Illinois Department of Transportation

IL120 STUDY

IL60 to Almond Road

WELCOME

Thank you for visiting the Illinois Department of Transportation's Public Information Meeting for the **Illinois 120 PEL Study**. We appreciate you taking time to learn more about this study and provide input.

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WE HOPE YOU WILL:

- Sign-in
- Watch the Presentation
- Take a Look at the Exhibits
- Ask Questions!
- Provide Feedback

WHAT YOU WILL LEARN ABOUT:

- PEL Study
- Study Area
- Existing Conditions
- Ideas for Improvement

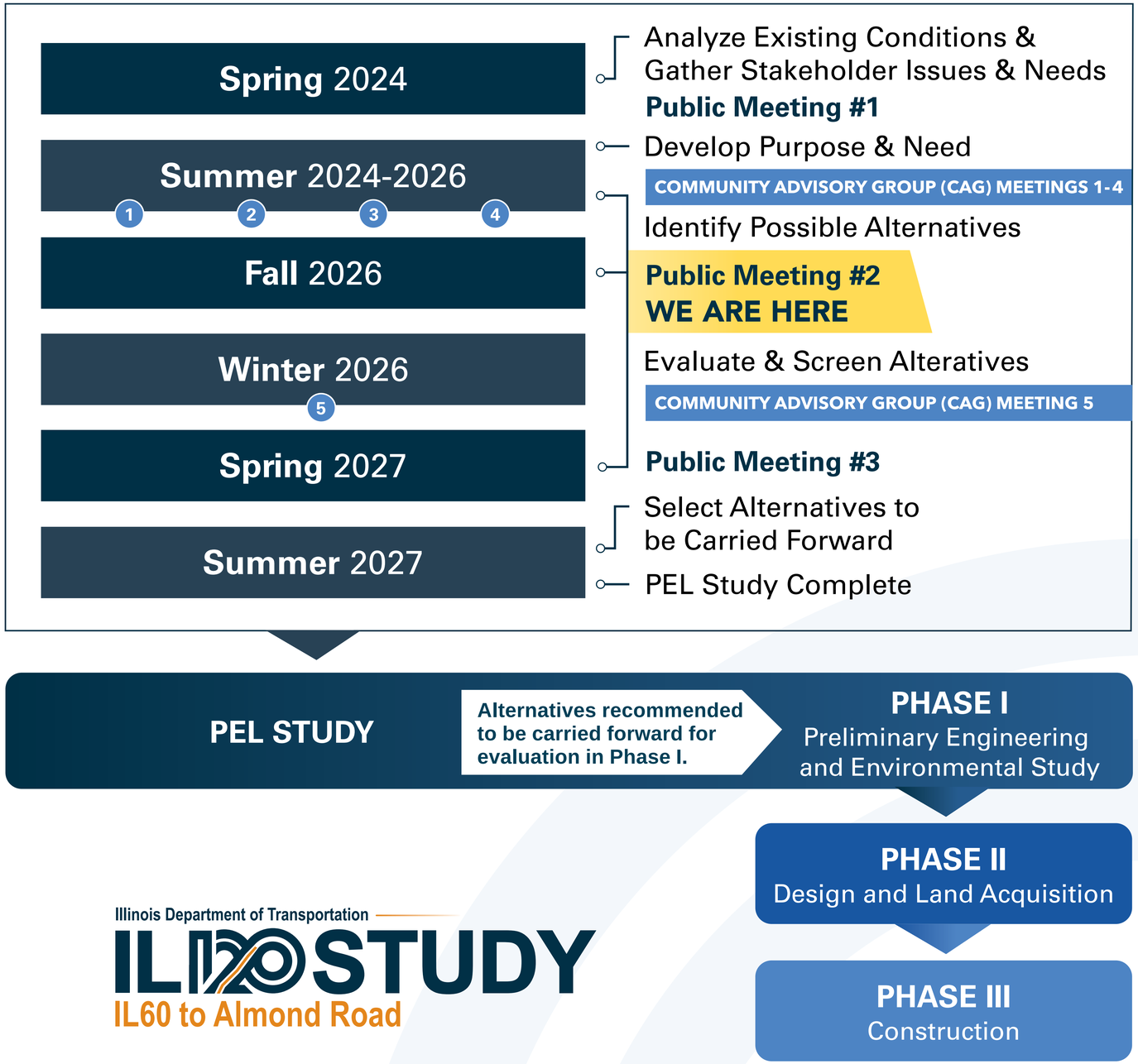
ABOUT THE STUDY AND SCHEDULE

A **Planning and Environmental Linkages Study** or **PEL** is a planning study that provides for:

- A collaborative approach to decision-making
- Early consideration of:
  - Environmental issues
  - Community context
  - Economic or development goals
- Incorporation of information, analysis, and planning results into environmental review

A PEL enables the following planning products to be adopted into later environmental review processes:

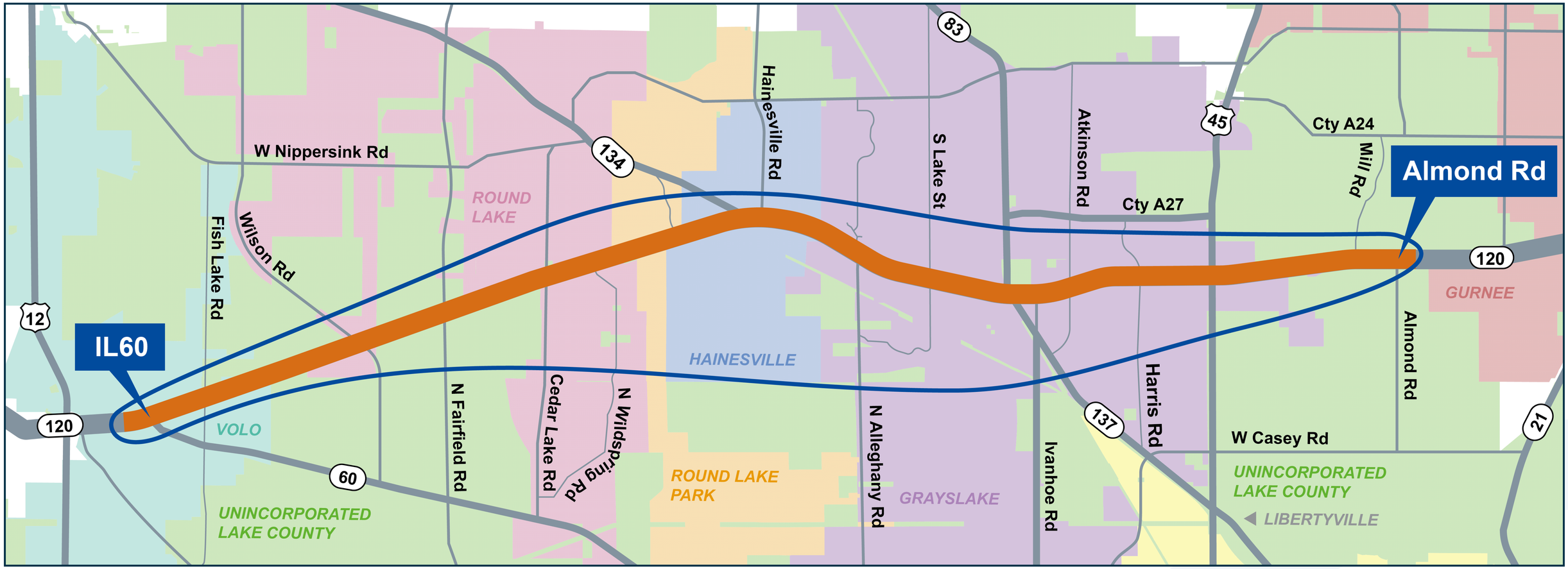
- Approved purpose and need
- Screening of alternatives
- Basic description of the environmental setting
- Decision on methodologies for analysis



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LOCATION MAP



The **project study area** for the PEL is along Illinois Route 120 (IL 120) aka Belvidere Road from west of Illinois Route 60 to east of Almond Road, approximately 9 miles.

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PURPOSE AND NEED

Study Purpose

- Improve Safety
- Reduce Congestion and Travel Delays
- Enhance Modal Interrelationships

Study Need

Transportation system improvements are needed to address:

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



PUBLIC INFORMATION MEETING #1 RECAP

Public Meeting #1

April 23, 2024
165 Attendees

- Introduced Existing Conditions
- Shared Goals & Objectives
- Collected public input
- Received Community Advisory Group applications
- Added project materials to the website

Common themes emerged from the comments:

General Comments

- Support and opposition to widening IL 120 to add lanes
- Support and opposition to building an IL 120 bypass
- IL 120/IL 134/Hainesville Road intersections are congested
- Safety concerns over higher traffic levels
- Safety concerns about widening near schools, businesses, and churches
- Long commute times due to congestion
- Calming traffic with roundabouts

Railroad Crossings

- Build an overpass or underpass at IL 83 and the railroad
- Trains create long delays at IL 83 and IL 134

Bicycle and Pedestrian

- Make the IL 120 corridor safer and more accessible for walking and biking
- Need for safe pedestrian crossings
- Add safe crosswalks at all major intersections

Environmental Impacts

- Impact to water retention, flooding, air quality, noise pollution and wildlife
- Impacts to Almond Marsh

COMMUNITY ADVISORY GROUP MEETINGS RECAP

The Illinois Department of Transportation has held four Community Advisory Group (CAG) meetings. The CAG provides insight into community issues and concerns and feedback on potential solutions for the transportation needs within their community. The CAG is comprised of a diverse group of representatives including: government entities, community organizations, education groups, and corridor users.

CAG 1

May 9, 2024
30 attendees

The CAG was presented with the existing conditions of IL 120 within the Study Area and identified issues pertaining to the corridor and their effect on the surrounding communities. The following feedback was received:

- Improve traffic flow by expanding the existing roadway
- Focus on addressing congestion at signalized intersections and railroad crossings
- Discourage traffic diverting from IL 120 and adversely impacting local roads
- Consider designs that promote slower speeds
- Address existing drainage issues and design with resiliency
- Improve non-motorized user facilities and access to transit
- Avoid environmental impacts such as wetlands and forest preserves
- Promote access to businesses
- Focus on improving quality of life

CAG 2

August 29, 2024
45 attendees

The CAG was presented with a Problem Statement, Purpose & Need, and Screening Criteria for the project and provided feedback that informed what was presented and approved by the Federal Highways Administration. The following feedback was received:

- Consider effect of induced traffic
- Consider effect on air quality
- Prioritize preserving natural resources
- Prioritize safety over travel efficiency
- Protect conservation easements and land-based economies
- Consider short-term cost-effective alternatives
- Consider Children's Independent Mobility when developing alternatives
- Protect homeowners near IL 120

CAG 3

August 7, 2025
35 attendees

The CAG was presented with revised Screening Criteria, Initial Alternatives Considered, and Initial Screening Results. The following feedback was received:

- Evaluate improvements to adjacent arterials: IL 60 / Peterson Road and Washington Street
- Consider transit focused alternatives
- Evaluate improvements identified in the Belvidere Road Corridor Plan
- Consider a comprehensive multi-modal alternative
- Identify short term safety improvements
- Provide more detail for alternatives on the existing IL 120 alignment

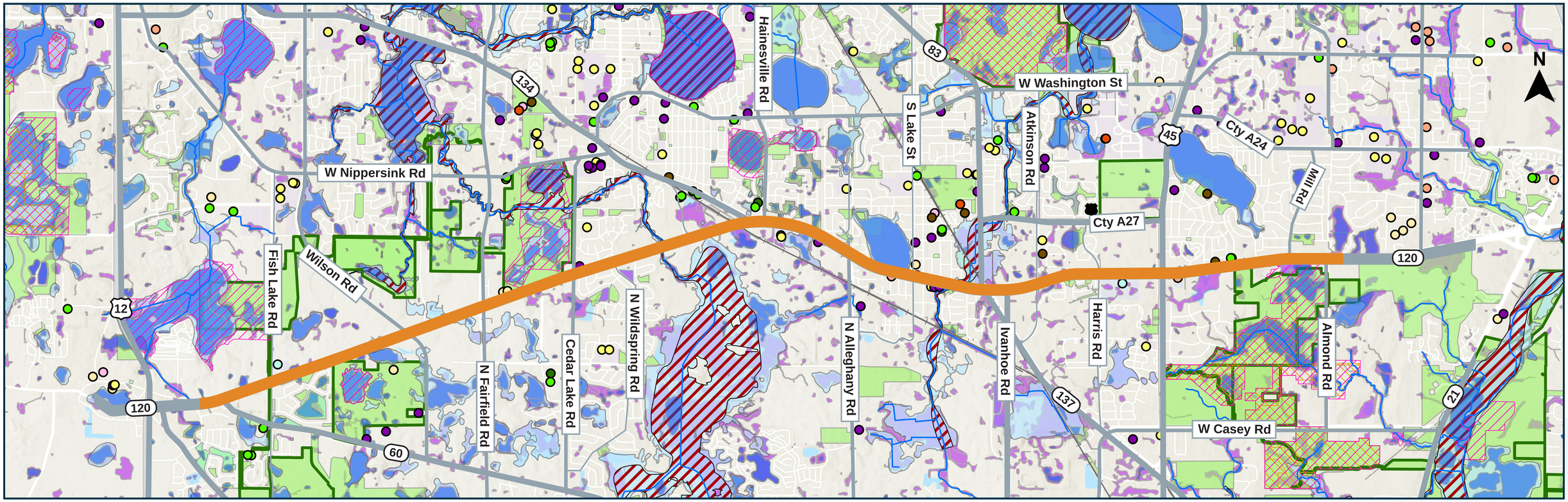
CAG 4

April 6, 2026
95 attendees

The CAG was presented with additional alternatives requested by the CAG, Spot Improvement alternatives, and On-Alignment Corridor alternatives. The following feedback was received:

- Update traffic projections when new data is available
- Provide bike and pedestrian level of service
- Support for on-alignment alternatives
- Opposition to bypass alternatives

REGIONAL RESOURCES OVERVIEW



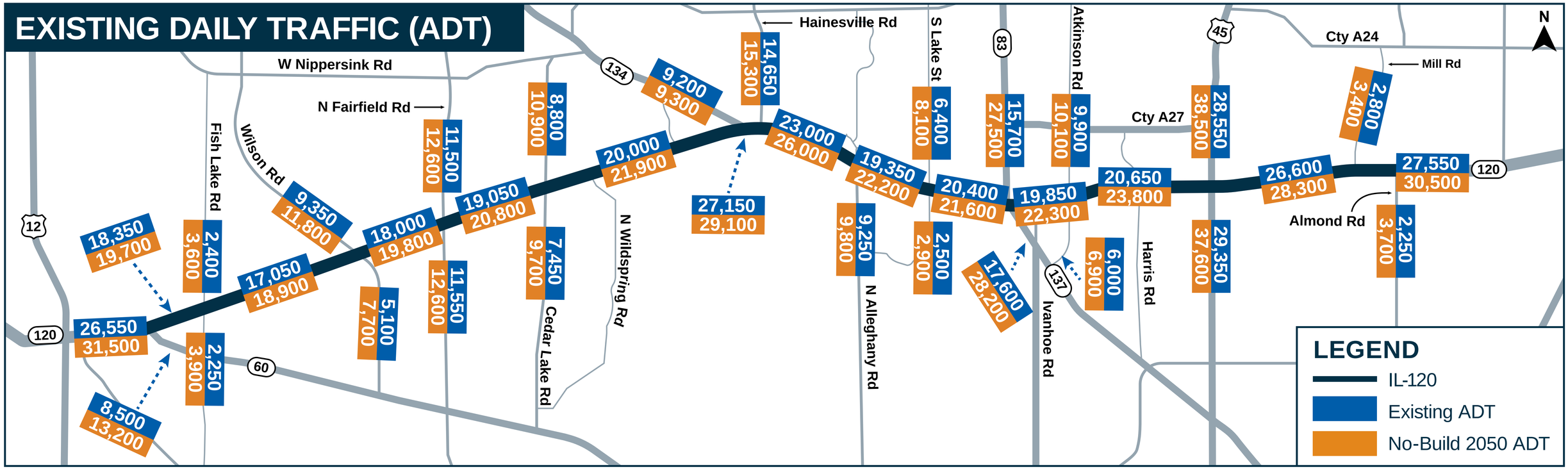
- Study Corridor
- Cemetery
- Community/Recreation Center
- Hospital/Medical Center
- House of Worship
- Law Enforcement
- Library
- Municipal Government Facility
- Museum
- School
- Senior Facility
- Forest Preserves
- Parks and Open Space
- Floodplain
- Floodway
- Waterbody
- Mapped Wetlands
- Railroad
- Illinois Nature Preserves Commission Site
- Illinois Natural Areas Inventory Site

See Roll Plots for additional details with alternatives

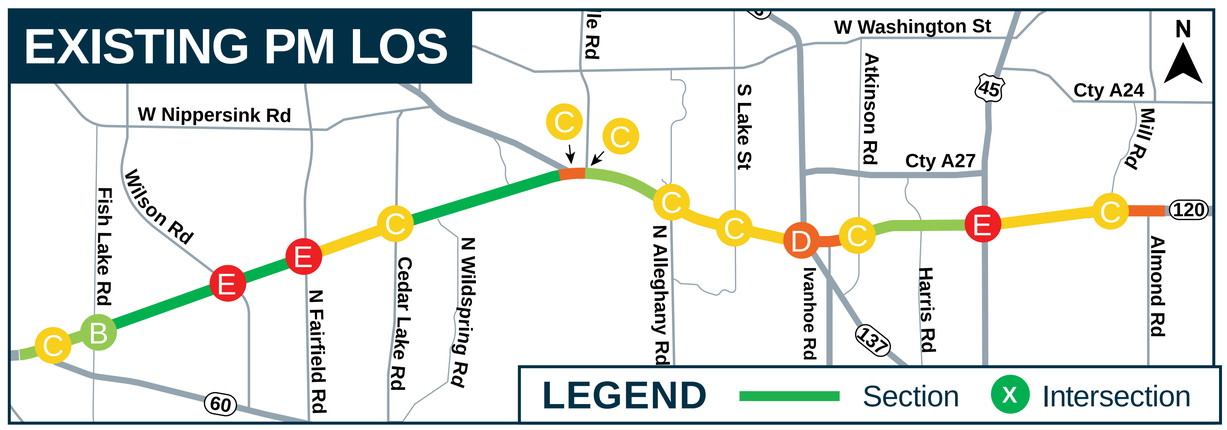
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TRAFFIC DATA

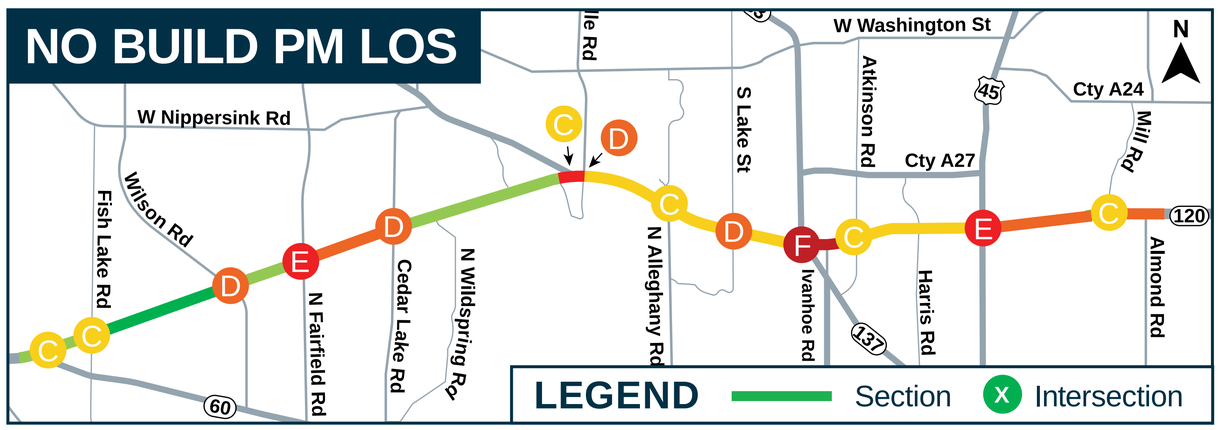
EXISTING DAILY TRAFFIC (ADT)



EXISTING PM LOS



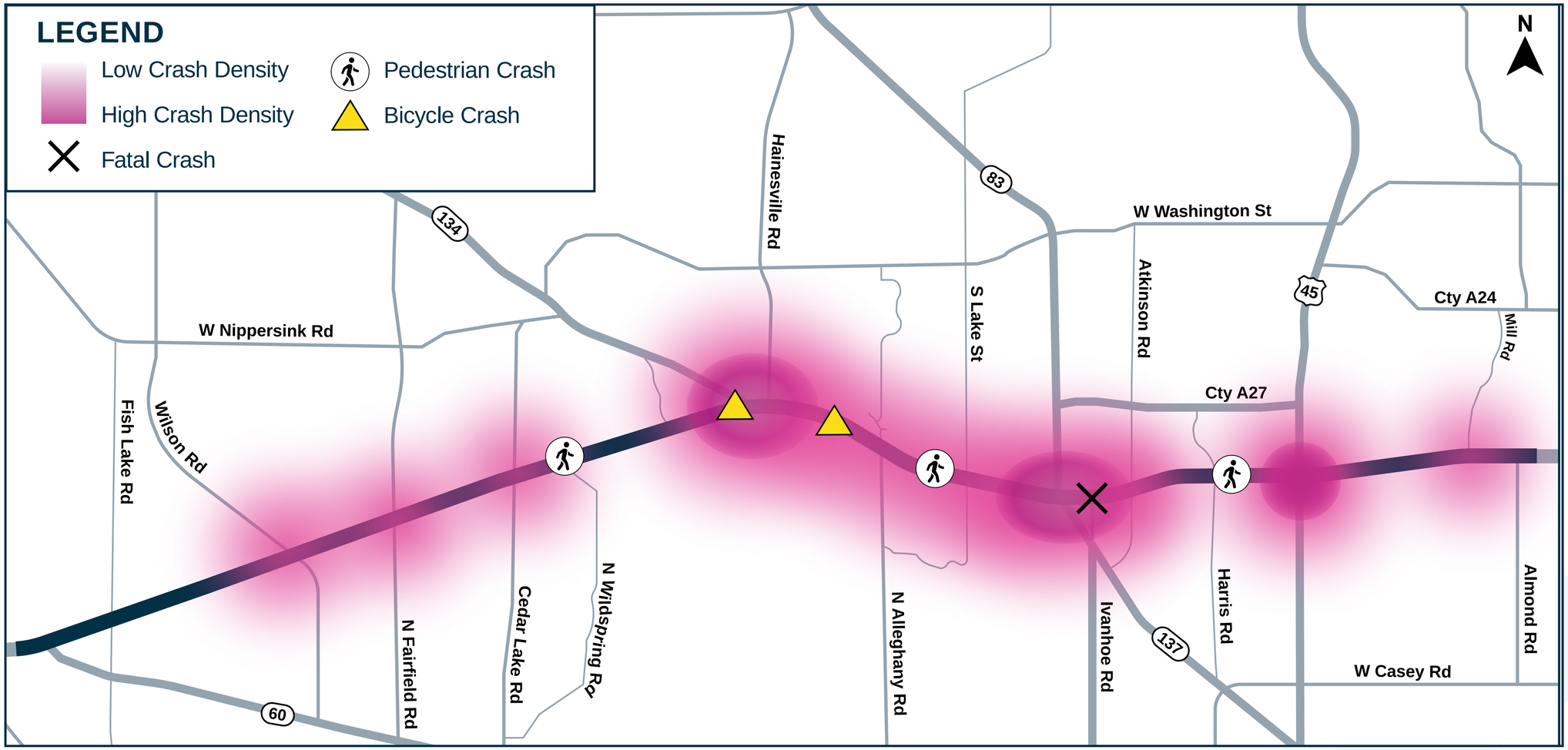
NO BUILD PM LOS



LEVEL OF SERVICE (LOS) KEY

A	B	C	D	E	F
Uninterrupted vehicle option	Other vehicles more noticeable	Vehicle operation affected by other vehicles	Vehicle operation more affected by other vehicles	Operating conditions are poor	Amount of traffic exceeds capacity

ALL CRASHES 2021 - 2025



CRASH TYPE

58%
Front to rear

21%
Turning

6%
Other

5%
Fixed object

4%
Sideswipe same direction

4%
Angle

2%
Animal

1,223 Total Crashes

301 Injury Crashes

3 Pedestrian Crashes

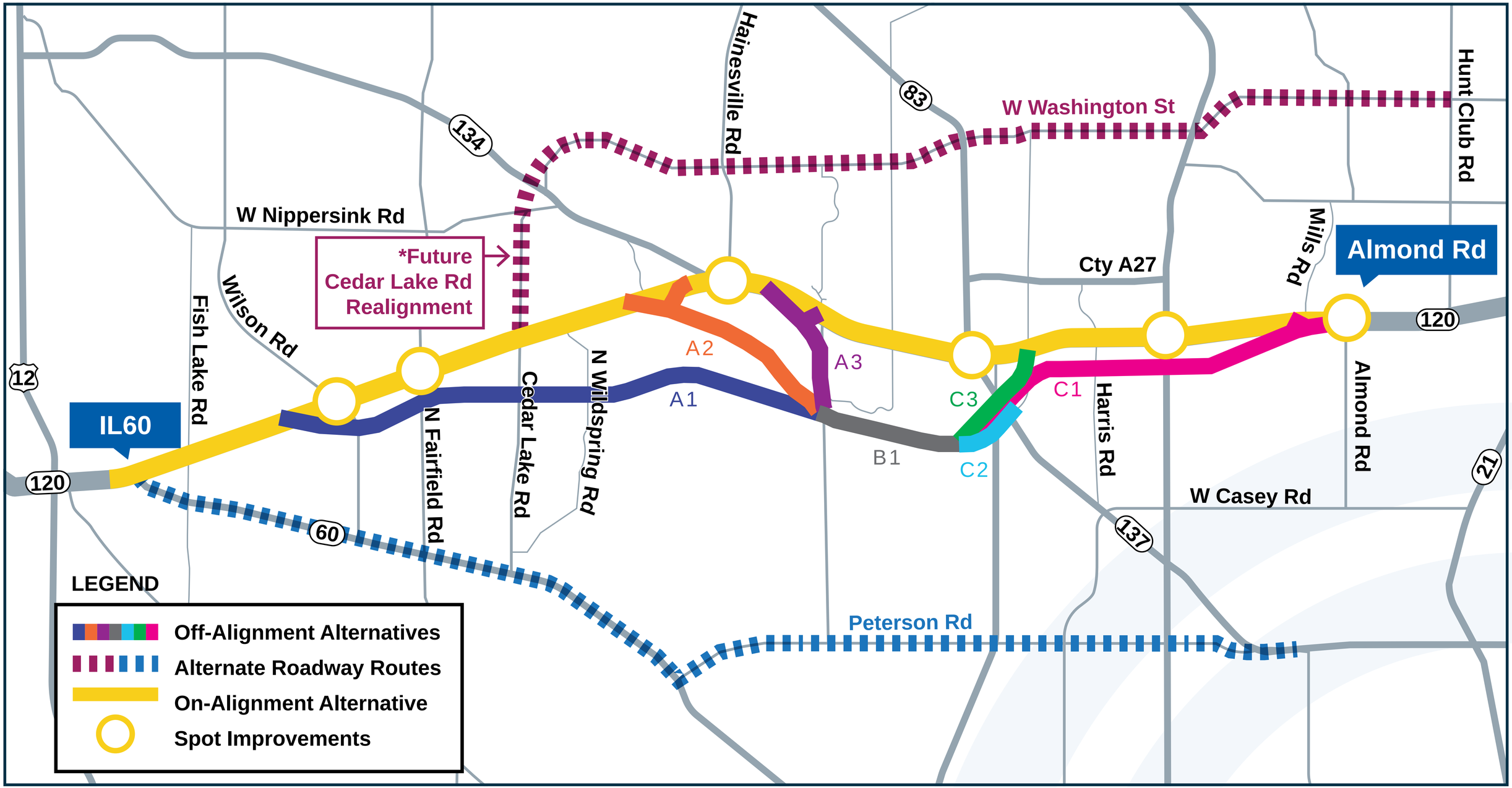
2 Bicycle Crash

1 Fatal Crash

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INITIAL CONCEPT ALTERNATIVE LOCATIONS



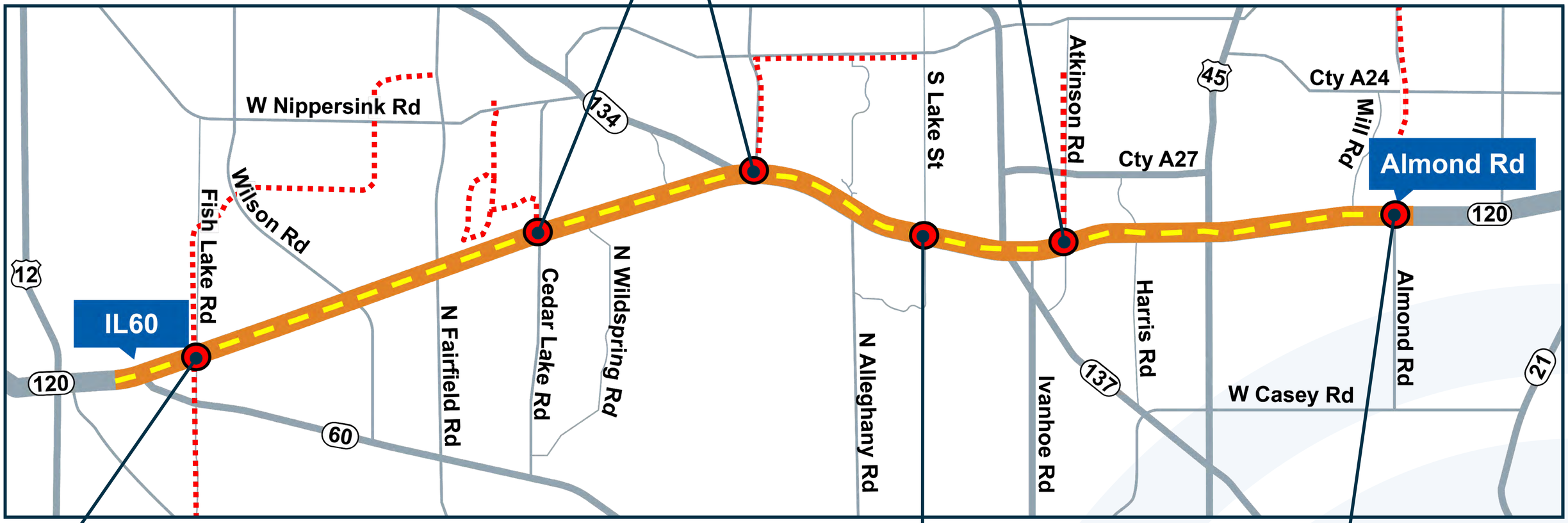
NON-MOTORIZED CONNECTIONS

All corridor alternatives provide a shared-use path on one side and a sidewalk on the other.

Nippersink Forest Preserve

Hainesville Road Trail

Atkinson Road Trail



Millennium Trail

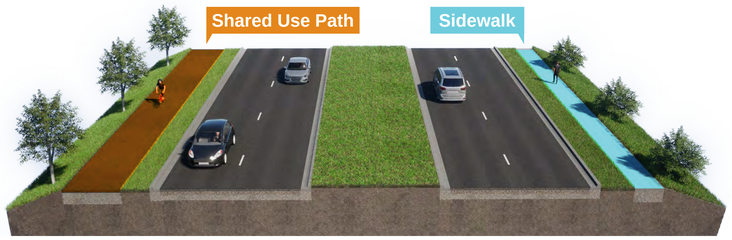
Lake Street

Mill Road/
Almond Road Trail

Legend

- Potential Bike/Ped Connection
- Existing Trail

Proposed Non-Motorized Facilities



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ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

STEP 1: DEVELOP PROJECT FOUNDATION

Develop Purpose & Need (P&N)

Develop Alternative Screening Criteria

STEP 2: DEVELOP & FILTER INITIAL ALTERNATIVES

Feasibility Screening

Purpose & Need Screening

WE ARE HERE Level 1 Screening

Alternatives developed were grouped into three categories.
Alternatives within each category below are compared to other alternatives within the same category into Level 2 Screening. All results below are recommendations and subject to change pending public comment.

ON-ALIGNMENT 10 Initial Alternatives	OFF-ALIGNMENT 11 Initial Alternatives	SPOT IMPROVEMENT 6 Locations, 17 Alternatives
All Advance to Purpose & Need	All Advance to Purpose & Need	All Advance to Purpose & Need
8 Advance to Level 1	9 Advance to Level 1	All Advance to Level 1
7 Advance to Level 2	5 Advance to Level 2	All Advance to Level 2

Level 1 Screening Compares Alternatives for:

SAFETY

MOBILITY

ENVIRONMENT

COMMUNITY

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ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

CONTINUED

STEP 3: REFINE & COMPARE REMAINING ALTERNATIVES

Refine Alternatives

Level 2 Screening

Alternatives that advance beyond Level 1 Screening are first compared within their category. The strongest alternatives within their category are then compared to each other.

Level 2 Screening Compares Alternatives for:

SAFETY • MOBILITY • PROPERTY
ENVIRONMENT • COMMUNITY • COST

STEP 4: FINAL SELECTION & NEXT STEPS

Alternatives recommended to be carried forward for evaluation in Phase I.

The strongest alternative(s) that provide the best performance while considering impacts are recommended and prioritized.

No-Build (No Changes) will be retained throughout the screening process, maintaining NEPA Compliance.

FEASIBILITY AND PURPOSE & NEED SCREENING

Feasibility Screening Criteria ⏩ Purpose & Need 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

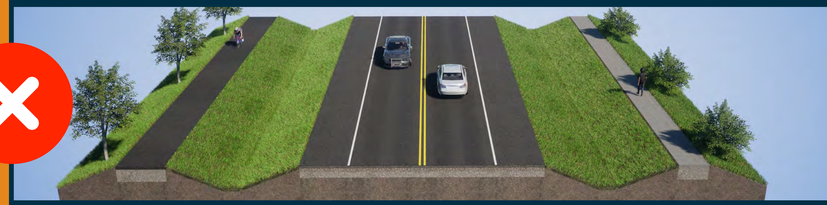
All alternatives advanced to Purpose & Need Screening

- Increase Safety, Improve Mobility and Support Multimodal Connections

Alternatives set aside from further evaluation:

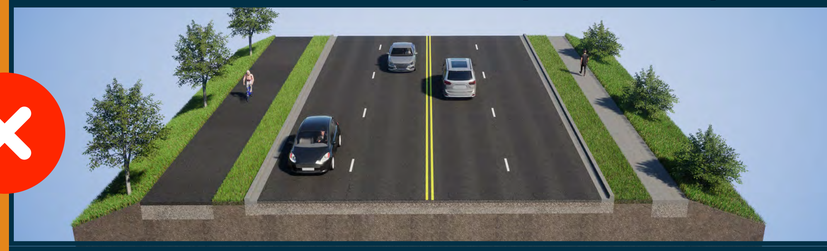
Two-lane rural cross section:
Does not meet safety and mobility needs of the project.

2-Lane Rural Arterial (No Median)



Four-lane urban cross section:
Does not meet the safety needs of the project.

4-Lane Urban Arterial (No Median)



Alternate Routes:
Does not meet safety and mobility needs of the project.

Alternate routes along Washington St. and Peterson Rd. were evaluated and did not meet project's Purpose and Need.

RESULT:
All other alternatives advance to Level 1 Screening

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LEVEL 1 SCREENING CRITERIA

Alternatives were evaluated based on the following criteria:

Does it provide a **safety benefit?**

- Additional through lanes and/or turn lanes
- Optimized traffic signal timing
- Consistent speeds
- Median improvements
- Reduced traffic volumes
- Elimination of at-grade railroad crossing(s)

Does it provide a **mobility benefit?**

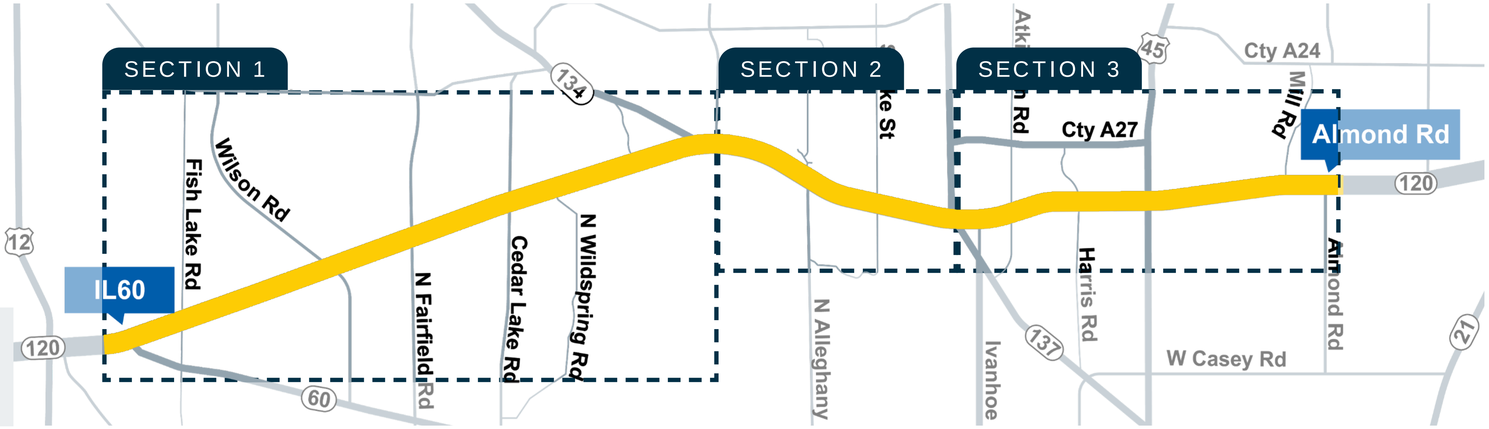
- Congestion and travel time reliability
- Existing and future travel demand
- Level of service
- Local and regional route connectivity

Does it impact the natural and built **environment?**

- Parks and recreation
- Wildlife, threatened/ endangered species
- Historic sites
- Conservation areas
- Water resources
- Land use
- Socioeconomics
- Community resources

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

LEVEL 1 SCREENING RECOMMENDATIONS:
On-Alignment



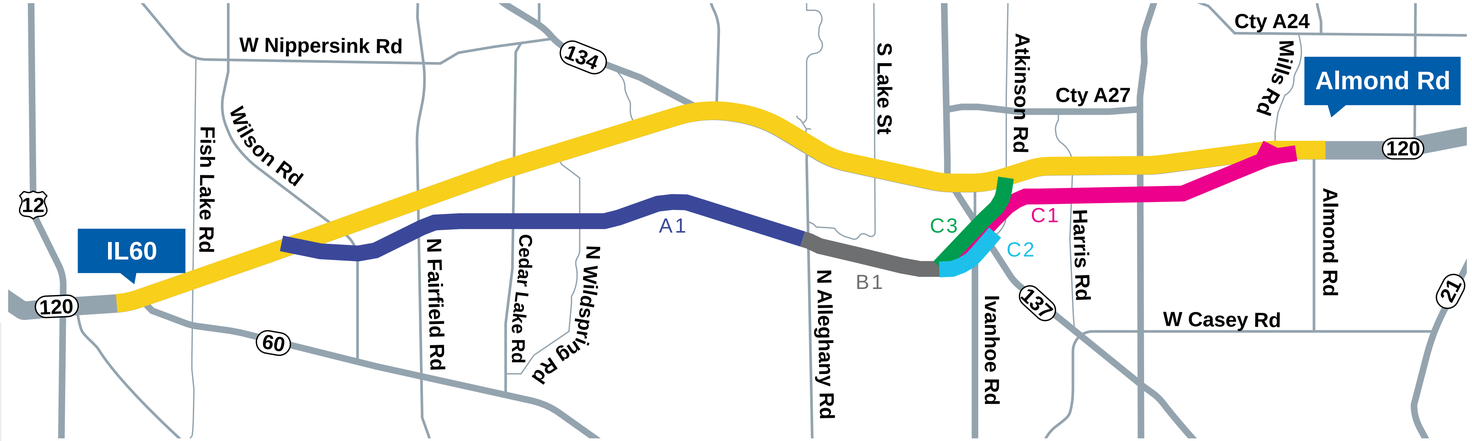
On-Alignment alternatives were compared against each other.

LEGEND

- *Very Poor*
- *Poor*
- *Fair*
- *Good*
- *Very Good*

		SECTION 1: IL 60 to IL 134		SECTION 2: IL 134 to IL 83		SECTION 3: IL 83 to Almond Rd	
		3-Lane	5-Lane	3-Lane *(CAG Request to Advance)*	5-Lane	3-Lane	5-Lane
Performance Considerations:	Safety Benefit	◔	◑	◔	◑	◔	◑
	Operational Benefit	◔	◔	○	◔	○	◔
Environmental Impacts:	Natural Resources	◑	◑	◕	◕	◕	◕
	Land Use + Community Resources	◑	◑	◕	◕	◕	◕
		Recommended to Advance to Level 2	Recommended to Advance to Level 2	Recommended to Advance to Level 2	Recommended to Advance to Level 2	Recommended to be Set Aside	Recommended to Advance to Level 2

LEVEL 1 SCREENING RECOMMENDATIONS:
Off-Alignment A1



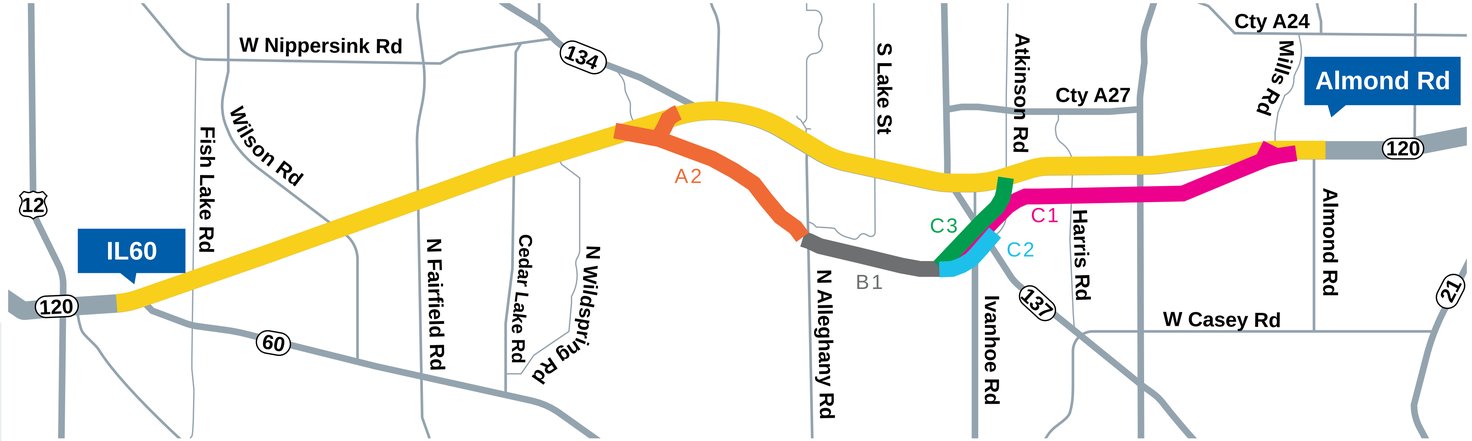
Off-Alignment alternatives were compared against each other.

LEGEND

- *Very Poor*
- *Poor*
- *Fair*
- *Good*
- *Very Good*

		A1 B1 C1		A1 B1 C2		A1 B1 C3	
		West of Wilson Rd to Almond Rd		West of Wilson Rd to Atkinson Rd (At-Grade)		West of Wilson Rd to Atkinson Rd (Grade Separated)	
		3-Lane	5-Lane	3-Lane	5-Lane	3-Lane	5-Lane
Performance Considerations:	Safety Benefit	◔	◔	◑	◑	◕	◕
	Operational Benefit	◔	●	◑	◕	◑	◕
Environmental Impacts:	Natural Resources	◔	◔	◑	◑	◑	◑
	Land Use + Community Resources	◕	◕	◑	◑	◕	◕
		Recommended to be Set Aside	Recommended to Advance to Level 2	Recommended to be Set Aside	Recommended to be Set Aside	Recommended to be Set Aside	Recommended to Advance to Level 2

LEVEL 1 SCREENING RECOMMENDATIONS:
Off-Alignment A2



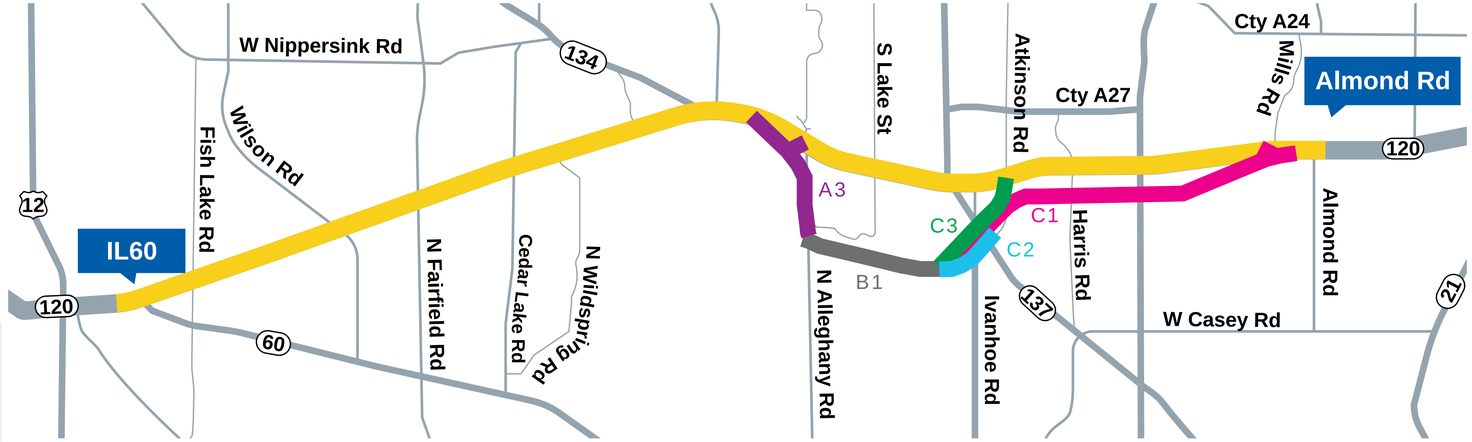
Off-Alignment alternatives were compared against each other.

LEGEND

- *Very Poor*
- *Poor*
- *Fair*
- *Good*
- *Very Good*

		A2 B1 C1		A2 B1 C2		A2 B1 C3	
		West of Porter Dr to Almond Rd		West of Porter Dr to Atkinson Rd (At-Grade)		West of Porter Dr to Atkinson Rd (Grade Separated)	
		3-Lane	5-Lane	3-Lane	5-Lane	3-Lane	5-Lane
Performance Considerations:	Safety Benefit						
	Operational Benefit						
Environmental Impacts:	Natural Resources						
	Land Use + Community Resources						
		Recommended to be Set Aside	Recommended to Advance to Level 2	Recommended to be Set Aside	Recommended to be Set Aside	Recommended to be Set Aside	Recommended to Advance to Level 2

LEVEL 1 SCREENING RECOMMENDATIONS:
Off-Alignment A3



Off-Alignment alternatives were compared against each other.

LEGEND

- *Very Poor*
- *Poor*
- *Fair*
- *Good*
- *Very Good*

		A3 B1 C1		A3 B1 C2		A3 B1 C3	
		West of Wilson Rd to Almond Rd		West of Wilson Rd to Atkinson Rd (At-Grade)		West of Wilson Rd to Atkinson Rd (Grade Separated)	
		3-Lane	5-Lane	3-Lane	5-Lane	3-Lane	5-Lane
Performance Considerations:	Safety Benefit						
	Operational Benefit						
Environmental Impacts:	Natural Resources						
	Land Use + Community Resources						
		Recommended to be Set Aside	Recommended to be Set Aside	Recommended to be Set Aside	Recommended to be Set Aside	Recommended to be Set Aside	Recommended to Advance to Level 2

LEVEL 2 SCREENING CRITERIA

Alternatives will be evaluated based on the following criteria:

Does it increase safety?

- Expected reduction in crashes
- Improve safety at railroad crossings

Environmental Impacts

- Quantitative review of mapped resources: Parks and open space, prime farmland, forested areas, wetlands, streams, floodplains, habitat for sensitive species
- Qualitative review of built environment: potential noise and air quality impacts, socioeconomics, and community facilities and services

Does it increase mobility?

- Level of Service at intersections and in corridor
- Directional travel times
- Travel time predictability at railroad crossings

Technical Feasibility

- Logical termini and independent utility
- Construction duration, approach, and staging
- Maintenance and operations of structures and pump house, if required

Does it support **multimodal connections?**

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

Property Impacts

- Number and acres of relocations and/or partial acquisitions by type of land use

Cost

- Design
- Right-of-way
- Utilities
- Construction

Illinois Department of Transportation

IL120 STUDY

IL60 to Almond Road

We want to hear from you about transportation and community needs in this area!
The comment period is open **until Thursday, December 10, 2026.**

Fill Out a Comment Form

By Email: Connect@IL120Study.com

By Mail: Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Corey Smith, P.E.

Scan the QR code or visit **IL120Study.com** to view public information meeting materials or for more information.