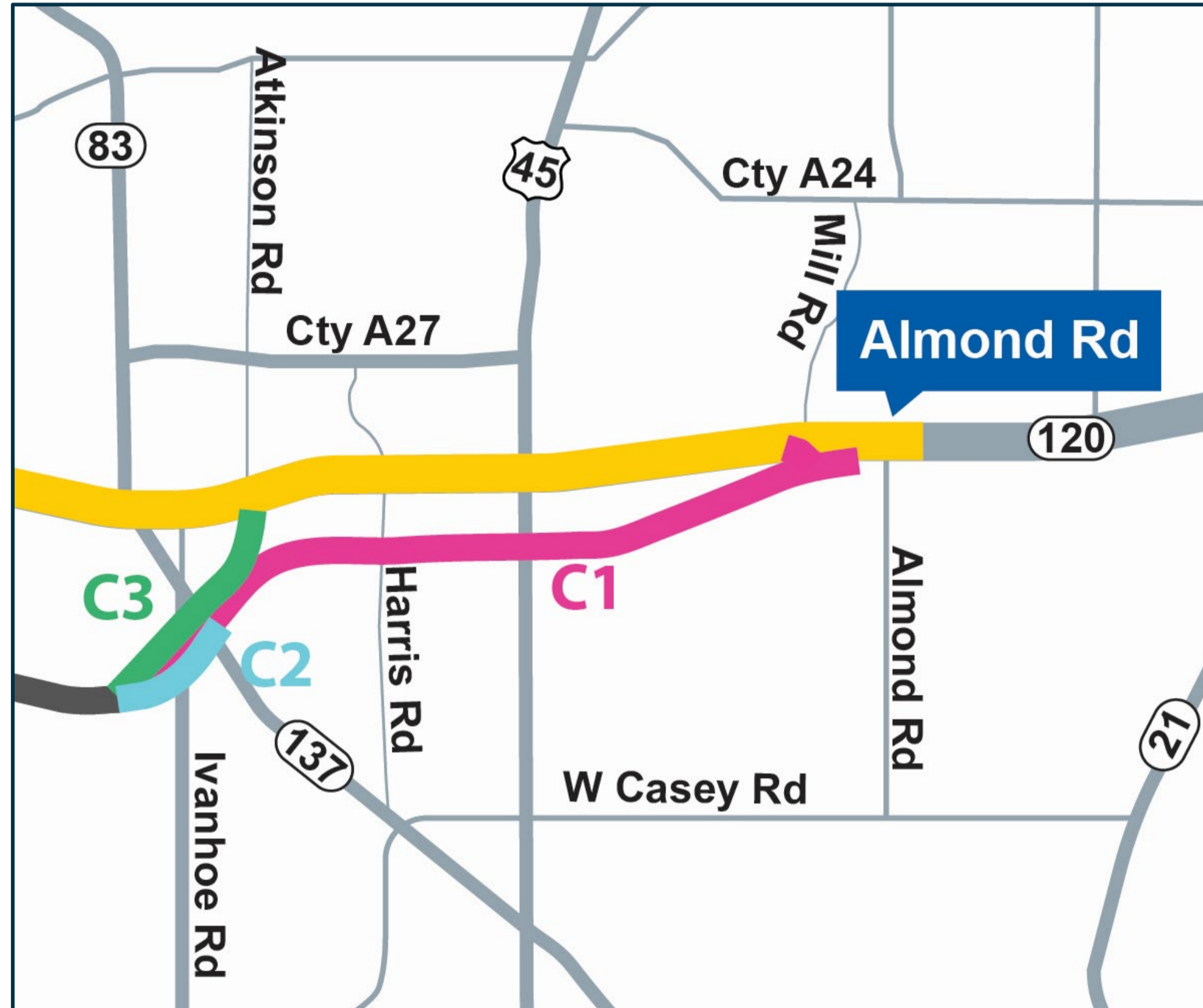
## A1/A2/A3



**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

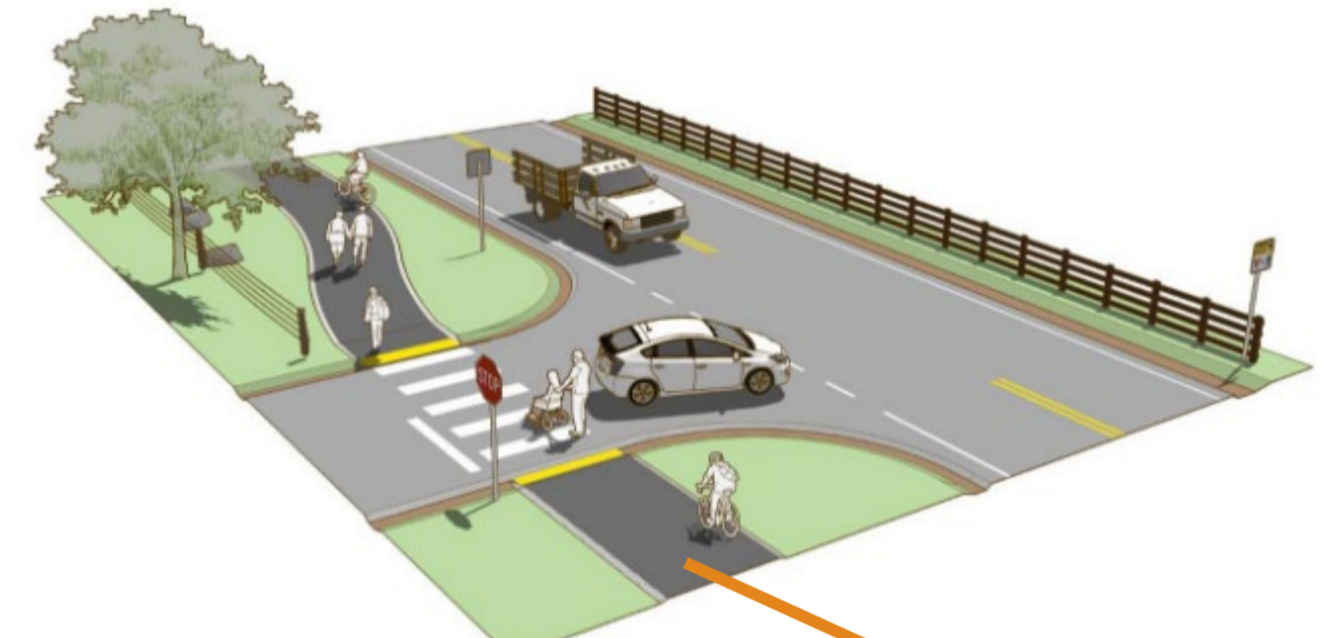
# What We Heard

- **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

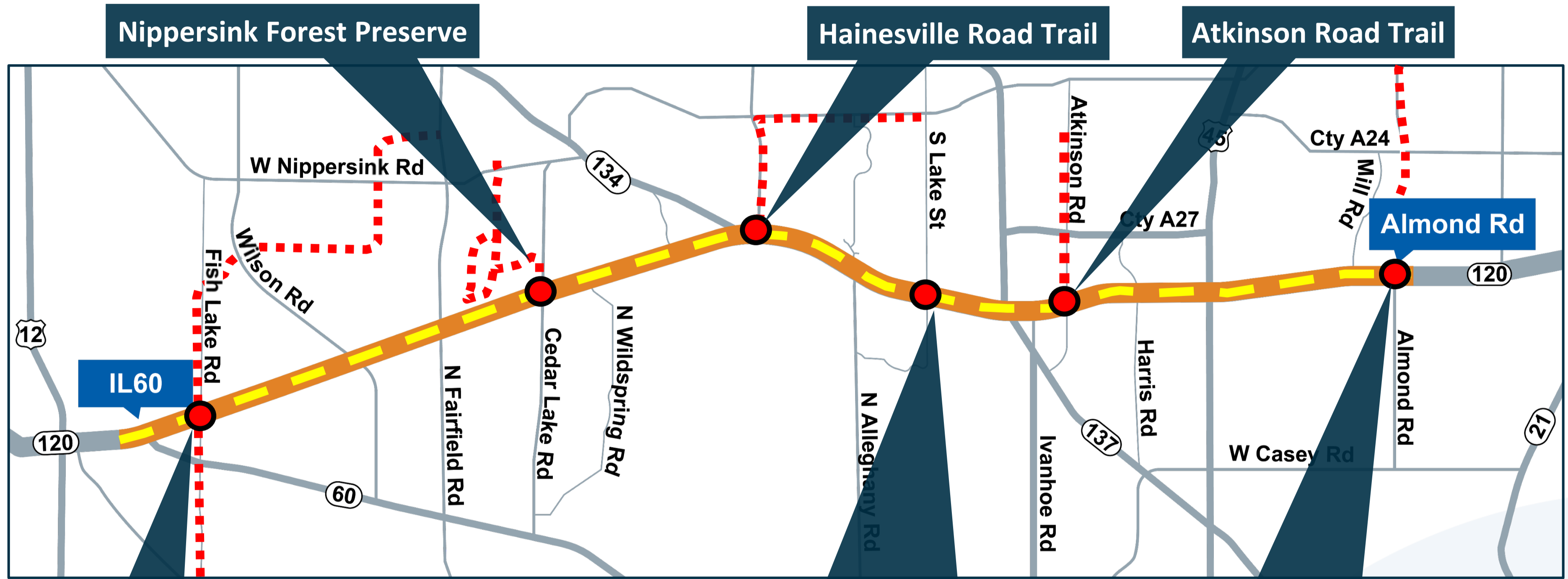


A SHARED-USE PATH can be provided for a safe route for pedestrians, cyclists, and other non-motorized users.



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

# Non-Motorized Considerations Connections



**Millenium Trail**

**Lake Street**

**Mill Road/Almond Road Trail**

Access to:

Grayslake Metra Station, St. Gilbert Catholic School, Westlake Christian Academy, Grayslake Central High School, Grayslake Middle School, and Grayslake Area Public Library

Access to:

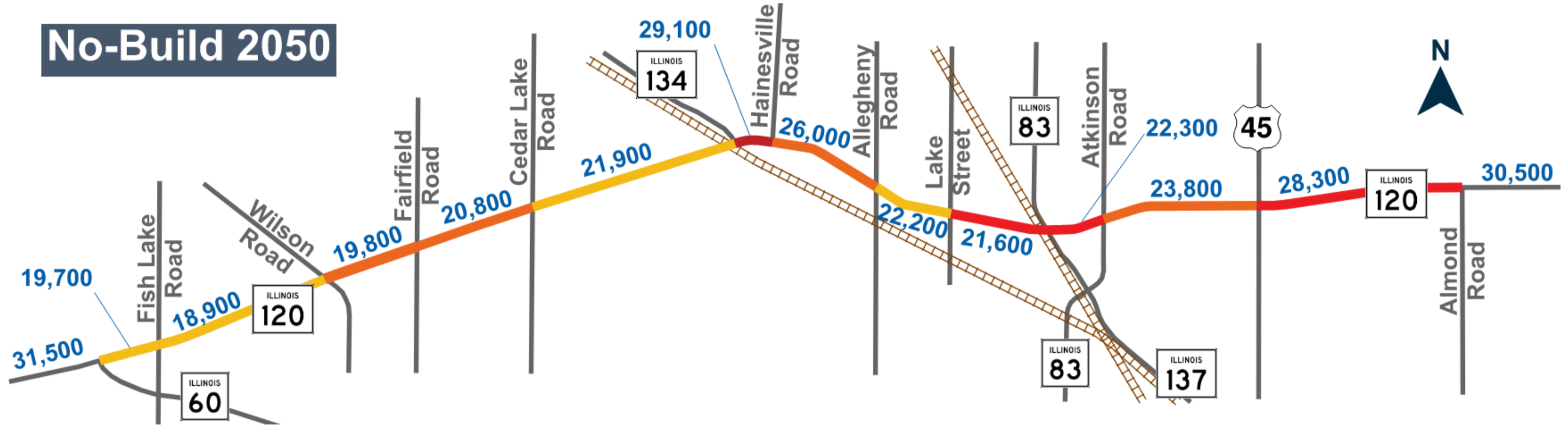
Warren Township High School, Woodland Elementary School, Woodland Middle School, and Warren Township Park

**LEGEND**

- Potential Bike/Ped Connection
- Existing Trail

# Initial Alternatives Traffic Operations

# Traffic Operations No-Build



## LEGEND

- Bridge
- Railroad
- By-Passed IL 120

## Traffic Operations

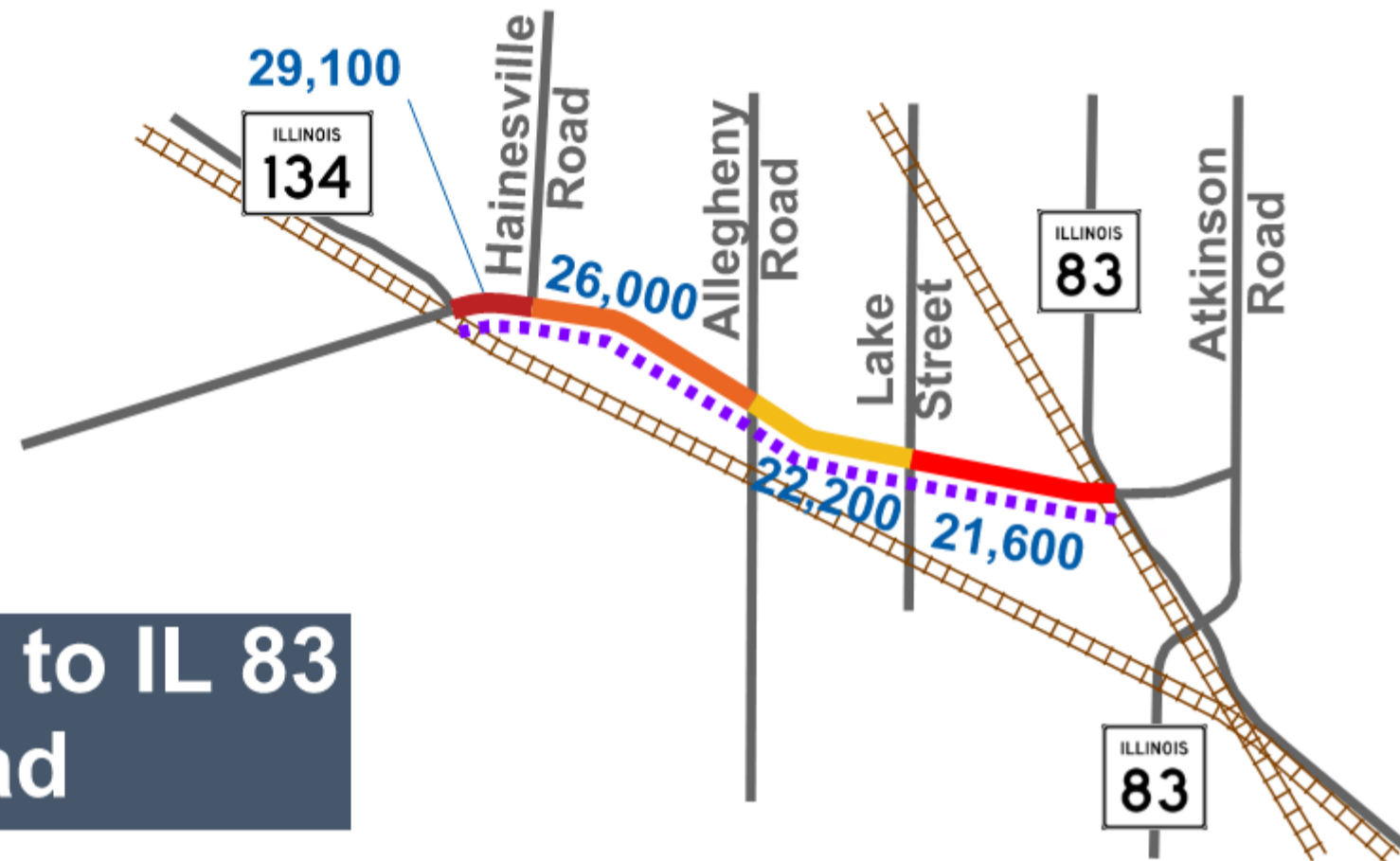
- Greatest
- Good
- Acceptable
- Poor
- Bad
- Worst

XX,XXX = 2050 Average Daily Traffic

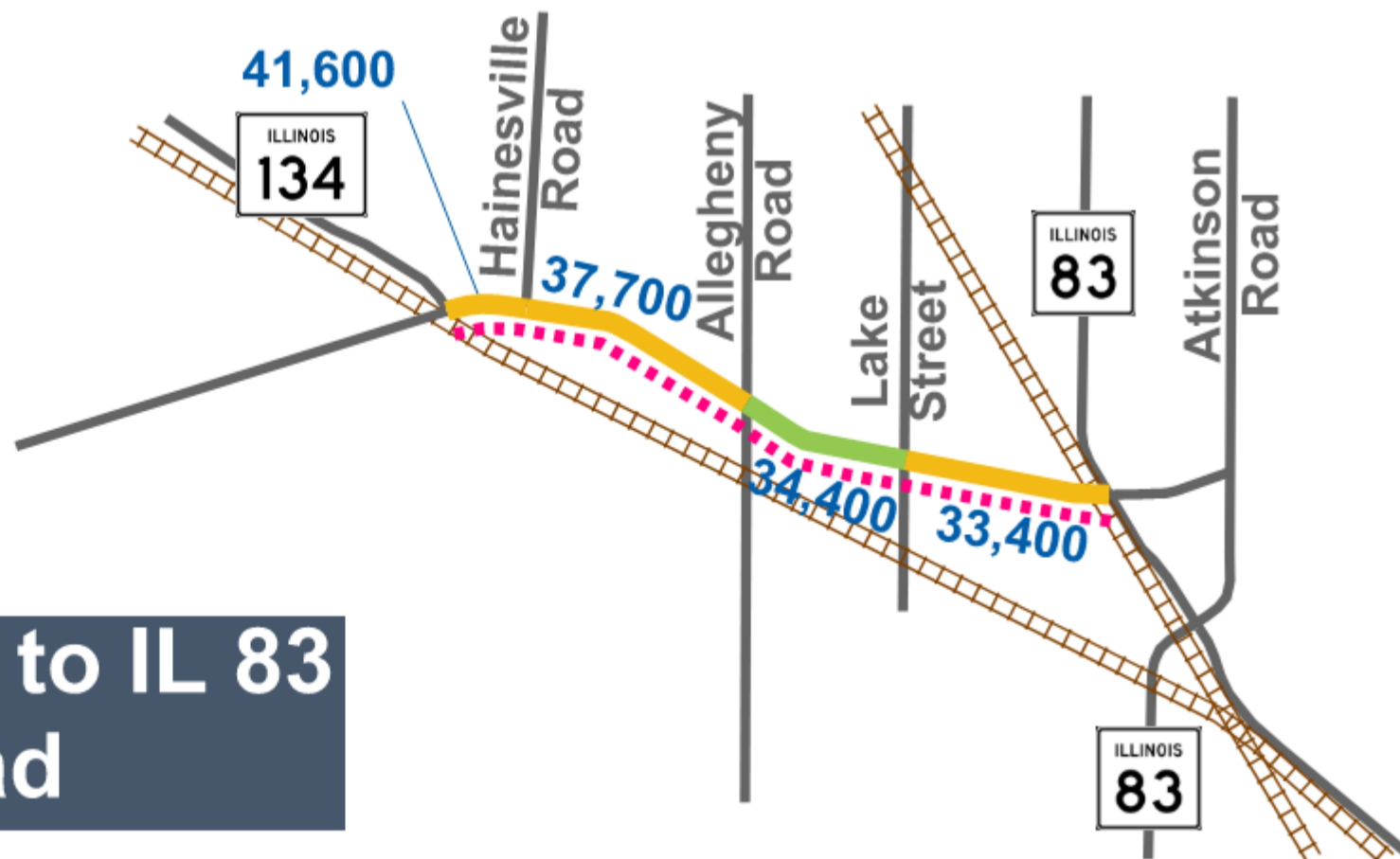
# Traffic Operations

## 3-Lane Vs. 5-Lane On-Alignment

**Section 2 - IL 134 to IL 83**  
 3-Lane Road



**Section 2 - IL 134 to IL 83**  
 5-Lane Road



### LEGEND

- By-Passed IL 120
- Bridge
- Railroad
- 3-Lane Road
- 5-Lane Road

### Traffic Operations

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

XX,XXX = 2050 Average Daily Traffic

# Traffic Operations

## 3-Lane Vs. 5-Lane Off-Alignment



**LEGEND**

- Bridge
- Railroad
- By-Passed IL 120
- 3-Lane Road
- 5-Lane Road

**Traffic Operations**

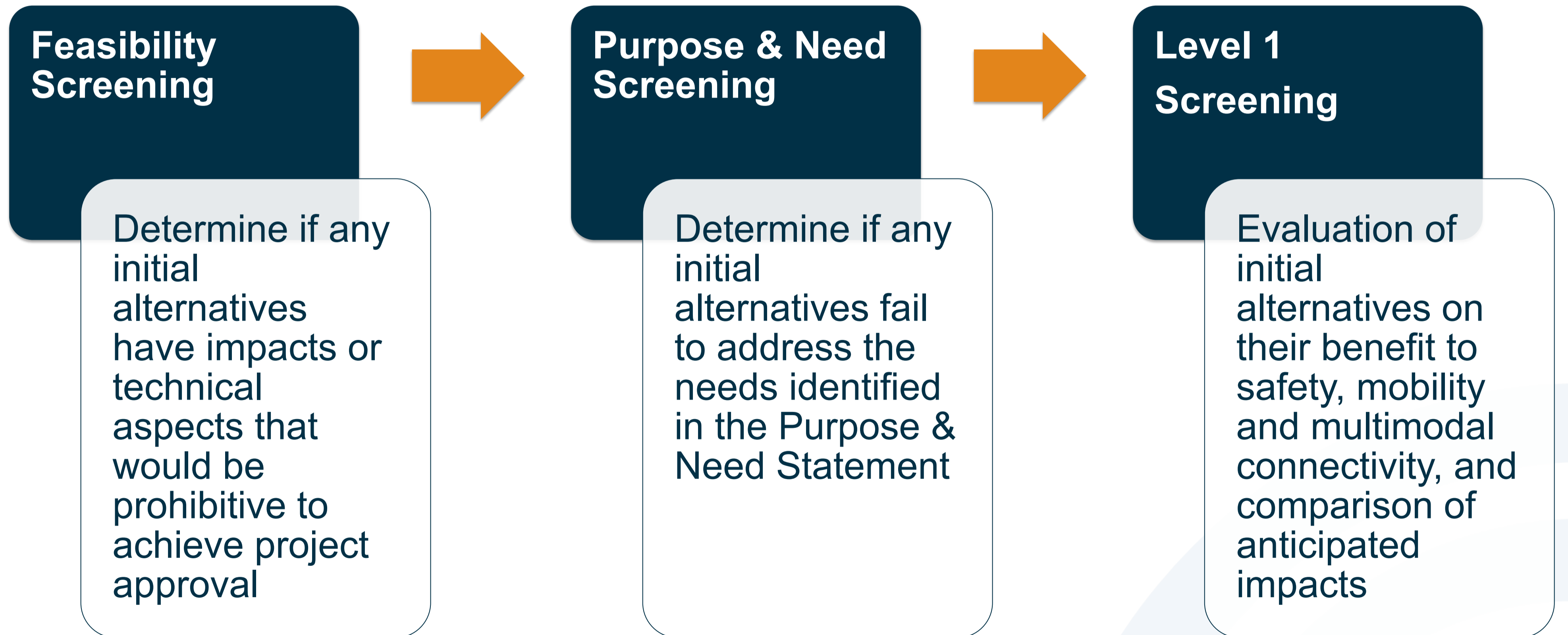
- Greatest
- Good
- Acceptable
- Poor
- Bad
- Worst



XX,XXX = 2050 Average Daily Traffic

# Screening of Alternatives

# Initial Alternatives 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.**

## 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

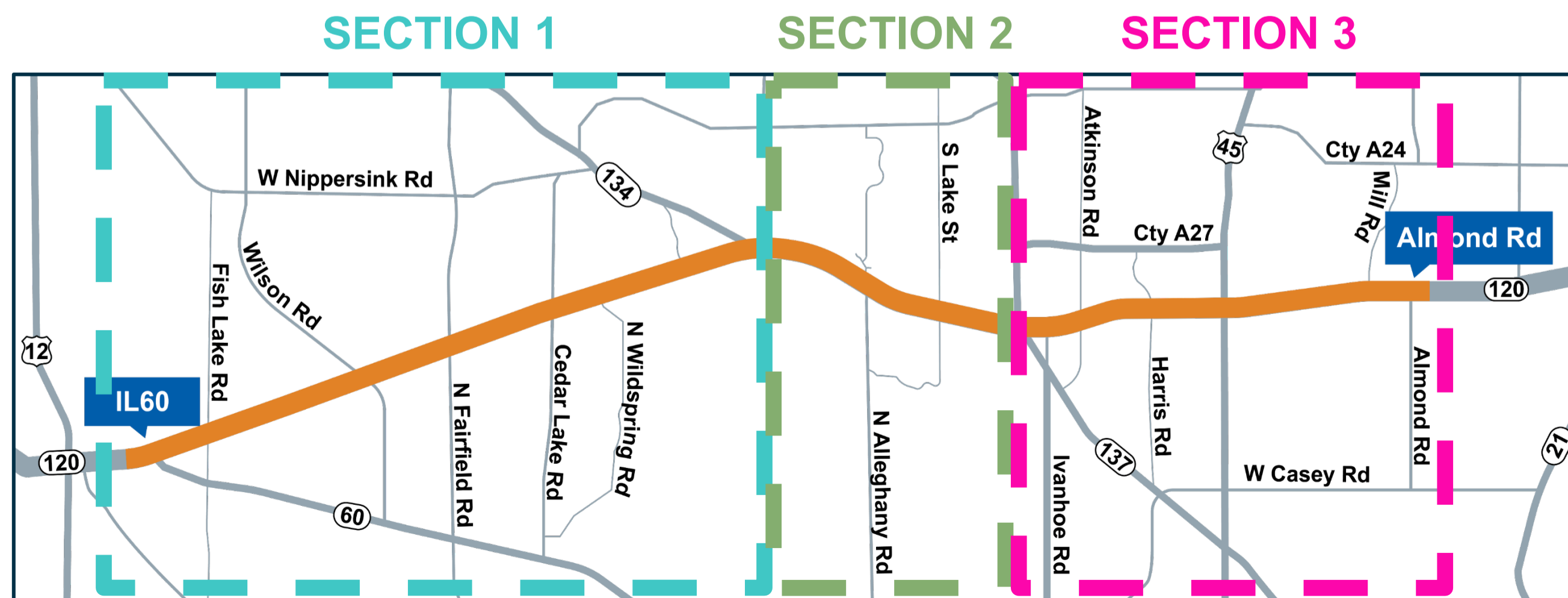
- All alternatives were evaluated with non-motorized improvements through Level 1 Screening

# 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	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	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/Hainsville 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; comparatively higher impacts to land use & community resources.
			Three-Lane Rural	3	3	3	3	No	
			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 & residential land uses & community resources.
			Three-Lane Rural	3	2	3	2	No	
			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

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- 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

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- 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



- Public Meetings
- CAG Meetings



We are here

# Open Comment

# Open Comment

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- **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](http://www.il120study.com)



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

- [connect@il120study.com](mailto:connect@il120study.com)
- CAG Point of Contact
  - [scott.manning@hdrinc.com](mailto:scott.manning@hdrinc.com)