

FINAL REPORT

STRATEGIC **R**EGIONAL **A**RTERIAL

ILLINOIS ROUTE 83/ILLINOIS ROUTE 132

Illinois Route 173 to Illinois Route 132 to Interstate 94

JANUARY 6, 1997

By:



For:



**Operation
Greenlight**

FOREWORD

This Strategic Regional Arterial (SRA) report for the Illinois Route 83/Illinois Route 132 corridor has been prepared by Dames & Moore/MCE for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

The Illinois Route 83/Illinois Route 132 corridor is located in northern Lake County. It is intended to function as part of a regional arterial system, carrying high volumes of long distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long range plan for all routes in the SRA network. Together, the route studies constituted a comprehensive, coordinated plan for the entire SRA network.

Illinois Route 132 was originally designated as a SRA route between Illinois Route 59 and I-94 (the Tri-State Tollway). After a review of the traffic movement in this region, and comments from the local communities, Dames & Moore/MCE recommended to IDOT that Illinois Route 83 should be considered a SRA route from Illinois Route 173 to Illinois Route 132, replacing the portion of Illinois Route 132 between Illinois Route 59 & Illinois Route 83. Illinois Route 132 continues as the SRA route from Illinois Route 83 to I-94.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate (2010) improvements, and documentation of the public involvement process including citizen comments.

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EXECUTIVE SUMMARY

**ILLINOIS ROUTE 83/
ILLINOIS ROUTE 132**



STRATEGIC
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EXECUTIVE SUMMARY

The Illinois Route 83/Illinois Route 132 corridor has been divided into five sections for a detailed analysis. Recommendations for long range improvements (year 2010) have been developed for each route section. A summary of the major recommendations is presented below.

Section 1: Illinois Route 83 - Illinois Route 173 to Petite Lake Road

- Develop two 12-foot lanes in either direction, and an 18-foot barrier median, with an adjacent curb and gutter south of Grimm Road. Additional right-of-way needs to be acquired from Illinois Route 173 to Petite Lake Road.
- Expand the intersection of Illinois Route 83 & Illinois Route 173. The proposed configuration will consist of a left turn lane, two through lanes with a shared right turn lane on the east, west and south legs of the intersection. The north leg will consist of a left turn lane and a through lane with shared right turn lane.
- Evaluate the need for a signalized intersection at Grimm Road & Beach Grove Road, as development warrants.
- Expand the intersection of Illinois Route 83 and Grass Lake Road. The proposed configuration will have a left turn lane, two through lanes with a shared right turn on all four legs of the intersection. Pavement widening is recommended only on the west side of this intersection.
- Expand the intersection of Illinois Route 83 and Petite Lake Road. The north-south legs will consist of a left turn lane, two through lanes with a shared right turn lane. The west leg will consist of a through lane with a shared left turn lane and a right turn lane.

Section 2: Illinois Route 83 - Petite Lake Road to Illinois Route 132

- The existing cross section from Petite Lake Road to 1500 feet south of the bridge over the Soo Line Railroad (Wisconsin Central) will remain the same.
- Develop two 12-foot lanes in either direction, and an 18-foot barrier median, by acquiring additional right of way from 1,500 feet south of the bridge over Soo Line Railroad (Wisconsin Central) to Illinois Route 132.
- Expand the intersection of Illinois Route 83 and Illinois Route 132. The north, south and west legs will consist of a left turn lane, two through lanes with a shared right turn lane. The east leg will have a left turn lane, two through lanes and a right turn lane.

Section 3: Illinois Route 132 - Illinois Route 83 to U.S. Route 45

- Develop two 12-foot lanes in either direction, and an 18-foot barrier median, by acquiring additional right-of-way along Illinois Route 132.
- Expand the intersection of Illinois Route 132 and Deep Lake Road. The proposed lane configuration will consist of a left turn lane, two through lanes with a shared right turn lane for the east & west legs of Illinois Route 132. The north leg will consist of a left turn lane and a through lane with shared right turn. The south leg will consist of a left turn lane, a through lane and a right turn lane.
- Expand the intersection of Illinois Route 132 and Lindenhurst Lane. The proposed configuration will have a left turn lane, two through lanes with a shared right turn on the east and west legs of Illinois Route 132. The north leg consists of a left turn lane and a through lane with shared right turn lane. The south leg consists of a through lane with shared left turn lane and a through lane with a shared right turn lane.
- Expand the "T" intersection of Illinois Route 132 and Sand Lake Road. The proposed lane configuration will consist of a left turn lane with two through lanes for the west leg, and two through lanes and a right turn lane for the east leg of Illinois Route 132. The north leg is made up of a left turn lane and a right turn lane on Sand Lake Road.
- There is a proposed crossing/collector street 0.4 mile east of Deerpath Drive.
- Expand the intersection of Illinois Route 132 and U.S. Route 45. The lane configuration for the east-west legs consists of dual left turn lanes, three through lanes and a right turn lane. The south leg consists of dual left turn lanes, two through lanes, and dual right turn lanes. The north leg consists of dual left turn lanes, two through lanes with a right turn lane.

Section 4: Illinois Route 132 - U.S. Route 45 to Hunt Club Road

- Develop three 12-foot lanes in either direction, with a 30-foot barrier median, and combination curb and gutter within the existing right-of-way from U.S. Route 45 to Hunt Club Road.
- Evaluate the need for a signalized intersection at Knowles Road/Oakwood Drive and Brookside Drive, as development warrants.

EXECUTIVE SUMMARY - cont'd

- Expand the intersection of Illinois Route 132 and Western West Access. The proposed lane configuration for the east-west legs consists of three through lanes, a right turn lane and dual left turn lanes. The north leg consists of a through lane with shared right turn and a left turn lane. The south leg consists of a through lane, a left turn lane and a right turn lane.
- Expand the intersection of Illinois Route 132 and Hunt Club Road. The proposed lane configuration for the east-west legs consists of three through lanes, a right turn lane and dual left turn lanes. The north-south legs consists of two through lanes, dual left turn lanes and a right turn lane.

Section 5: Illinois Route 132 - Hunt Club Road to Interstate-94 (Tri-State Tollway)

- This section currently has the standard SRA cross section. Gurnee Mills Mall is located on the north side and numerous commercial developments are located on the south side of Illinois Route 132. Six Flags Great America amusement park is located on the south side of Illinois Route 132, east of I-94 (Tri-State Tollway). Illinois Route 132 has a full interchange with the tollway.

INTRODUCTION

ILLINOIS ROUTE 132



STRATEGIC
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The SRA System

The 2010 Transportation System Development Plan (TSD) adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that it is not possible to accommodate all long distance, high volume traffic on the primary expressway system. The arterial roadway system will have to carry some of this traffic. A designated system of Strategic Regional Arterials (SRAs) is proposed, in the 2010 TSD plan, to address this need most effectively from both a traffic and funding perspective. As shown on Figure i-1, the SRA system is a 1,340-mile network of existing roadways in the northeastern Illinois region. These roadways create a network of 66 corridors intended to serve as a second tier to the expressway system.

As part of a comprehensive approach, the SRA system is intended to:

- Supplement the primary expressway system.
- Enhance public transportation.
- Accommodate commercial vehicle traffic.
- Increase personal mobility and reduce congestion.

From a traffic perspective, the configuration of Strategic Regional Arterials will vary depending on the attributes of the area in which they are located. The abilities to preserve right-of-way for expansion and to control and restrict access are important considerations. Although desired typical cross sections have been developed, there is no single design that will be appropriate for all designated roads. In all cases the compatibility of the roadway design with the needs of public transit will be considered. The desired configuration for each arterial roadway will be determined by a separate detailed study that will invite participation by the counties and municipalities through which it passes.

The system was formulated by first developing a set of candidate roads based on existing road characteristics, previous studies, and input from transportation agency representatives. A desirable spacing between SRAs was determined by the projected 2010 level of travel demand in the area.

This report is concerned with the Illinois Route 83/Illinois Route 132 SRA corridor, which is illustrated on Figure i-2. This corridor is located entirely within Lake County and is under the jurisdiction of the State of Illinois Department of Transportation. Illinois Route 83 is proposed as a SRA route from Illinois Route 173 to Illinois Route 132, and Illinois Route 132 is designated as a SRA route from Illinois Route 83 to I-94 (Tri-State Tollway).

The Strategic Regional Arterial study is a conceptual study prior to Phase I study. The recommendations from this study can be used to acquire right-of-way for the roadway improvements

and to prioritize projects by the Illinois Department of Transportation. This pre-Phase I study will be followed by a Phase I study which will address details such as mitigation of existing landscaping, site rehabilitation after construction, type of curb and gutter, maintenance of traffic during construction, disposition of existing overhead utilities, lighting, potential noise problems, drainage and other issues of importance to local communities.

Functional Classification

The Illinois Route 83/Illinois Route 132 SRA corridor is classified as a suburban route for the entire length. The desirable cross section is three continuous lanes in each direction, separated by a raised median for access control.

Planning Framework

Long-range planning for the Illinois Route 83/Illinois Route 132 corridor takes into account many factors. These factors include regional transportation plans, established SRA design concepts, route type, adjacent land use and future development plans, public transit needs, and community concerns. The planning framework for this SRA study is briefly discussed below.

SRA Design Concept

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc. was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for the Illinois Route 83/Illinois Route 132 corridor that is described in this report.

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required right-of-way and median requirements. According to the Design Concept Report, a suburban SRA requires 120 to 150 feet of right-of-way. The Illinois Route 83/Illinois Route 132 corridor has existing right-of-way varying between 66 and 190 feet. The standard suburban SRA cross section exists between Hunt Club Road and I-94.

The 2010 Transportation Network

I-94 has a full interchange with Illinois Route 132 near the eastern end of this corridor. The main purpose of the Illinois Route 83/Illinois Route 132 SRA corridor, in conjunction with the other SRA routes in the area, is to supplement the expressway system and provide a major through traffic route for east-west travel.

The Illinois Route 83/Illinois Route 132 SRA corridor is intersected by two SRA routes. At the north end of the route it is crossed by Illinois Route 173. U.S. Route 45, the other SRA route, crosses Illinois Route 132 approximately 5 miles west of I-94.

There is no parallel SRA route in the vicinity; however, Rollins Road, which is a County Road, is being used for major east-west travel between Illinois Route 83 and U.S. Route 45. Rollins Road is approximately one mile south of Illinois Route 132.

2010 Traffic Models

Chicago Area Transportation Study (CATS) provided a raw travel demand model output for the years 1990 and 2010. The model which was run for this study assumed full build-out of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CATS' 2010 TSD Plan Update in all other respects. The data were modified by Dames & Moore/MCE, in consultation with CATS, to produce the 2010 forecasts shown in this report.

Planned Roadway Improvements

Planning information was obtained from IDOT, CATS, Lake County, and the surrounding communities. The long range Transportation Plan for Lake County indicates that Rollins Road will be developed as a five-lane route between U.S. Route 45 and Illinois Route 83 and will be extended north and east to Illinois Route 132. An IDOT Phase I study has recommended improvements to the Illinois Route 132 and U.S. Route 45 intersection.

City and Village Comprehensive Plans

Villages and cities along Illinois Route 132 and Illinois Route 83 provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives. These have been considered in developing design concepts for this corridor.

Planned Transit Improvements

The Future Agenda for Suburban Transportation, published jointly by Metra and Pace, was reviewed for any plans that could impact the SRA concepts for the corridor. The Illinois Route 132 corridor has limited existing transit, mostly concentrated at the eastern end. Pace routes are currently the exclusive transit routes in this corridor; however, there is a proposed Metra Station (Wisconsin Central) in the Village of Lake Villa on the west side of Illinois Route 83.

Future Land Use and Development

The Illinois Route 83/Illinois Route 132 corridor traverses a rapidly developing region. Major developments are expected along the corridor between U.S. Route 45 and Hunt Club Road. Based on the large numbers of wetlands and forest preserves, it is expected that development in the western section of the corridor will be limited to residential subdivisions. The mature commercial region at the east end will experience sporadic growth.

Organization of the Report

This report presents a summary of the SRA planning study for the Illinois Route 83/Illinois Route 132 corridor. It is organized as follows:

- **Environmental Conditions and Land Use**
 - This chapter discusses environmental and land use conditions which determine the nature of the corridor. It includes a description of wetlands, historical sites, and hazardous waste sites, as well as other environmental features located within the corridor. Land use, zoning, future developments, and access considerations are also addressed.
- **Existing Roadway Conditions**
 - This chapter presents the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.
- **Corridor Planning Overview**
 - This chapter further discusses the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. Future land use and community concerns are reviewed.
- **Recommended Improvements**
 - This chapter presents the recommended SRA corridor plan, including proposed cross-sections, intersection diagrams, right-of-way requirements, access management, and public transit. Cost projections for right-of-way and construction are also included.

- **Public Involvement**

- This section documents the public involvement process undertaken for the SRA study, which included Individual Community Interviews, Advisory Panel Meetings, Newsletters, and a Public Hearing. These opportunities for participation allowed the general public and elected officials to voice opinions concerning the SRA study.

The Corridor Study Area

The Illinois Route 83/Illinois Route 132 corridor is located in northern Lake County, and is shown on Figure i-2. Illinois Route 132 was originally designated as a SRA route from Illinois Route 59 to I-94 (the Tri-State Tollway). Based on initial study interviews with municipal, governmental and other local agency representatives, there was no support to study Illinois Route 132 from Illinois Route 59 to Illinois Route 83 as a SRA route. Instead, recommendations were made to study Illinois Route 83 as a SRA route in this region. Illinois Route 83 is a north-south roadway now proposed as a portion of this SRA route from Illinois Route 173 to Illinois Route 132. Illinois Route 83 begins at Illinois Route 173, which is also a SRA route. Illinois Route 132 is an east-west route which now begins as a SRA route at Illinois Route 83, and proceeds easterly to cross SRA route U.S. Route 45, ending at I-94. This corridor is approximately 12 miles in length. The surrounding land uses range from low density rural to high density suburban to large scale commercial/retail. Some of the major features bordering the corridor include parks, wetlands, forest preserves, nature preserves, Gurnee Mills Mall and many commercial developments at the east end of the corridor.

The corridor was divided into five sections for study purposes. Section 1 of Illinois Route 83 has two lanes from Illinois Route 173 to Petite Lake Road, with gravel shoulders and open ditch drainage. The surrounding area is low density commercial and residential and includes wetlands. In this section the right-of-way varies between 66 and 152 feet.

The section between Petite Lake Road and Illinois Route 132 consists of a four-lane roadway with no median. The adjacent land use is commercial, institutional, and residential.

Illinois Route 132 between Illinois Route 83 and U.S. Route 45 consists of a four-lane roadway with adjacent curb and gutter and no median. The land use is primarily residential, with extensive wetlands and floodplain. The right-of-way varies between 80 and 100 feet.

The section from U.S. Route 45 to Hunt Club Road is a four-lane roadway with a variable width paved shoulder and median. This section has right-of-way varying between 150 and 190 feet and is characterized by many subdivisions that are being developed on the north and south sides of Illinois Route 132.

INTRODUCTION - cont'd

The section from Hunt Club Road to I-94 is characterized by high density commercial development on both sides of the corridor. The existing roadway cross section is six to ten lanes with left turn lanes and, in some cases, right turn lanes. Gurnee Mills Mall and many commercial developments are located within this section, which therefore experiences significantly more traffic than the rest of the corridor. The right-of-way in this section varies between 160 and 250 feet.

The areas surrounding the entire SRA route are undergoing commercial and residential development, particularly the area east of U.S. Route 45. Growth along the corridor is expected to continue for the long term. Therefore, accommodation of future traffic is a vital consideration for this corridor. There are existing physical and environmental constraints along Illinois Route 83/Illinois Route 132 which must be considered as part of any future planned improvements for this corridor. Through careful study of the surrounding area and sensitivity to its recreational and residential character, future growth in traffic can be accommodated without significant impacts to the area.

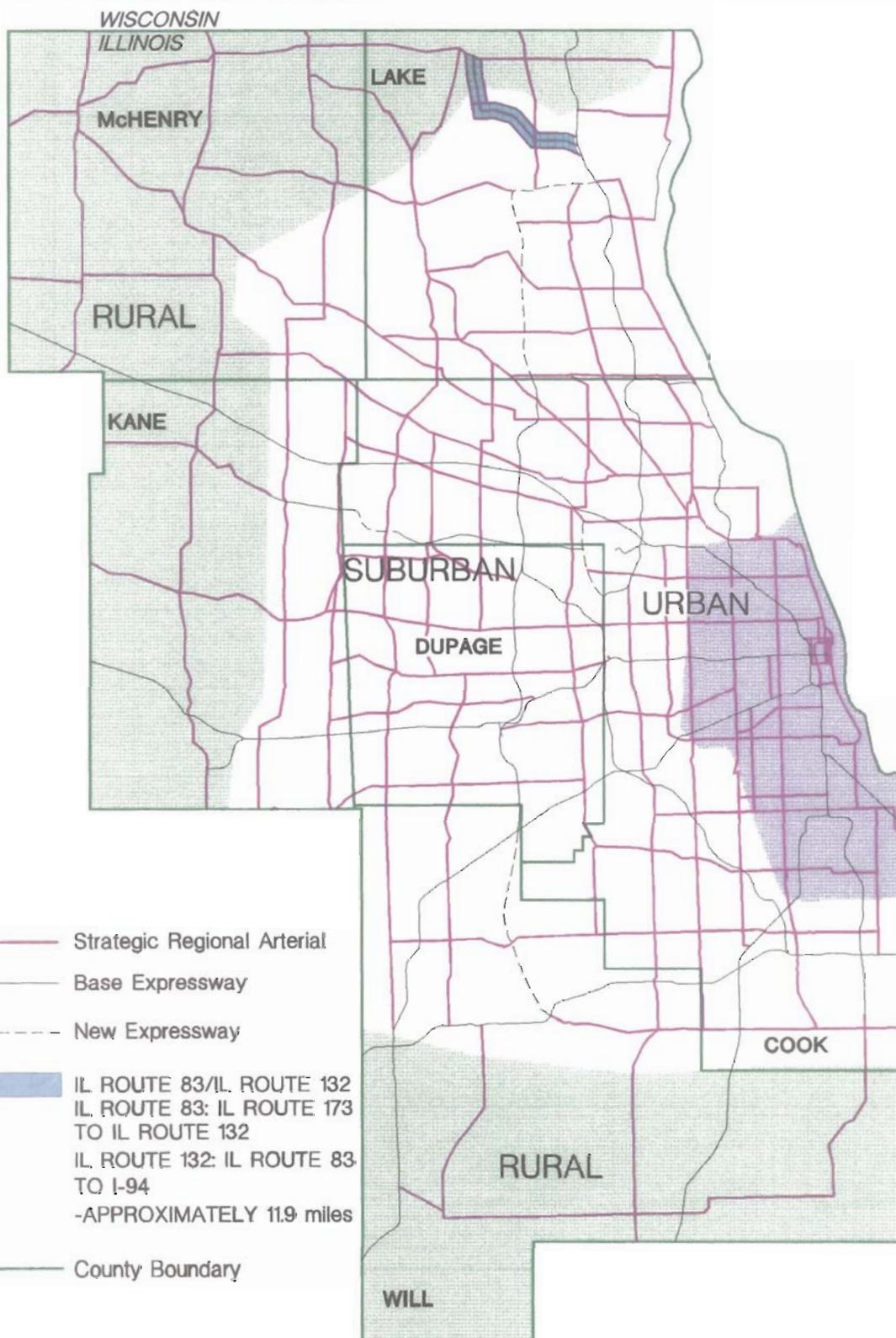


FIGURE i-1
LOCATION MAP - IL ROUTE 83 / IL ROUTE 132

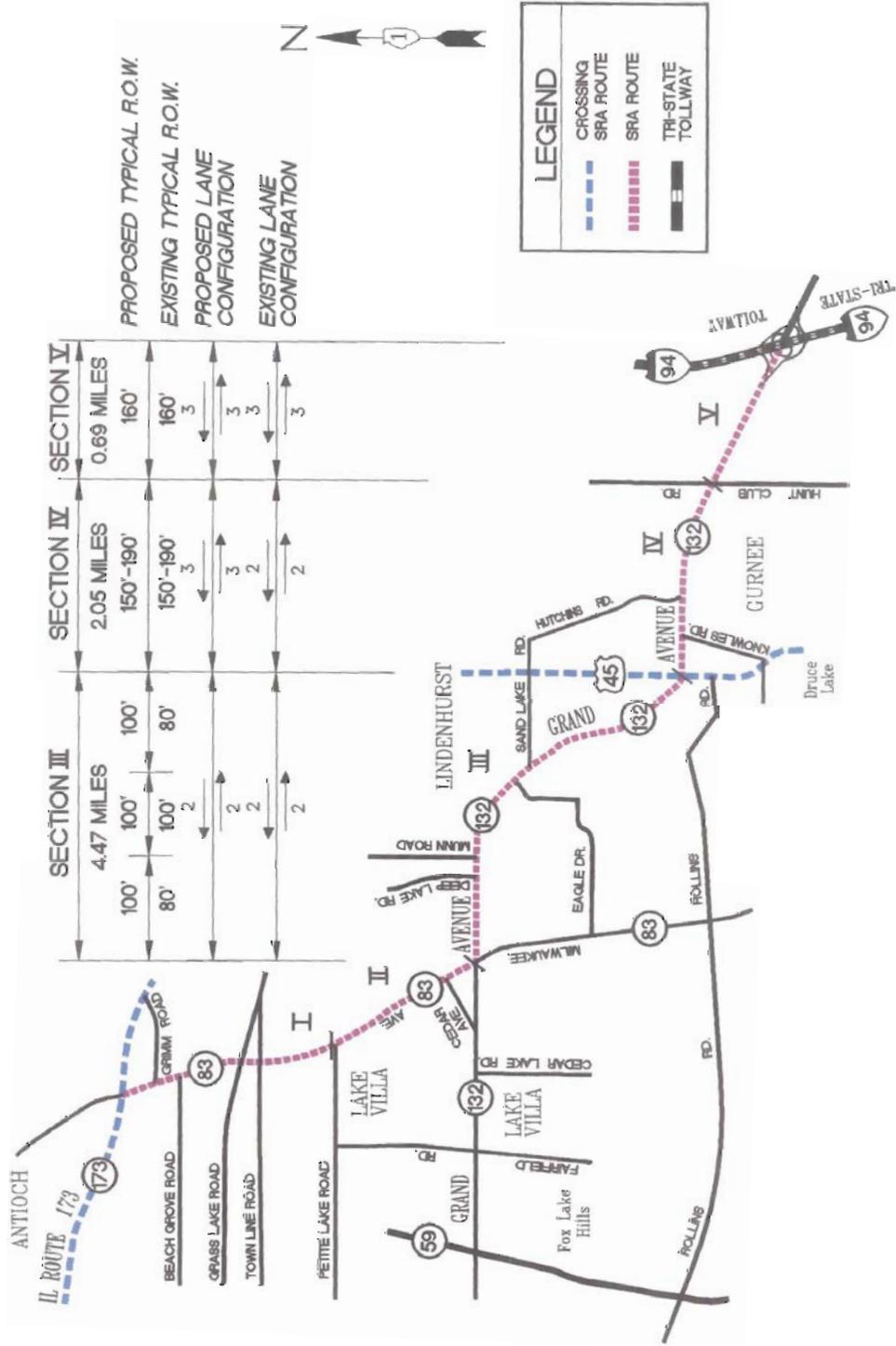


FIGURE i-2
ILLINOIS ROUTE 83/ILLINOIS ROUTE 132 CORRIDOR

ENVIRONMENTAL CONDITIONS AND LAND USE

**ILLINOIS ROUTE 83/
ILLINOIS ROUTE 132**



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ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

As a part of the planning process, the SRA study includes a general assessment of environmental features within the corridor. Environmental issues which are of potential concern for transportation projects include nearly the entire spectrum. The SRA planning process does not define specific mitigation measures. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

This SRA corridor combines portions of Illinois Route 83, a north-south route, and Illinois Route 132, an east-west route. Illinois Route 83 is a proposed SRA route from Illinois Route 173 at the north end to Illinois Route 132 at the south end. The SRA designation continues along Illinois Route 132 to I-94 at the east end (the Tri-State Tollway). This SRA corridor is located entirely within Lake County, Illinois. The corridor has been divided into five segments for study purposes. Environmental and land use information relative to each section are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Tables I-1 and I-2 list sites identified as having underground storage tanks (USTs) and leaking underground storage tanks (LUSTs), respectively. Significant buildings and sites are listed in Table I-3, while Table I-4 summarizes federally listed and candidate threatened and endangered species known to occur in Lake County. Table I-5 provides sources of data used in this assessment.

In Lake County, there are twenty Federally listed threatened and endangered species and species of special concern, as listed in Table 1-4. Many of the wetland areas along this corridor are classified as high quality by the Lake County ADID (Advanced Identification Program) Maps. These areas include Antioch Lake, Cedar Lake, Deep Lake, Crooked Lake, Sand Lake, and Fourth Lake Fen. Site-specific survey for threatened and endangered species, and delineation of potentially affected, wetlands, may be necessary in future detailed studies for improvement of this corridor.

Section 1 - Illinois Route 83 - Illinois Route 173 to Petite Lake Road

Exhibit A3-01 to A3-03

Section 1 of the Illinois Route 83/Illinois Route 132 corridor begins at Illinois Route 173, which is also a SRA route in northern Lake County and continues south to Petite Lake Road. This section passes through the Village of Antioch, unincorporated Lake County, and the Village of Lake Villa.

Environmental Conditions

Antioch Lake is located on the west side of Illinois Route 83, south of Illinois Route 173. Loon Lake is located on the east side of Illinois Route 83 between Grimm Road and Grass Lake Road.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Both Antioch Lake & Loon Lake are bordered by floodplain and wetland areas. An isolated floodplain area is located on the southwest corner of Grass Lake Road and Illinois Route 83. In addition, large floodplain areas are located on the east side of Illinois Route 83 between Illinois Route 173 and Petite Lake Road, some of which are associated with Loon Lake. Sun Lake, a unit of the Lake County Forest Preserve, is located on the east side of Illinois Route 83 south of Grass Lake Road.

Sites likely to contain Underground Storage Tanks (USTs) include a Mobil gas station located on the southwest corner of Illinois Route 173 and Illinois Route 83; a Sharp Parts automobile scrapyard and Mr. J Motors are located on the east side of Illinois Route 83 between Townline Road and Grass Lake Road; a Phillips 66 gas station located on the northwest corner of Grass Lake Road and Illinois Route 83; Roadside Auto Sales located on the northwest corner of Townline Road and Illinois Route 83.

Land Use

The land use in this section is primarily single family residential. Some areas are still being farmed. A few scattered apartment complexes are located near Illinois Route 173 within the Village of Antioch. Faith Evangelical Lutheran Church and School (1954) are located on the east side of Illinois Route 83 across from Park Terrace.

The Wisconsin Central/Soo Line Railroad is located nearly parallel to Illinois Route 83 on the east side in this section; the railroad is as close as 135 feet at the intersection of Grass Lake Road and Illinois Route 83.

Section 2 - Illinois Route 83 - Petite Lake Road to Illinois Route 132

Exhibit A3-03 to A3-05

Section 2 of the Illinois Route 83/Illinois Route 132 corridor begins at Petite Lake Road and continues south along Illinois Route 83 to Illinois Route 132. This section passes through the Village of Lake Villa.

Environmental Conditions

North Shore Drain is located on the west side of Illinois Route 83 at Petite Lake Road. Cedar Lake is located on the west side of Illinois Route 83 between Cedar Avenue and Petite Lake Road. The south branch of Lake Villa Creek is located just north of Cedar Avenue on the east side Illinois Route 83. Deep Lake is located on the east side of Illinois Route 83 across from Lake Avenue.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Sites likely to contain USTs include a former Phillips 66 gas station located on the northwest corner of Villa Avenue and Illinois Route 83, a Shell gas station located on the southeast corner, and a Citgo gas station located on the northeast corner of Illinois Route 132 and Illinois Route 83. An old gas station on the southwest corner appears to have been remediated. Joseph J. Pleviak School (School District #41) is a designated Leaking Underground Storage Tank (LUST) site.

Land Use

The land use in this section is mixed industrial, commercial, and residential. The Lake Villa Rescue Squad is located at 223 Lake Avenue. Central Baptist Children's Home is located across from Cedar Avenue on the east side of Illinois Route 83. This facility appears to be an orphanage owned and operated by Illinois Department of Children and Family Services (DCFS). An old church, which appear to have been converted into a private residence, is located on the southwest corner of Cedar Avenue and Illinois Route 83. School District #41 (Joseph J. Pleviak School) is located on the northwest corner of Illinois Route 132 and Illinois Route 83.

The site of a proposed Metra commuter rail station is approximately 1/3 mile west of the intersection of Illinois Route 83 and Illinois Route 132.

Section 3 - Illinois Route 132 - Illinois Route 83 to U.S. Route 45

Exhibit A3-05 to A3-09

This section of the Illinois Route 83/Illinois Route 132 SRA corridor is located between Illinois Route 83 and U.S. Route 45, passing through the Villages of Lake Villa and Lindenhurst and a portion of unincorporated Lake County.

Environmental Conditions

An area designated as a wetland is located between Illinois Route 83 and Cremin Drive on the south side. This wetland is identified on the National Wetland Inventory Maps, but was not evident during the field visit and may have been filled. A large wetland and floodplain area is located between Deep Lake Road and Munn Road. Another wetland is located on the southeast corner of Douglas Lane and Illinois Route 132. This wetland is drained by Sand Lake which is located southeast of the wetland. A wetland possibly created by a perched water table is located on the northwest corner of Prospect Drive and Illinois Route 132.

Sand Lake and its adjacent wetlands are located south of Illinois Route 132 and east of Douglas Lane. This lake extends east to Granada Boulevard and is separated from the route by a residential

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

subdivision. A large wetland is located across from Sand Lake Road. This wetland is part of Fourth Lake Fen, a unit of Lake County Forest Preserve District. This fen is hydro logically connected to Fourth Lake and abuts Illinois Route 132 east of Hillcrest. Two residential subdivisions are located between portions of the fen and Illinois Route 132. The area west of U.S. Route 45 has a predominance of wetlands and floodplain. Some of the lands adjacent to these areas are still used for agriculture. Duck Farm, a unit of the Lake County Forest Preserve District, is located across from Munn Road.

Sites likely to contain USTs include a Union 76 gas station located on the southeast corner of Illinois Route 132 and Sand Lake Road. A Shell gas station is located on the northwest corner of Illinois Route 132 and U.S. Route 45.

Sites which are designated LUST sites include an Amoco gas station located on the northwest corner of Illinois Route 132 and Deep Lake Road; a parcel identified as Carl Erber located between Mallard Ridge Drive and Prospect Drive on the south side of Illinois Route 132; a Clark Oil gas station located on the southeast corner of Granada Boulevard and Illinois Route 132, and a Village of Lindenhurst site near the Village Hall.

Land Use

The land use in this section is predominantly open space and single family residential. Some commercial developments are located between Granada Boulevard and Sand Lake Road. In addition, proposed future business park and other developments are planned along Illinois Route 132 between Illinois Route 83 and U.S. Route 45.

Lake Villa Township Public Safety Building and Lake Villa Rescue Squad are located approximately one block west of Deep Lake Road on the north side of Illinois Route 132. The Lake Villa District Library is located across from Deep Lake Road on the south side of Illinois Route 132.

Victory Lake Nursing Home and Recreation Center is located approximately ¼ mile east of Deep Lake Road on the south side of Illinois Route 132. Village of Victory Lakes is planning several developments (approximately 54 acres) south and west of the existing facility. Various developments include medical ambulatory services, assisted living/congregate living cottages, independent cottages and community retail. A sanitary sewer pumping station and Sand Lake Cemetery are located within the floodplain area between Deep Lake Road and Munn Road. Hastings Lake YMCA camp is located just west of Munn Road and Illinois Route 132.

St. Marks Lutheran Church is located between Prospect Drive and Granada Boulevard on the north side of Illinois Route 132. The Village Hall and Police Station for the Village of Lindenhurst are

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

located approximately ¼ mile east of Sand Lake Road on the north side of Illinois Route 132. This section of Illinois Route 132 is primarily residential through Villages of Lake Villa and Lindenhurst. According to the Village of Lindenhurst comprehensive plan several developments have been planned along Illinois Route 132 between Deerpath Drive and U.S. Route 45. Some of these developments include planned business park/limited manufacturing, planned conservation/private open space, planned limited business and planned office.

Section 4 - Illinois Route 132 - U.S. Route 45 to Hunt Club Road

Exhibits A3-09 to A3-11

This section of Illinois Route 132 begins at U.S. Route 45 and continues east to Hunt Club Road passing through unincorporated Lake County and the Village of Gurnee.

Environmental Conditions

A creek which traverses Illinois Route 132 is located approximately one block west of Oakwood Drive. However, this creek seems to have dried up because of development in this area. A large wetland abutting residential property is located west of Sam's Club/Wal-Mart on the north side of Illinois Route 132. Most of the new subdivisions in the area have detention ponds which may be serving as mitigation sites.

Sites likely to contain USTs include a Union 76 gas station located on the northwest corner of Illinois Route 132 and Grandwood Drive.

Land Use

The land use from U.S. Route 45 to Hunt Club Road is mainly residential subdivisions and a few commercial developments. The vacant land in this segment is currently undergoing residential and commercial development. Land which is not undergoing immediate development is still being used for agricultural purposes. Much of the planned commercial development in this section consists of national chain department stores toward the east end. Sam's Club/Wal-Mart is located on the northwest corner of Illinois Route 132 and Hunt Club Road. Brookside Green, a public park, is located east of Brookside Drive.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Section 5 - IL Route 132 - Hunt Club Road to I-94 (the Tri-State Tollway)

Exhibits A3-11 and A3-12

Section 5 of the Illinois Route 132 corridor begins at Hunt Club Road and ends at I-94 (the Tri-State Tollway). This section is highly commercial and is located in the Village of Gurnee.

Environmental Conditions

Two wetlands are located on the north side of the Grand Avenue between Gurnee Mills Circle West and I-94.

A site likely to contain USTs is a Mobil oil gas station located on the southeast corner of Illinois Route 132 and Tri-State Parkway. There is a designated LUST site located in this section located on the northeast corner of Illinois Route 132 and Gurnee Mills Boulevard.

Land Use

Gurnee Mills Mall is located between Hunt Club Road and Gurnee Mills Boulevard. Warren Cemetery and a few restaurants and hotels are located on the south side of Illinois Route 132 across from the mall. Illinois Route 132 has full interchange access to I-94.

There are a few residential properties between Gurnee Mills Circle West and Tri-State Parkway on the south side of Illinois Route 132 which have "For Sale" signs posted on them. Undeveloped land is planned for commercial and residential use.

TABLE I-1
UST SITES
Illinois Route 83/Illinois Route 132

NAME	LOCATION	EXHIBIT NO.
Mobil Gas Station	SW corner of IL 83 and IL 173	U-1 Exhibit A3-01
Phillips Gas Station	NW corner of IL 83 and Grass Lake Road	U-2 Exhibit A3-02
Mr. J. Motors	SE corner of IL 83 and Grass Lake Road	U-3 Exhibit A3-02
Sharp Parts Scrapyard	SE corner of IL 83 and Grass Lake Road	U-4 Exhibit A3-02
Roadside Auto Sales	NW corner of IL 83 and Town Line Road	U-5 Exhibit A3-02
Old Phillips 66 Gas Station	W side of IL 83 between Lake Avenue and Villa Avenue	U-6 Exhibit A3-04
Shell Gas Station	SE corner of IL 83 and IL 132	U-7 Exhibit A3-05
Citgo Gas Station	SW corner of IL 83 and IL 132	U-8 Exhibit A3-05
Union 76 Gas Station	NW corner of IL 132 and Sand Lake Road	U-9 Exhibit A3-07
Amoco Gas Station	NW corner of IL 132 and US 45	U-10 Exhibit A3-09
Union 76 Gas Station	NW corner of IL 132 and Grandwood	U-11 Exhibit A3-10
Mobil Gas Station	Between Gurnee Mills and the S side of I-94	U-13 Exhibit A3-12

TABLE I-2

**LUST SITES
Illinois Route 83/Illinois Route 132**

NAME	LOCATION	EXHIBIT NO.	INCIDENT NO. IEPA NO.
Joseph J. Pleviak School	NE corner of IL 83 and IL 132	L-1 Exhibit A3-05	#902773 #0970845009
Amoco Gas Station	NW corner of IL 132 and Deep Lake Road	L-2 Exhibit A3-06	#931429 #0970845011
Carl Erber	1715 E. Grand Avenue	L-3 Exhibit A3-07	#931228 #0971005004
Clark Oil	2041 E. Grand Avenue	L-4 Exhibit A3-07	#922922 #0971005003
Village of Lindenhurst	2301 Sand Lake Road	L-5 Exhibit A3-07	#923059 #0971003001
Shell Oil	16746 W. Grand Avenue	L-6 Exhibit A3-12	#902167 #0970355043

TABLE I-3

**SIGNIFICANT BUILDINGS AND SITES
Illinois Route 83/Illinois Route 132**

NAME	LOCATION	EXHIBIT NO.
<i>Churches</i>		
Faith Evangelical Lutheran Church	E side of IL 83 between Windsor Terrace and Park Terrace	A3-01
St. Marks Lutheran Church	N side of IL 132 between Hawthorne Drive and Lindenhurst Lane	A3-07
<i>Schools</i>		
Faith Evangelical Lutheran School	E side of IL 83 between Windsor Terrace and Park Terrace	A3-01
Central Baptist Children's Home	E side of IL 83 at Cedar Avenue	A3-04
Joseph J. Pleviak School	NW corner of IL 83 and IL 132	A3-05
<i>Other</i>		
Loon Lake ADID Wetland	E side of IL 83, N of Grass Lake Road	A3-02
Sun Lake Forest Preserve	E side of IL 83 between Grass Lake Road and Wall Street	A3-02
ADID Wetlands	E and W side of IL 83 between Wall Street and Petite Lake Road	A3-03
Lake Villa Rescue Squad	W side of IL 83 between Lake Avenue and Villa Avenue	A3-04
Cedar Lake ADID Wetland	W side of IL 83 between Petite Lake Road and Cedar Avenue	A3-04
Proposed Metra Station	Near IL 83/IL 132 Intersection	A3-05
Deep Lake ADID Wetland	N side of IL 132, E of Cremin Drive	A3-05
Lake Villa Township Public Safety Building	N side of IL 132, W of Deep Lake Road	A3-06
ADID Wetland	N side of IL 132, W of Munn Road	A3-06
Lake Villa Library	S side of IL 132 near Deep Lake Road	A3-06
Duck Lake Farm Forest Preserve	S side of IL 132 at Munn Road	A3-06
Victory Lake Nursing Home & Recreation Center	S side of IL 132 between Deep Lake Road and Munn Road	A3-06
Sand Lake Cemetery	S side of IL 132, west of Munn Road	A3-06
Sand Lake ADID Wetland	S side of IL 132, W of Granada Boulevard	A3-07
Fourth Lake Fen	Across from Sand Lake Road, S of IL 132	A3-07
Village of Lindenhurst Village Hall and Police Department	N side of IL 132, E of Sand Lake Road	A3-08
Eiserman's Mill Pond Farm	W side of IL 132 near Deerpath Drive	A3-08
ADID Wetland	S side of IL 132, W of Knowles Road	A3-10
Gurnee Mills Mall	N side of IL 132, W of I-94	A3-12
Warren Cemetery	S side of IL 132, E of Gurnee Mills Boulevard	A3-12

TABLE I-4

**FEDERALLY LISTED AND CANDIDATE THREATENED
AND ENDANGERED SPECIES
Illinois Route 83/Illinois Route 132**

SPECIES	STATUS	HABITAT
<i>Identified in Lake County</i>		
Karner blue butterfly (<i>Lycaeides melissa samuelis</i>)	Endangered	1
Eastern prairie fringed orchid (<i>Platanthera leucopnaea</i>)	Threatened	3
Dune thistle (<i>Cirsium pitcheri</i>)	Threatened	4
Black rail (<i>Laterallus jamaicensis</i>)	Category 2	2
Black tern (<i>Chlidonias niger</i>)	Category 2	5
Loggerhead shrike (<i>Lanius ludovicianus</i>)	Category 2	5
Peregrine falcon (<i>Falco peregrinus</i>)	Endangered	6
Blandigs Turtle (<i>Emydoidea blandingii</i>)	Category 2	7
Eastern massasauga (<i>Sistrurus catenatus catenatus</i>)	Category 2	9
Lake sturgeon (<i>Acipenser fulvescens</i>)	Category 2	10
Noctuid moth (<i>Schinia indiana</i>)	Category 2	11
Red-veined prairie leafhopper (<i>Aflexia rubrunura</i>)	Category 2	12
Lake cress (<i>Armoracia aquatica</i>)	Category 2	13
Forked aster (<i>Aster furcatus</i>)	Category 2	14
Prairie thistle (<i>Cirsium hillii</i>)	Category 2	15
Pitcher's thistle (<i>Cirsium pitcheii</i>)	Threatened	16
Butternut (<i>Juglans cinerea</i>)	Category 2	17
Cleft phlox (<i>Phlox bifida stellaria</i>)	Category 2	18
Rough-seeded fameflower (<i>Talinum rugospermum</i>)	Category 2	19
Pale False-foxglove (<i>Tomanthera skinneriana</i>)	Category 2	20

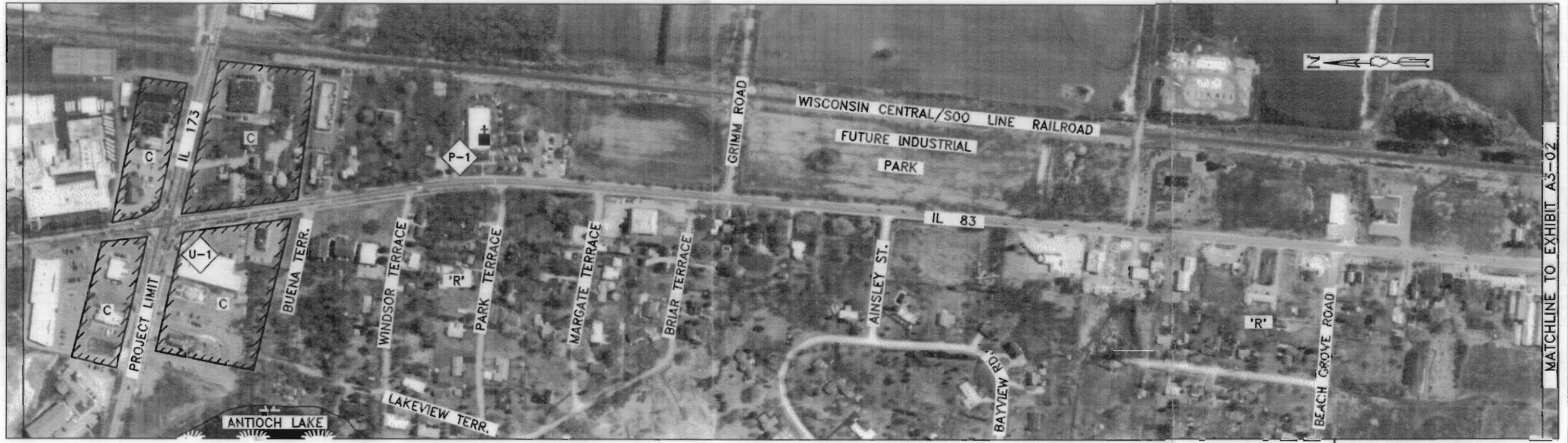
TABLE I-5

**SOURCES OF ENVIRONMENTAL AND LAND USE DATA
Illinois Route 83/Illinois Route 132**

ITEM	DATA SOURCE
Park Land and Other Open Space	Illinois Nature Preserves System 1987-1988 Report and 1992 Update, Illinois Natural Preserves Commission Lake County Forest Preserves Map and Calendar, 1994 Distribution of Federally Listed Threatened, Endangered, and Proposed Species of Illinois Visual Survey: April 1994 and July 1995
Wetlands	Lake County Wetland Inventory; Lake County, U.S.D.A. Soil Conservation Service, U.S. Environmental Protection Agency, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers National Wetlands Inventory Map; United States Department of the Interior, U.S. Fish and Wildlife Service
Floodplains	FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency Maps: Lake Villa #17035 0001 B July 2, 1981; Fox Lake #170362 0005 D June 13, 1980; Lindenhurst #170379 0001 B January 2, 1980; Lake County #170357 0065 & 0090 November 3, 1982; Lake County #170357 0115 B November 3, 1982 FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development
Hazardous Materials	Comprehensive Environmental Response Compensation and Liability Act Information System (CERCLIS) Listing 1/94; U.S. EPA Superfund Program Leaking Underground Storage Tank Listing (LUST), 1/94; Illinois Department of Transportation, Environmental Division Files
Historic Sites	The National Register of Historic Places, Illinois Historic Preservation Agency Division of Preservation Services, February 11, 1993 Lake County Historic Districts and Facilities, Received February 22, 1994

ANTIOCH

UNINCORPORATED LAKE COUNTY



MATCHLINE TO EXHIBIT A3-02

ANTIOCH

AERIAL PHOTO DATE: 3-15-92 UNINCORPORATED LAKE COUNTY

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-1 = Mobil Gas Station

DESCRIPTION OF LAND USE CONDITIONS:

P-1 = Faith Evangelical Lutheran Church and School

LEGEND	
	= PUBLIC FACILITY
	= U.S.T. SITE
	= WETLANDS
	= 100 YEAR FLOOD PLAN
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= RESIDENTIAL
	= RELIGIOUS INSTITUTION
	= CITY/VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

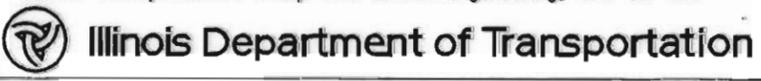
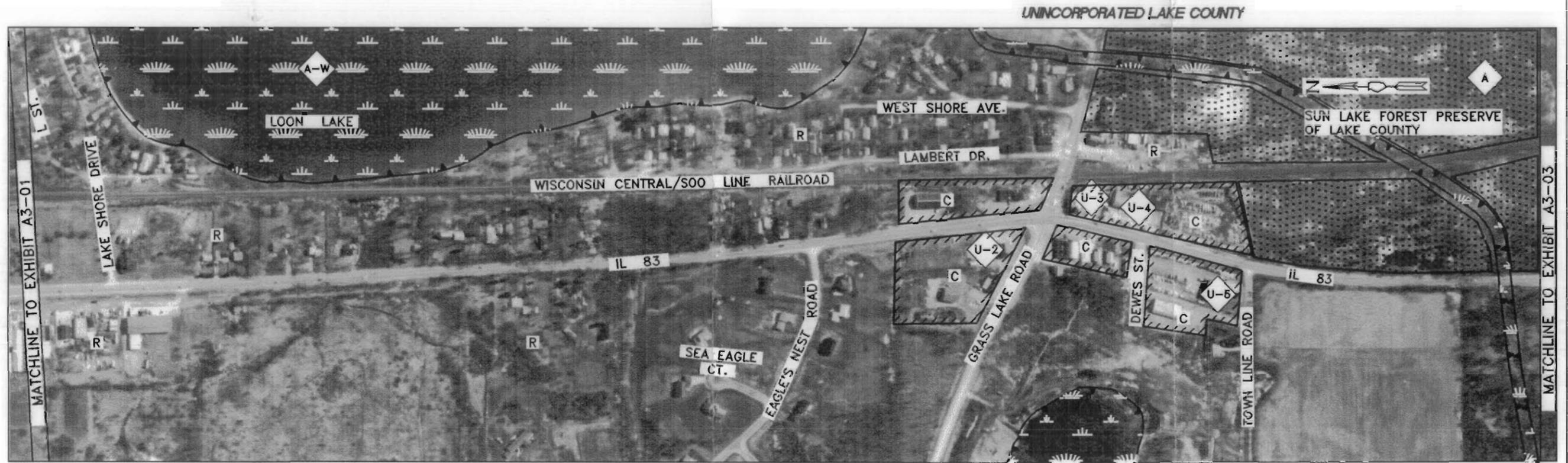


EXHIBIT A3-01



UNINCORPORATED LAKE COUNTY

UNINCORPORATED LAKE COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Sun Lake Forest Preserve of Lake County
-  = ADID Wetlands
-  = Phillips 66 gas station
-  = Mr. J. Motors
-  = Sharp Parts Scrapyard
-  = Roadside Auto Sales

LEGEND

-  = POTENTIAL U.S.T. SITE
-  = WETLANDS
-  = 100 YEAR FLOOD PLAIN
-  = BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = RESIDENTIAL
-  = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



EXHIBIT A3-02



AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

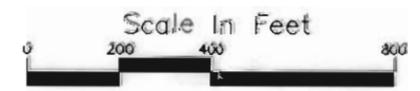
 = ADID Wetlands

LEGEND

-  = VILLAGE BOUNDARY
-  = WETLANDS
-  = 100 YEAR FLOOD PLAIN
-  = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
-  = RESIDENTIAL

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = ADID Wetlands
-  = Former Phillips 66 gas station

**LAKE VILLA
DESCRIPTION OF LAND USE CONDITIONS:**

-  = Lake Villa Rescue Squad
-  = Central Baptist Children's Home (DCFS)

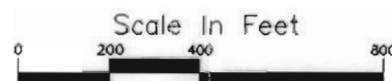
AERIAL PHOTO DATE: 03-15-92

LEGEND

-  = PUBLIC FACILITY
-  = U.S.T. SITE
-  = WETLANDS
-  = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
-  = RESIDENTIAL

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- = ADID Wetlands
- = Shell Station
- = Citgo Gas Station/J&J Oil Inc.
- = L.U.S.T. Site (Joseph J. Plevlak School)

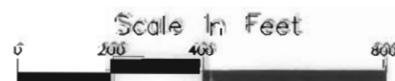
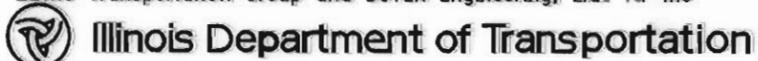
DESCRIPTION OF LAND USE:

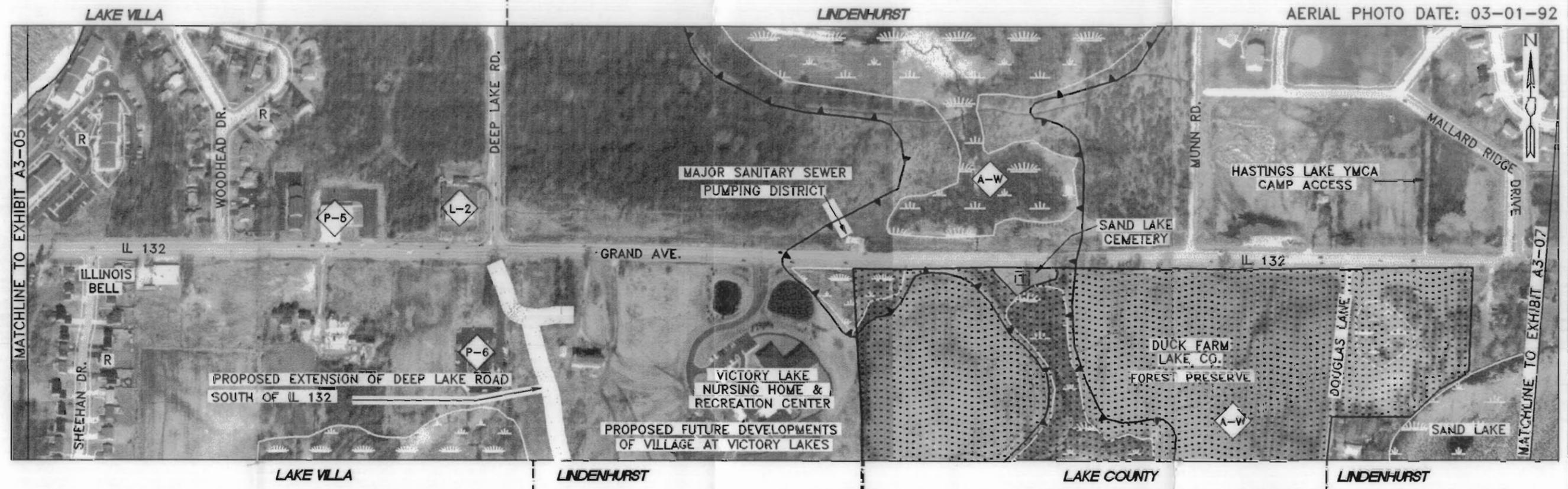
- = Joseph J. Plevlak School (School District #41)

LEGEND	
	= WETLANDS
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
R	= RESIDENTIAL
	= L.U.S.T. SITE
	= U.S.T. SITE
	= PUBLIC FACILITY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



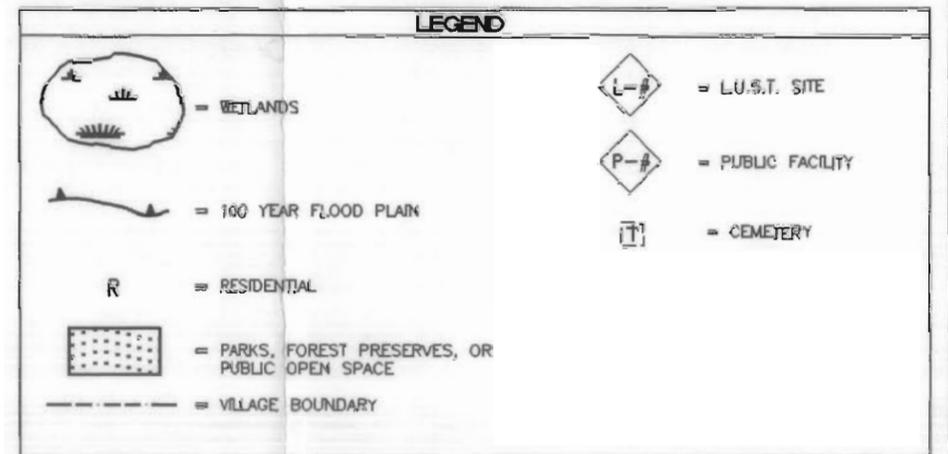


DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = ADID Wetlands
-  = Amoco Oil Co.

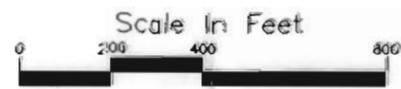
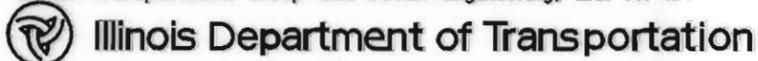
DESCRIPTION OF LAND USE:

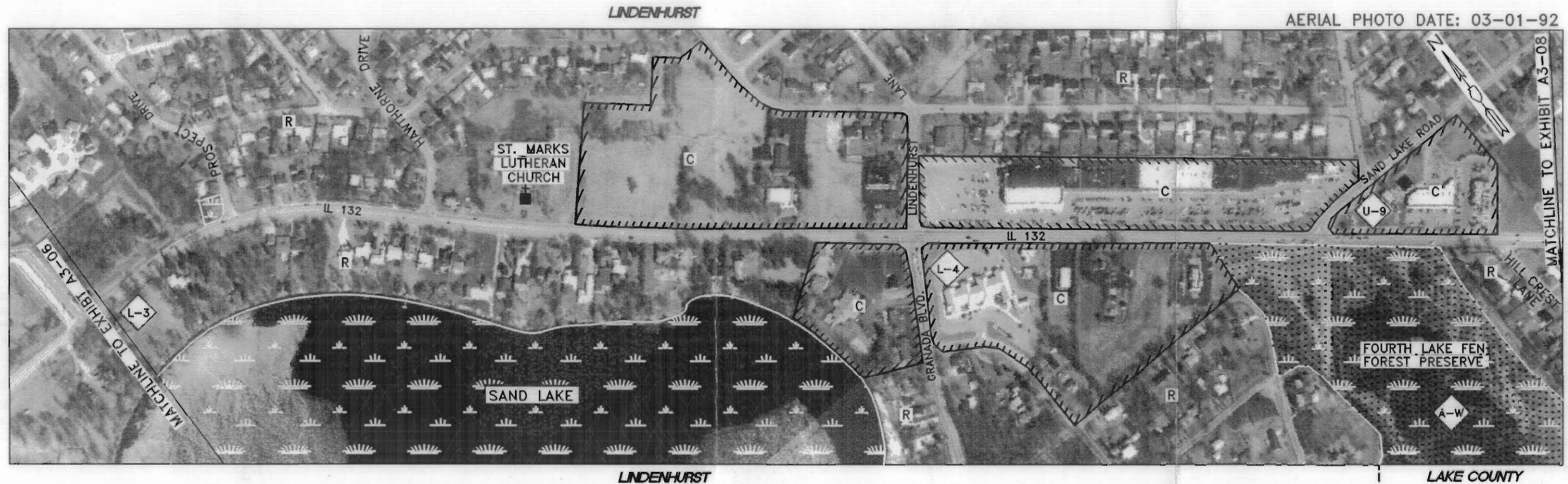
-  = Lake Villa Township Public Safety Building
-  = Lake Villa Library



ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

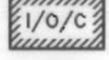
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





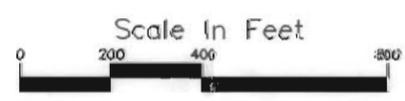
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  ⇒ ADID Wetlands
-  ⇒ Carl Erber
-  ⇒ Clark Oil
-  ⇒ Union 76 Station

LEGEND	
	= WETLANDS
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
R	= RESIDENTIAL
	= L.U.S.T. SITE
	= U.S.T. SITE
	= RELIGIOUS INSTITUTION

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = ADID Wetlands
-  = Village of Lindenhurst (L.U.S.T.)

DESCRIPTION OF LAND USE:

-  = Village of Lindenhurst Village Hall and Police Department

LEGEND

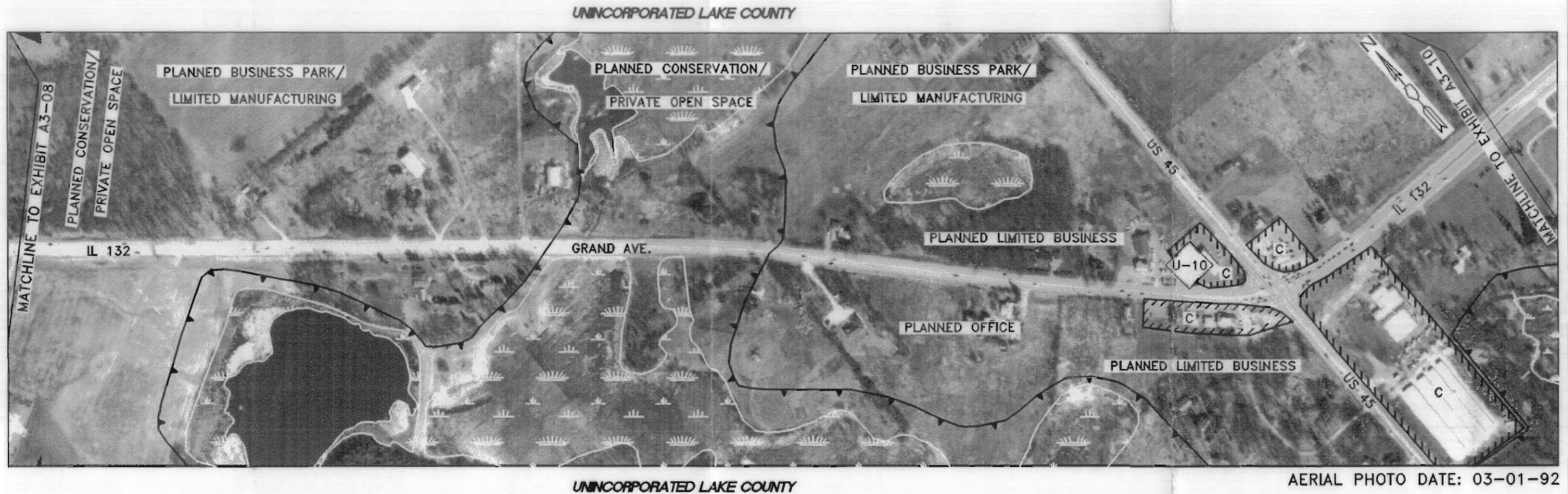
-  = WETLANDS
- R = RESIDENTIAL
-  = L.U.S.T. SITE
-  = PUBLIC FACILITY
- - - = VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation

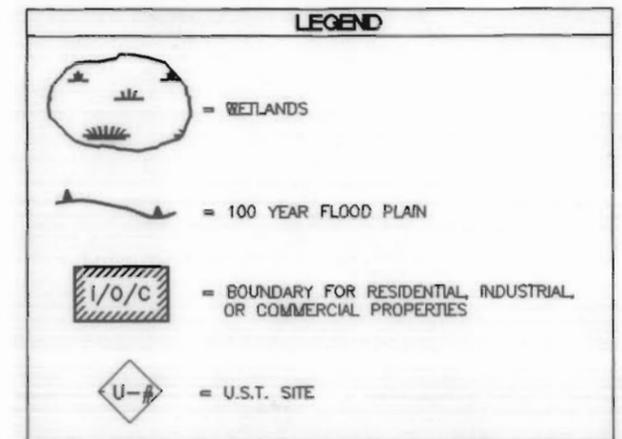


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-10 = Gas Station



ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation

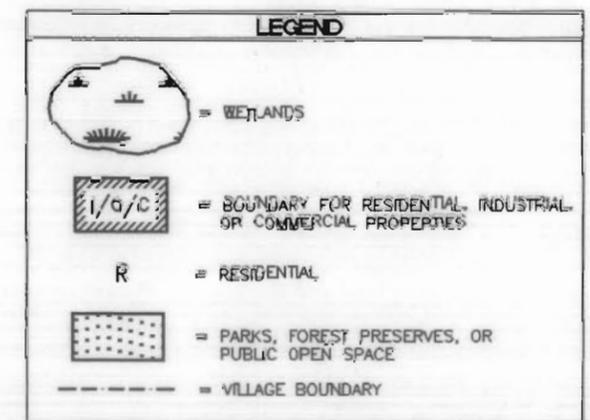


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

 = ADID Wetlands



ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

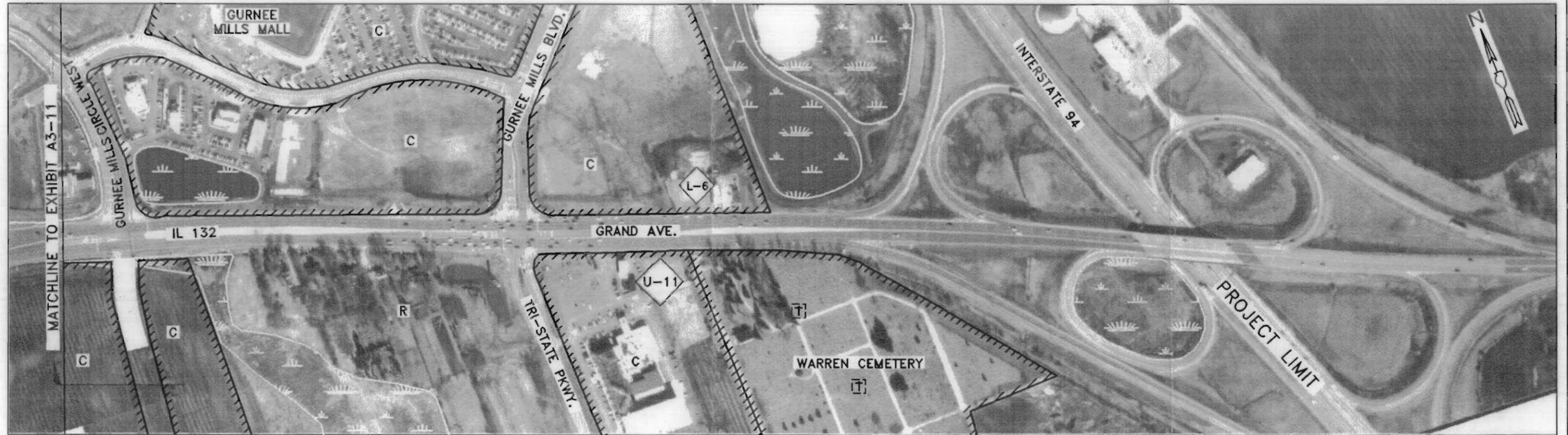
 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

GURNEE

AERIAL PHOTO DATE: 03-01-92



UNINCORPORATED
LAKE COUNTY

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

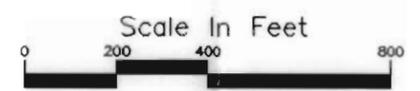
-  = Mobil Oil
-  = Shell Oil Co.

LEGEND	
	= WETLANDS
	= BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
R	= RESIDENTIAL
	= U.S.T. SITE
	= L.U.S.T. SITE
	= CEMETERY
---	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with
METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



EXISTING ROADWAY CONDITIONS

**ILLINOIS ROUTE 83/
ILLINOIS ROUTE 132**



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

EXISTING ROADWAY CONDITIONS

Introduction

As part of the planning process, the SRA study includes a detailed evaluation of the existing roadway conditions. In this chapter, physical characteristics of each segment of the route are discussed including cross-sections, roadway structures, and other geometric concerns. In addition, aspects of traffic flow and operations such as average daily traffic, accident rates, and parking are examined. Finally, public transit issues including bus and rail service operating along and intersecting the corridor are evaluated.

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on route segments, respectively. A transit inventory is shown in Table II-4, while Table II-5 provides sources for the data discussed here.

Section 1 - Illinois Route 83 - Illinois Route 173 to Petite Lake Road

Exhibit B3-01 to Exhibit B3-03

This section intersects Grass Lake Road and Petite Lake Road, both of which are major routes in northern Lake County.

Physical Characteristics

This section is characterized by two 11-foot lanes with 3-to-9 foot aggregate shoulders on either side. The existing right-of-way varies along section 1. The existing right-of-way varies from 66 feet to 152 feet in this section (see Exhibits B3-01 through B3-03).

The intersection of Illinois Route 173 and Illinois Route 83 is a major intersection of two SRA routes. Each of the four legs consists of an exclusive left turn lane and a through lane with a shared right turn lane.

Illinois Route 83 and Grass Lake Road is another major intersection in section 1. The intersection consists of a through lane with a shared right turn, and a through lane with a shared left turn lane for all of the legs.

Another major intersection in this section is located at Illinois Route 83 and Petite Lake Road which forms a "T" intersection, but also serves as access to the lumber company on the east leg. The north leg consists of a through lane with shared right and left turns. The west leg consists of a left turn lane and an exclusive right turn lane. The south leg is made up of a left turn lane and two through

EXISTING ROADWAY CONDITIONS - cont'd

lanes, with a shared right turn lane.

The Soo Line Railroad (Wisconsin Central) runs parallel to Illinois Route 83 and is located just east of the roadway. The nearest railroad crossing is located along Grass Lake Road approximately 135 feet east of the intersection of Illinois Route 83 and Grass Lake Road. There are no structures in this section of Illinois Route 83.

Traffic Control, Operations, and Safety

According to the 1992 Lake County traffic map, the existing average daily traffic (ADT) between Illinois Route 173 and Petite Lake Road ranges from 11,000 to 13,000 vehicles per day (vpd). The speed limit for this section is 30 - 45 mph.

Public Transportation

There are no public transit routes within this section of Illinois Route 83.

Section 2 - Illinois Route 83 - Petite Lake Road to Illinois Route 132

Exhibit B3-03 to Exhibit B3-05

Physical Characteristics

This section is characterized by four 12-foot lanes with a painted median and adjacent curb and gutter. There is a frontage road on the west side south of Petite Lake Road that is approximately 600 feet long. The typical section on the bridge over the Wisconsin Central/ Soo Line Railroad has two 12-foot lanes in each direction with curb and gutter. There is a three-foot sidewalk on each side leading to the railing.

The right-of-way varies along section 2 from 152 feet to 66 feet (see Exhibits B3-03 through B3-05).

One structure is included in this section of Illinois Route 83. Structure number 049-0004 is over the Soo Line Railroad (Wisconsin Central) and has a clear width of 48 feet with a three-foot sidewalk on either side.

The only signalized intersection in this section is located at Illinois Route 83 and Illinois Route 132. The lane configuration consists of a through lane with a shared right turn, and a through lane with a shared left turn lane for all of the legs.

EXISTING ROADWAY CONDITIONS - cont'd

Traffic Control, Operations, and Safety

According to the 1992 Lake County traffic map, the existing ADT between Petite Lake Road and Illinois Route 132 ranges from 12,500 to 13,500 vpd. The speed limit for this section ranges from 35 to 45 mph, and is 20 mph during school hours at the Joseph Pleviak school zone.

Public Transportation

Within this section there is a proposed Metra Station along the Wisconsin Central line on the west side of Illinois Route 83 at Cedar Avenue.

Section 3 - Illinois Route 132 - Illinois Route 83 to U.S. Route 45

Exhibit B3-05 to B3-09

Physical characteristics

The Illinois Route 132 cross section consists of four 11-foot to 12-foot lanes with painted median and aggregate shoulders. This section has curb and gutter on both sides. The existing right-of-way varies from 80 feet to 100 feet in this section (see Exhibits B3-05 through B3-09). There is an existing land bridge located in this section between Deep Lake Road and Munn Road.

The Illinois Route 132 & Deep Lake Road intersection is located $\frac{3}{4}$ mile east of Illinois Route 83. The lane configuration for the east-west legs consists of a through lane with a shared left turn and a through lane with shared right turn lane. The north leg consists of a left turn lane and a through with shared right turn lane. The south leg consists of a through lane with shared left turn and right turn.

Another major intersection within this section is Illinois Route 132 and Lindenhurst Drive. The intersection consists of a through lane with a shared right turn, and a through lane with a shared left turn lane for all of the legs.

Illinois Route 132 & Sand Lake Road is a "T" intersection in the Village of Lindenhurst. The lane configuration for the east-west legs consists of two through lanes, with a shared left turn eastbound, and a shared right turn lane westbound. The north leg of the intersection has a left turn lane and a right turn lane. Sand Lake Road and Illinois Route 132 is an acute angle (approximately 43 degrees) intersection and has a poor sight distance. For operation safety reasons Sand Lake Road should be realigned.

EXISTING ROADWAY CONDITIONS - cont'd

The intersection of Illinois Route 132 and U.S. Route 45 is a major intersection of two SRA routes. IDOT is currently undergoing a Phase I planning study to realign and improve this intersection. According to the IDOT Phase I study, the lane configuration for the east-west legs will consist of dual left turn lanes, two through lanes and a right turn lane. The south leg will consist of dual left turn lanes, two through lanes, and dual right turn lanes. The north leg will have dual left turn lanes, two through lanes and a right turn lane.

Traffic Controls, Operations, & Safety

According to the 1992 traffic map for Lake County, the ADT between Illinois Route 83 and U.S. Route 45 ranges from 14,500 to 17,000 vpd. The speed limit within this section is 40 to 45 mph.

Public Transportation

There are no public transportation routes within this section of Illinois Route 132.

Section 4 - Illinois Route 132 - U.S. Route 45 to Hunt Club Road

Exhibits B3-09 to B3-11

There are many residential and scattered commercial developments along this section. These developments have an adequate set back and provide ample opportunity for roadway widening.

Physical Characteristics

This section of Illinois Route 132 is a four-lane roadway with 12-to-20 foot wide barrier/guardrail median, and has open ditch drainage with varying width paved shoulder. Due to recent residential developments in this section the guardrail median has been replaced by a barrier median at a few locations. The existing right-of-way is 150 feet between U.S. Route 45 and Brookside Drive and 190 feet between Brookside Drive and Hunt Club Road (see Exhibits B3-09 through B3-11). The roadway centerline is symmetrical within the existing right-of-way.

There are three signalized intersections in this section of Illinois Route 132. The intersection of Hutchins Road/Almond Road and Illinois Route 132 was signalized in January 1996. The lane configuration for east-west legs consist of two through lanes, a left turn lane and a right turn lane. The south leg consists of one through, a right turn and a left turn lane. The north leg consists of one through with a shared right turn lane and a left turn lane.

The intersection of Western West Access and Illinois Route 132 is 0.15 mile west of Hunt Club

EXISTING ROADWAY CONDITIONS - cont'd

Road. The lane configuration for the east leg consists of three through lanes, dual left turn lanes and a right turn lane. The west leg consists of three through lanes, a left and a right turn lane. The south leg consists of one through, a right turn and a left turn lane. The north leg consists of one through lane with a shared right turn and a left turn lane.

Illinois Route 132 and Hunt Club Road is another major intersection in this section. The east leg consists of three through lanes, dual left turn and a right turn lane. The west leg consists of three through lanes and dual left turn lanes. The lane configuration for the north and south legs consists of two through lanes, a right turn lane, and a left turn lane.

Traffic Control, Operations, and Safety

According to the 1992 traffic map for Lake County, the ADT between U.S. Route 45 and Hunt Club Road is approximately 18,000 to 24,500 vpd. The main traffic generators in this section are the subdivision developments on both the sides of the corridor. The speed limit is 40 to 55 mph. The Village of Gurnee has completed a traffic study on Illinois Route 132 (Grand Avenue) and other major routes within the community which identifies the future signalization of many cross streets in this section.

Public Transportation

Pace bus # 570 operates along Illinois Route 132 between U.S. Route 45 and Hunt Club Road.

Section 5 - Illinois Route 132 - Hunt Club Road to I-94 (Tri-State Tollway)

Exhibits B3-11 and B3-12

Major traffic generators in this section are Gurnee Mills Mall, located on the northwest corner of I-94 and Illinois Route 132, and Great America amusement park, located on the south side of Illinois Route 132, east of I-94. Illinois Route 132 has a full interchange with I-94 (Tri-State Tollway).

Physical Characteristics

The Illinois Route 132 cross section consists of six 12-foot lanes separated by barrier median varying from 4 feet to 28 feet in width with curb and gutter. Illinois Route 132 has a closed drainage system in this section. The existing right-of-way in this section varies from 160 feet to 250 feet (see Exhibits B3-11 & B3-12). The traffic signals are closely spaced.

EXISTING ROADWAY CONDITIONS - cont'd

There are two major intersections in this section. The intersection of Illinois Route 132 and Gurnee Mills Circle West is located 0.17 miles east of Hunt Club Road. The lane configuration for the east and west legs consist of three through lanes, dual left turn lanes and a right turn lane. The north and south legs consist of a through, a left turn and a right turn lane.

Another major intersection is Illinois Route 132 and Gurnee Mills Boulevard. The east and west leg lane configuration consists of three through lanes, dual left turn lanes and a right turn lane. The north leg consists of dual left turn lanes and two through lanes with a shared right turn lane. The south leg consists of a through, a left turn and a right turn lane.

Traffic Control, Operations, & Safety

The existing ADT between Hunt Club Road and I-94 is approximately 18,000 vpd, according to the 1992 Lake County traffic map. The main traffic generators are the Great America amusement park, Gurnee Mills Mall and many commercial developments in this area. The speed limit within this section is 40 mph.

Public Transportation

In this section, Pace Bus Route #565 provides service from Hunt Club Road to Gurnee Mills Mall to downtown Waukegan along Illinois Route 132/Grand Avenue.

TABLE II-1

**STRUCTURES INVENTORY
Illinois Route 132/Illinois Route 83**

EXHIBIT LABEL	IDOT NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN - 1	049-0004	Soo Line Railroad (Wisconsin Central)	--	--	48'	492'	Modification Not Required
SN - 2	--	--	IL Route 132	--	--	--	Modification Required
SN - 3	049-9906	I-94 (Tri-State Tollway)	--	--	78'	327'	Modification Not Required

TABLE II-2**ACCIDENT RATES AT INTERSECTIONS
Illinois Route 83/Illinois Route 132**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
IL 173	11700	11500	13	14	4	1.220
Grass Lake Rd.	11650	5300	15	8	12	1.886
Petite Lake Rd.	12650	3000	4	7	3	0.817
IL 83/IL 132	13450	11750	8	12	4	0.870
Deep Lake Rd.	4850	14300	13	8	14	1.670
Lindenhurst Dr.	4500	14200	6	9	6	1.030
Sand Lake Rd.	4400	17200	6	5	2	0.550
U.S. 45	12300	19300	18	21	26	1.880
Hunt Club Rd.	8750	21150	21	22	22	1.990

TABLE II-3

**ACCIDENT RATES ON SEGMENTS
Illinois Route 83/Illinois Route 132**

Segment Start	Segment End	Segment Length (miles)	ADT	No. of Accidents			Rate
				1990	1991	1992	
IL 173	Petite Lake Road	1.68	12266	30	30	24	3.72
Petite Lake Road	Grass Lake Road	1.19	11900	1	0	1	3.16
Grass Lake Road	IL 132/IL 83	1.26	13050	7	4	1	1.61
IL 132/IL 83	Deep Lake Road	0.79	14500	9	8	11	2.23
Deep Lake Road	Lindenhurst Drive	1.35	17200	22	10	13	1.77
Lindenhurst Drive	Sand Lake Road	0.29	17200	8	4	11	4.21
Sand Lake Road	U.S. 45	2.04	15100	13	13	16	1.25
U.S. 45	Hunt Club Road	2.05	24500	20	15	17	0.95
Hunt Club Road	Interstate 94	0.69	18000	25	12	6	3.16

TABLE II-4

**TRANSIT INVENTORY
Illinois Route 83/Illinois Route 132**

TRANSIT SERVICE	LOCATION
Proposed Metra Station	West of IL Route 83 at Cedar Avenue along Wisconsin Central RR
Pace Bus Route 565	Along IL Route 132 between Hunt Club Road and Downtown Waukegen
Pace Bus Route 570	Along IL Route 132 between Hunt Club Road and U.S. Route 45

TABLE II-5

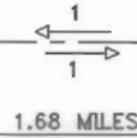
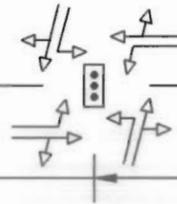
**SOURCES OF DATA DESCRIBING TRAFFIC
AND TRANSPORTATION CHARACTERISTICS
Illinois Route 83/Illinois Route 132**

ITEM	DATA SOURCE
Traffic Volumes • Average Daily Traffic • Intersection Turning Movement Counts	- USDOT Office of Planning and Programming, 1992 Traffic Map, Lake County - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Accidents	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Transit • Routes	- Metra - Pace
Traffic Control • Signalized Intersection Locations • Other Traffic Control	- Field Reconnaissance
Cross Section • Lane Widths and Arrangements • Shoulder Widths • Type of Section	- As-Built Plans & Field Measurements - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Field Reconnaissance
Right of Way	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - As-Built Plans, Sidwell Maps and Field Measurements
Curb/Roadside Use • Parking • Bus and Loading Zones	- Field Reconnaissance - Field Reconnaissance
Other Features	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Villages of Antioch, Lake Villa, Lindenhurst and Gurnee - Field Reconnaissance

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



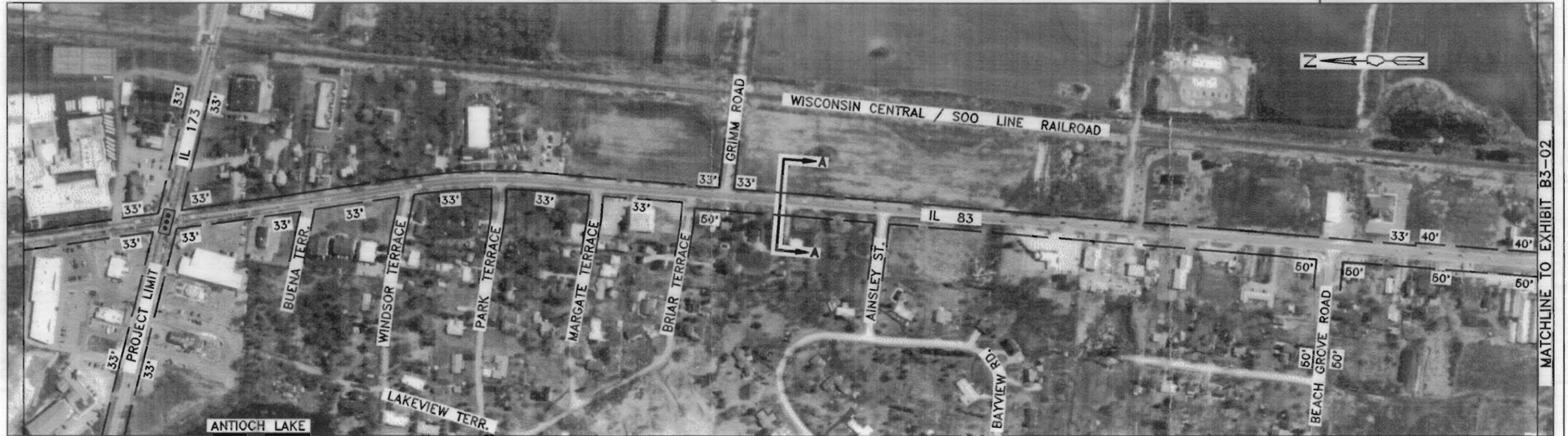
33'
33'

33' | 50'

33' | 40' | 40'
50' | 50' | 50'

ANTIOCH

UNINCORPORATED LAKE COUNTY

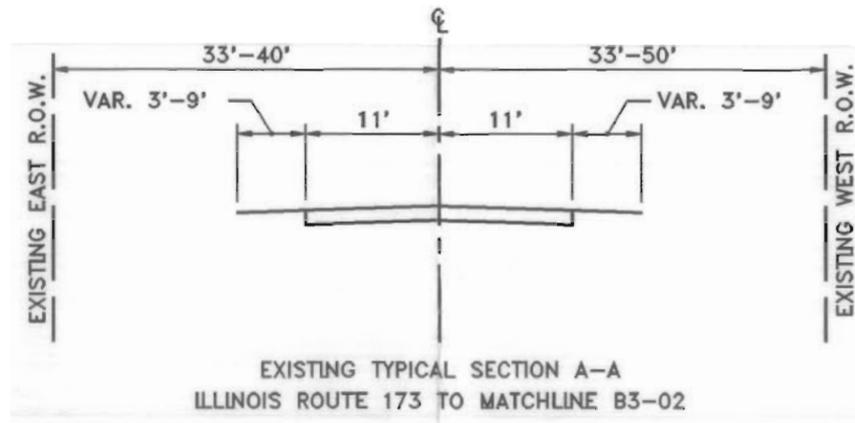


MATCHLINE TO EXHIBIT B3-02

ANTIOCH

AERIAL PHOTO DATE: 3-15-92

UNINCORPORATED LAKE COUNTY



EXISTING TYPICAL SECTION A-A
ILLINOIS ROUTE 173 TO MATCHLINE B3-02

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

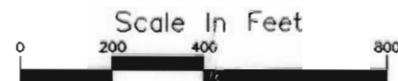
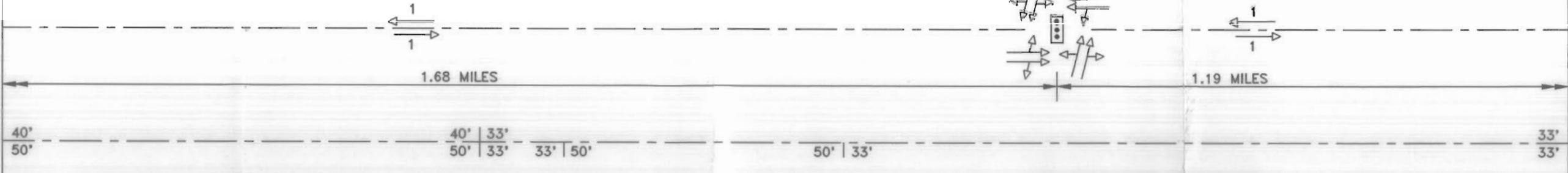


EXHIBIT B3-01

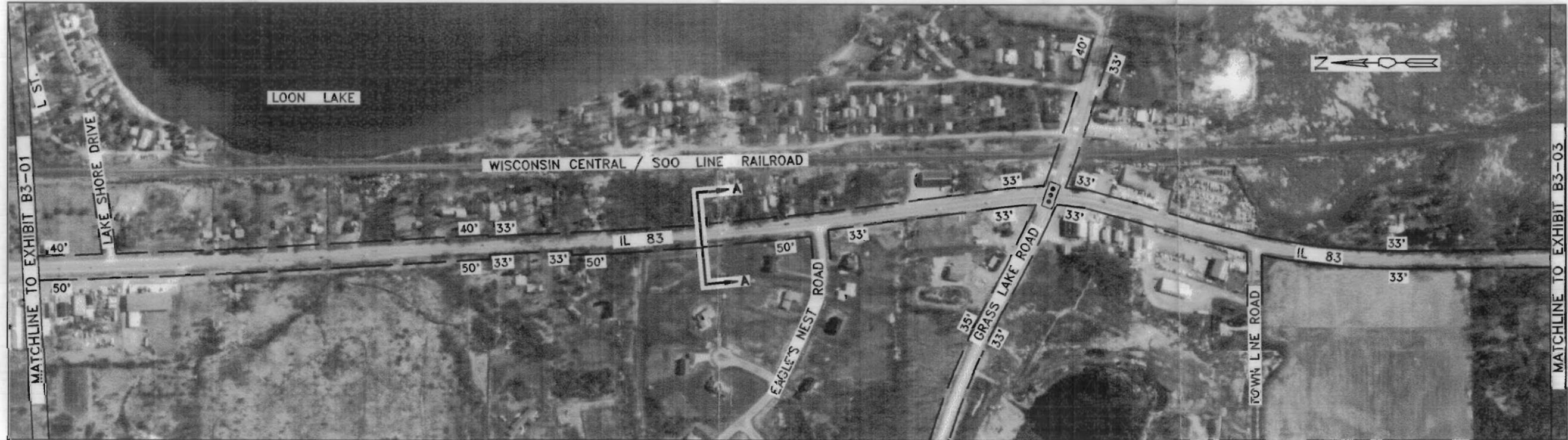
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



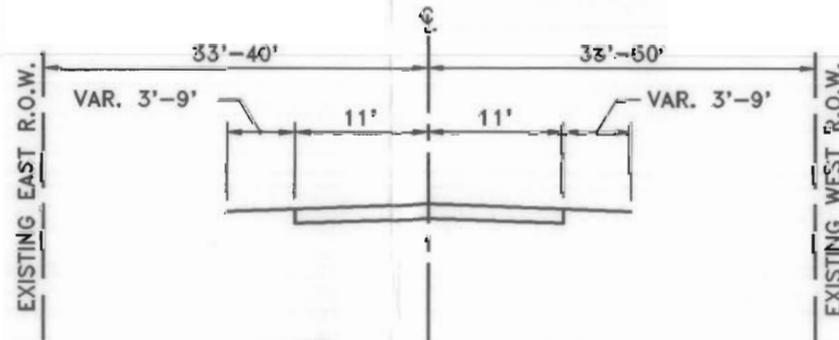
UNINCORPORATED LAKE COUNTY



AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF EXISTING CONDITIONS:

* Wisconsin Central/Soo Line Railroad is 135 feet east of IL Route 83 and Grass Lake Road intersection.



EXISTING TYPICAL SECTION A-A
MATCHLINE B3-01 TO MATCHLINE B3-03

LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

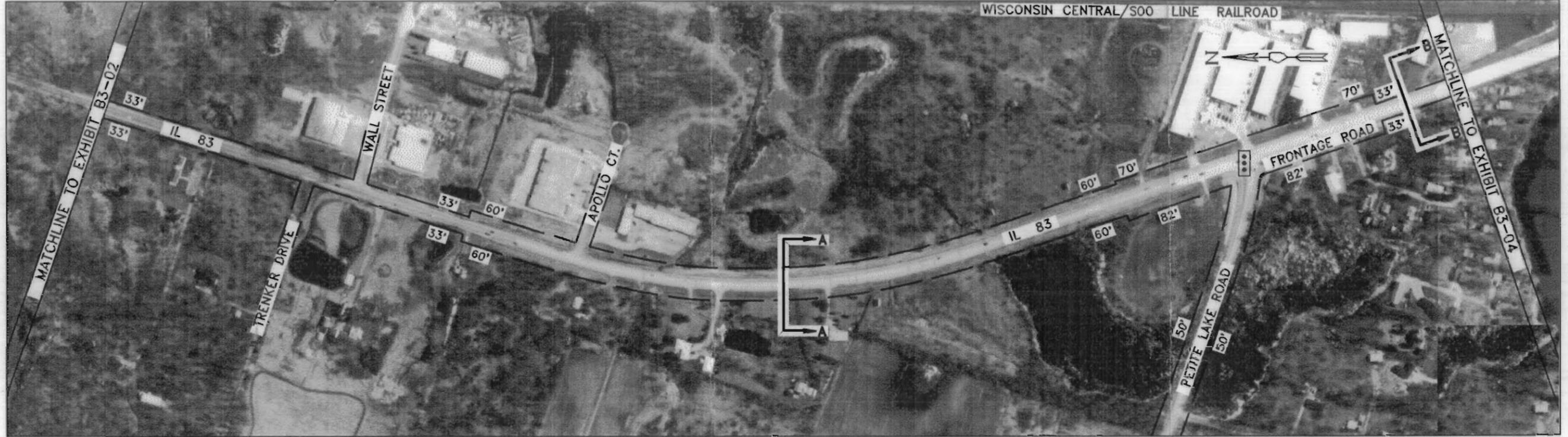
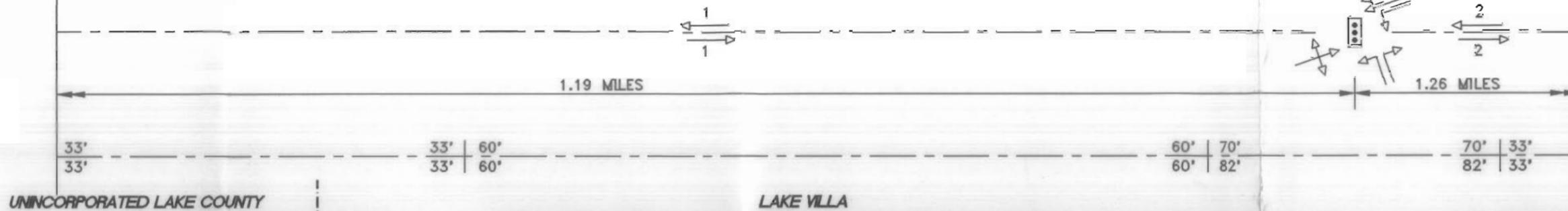
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

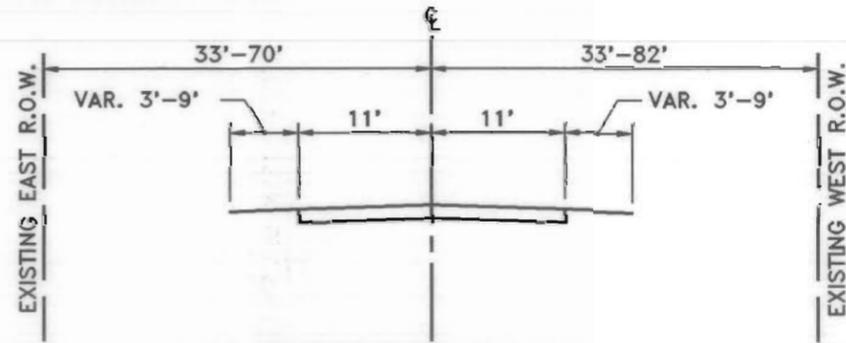
SIGNAL SPACING

EXISTING R.O.W.

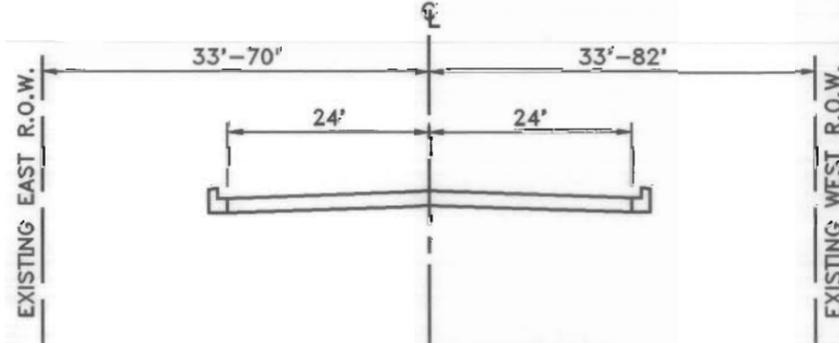


DESCRIPTION OF EXISTING CONDITIONS:

* Existing Frontage Road at the Intersection Il Route 83 and Pette Lake Road.



EXISTING TYPICAL SECTION A-A
MATCHLINE B3-02 TO PETITE LAKE ROAD



EXISTING TYPICAL SECTION B-B
PETITE LAKE ROAD TO MATCHLINE B3-04

LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

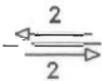
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



1.26 MILES

33'
33'

33' | 36'
33' | 33'

36'
33'

LAKE VILLA

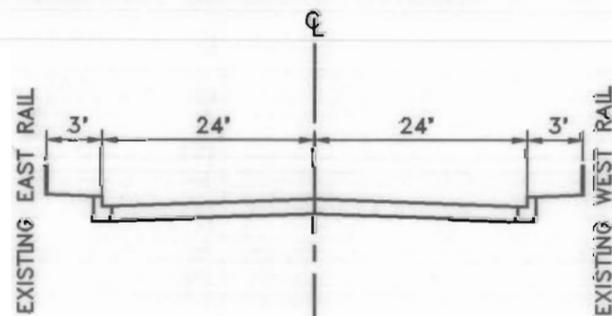


LAKE VILLA

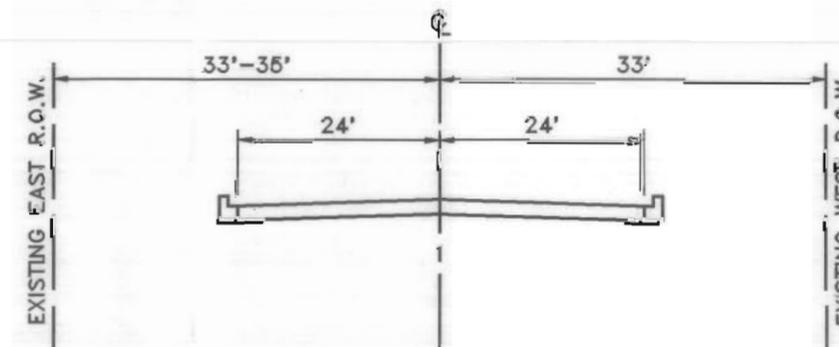
AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-1 = Bridge Over Wisconsin Central/Soo Line R.R. = 049-0004



EXISTING TYPICAL SECTION S-S
AT STRUCTURE NUMBER 049-0004



EXISTING TYPICAL SECTION B-B
MATCHLINE B3-03 TO MATCHLINE B3-05

LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MC/E in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

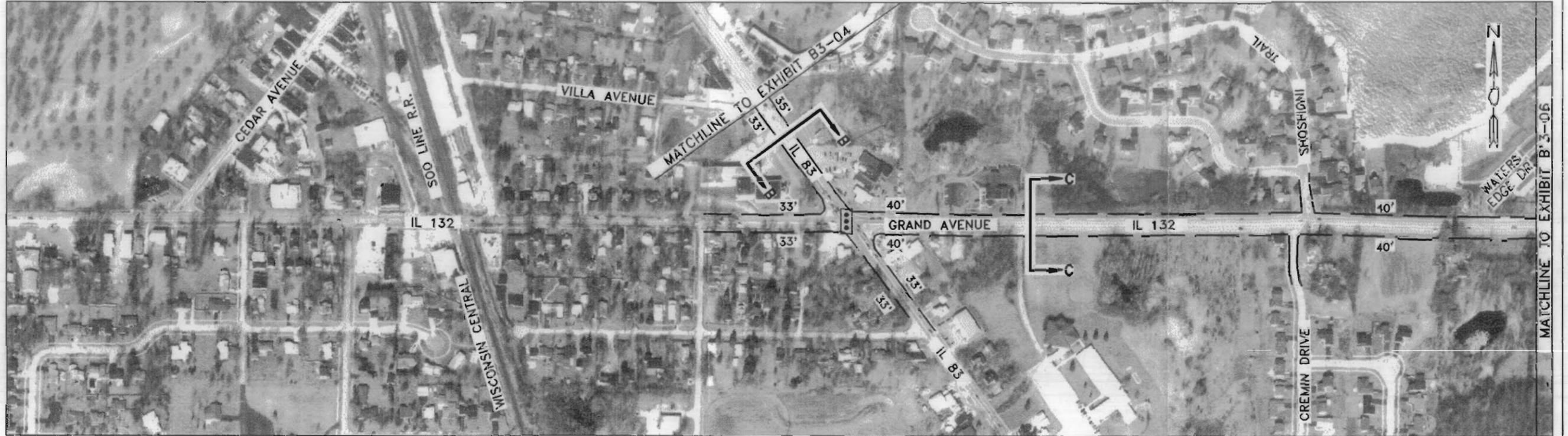
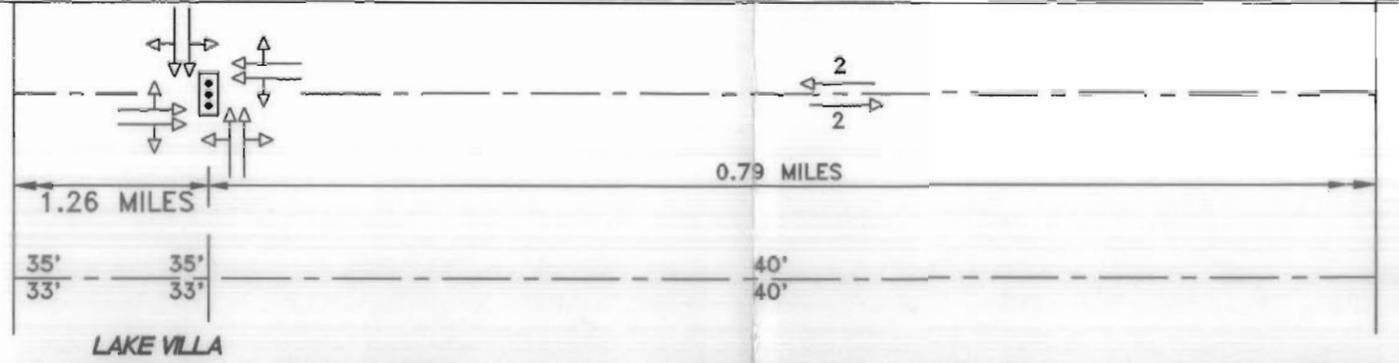
Illinois Department of Transportation



EXISTING LANE CONFIGURATION

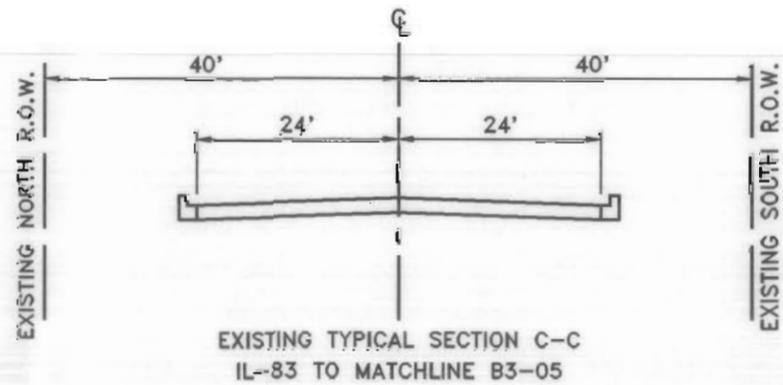
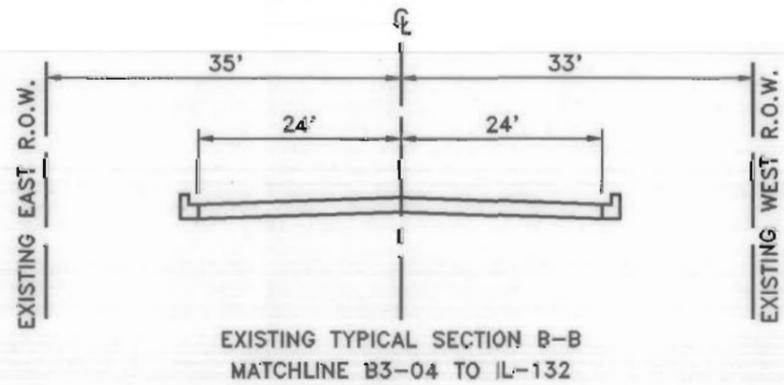
SIGNAL SPACING

EXISTING R.O.W.



LAKE VILLA

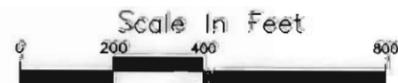
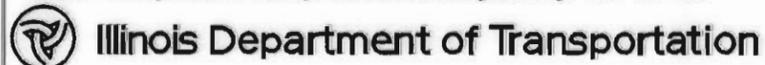
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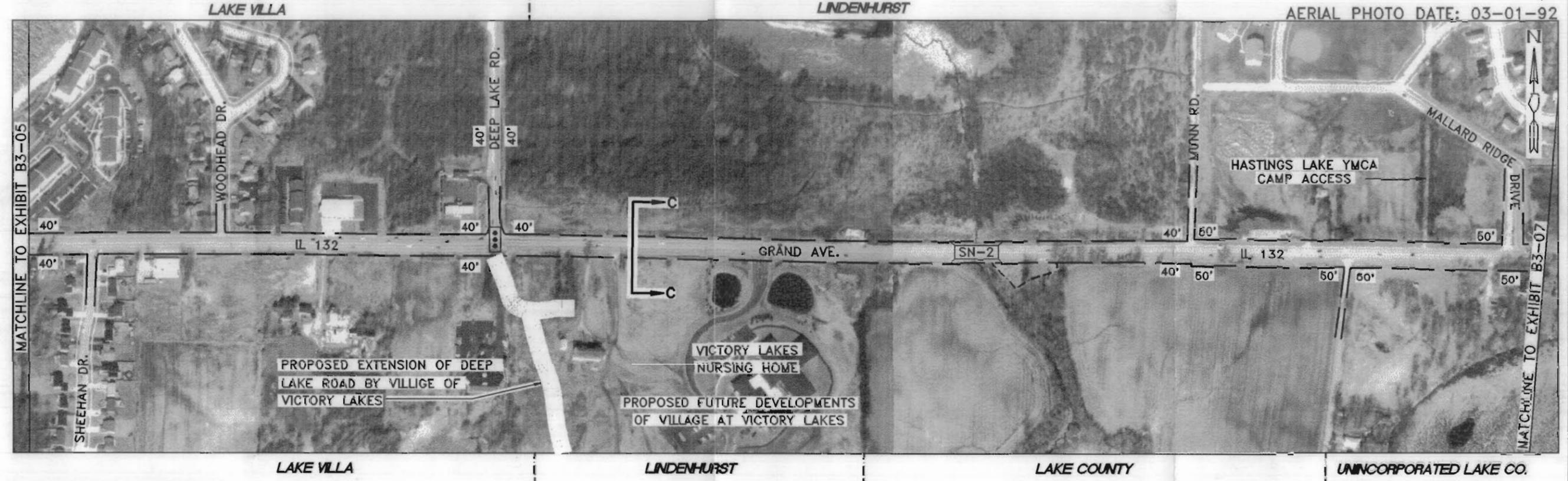


LEGEND	
---	= EXISTING RIGHT OF WAY
35'	= EXISTING RIGHT OF WAY DISTANCE
⊙	= EXISTING TRAFFIC SIGNAL
#	= EXISTING TRAFFIC LANE CONFIGURATION

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

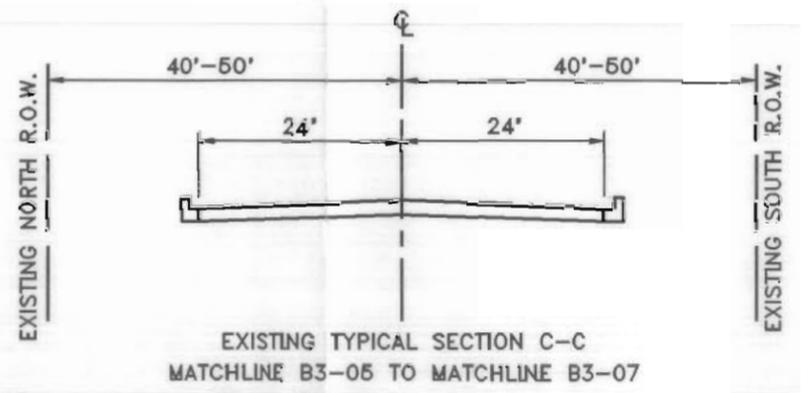
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF EXISTING CONDITIONS:

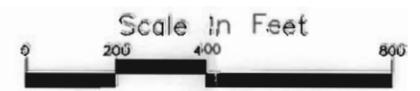
SN-2 = Land bridge.



LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
- - -	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

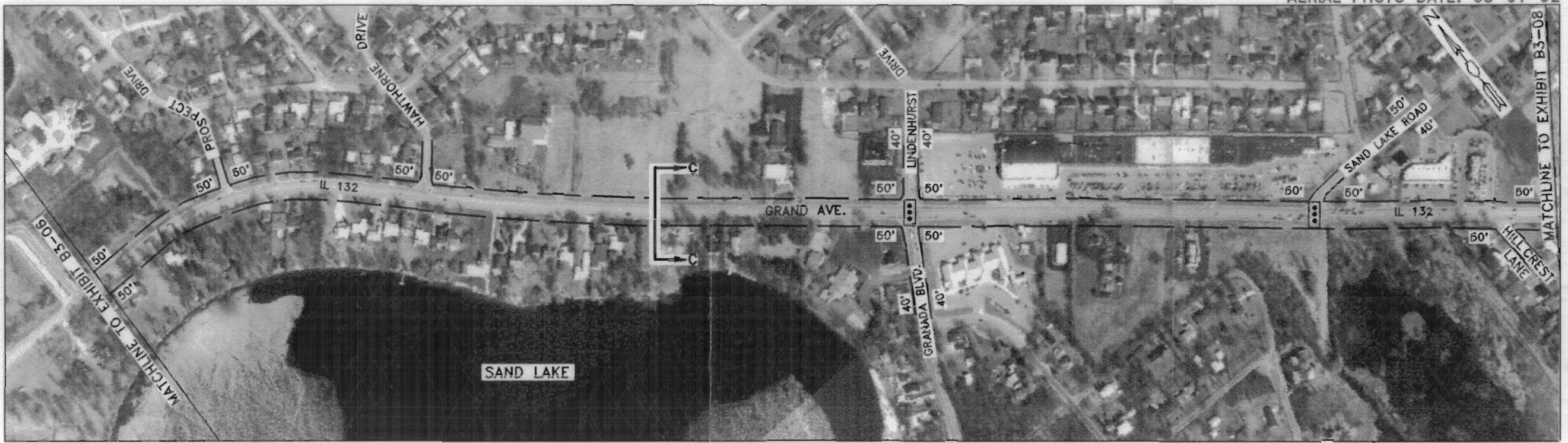
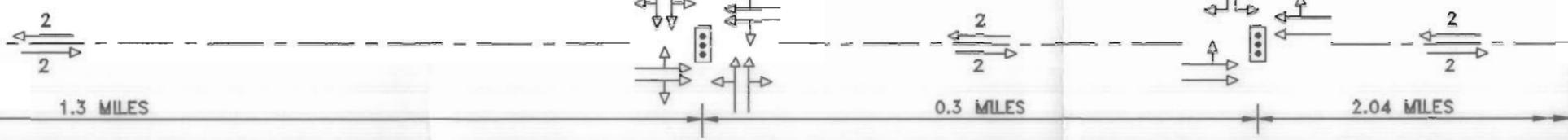
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



EXISTING LANE CONFIGURATION

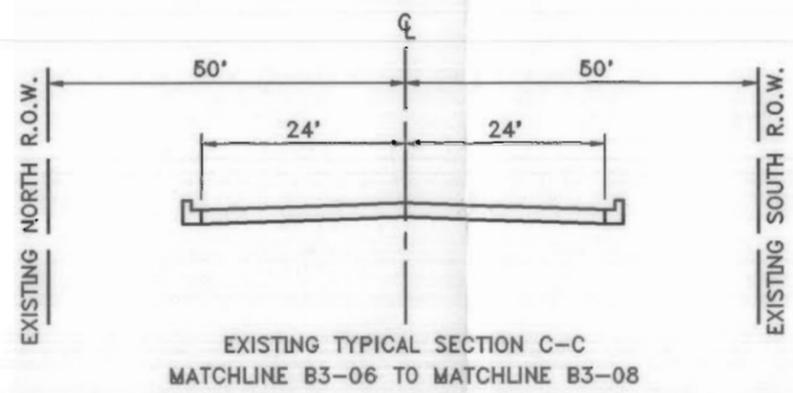
SIGNAL SPACING

EXISTING R.O.W.



UNINCORPORATED LAKE COUNTY

LAKE COUNTY FOREST PRESERVE



LEGEND	
	= EXISTING RIGHT OF WAY
50'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

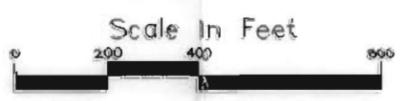
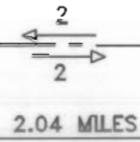


EXHIBIT B3-07

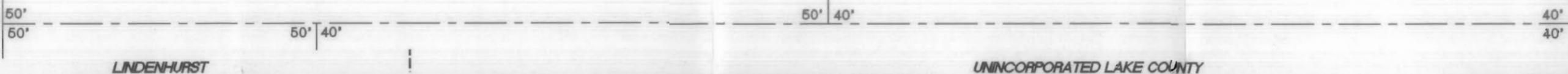
EXISTING LANE CONFIGURATION

SIGNAL SPACING

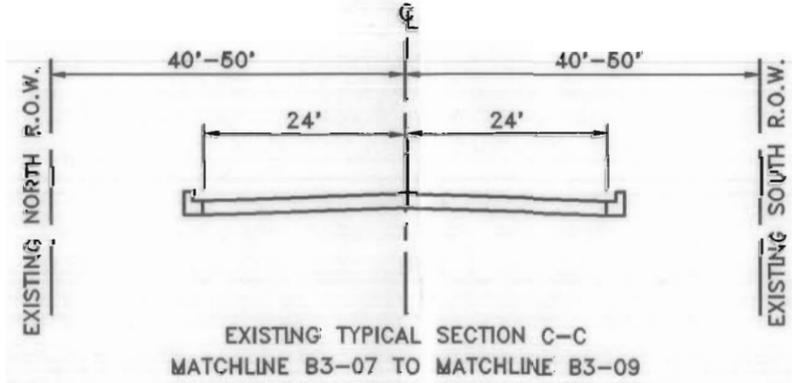
EXISTING R.O.W.



2.04 MILES



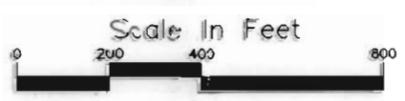
LINDENHURST LINDENHURST LINDENHURST UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY
LAKE COUNTY FOREST PRESERVE
AERIAL PHOTO DATE: 03-01-92



LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

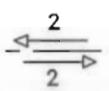
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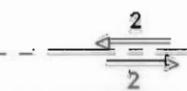
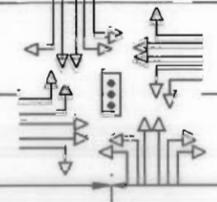
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



2.04 MILES



0.91 MILES

40'

40'

40'

40'

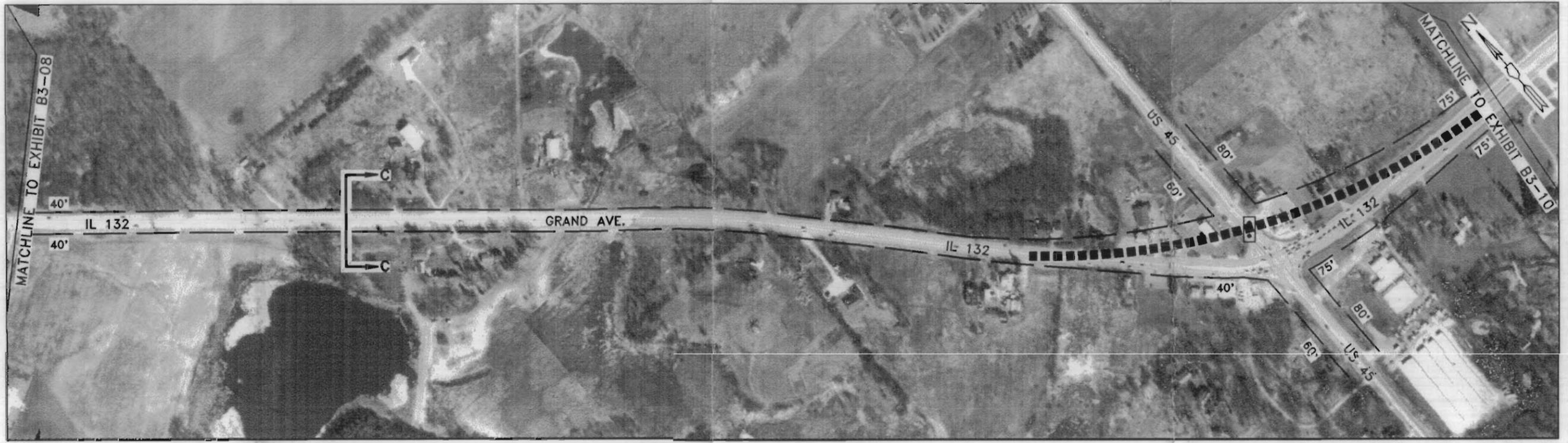
75'

75'

75'

75'

UNINCORPORATED LAKE COUNTY

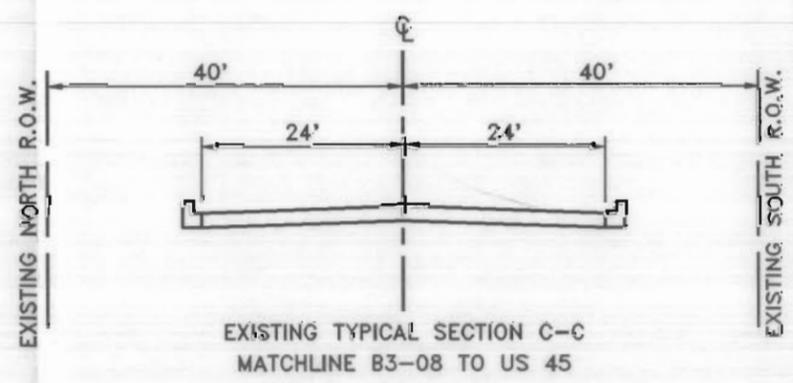


UNINCORPORATED LAKE COUNTY

AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF EXISTING CONDITIONS:

* Proposed realignment and widening of Illinois Route 132 & US 45 intersection from IDOT Phase I Study.



LEGEND

- = PROPOSED RIGHT OF WAY
- = EXISTING RIGHT OF WAY
- 50' = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED REALIGNMENT OF IL 132 FROM IDOT PHASE I PROJECT

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

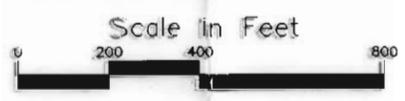
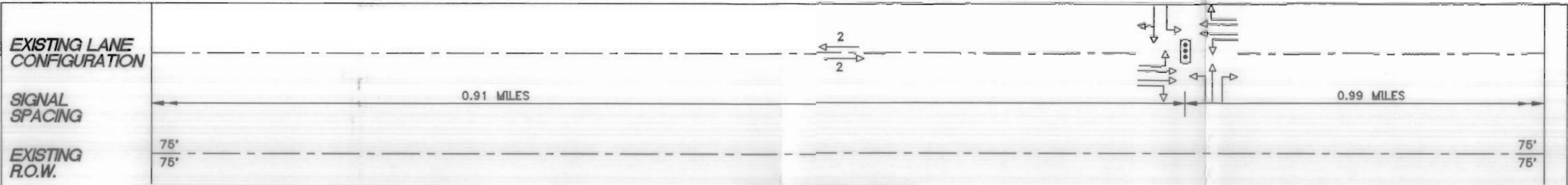


EXHIBIT B3-09



UNINCORPORATED LAKE CO.

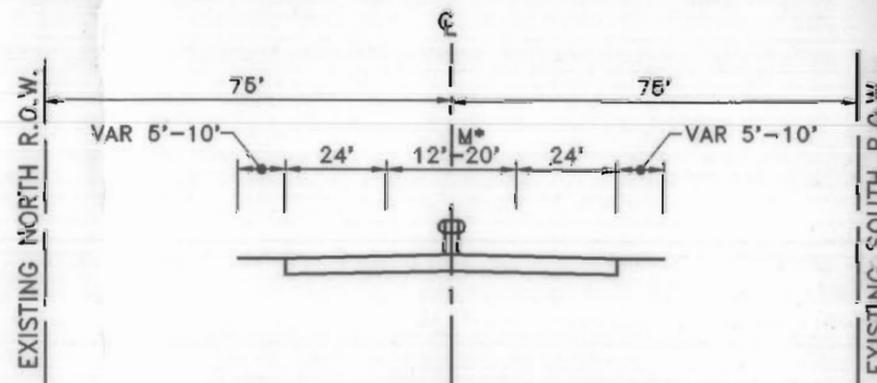
GURNEE

AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF EXISTING CONDITIONS:

- * Existing left turn lane from EB/WB IL 132 to SB Knowles Road/Oakwood Drive.
- * Existing left turn lane from WB IL 132 to Grandwood Drive.
- * Existing left turn lane from EB IL 132 to Bridlewood Avenue.

M* Since collection of the existing data for Section IV of Illinois Route 132 (from US 45 to Hunt Club Road), guardrail median at several locations has been removed. The guardrail median has been replaced by the barrier curb median and left turn lanes at the cross streets.



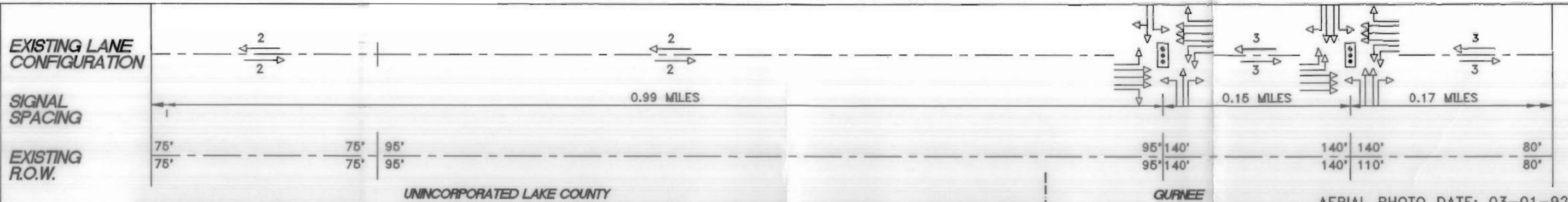
EXISTING TYPICAL SECTION D-D
MATCHLINE B3-09 TO MATCHLINE B3-11

LEGEND	
	= EXISTING RIGHT OF WAY
75'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/NICE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

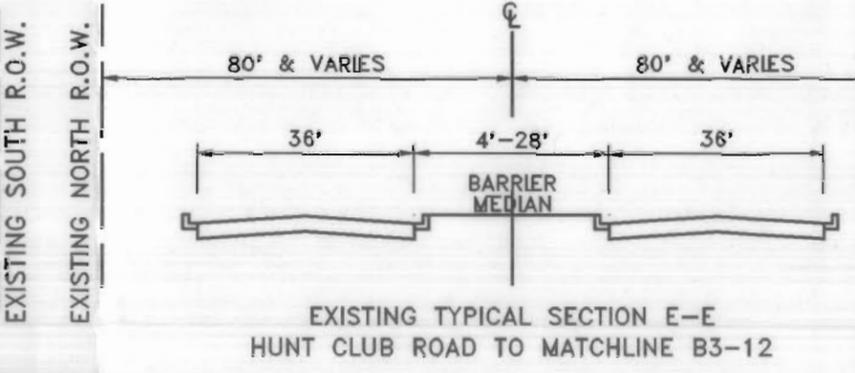
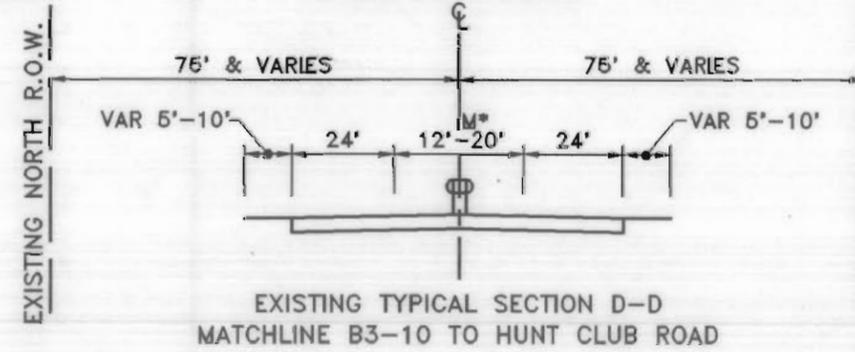




DESCRIPTION OF EXISTING CONDITIONS:

- Existing left turn lane from EB & WB IL 132 to Brookside Drive.
- Existing left turn lane from WB IL 132 to Stonebrook Development.

M* Since collection of the existing data for Section IV of Illinois Route 132 (from US 45 to Hunt Club Road), guardrail median at several locations has been removed. The guardrail median has been replaced by the barrier curb median and left turn lanes at the cross streets.

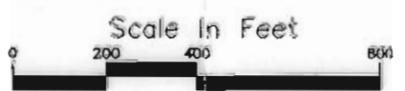


LEGEND

- = EXISTING RIGHT OF WAY
- 75' = EXISTING RIGHT OF WAY DISTANCE
- ⋮ = EXISTING TRAFFIC SIGNAL
- ← # = EXISTING TRAFFIC LANE CONFIGURATION
- - - = VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

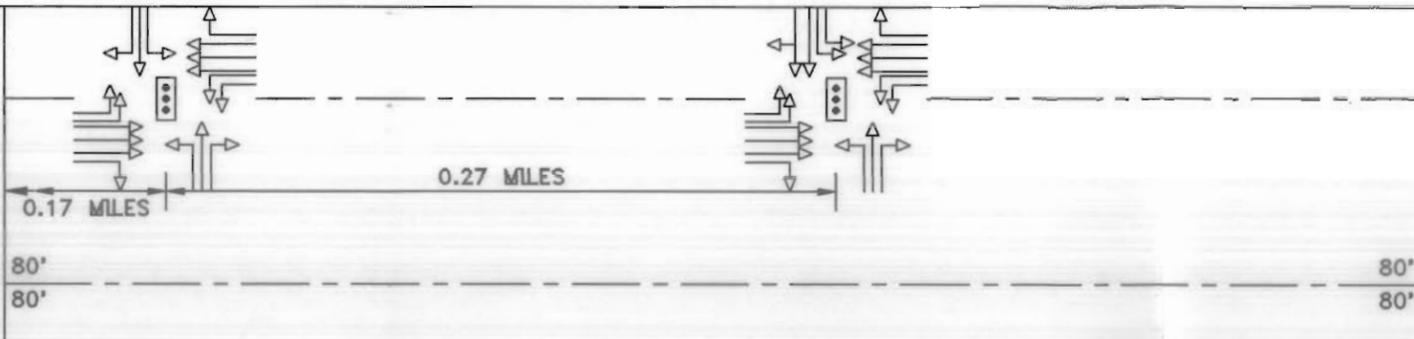
Prepared by DAMES & MOORE/MICE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

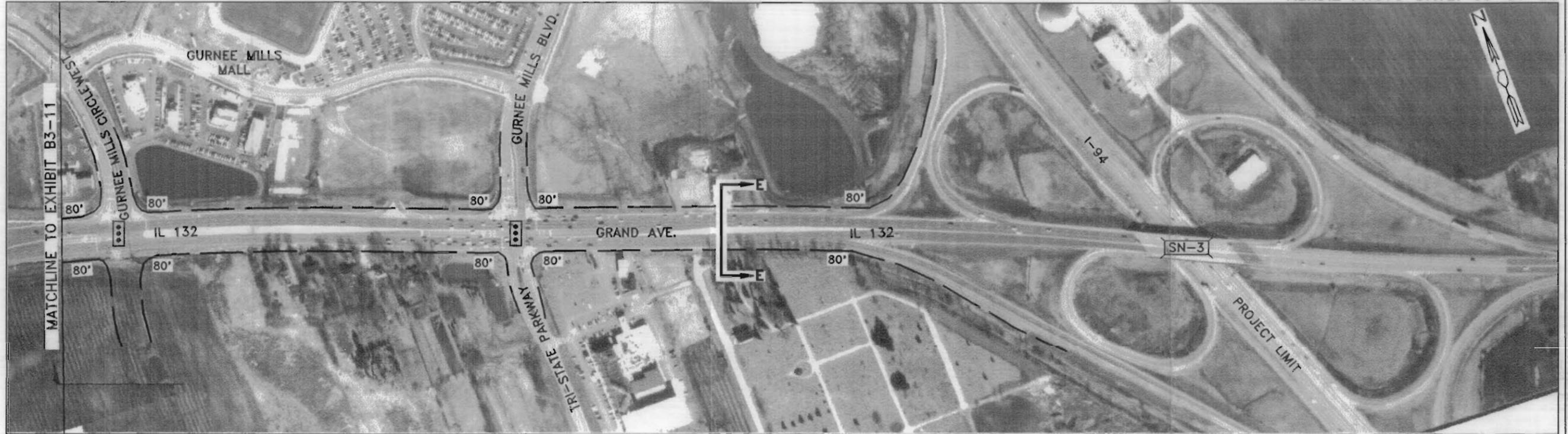
SIGNAL SPACING

EXISTING R.O.W.



GURNEE

AERIAL PHOTO DATE: 03-01-92

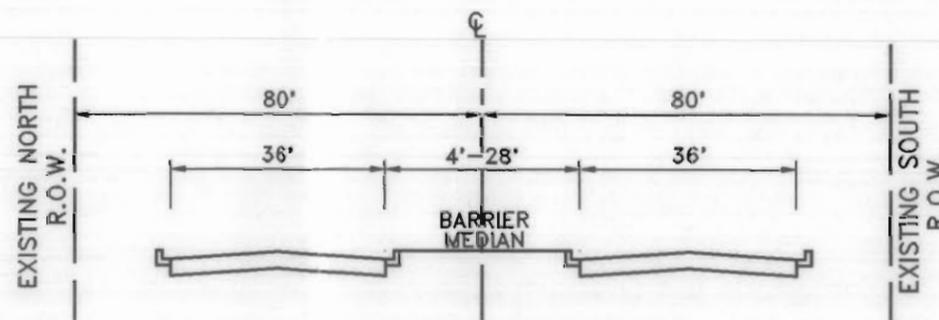


GURNEE

UNINCORPORATED LAKE COUNTY

DESCRIPTION OF EXISTING CONDITIONS:

SN-3 = Bridge over I-94 (the Tri-State Tollway) = 049 - 9906

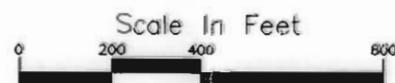


EXISTING TYPICAL SECTION E-E
HUNT CLUB ROAD TO I-94 (THE TRI-STATE TOLLWAY)

LEGEND	
	= EXISTING RIGHT OF WAY
80'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



CORRIDOR PLANNING FRAMEWORK

Planning Considerations

Long-range planning for the Illinois Route 83/Illinois Route 132 SRA corridor takes into account many factors. These factors include adjacent regional transportation plans, land use, route type, community concerns, public transit, proposed development, and the SRA design concept. The ultimate plan will be an attempt to develop a balance among all of these design considerations to best address the transportation needs of the region.

This chapter outlines the planning considerations that influenced the recommended improvements for the Illinois Route 83/Illinois Route 132 corridor. Several tables at the end of the chapter provide additional information not specifically addressed in the text. Table III-1 lists the 2010 desirable route characteristics for a suburban SRA route, Table III-2 lists the suburban SRA design criteria, Table III-3 provides the existing and projected average daily traffic, Table III-4 lists the future transportation improvement projects and Table III-5 lists the previous and current planning studies along the corridor.

- Functional classification of the road
- SRA route design considerations and characteristics
- Long-range forecast of highway traffic activity along Illinois Route 83/Illinois Route 132
- Other planned transportation improvements within, crossing, or near the Illinois Route 83/Illinois Route 132 corridor
- Long-range land use plans for the communities along Illinois Route 83/Illinois Route 132
- Existing safety and traffic operational problems along Illinois Route 83/Illinois Route 132
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Illinois Route 83/Illinois Route 132 was developed after compiling the information mentioned above and includes recommendations for the following design and operation concerns:

- The number of continuous through lanes in each direction along Illinois Route 83/Illinois Route 132

CORRIDOR PLANNING FRAMEWORK - cont'd

- Right-of-way requirements
- Locations of signalized intersections
- Locations and specifications of special intersections
- Access management
- The need for and locations of special or unique highway solutions
- Transit and pedestrian access improvements

Functional Classification

The Illinois Route 83/Illinois Route 132 SRA corridor is classified as a suburban route for the entire length. According to the Design Concept Report, the desirable cross section is three continuous lanes in each direction, separated by a raised median for access control, as illustrated on Figure III-1.

Route Design Considerations

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required right-of-way and median requirements. The desirable cross section is shown in Figure III-1.

According to the Design Concept Report a suburban SRA requires 120 to 150 feet of right-of-way. Illinois Route 83/Illinois Route 132 corridor has existing right-of-way varying between 66 and 190 feet. The right-of-way width is 150 to 190 feet between U.S. Route 45 and Hunt Club Road, which provides for three through lanes in either direction separated by a raised 30-foot median. The standard suburban SRA cross section exists between Hunt Club Road and I-94. Additional right-of-way will need to be acquired for the remainder of this corridor. A full listing of desirable suburban SRA characteristics appears in Table III-1. The Suburban SRA Roadway Design Criteria are listed in Table III-2.

The 2010 Transportation Network

I-94 has a full interchange with Illinois Route 132 near the eastern end of this corridor. The main purpose of the Illinois Route 83/Illinois Route 132 SRA corridor, in conjunction with the other SRA routes in the area, is to supplement the tollway/expressway system and provide a major through traffic route for east-west travel in northern Lake County.

CORRIDOR PLANNING FRAMEWORK - cont'd

The Illinois Route 83/Illinois Route 132 SRA corridor is intersected by two SRA routes. At the north end of the route it is crossed by Illinois Route 173. U.S. Route 45, the other SRA route, crosses Illinois Route 132 approximately 5 miles west of I-94.

There is no parallel SRA route in the vicinity; however Rollins Road, which is a County Road, is being used for major east-west travel between Illinois Route 83 and U.S. Route 45. Rollins Road is approximately one mile south of Illinois Route 132.

2010 Traffic Models

Chicago Area Transportation Study (CATS) provided Dames & Moore/MCE with a raw travel demand model output for the years 1990 and 2010. The model, which was run for this study assumed full build-out of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CATS' 2010 Transportation System Development (TSD) Plan Update in all other respects. The data were modified by Dames & Moore/MCE, in consultation with CATS, to produce the 2010 forecasts shown in this report.

The existing (1990) ADT and the projected (2010) ADT volumes are shown in Table III-3.

Other Corridor Planning Activities

Roadway Improvements

Planning information was obtained from IDOT, CATS, Lake County, and the surrounding communities. The long range Transportation Plan for Lake County indicates that Rollins Road will be developed as a five -lane route between U.S. Route 45 and Illinois Route 83 and will be extended north and east to Illinois Route 132. An IDOT Phase I study has recommended improvements to Illinois Route 132 and U.S. Route 45 intersection. These plans are noted in Table III-4.

City and Village Comprehensive Plans

Villages and cities along Illinois Route 132 provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives. These plans are listed in Table III-5.

Transit Improvements

The Illinois Route 132 corridor has limited existing transit, mostly concentrated at the eastern end. Pace routes are the exclusive transit routes in this corridor. The Future Agenda for Suburban

CORRIDOR PLANNING FRAMEWORK - cont'd

Transportation, published jointly by Metra and Pace, was reviewed for planning projects that affect the corridor. There is a proposed Metra Station on the Wisconsin Central RR line in the Village of Lake Villa on the west side of Illinois Route 83.

Future Land Use and Development

The communities along Illinois Route 132 are among the most rapidly developing in the region. Major commercial developments are expected between U.S. Route 45 and Hunt Club Road. Based on the large numbers of wetlands and forest preserves in the western area of the corridor, it is expected that development here will be limited to residential subdivisions. The mature commercial region at the east end will experience sporadic growth.

Planning Framework and Recommendations

The planning framework factors described above were used to determine the best possible alternates for the Illinois Route 83/Illinois Route 132 corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria led to the recommended improvements discussed in the next chapter. The topics discussed in the next chapter include cross sections and geometrics, operations, access management, public transit, and short term alternates. These topics are briefly defined below.

Cross Section and Geometrics

These considerations include the number and width of through lanes, type and width of median, shoulder descriptions, intersection configurations, and intersection signalization. In addition, topics such as structure modifications and additional structures are examined.

Operations

Operational concerns pertain to projected traffic volume, proposed speed limit, and predicted capacity and level of service. This analysis also examines accident rates and contains general solutions for areas indicated as high accident locations.

Access Management

Since vehicles entering and leaving the SRA route will have a large impact on the flow of traffic, access management plays an important role in future improvements. This analysis evaluates methods to coordinate access for vehicles entering and leaving the corridor. On-street parking concerns are

CORRIDOR PLANNING FRAMEWORK - cont'd

also addressed.

Public Transit

Bus and rail service enhancements as well as pedestrian and bicycle accessibility are considered an important objective of the SRA system. Recommendations for such improvements are included in the long range design concepts.

TABLE III-1

**2020 DESIRABLE ROUTE CHARACTERISTICS
SUBURBAN STRATEGIC REGIONAL ARTERIAL**

Right-of-Way Width	120' - 150'
Level of Service (Peak Hour) / Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 46', raised
Right Turns	Turn lanes at major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' paved width
Curbs	Yes, with 2' gutters
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads, right-in/right out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters Express bus service only Signal preemption and HOV potential
Number of Traffic Signals Per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearances	WB 55 typical/WB 60 Type II truck routs New structures: 16'-3" Existing structures: 14'-6"
Loading	Off-street loading

* Adapted from SRA Design Concept Report, HB & A, Inc.

TABLE III-2
SUBURBAN SRA ROADWAY DESIGN CRITERIA

Horizontal Alignment	
Minimum Design Speed	45 mph
Minimum Stopping Sight Distance	325'
Minimum Radius Horizontal Curve	740'
Maximum Degree of Curvature	7°45'
Maximum Superelevation	4%
Minimum Length of Superelevation	
- Four lane with small probability of six lanes	192'
- Six lane section	234'
Horizontal Clearance	2'
Vertical Alignment	
Maximum Grades	6%
Length Crest Vertical Curve	Compatible with design speed
Length Sag Vertical Curve	Compatible with design speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

* Adapted from SRA Design Concept Report, HB & A, Inc.

TABLE III-3

**EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC
Illinois Route 83/Illinois Route 132**

LOCATION	1992 ADT	2010 ADT
IL Route 173 to Petite Lake Road	12200	19000
Petite Lake Road to Illinois Route 83	12600	21600
IL Route 83 to Deep Lake Road	14500	24000
Deep Lake Road to Sand Lake Road	17200	37400
Sand Lake Road to U.S. Route 45	15100	37200
U.S. Route 45 to Hunt Club Road	24500	33000
Hunt Club Road to I - 94	18000	41000

TABLE III-4

**FUTURE TRANSPORTATION IMPROVEMENT PROJECTS
Illinois Route 83/Illinois Route 132**

PROJECT NAME	SCHEDULE
*Extension & Widening of Rollins Road	Not Known
Realignment & improvements of Illinois Route 132 & U.S. Route 45 intersection (IDOT Phase I Study).	1993-1997

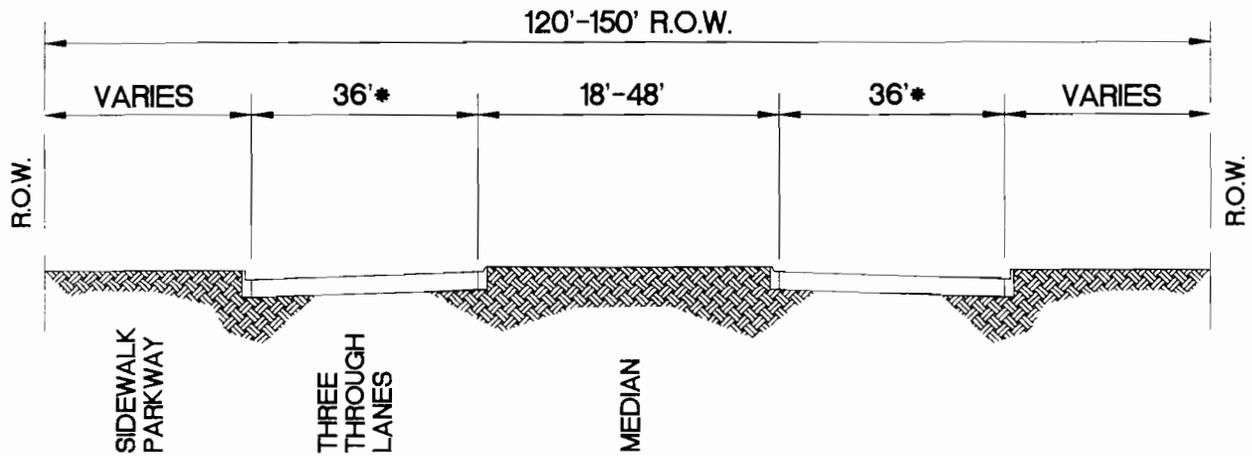
*From **Ten Year Comprehensive Road Improvement Plan**, Lake County Division of Transportation.

TABLE III-5

**SUMMARY OF PREVIOUS AND CURRENT PLANNING STUDIES
Illinois Route 83/Illinois Route 132**

STUDY, PLAN, OR REPORT	SOURCE	STATUS AS OF 1994
Transportation Planning Studies • CATS 2010 Transportation System Development Plan	CATS	Official
Land Use and Comprehensive Plans • Comprehensive Plan (1991) • Zoning Map (1993) and Village of Lindenhurst Comprehensive Plan (1993) • Zoning Map (1991) and Comprehensive Land Use Plan (1991)	Antioch Lindenhurst Gurnee	Official Official Official
Other Plans and Studies • Comprehensive Traffic Study • Ten Year Comprehensive Road Improvement Plan (1990)	Gurnee Lake County DOT	Official ---

SUBURBAN SRA ROUTES



STANDARD SUBURBAN SRA CROSS SECTION

- * AN ADDITIONAL 1' COULD BE ADDED TO ACCOMMODATE BICYCLE DEMAND WHERE R.O.W. IS NOT CONSTRAINED OR WHERE PARKWAY WIDTH CAN BE REDUCED.

FIGURE III-1

DESIRABLE SUBURBAN CROSS SECTION

SRA

STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

RECOMMENDED IMPROVEMENTS

**ILLINOIS ROUTE 83/
ILLINOIS ROUTE 132**



RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for each study segment of the Illinois Route 83/Illinois Route 132 corridor. Several tables at the end of the chapter provide additional information not specifically addressed in the text. Right-of-way requirements are summarized in Table IV-1. Table IV-2 provides estimates of construction cost for the various improvements. Intersection and arterial levels of service are shown in Tables IV-3 and IV-4, respectively. Recommended transit improvements are summarized in Table IV-5. Table IV-6 suggests an implementation plan for improvements.

Section 1 - Illinois Route 83 - Illinois Route 173 to Petite Lake Road

Exhibit C3-01 to Exhibit C3-03

Cross-Section and Geometrics

The proposed cross-section for this segment of the route is modified from the standard suburban SRA cross section. Although the Design Concept Report shows a desirable six-lane cross section for a suburban SRA route, a four-lane cross section will accommodate the projected 2010 average daily traffic on Illinois Route 83. The proposed four-lane cross section will provide two 12-foot lanes in each direction, with an 18-foot barrier median and adjacent barrier curb south of Grimm Road and 14-foot flush median from Grimm Road to Illinois Route 173. The proposed cross section can be accommodated within 90 to 100 feet of right-of-way, requiring 0 to 34 feet of additional right-of-way (see Exhibits C3-01 through C3-03). Table IV-1 provides an estimate of total right-of-way required and the associated cost.

The intersection of Illinois Route 83 and Illinois Route 173 is a major junction of two SRA routes. As shown on Detail D3-01, the proposed configuration will consist of a left turn lane and two through lanes with a shared right turn for the east, west and south legs. The north leg will consist of a left turn lane and a through lane with a shared right turn. Capacity analysis shows that a level of service "D+" can be achieved with this intersection configuration. This configuration requires additional right-of-way along Illinois Route 83 and Illinois Route 173. This would consist of an additional 17 feet of right-of-way along Illinois Route 173, and an additional 17 feet on the west side and 7 feet on the east side along south leg of Illinois Route 83.

Grimm Road should be realigned with Briar Terrace, as shown on Exhibit C3-01. There is a proposed industrial park between Grimm Road and Beach Grove Road on the east side of Illinois Route 83. Both Grimm Road and Beach Grove Road have been identified as candidates for future signalization. Both intersections with Illinois Route 83 will serve as access to the future industrial park.

The intersection of Illinois Route 83 and Grass Lake Road is another major intersection in this

RECOMMENDED IMPROVEMENTS - cont'd

section of Illinois Route 83. As illustrated on Detail D3-02, the proposed lane configuration will consist of a left turn lane and two through lanes with a shared right turn on all four legs of the intersection. Capacity analysis shows that a level of service "C+" can be achieved with this intersection configuration. This would require 34 feet of additional right-of-way on the west side only along Illinois Route 83.

Another major intersection is Illinois Route 83 and Petite Lake Road. Capacity analysis shows that a level of service "B+" can be achieved with the proposed intersection configuration. The proposed lane configuration will consist of a left turn lane, two through lanes with a shared right turn for the north and south legs of Illinois Route 83. The west leg is made up of a through lane with shared left turn and a right turn lane on Petite Lake Road. No additional right-of-way will be required to achieve this configuration.

Operations

Based on the traffic model, the projected 2010 ADT for this section of Illinois Route 83 ranges between 19,000 and 21,000 vpd.

A capacity analysis was performed by applying the projected average daily traffic to the recommended model. The result of this analysis shows that a level of service "A" can be achieved for both northbound and southbound traffic.

The intersections of Illinois Route 83 with Grimm Road and Beach Grove Road have been identified as potential locations for future signalization. Although these intersections may not warrant signalization in the 2010 time frame, signals may be warranted for the ultimate improvement. According to the SRA Design Concept Report, signalized intersections should be spaced a minimum of 1/4 mile apart.

Access Management

Areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. Access consolidation should be applied, where possible, with median breaks allowing left turn access. In this section of the corridor, median breaks allowing full access should be provided at Buena Terrace, Park Terrace, Ainsley Street, Lake Shore Drive, Eagle's Nest Road, Town Line Road, Wall Street and Apollo Court. In this section of Illinois Route 83 access to future developments and individual residences should be limited to "Right Turn Only" movements.

RECOMMENDED IMPROVEMENTS - cont'd

Public Transportation

Presently there are no public transit facilities recommended for this section.

Section 2 - Illinois Route 83 - Petite Lake Road to Illinois Route 132

Exhibit C3-03 to Exhibit C3-05

Cross-Section and Geometrics

The proposed cross-section for section 2 is the same as that proposed for Section 1; however, the existing cross section will not be modified from Petite Lake Road to approximately 1500 feet south of the bridge over the Wisconsin Central Railroad. The proposed cross section will provide an 18-foot barrier median separating the existing two lanes in each direction, and adjacent barrier curb from 1500 feet south of the railroad bridge to Illinois Route 132.

An additional 17 feet of right-of-way from 1500 feet south of the railroad bridge to Cedar Avenue will be required on both sides. The right-of-way needed from Cedar Avenue to Illinois Route 132 is 15 feet from the east and 17 feet from the west sides.

The intersection of Illinois Route 83 and Illinois Route 132 is a major intersection of two SRA routes. The proposed lane configuration, as shown on Detail D3-04, will consist of a left turn lane, two through lanes with a shared right turn for the north, south, and west legs. The east leg will consist of a left turn lane, two through lanes, and a right turn lane. Capacity analysis shows that a level of service "C" can be achieved with this intersection configuration. This configuration requires an additional 7 to 10 feet of right-of-way along Illinois Route 132, and an additional 7 to 17 feet along Illinois Route 83.

Operations

Based on the traffic model, the 2010 projected ADT for Section 2 is approximately 21,000 vpd.

A capacity analysis was performed for this section of Illinois Route 132 by applying the projected ADT to the recommended model. The result of this analysis shows that a level of service "A" can be achieved for both northbound and southbound traffic.

Access Management

Median breaks allowing full access should be provided 500 feet north of Cedar Avenue, at Cedar Avenue, Lake Avenue and Villa Avenue.

RECOMMENDED IMPROVEMENTS - cont'd

Public Transportation

In the vicinity of this section there is a proposed Metra station to be developed along the Wisconsin Central Railroad on the west side of Illinois Route 83 at Cedar Avenue (see Table IV-5). The study recommends a future bus turnout at the intersection of Illinois Route 83 and Illinois Route 132.

Section 3 - Illinois Route 132 - Illinois Route 83 to U.S. Route 45

Exhibit C3-05 to C3-09

Cross-Section and Geometrics

As on Illinois Route 83, a four-lane cross section would accommodate the majority of the projected 2010 ADT on this section of Illinois Route 132. Therefore, the proposed cross section will provide two 12-foot lanes in each direction, with an 18-foot barrier median and adjacent barrier curb, as on Illinois Route 83. There are opportunities to provide landscaping for the median in major portions of this section. The proposed cross section can be accommodated within 100 feet of right-of-way. The existing right-of-way is sufficient between Munn Road and Crabtree Court. An additional 20 feet of right-of-way would be required for the rest of the section. Widening symmetrically within the existing roadway is proposed for the entire length of this section except at Sand Lake Cemetery, where widening would be on the north side, to avoid effects on the cemetery.

According to the Village of Lindenhurst comprehensive plan, there is a proposed collector street to be located approximately 0.4 miles east of Deerpath Drive. From the Northeastern Illinois Planning Commission's Northeastern Illinois Regional Greenways Plan, a trail is proposed in this same section.

The Illinois Route 132 & Deep Lake Road intersection is located $\frac{3}{4}$ mile east of Illinois Route 83. Capacity analysis shows that a level of service "B" can be achieved with the proposed intersection configuration. The proposed lane configuration will consist of a left turn lane, two through lanes with a shared right turn for the east and west legs of Illinois Route 132. The north leg consists of a left turn lane and a through lane with shared right turn. The south leg will consist of a left turn lane, a through lane, and a right turn lane.

The intersection of Illinois Route 132 and Lindenhurst Drive is a major intersection in Lindenhurst. The proposed lane configuration for the east-west legs consist of two through lanes with shared right turn lane and a left turn lane. The north leg consists of a left turn lane and two through lanes with shared right turn and the south leg consists of a through lane with shared left turn and a through lane with shared right turn. Capacity analysis shows that a level of service "B" can be achieved with the

RECOMMENDED IMPROVEMENTS - cont'd

proposed configuration.

Illinois Route 132 & Sand Lake Road is another "T" intersection in the Village of Lindenhurst. The existing acute intersection angle can be corrected by realigning Sand Lake Road. Capacity analysis shows that a level of service "C" can be achieved with the proposed configuration. The proposed lane configuration consists of a left turn lane, and two through lanes for the west leg and two through lanes and a right turn lane for the east leg of Illinois Route 132. The north leg is made up of a left turn lane and a right turn lane on Sand Lake Road.

The intersection of Illinois Route 132 and U.S. Route 45 is a major intersection of two SRA routes. IDOT is currently working on a Phase I study to realign and improve this intersection. According to the IDOT Phase I study the lane configuration for the east, west, and north leg consists of dual left turn lanes, two through lanes and a right turn lane. The south leg of the intersection has dual left turn lanes, two through lanes, and dual right turn lanes. The proposed recommendation from this SRA study would be to provide an additional through lane for the east-west legs of Illinois Route 132 (see Exhibit C3-09, Detail D3-05). Capacity analysis shows that a level of service "C+" can be achieved with the proposed configuration.

Operations

Based on the traffic model, the 2010 projected ADT for section 3 ranges between 31,000 vpd and 37,000 vpd.

A capacity analysis was performed for this section of Illinois Route 132 by applying the projected ADT to the recommended model. The result of this analysis shows that a level of service "B" can be achieved for both eastbound and westbound traffic.

A full access median break should be provided at the intersection of Illinois Route 132 and the proposed collector/cross trail located 0.4 miles east of Deerpath Drive. Although this intersection may not warrant signalization in the 2010 time frame, it may warrant signalization for the ultimate improvement. Median breaks are also recommended at most residential access streets.

Access Management

Areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. Access consolidation should be applied, where possible, with consideration for median breaks allowing left turn access. Median breaks allowing full access should be provided at Shoshoni Trail, Cremin Drive, Water's Edge Drive, Sheehan Drive, Woodhead

RECOMMENDED IMPROVEMENTS - cont'd

Drive, Munn Road, Victory Lake Nursing Home, Mallard Ridge Drive, Prospect Drive, Hawthorne Drive, Hillcrest Court, Crabtree Court and Deerpath Drive. In this section of Illinois Route 83, access to future developments and individual residences should be limited to "Right Turn Only" movements. On-street parking is not allowed in this section.

Public Transportation

As noted in Table IV-5, future bus turnouts should be evaluated for the eastbound and westbound legs of Illinois Route 132 at Deerpath Drive.

Section 4 - Illinois Route 132 - U.S. Route 45 to Hunt Club Road

Exhibit C3-09 to C3-11

Cross-Section and Geometrics

The proposed cross section for section 4 is based on the desirable suburban SRA cross section presented in the Design Concept Report. The proposed cross section from U.S. Route 45 to Hunt Club Road provides three 12-foot lanes in each direction with a 30-foot barrier median. Symmetrical widening from the existing center line is proposed for the entire length of the section. No additional right-of-way is required to provide the proposed cross section.

The need for future signalization of cross streets such as Knowles Road (Oakwood Drive), Grandwood Drive, and Brookside Drive have been investigated by local agencies in this area. This study recommends that, as development warrants, the need for a signalized intersection should be evaluated at Oakwood Drive/Knowles Road. Knowles Road should be realigned with Oakwood Drive. As mentioned previously, a long range plan to extend Rollins Road north and east from U.S. Route 45 to intersect with Illinois Route 132 at Knowles Road (Oakwood Drive) has been identified by local authorities. Rollins Road is currently under the jurisdiction of Lake County. There are many proposed residential developments along Illinois Route 132 in this section. Illinois Route 132 and Brookside Drive has been identified as a candidate for future signalization.

The intersection of Illinois Route 132 and Western West Access is a major intersection located 0.15 mile west of Hunt Club Road. The proposed lane configuration for the east-west legs consists of three through lanes, a right turn lane and dual left turn lanes. The north leg consists of a through with shared right turn and a left turn lane. The south leg consists of a through lane, a left turn lane and a right turn lane. Capacity analysis shows that a level of service "B" can be achieved for the proposed intersection configuration.

RECOMMENDED IMPROVEMENTS - cont'd

Illinois Route 132 and Hunt Club Road is a major intersection in this section. Capacity analysis shows that a level of service "C+" can be achieved for this intersection. The proposed lane configuration for the east-west legs consists of three through lanes, a right turn lane and dual left turn lanes. The north-south legs consist of two through lanes, dual left turn lanes and a right turn lane.

Operations

Based on the traffic model, the 2010 projected ADT for section 4 is between 32,000 vpd and 33,000 vpd.

A capacity analysis was performed for this section of Illinois Route 132 by applying the projected average daily traffic to the recommended model. The result of this analysis shows that a level of service "A" can be achieved for both northbound and southbound traffic.

The intersections of Illinois Route 132 and Oakwood Drive/Knowles Road and Illinois Route 132 and Brookside Drive have been identified as potential locations for future signalization. Although these intersections may not warrant signalization in the 2010 time frame, they may warrant signalization for the ultimate improvement. According to the SRA Design Concept Report, signalized intersections should be spaced a minimum of ¼ mile apart.

Access Management

In this section of Illinois Route 132, access to future development and residential areas should be limited to "Right Turn Only" movements. Access consolidation should be applied, where possible, with consideration for left turn access. One of the locations for access consolidation is the development 600' east of Brookside Drive.

Full access should be provided at Grandwood Drive, Hutchins Road and Bridlewood Avenue. Providing a right turn lane is recommended at each of these cross streets. A break in the barrier median and a left turn lane should be provided at Stonebrook Development.

Public Transportation

Pace currently operates one bus route along this section. The proposed transit recommendations include future bus turnouts at Illinois Route 132 & U.S. Route 45 eastbound and at Illinois Route 132 & Grandwood Drive, and a future bus stop at Illinois Route 132 & U.S. Route 45 westbound.

RECOMMENDED IMPROVEMENTS - cont'd

Section 5 - Illinois Route 132 - Hunt Club Road to I-94 (Tri-State Tollway)

Exhibit C3-11 and C3-12

Section 5 of the Illinois Route 83/Illinois Route 132 corridor begins at Hunt Club Road and continues east to at I-94. The section passes through the Village of Gurnee and is a major commercial center for the region.

Cross section and Geometrics

The existing cross section of Illinois Route 132 from Hunt Club Road to I-94 is a standard suburban SRA cross section with three through lanes, dual left turn lanes and a right turn lane at the intersections. No modifications are recommended to this cross section. The existing signals are spaced closely in this section, and hence interconnection and coordination of signals are recommended to maintain through traffic movement.

There are two intersections which provide access to Gurnee Mills Mall and the commercial development on the south side of Illinois Route 132. The intersections of Illinois Route 132 and Gurnee Mills Circle West and Illinois Route 132 and Gurnee Mills Boulevard are both major intersections. The existing intersection configurations satisfy the standard SRA design concept requirements. No additional lanes are recommended at these intersections.

Operations

Based on the traffic model, the 2010 projected average daily traffic for this section ranges from 36,000 to 41,000 vehicles per day. A capacity analysis was performed for this section of Illinois Route 132 by applying the projected average daily traffic to the recommended model. The result of this analysis shows that a level of service "C" can be achieved for both eastbound and westbound traffic.

Access Management

This section is located in a major commercial center for the region. Access to Gurnee Mills Mall and other commercial developments are signalized.

Public Transportation

Pace currently operates one bus route along this section. The recommended transit concepts include future bus turnouts at Hunt Club Road & Illinois Route 132, both eastbound & westbound.

TABLE IV-1

ESTIMATED R.O.W. REQUIREMENTS
Illinois Route 83/Illinois Route 132

Section	Intersecting Street	Estimated Additional R.O.W. Required (acres)	Cost Estimate (1995 Dollars)
I	Illinois Route 173	0.37	\$11,000.00
I	Grimm Road	1.47	\$42,000.00
I	Beach Grove Road	0	\$0.00
I	Grass Lake Road	0.62	\$18,000.00
I	Petite Lake Road	0	\$0.00
I	Illinois Route 83 Requirements	5.18	\$244,000.00
Section I Total		7.64	\$315,000.00
II	Illinois Route 132	0.31	\$15,000.00
II	Illinois Route 83 Requirements	2.83	\$133,000.00
Section II Total		3.14	\$148,000.00
III	Deep Lake Road	0	\$0.00
III	Lindenhurst Drive	0	\$0.00
III	Sand Lake Road**	0	\$0.00
III	U.S. Route 45	0	\$0.00
III	Illinois Route 132 Requirements	7.32	\$484,000.00
Section III Total		7.32	\$484,000.00
Section IV Total		0	\$0.00
Section V Total		0	\$0.00
Grand Total		18.1	\$947,000.00

** Realignment of Sand Lake Road dictates the cost of R.O.W. at this cross street.

TABLE IV-2

**ESTIMATE OF CONSTRUCTION COST
Illinois Route 83/Illinois Route 132**

RECOMMENDED IMPROVEMENT	ESTIMATED COST (1995 Dollars)
SECTION I	
Roadway	\$6,200,000.00
Intersection Improvement	\$3,750,000.00
Right-of-Way	\$315,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$10,265,000.00
SECTION II	
Roadway	\$1,492,000.00
Intersection Improvement	\$975,000.00
Right-of-Way	148,000.00
Total Estimated Cost for Recommended Improvements - Section II	2,615,000.00
SECTION III	
Roadway	9,570,000.00
Intersection Improvement	450,000.00
Right-of-Way	484,000.00
Total Estimated Cost for Recommended Improvements - Section III	10,504,000.00
SECTION IV	
Roadway	7,604,000.00
Intersection Improvement	4,100,000.00
Right-of-Way	0.00
Total Estimated Cost for Recommended Improvements - Section IV	11,704,000.00
SECTION V	
Roadway	0.00
Intersection Improvement	0.00
Right-of-Way	0.00
Total Estimated Cost for Recommended Improvements - Section V	0.00
GRAND TOTAL	35,088,000.00

TABLE IV-3

**INTERSECTION LEVEL OF SERVICE (2010)
Illinois Route 83/Illinois Route 132**

	N	S	E	W	INT
IL Route 173	D+	D+	D+	C	D+
Grass Lake Road	C+	C+	C+	C+	C+
Petite Lake Road	A	A	--	C+	B+
IL Route 83/IL Route 132	C	C	C	C	C
Deep Lake Road	A	B+	C+	B+	B
Lindenhurst Lane	A	A	B	C	B
Sand Lake Road	C	--	C	C	C
U.S. Route 45	C+	C+	C+	C	C+
Hunt Club Road	C+	C+	B	B	C+

TABLE IV-4

**ARTERIAL LEVEL OF SERVICE (2010)
Illinois Route 83/Illinois Route 132**

		EB/SB	WB/NB
Section I	IL Route 173 to Petite Lake Road	A	A
Section II	Petite Lake Road to IL Route 132	A	A
Section III	IL Route 83 to U.S. Route 45	B	B
Section IV	U.S. Route 45 to Hunt Club Road	A	A
Section V	Hunt Club Road to I-94	C	C

TABLE IV-5

**RECOMMENDED TRANSIT IMPROVEMENTS
Illinois Route 83/Illinois Route 132**

Corridor Section	Location	Recommended Improvements	Associated Land Use	Bus Stop Location
Section I	---	None	---	---
Section II	Cedar Avenue & IL Route 83	Turn lane to accommodate Station Traffic	Metra Station	---
	At IL Route 83 & IL Route 132	Future Bus Turnout	Major Intersection	---
Section III	At Deerpath Drive (EB & WB)	Future Bus Turnout	High Density Residential	Far side
Section IV	At U.S. Route 45 (EB)	Future Bus Turnout	Major Intersection	Far side
	At U.S. Route 45 (WB)	Future Bus Turnout	Major Intersection	Near side
	At Grandwood Drive (EB & WB)	Future Bus Turnout	High Density Residential	Near side
Section V	At Hunt Club Road (EB & WB)	Future Bus Turnout	Major Intersection & Commercial Development	Far side

TABLE IV-6

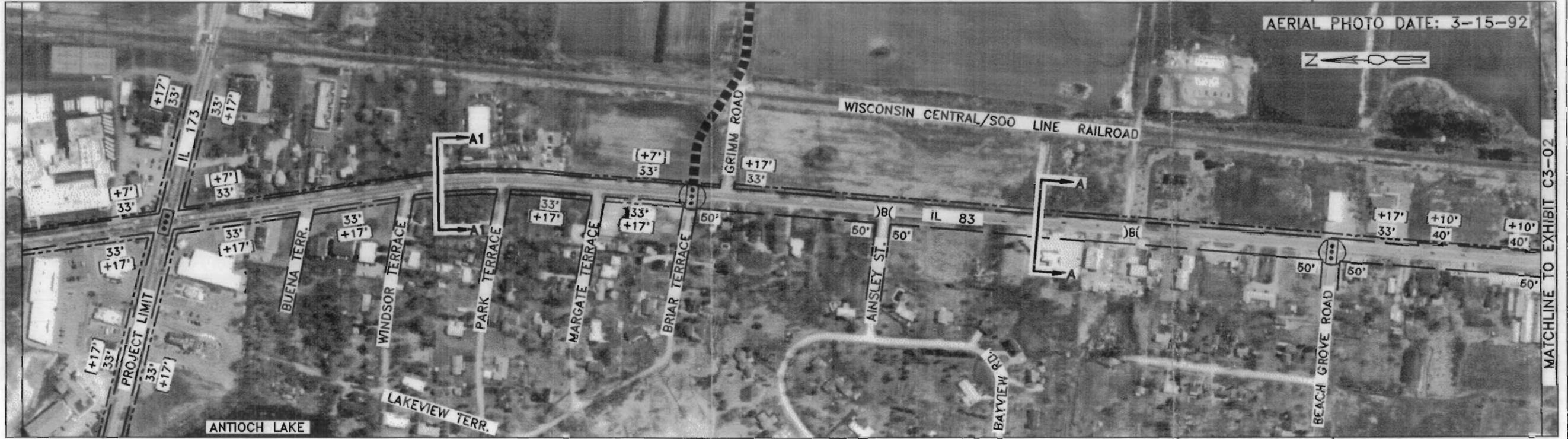
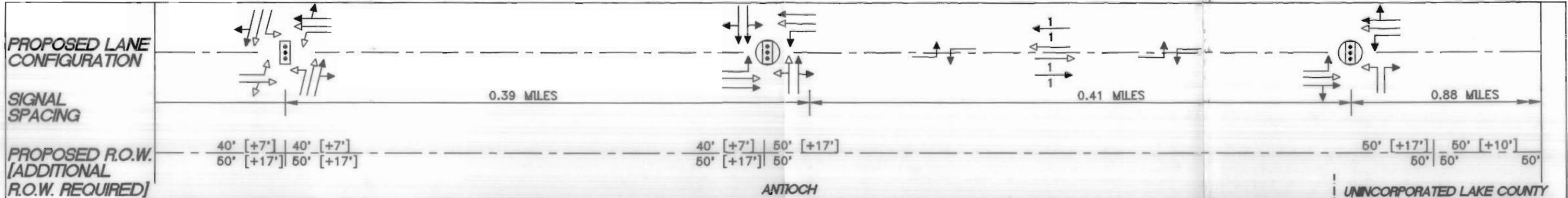
SRA IMPLEMENTATION PLAN
Illinois Route 83/Illinois Route 132

EXHIBIT NO.	DESCRIPTION OF IMPROVEMENT	PRIORITY OF IMPROVEMENT	COMMENT
Section 1 - Illinois Route 83 - Illinois Route 173 to Petite Lake Road			
C3-01	Implement the recommended cross section improvements	B	Future signals at Briar Terrace and Beach Grove Road as warrants are met.
C3-01	Implement the recommended improvements at the intersection of IL Rte. 83 & IL Rte. 132	B	
C3-01	Realignment of Grimm Road	B	Grimm Road should be realigned with Briar Terrace
C3-02	Implement the recommended cross section improvements	B	
C3-02	Implement the recommended improvements at the intersection of IL Rte 83 & Grass Lake Road	B	
C3-03	Implement the recommended cross section improvements	B	
C3-03	Realignment of Tenker Drive	B	Tenker Drive to be realigned with Wall Street
C3-03	Implement the recommended improvements at the intersection of IL Rte 83 & Petite Lake Road	B	
Section 2 - Illinois Route 83 - Petite Lake Road to Illinois Route 132			
C3-04	Implement the recommended cross section improvements	B	
C3-05	Implement the recommended cross section improvements	B	
C3-05	Implement the recommended improvements at the intersection of IL Rte. 83 & IL Rte. 132	B	
Section 3 - Illinois Route 132 - Illinois Route 83 to U.S. Route 45			
C3-05	Implement the recommended cross section improvements	B	

TABLE IV-6 (cont'd)

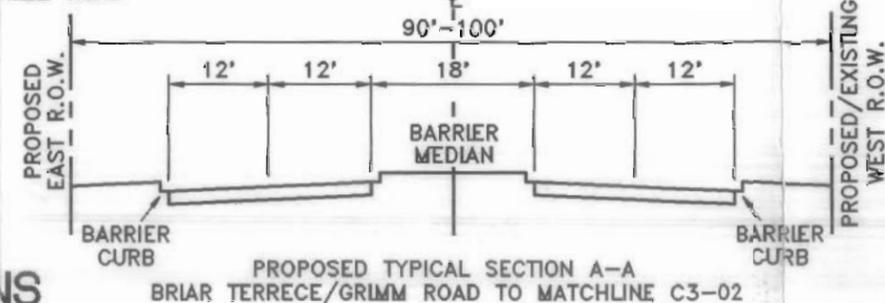
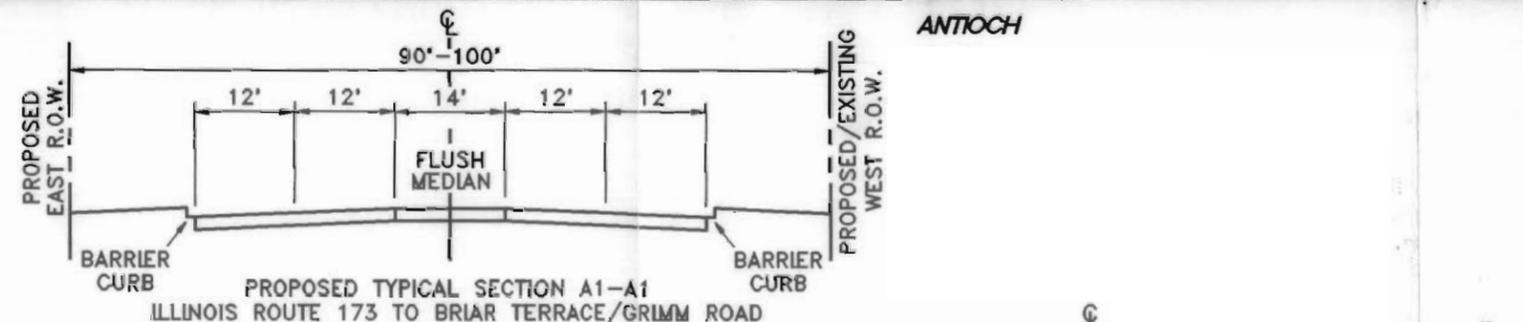
SRA IMPLEMENTATION PLAN
Illinois Route 83/Illinois Route 132

EXHIBIT NO.	DESCRIPTION OF IMPROVEMENT	PRIORITY OF IMPROVEMENT	COMMENT
C3-05	Realignment of Cremin Drive	B	Cremin Drive to be realigned with Shoshoni Trail
C3-06	Implement the recommended cross section improvements	B	
C3-06	Implement the recommended improvements at the intersection of IL Rte. 132 & Deep Lake Road	B	
C3-07	Implement the recommended cross section improvements	B	
C3-07	Implement the recommended improvements at the intersection of IL Rte. 132 & Lindenhurst Drive	B	
C3-07	Implement the recommended improvements at the intersection of IL Rte. 132 & Sand Lake Road	B	
C3-08	Implement the recommended cross section improvements	B	
C3-09	Implement the recommended cross section improvements	B	
C3-09	Implement the recommended improvements at the intersection of IL Rte. 132 & U.S. Rte. 45	B	Recommendations from IDOT Phase I study to be incorporated
Section 4 - Illinois Route 132 - U.S. Route 45 to Hunt Club Road			
C3-10	Implement the recommended cross section improvements	B	Future signal at Knowles Road/Oakwood Drive as warrants are met
C3-11	Implement the recommended cross section improvements	B	Future signal at Brookside Drive as warrants are met
C3-11	Implement the recommended improvements at the intersection of IL Rte. 132 & Western West Access	B	
C3-11	Implement the recommended improvements at the intersection of IL Rte. 132 & Hunt Club Road	B	



DESCRIPTION OF PROPOSED CONDITIONS:

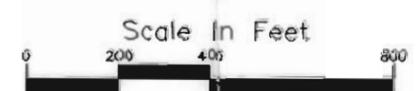
- * Provide median breaks for full access between Ainsley Street and Beach Grove Road.
- * Intersection of Grimm Road/Briar Terrace and Illinois Route 83, Beach Grove and Illinois Route 83 have been identified as candidates for future signalization. The need for signalization should be evaluated as future development warrants.
- * Proposed Realignment for Grimm Road with Briar Terrace.

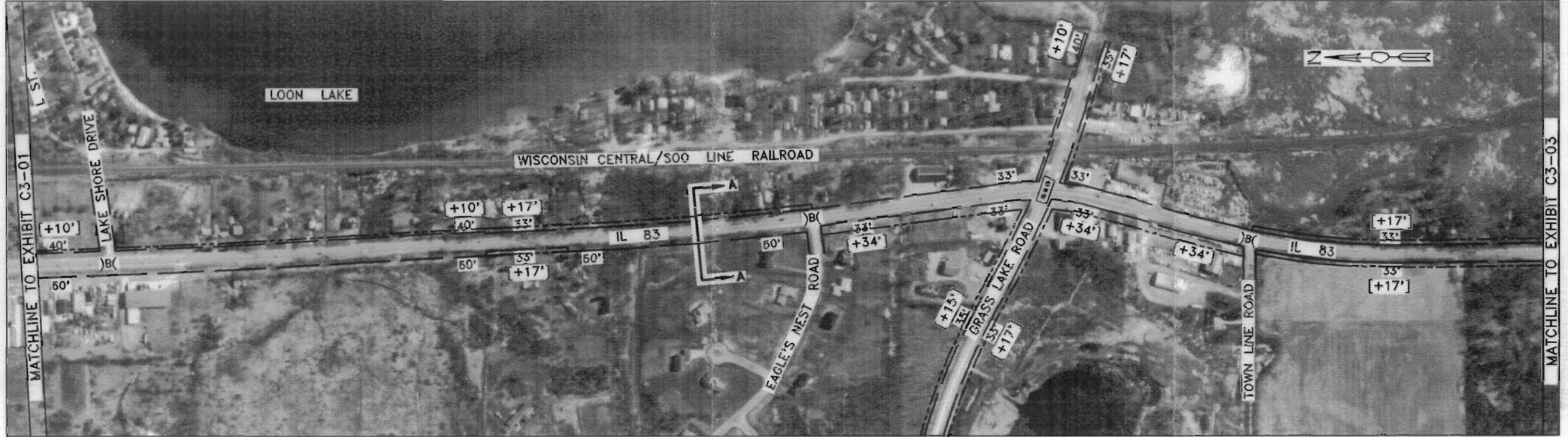
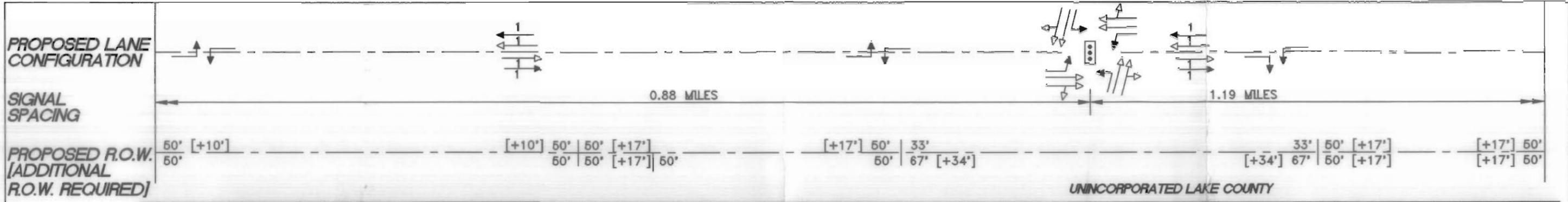


LEGEND	
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	VILLAGE BOUNDARY
50'	EXISTING RIGHT OF WAY DISTANCE
[+17']	ADDITIONAL RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING TRAFFIC LANE CONFIGURATION
	PROPOSED TRAFFIC LANE CONFIGURATION
)B(MEDIAN BREAK
	PROPOSED TRAFFIC SIGNAL
	PROPOSED ROAD REALIGNMENT

ILLINOIS ROUTE 83/ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

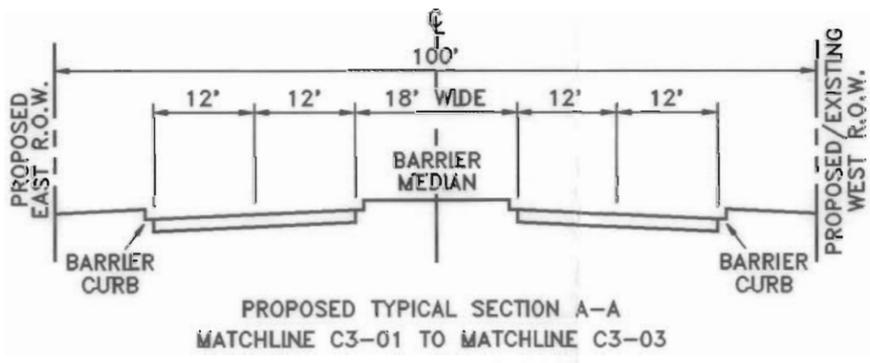
Prepared by DAME'S & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- Widening only on the east side from Eagle's Nest Road to Town Line Road.



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
50'	= EXISTING RIGHT OF WAY DISTANCE
[+17']	= ADDITIONAL RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
)B(= MEDIAN BREAK

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



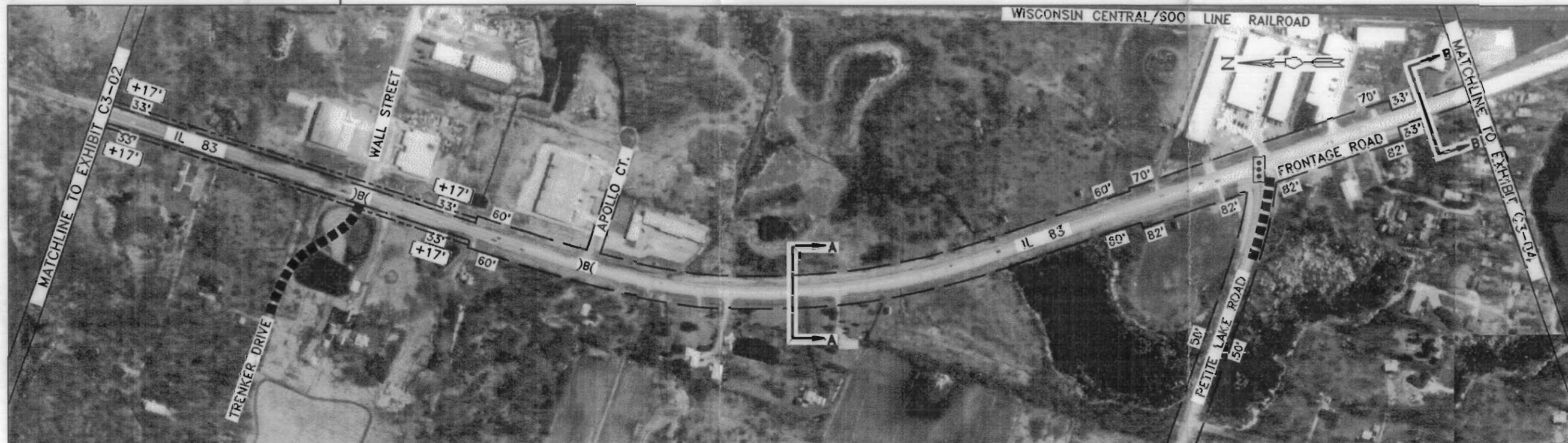
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

UNINCORPORATED LAKE COUNTY

LAKE VILLA



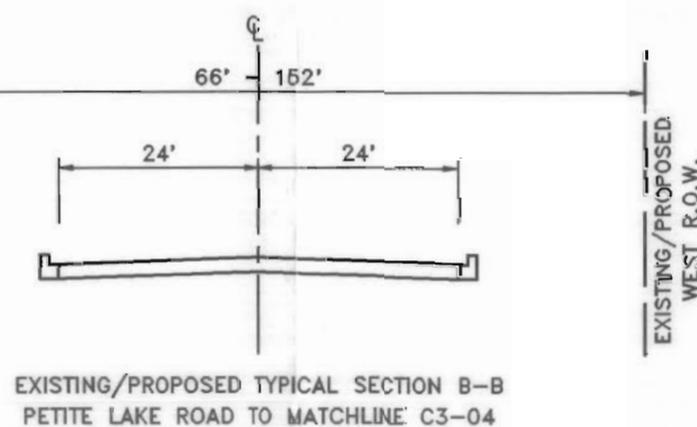
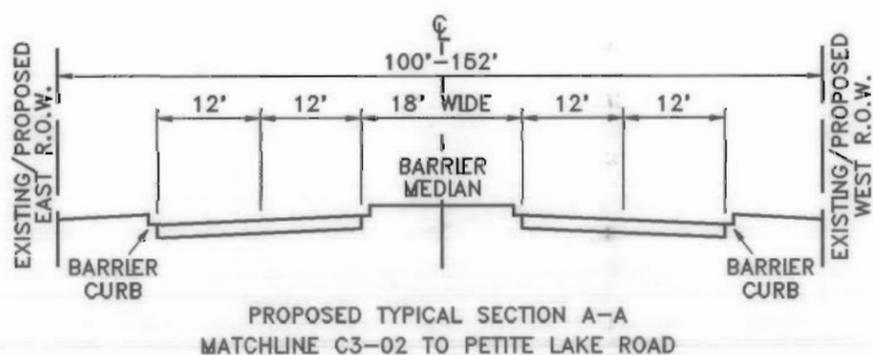
UNINCORPORATED LAKE COUNTY

LAKE VILLA

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Proposed Realignment at Trenker Drive with Wall Street.
- * Frontage Road should be extended along Petite Lake Road.



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= VILLAGE BOUNDARY
50'	= EXISTING RIGHT OF WAY DISTANCE
[+17']	= ADDITIONAL RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MEDIAN BREAK
	= PROPOSED ROAD REALIGNMENT

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

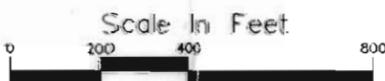
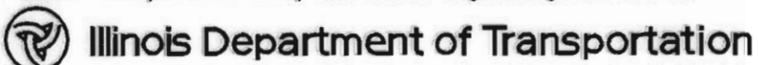
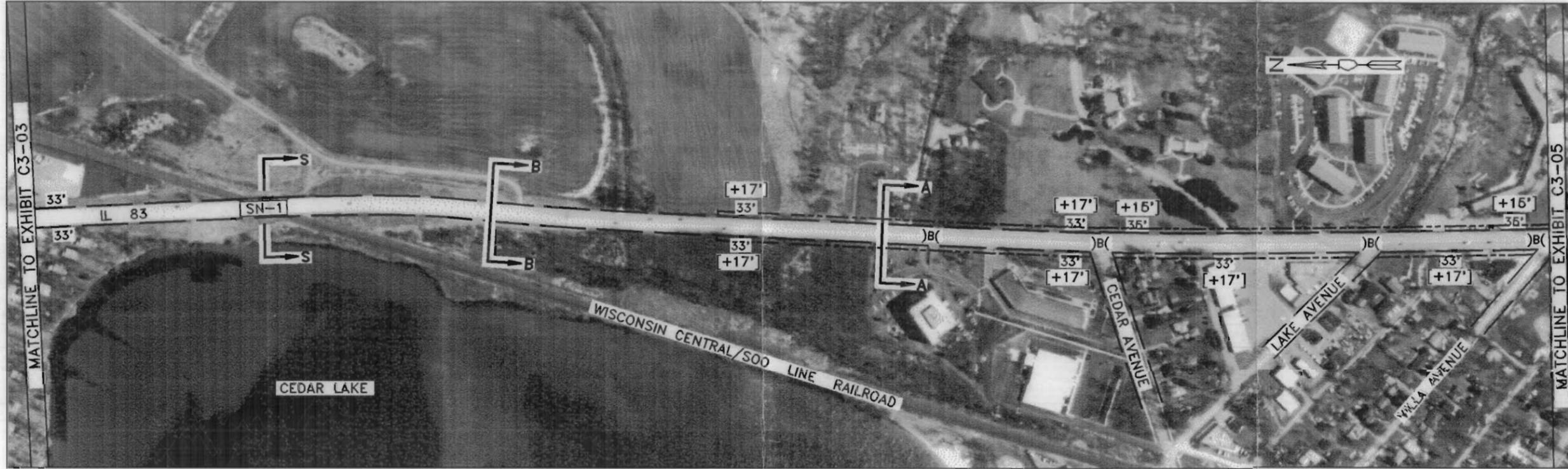
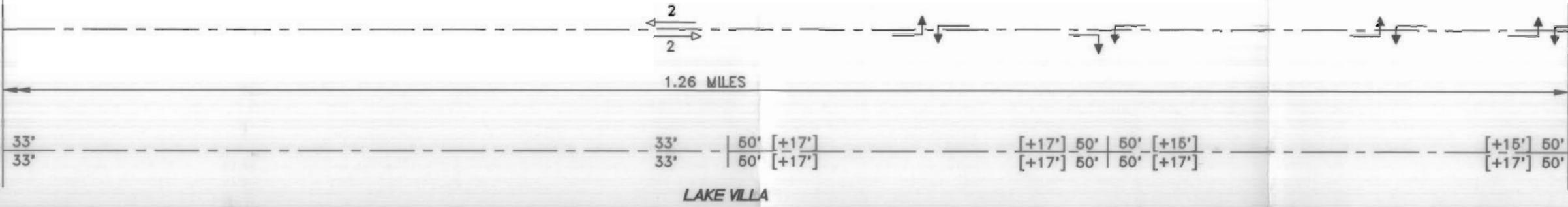


EXHIBIT C3-03

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

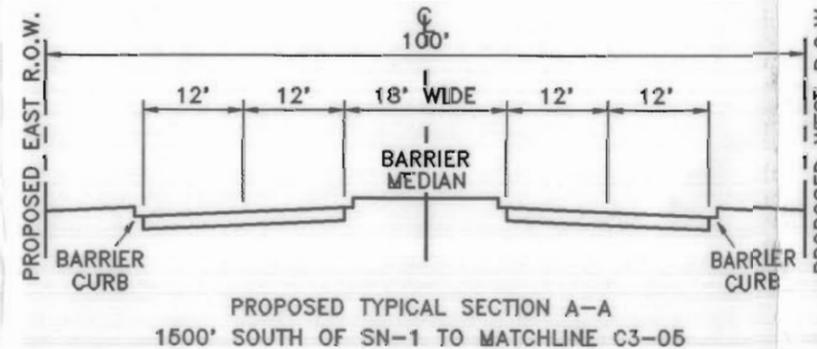
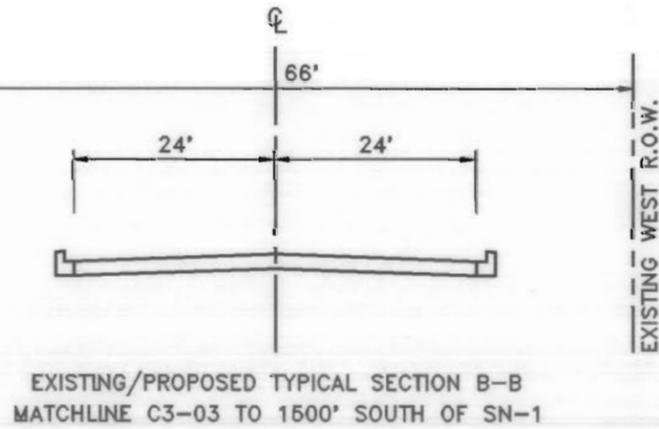
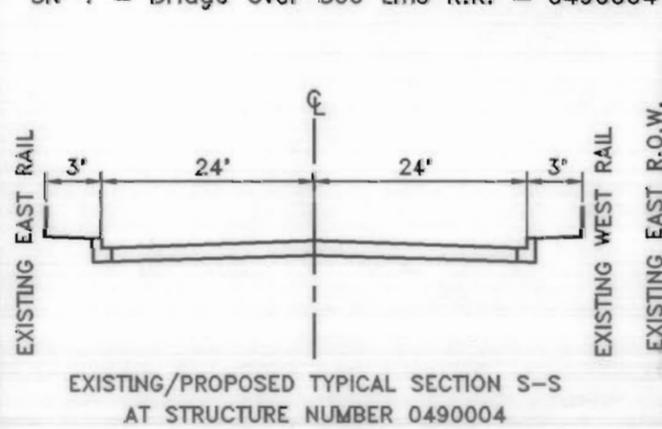


LAKE VILLA

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

SN-1 = Bridge Over Soo Line R.R. = 0490004



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= VILLAGE BOUNDARY
50'	= EXISTING RIGHT OF WAY DISTANCE
[+17']	= ADDITIONAL RIGHT OF WAY DISTANCE
SN-#	= EXISTING STRUCTURE NUMBER
#	= EXISTING TRAFFIC LANE CONFIGURATION
#	= PROPOSED TRAFFIC LANE CONFIGURATION
)B(= MEDIAN BREAK

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

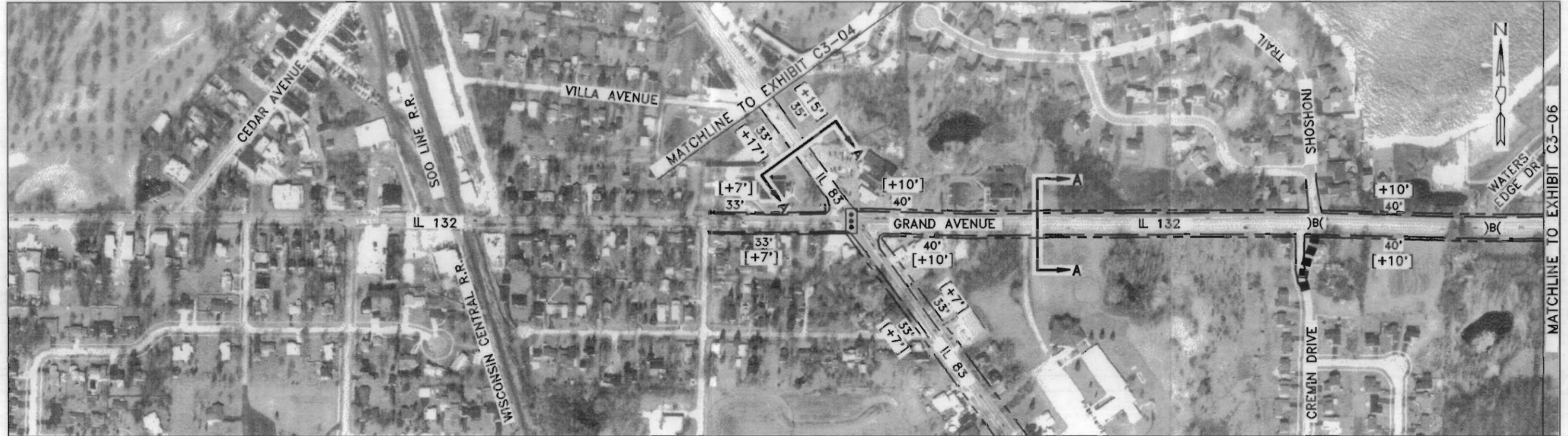
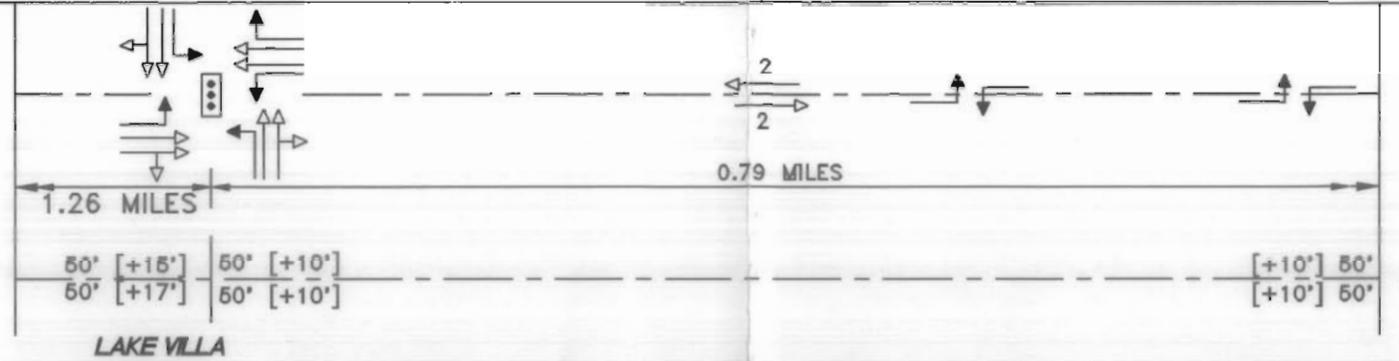


EXHIBIT C3-04

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

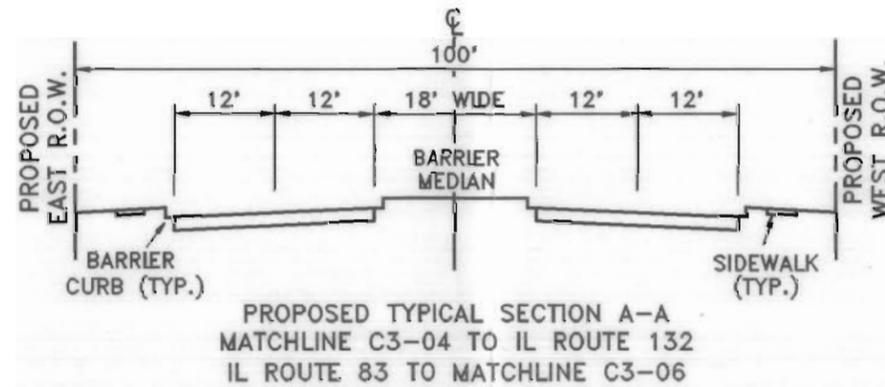


LAKE VILLA

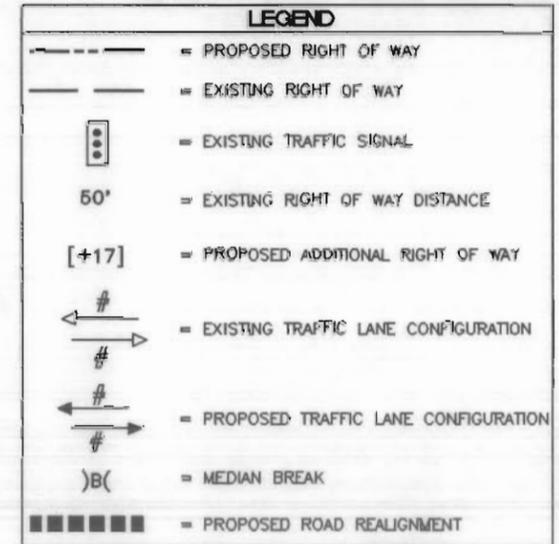
AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Proposed realignment of Cremin Drive with Shoshoni Trail.

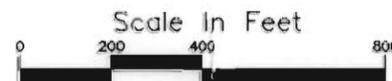


PROPOSED TYPICAL SECTION A-A
MATCHLINE C3-04 TO IL ROUTE 132
IL ROUTE 83 TO MATCHLINE C3-06



ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

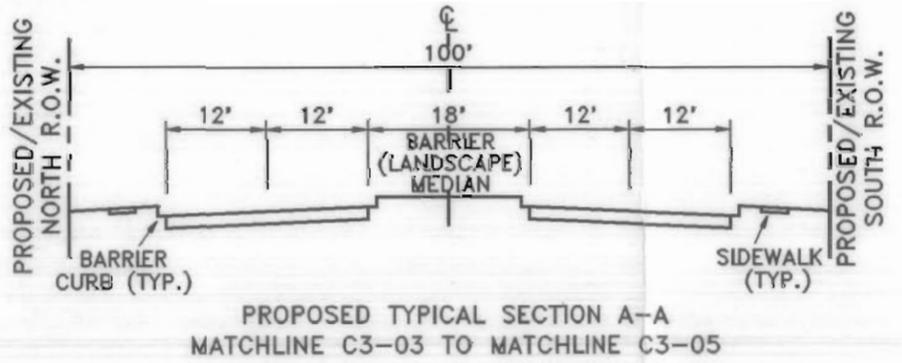




DESCRIPTION OF PROPOSED CONDITIONS:

- * Proposed realignment of IL Route 132 to avoid Sand Lake Cemetery.
- * Full access should be provided at Sheehan Drive, Woodhead Drive, Munn Road, and Mallard Ridge Drive.

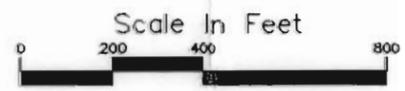
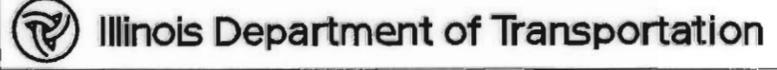
SN-2 = Modification of this structure will be necessary to accommodate the proposed roadway section.

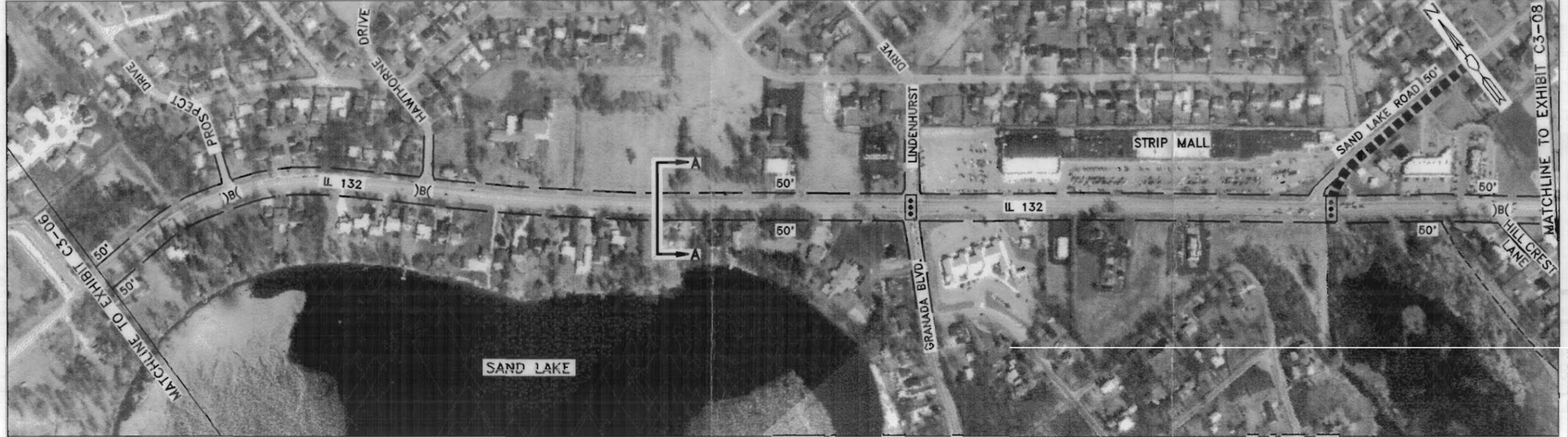
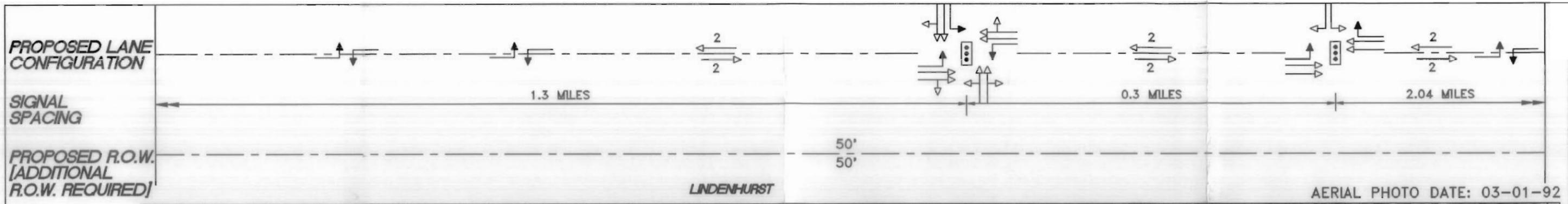


LEGEND			
	= PROPOSED RIGHT OF WAY		= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING RIGHT OF WAY		= PROPOSED TRAFFIC LANE CONFIGURATION
	= EXISTING TRAFFIC SIGNAL		= VILLAGE BOUNDARY
50'	= EXISTING RIGHT OF WAY DISTANCE		= PROPOSED ROAD REALIGNMENT
[+10']	= PROPOSED ADDITIONAL RIGHT OF WAY		= MODIFY EXISTING STRUCTURE
)B(= MEDIAN BREAK		

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

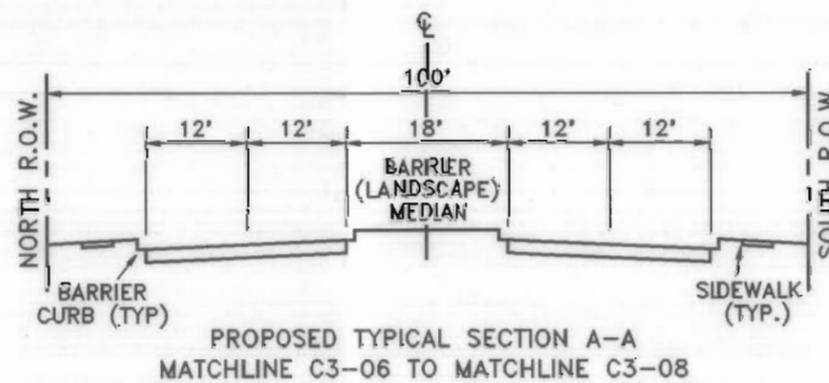
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * Full access should be provided at Prospect Drive, Hawthorne Drive, and Hillcrest Court.
- * Proposed Realignment of Sand Lake Road.

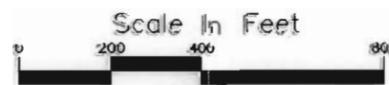
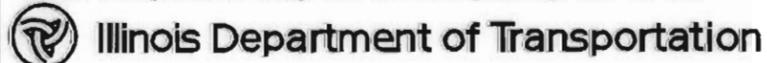


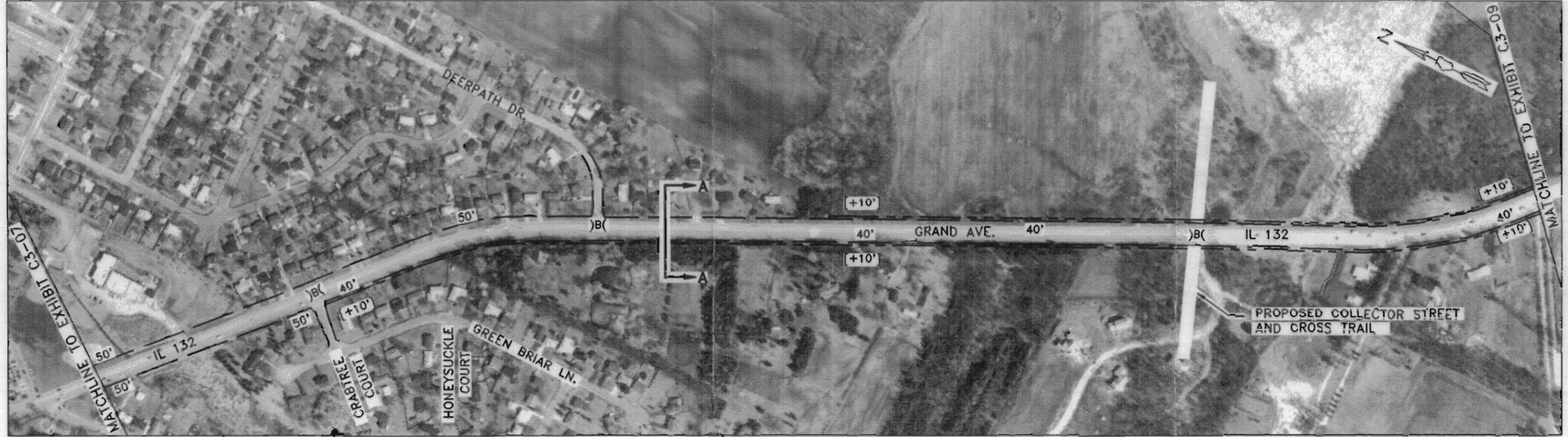
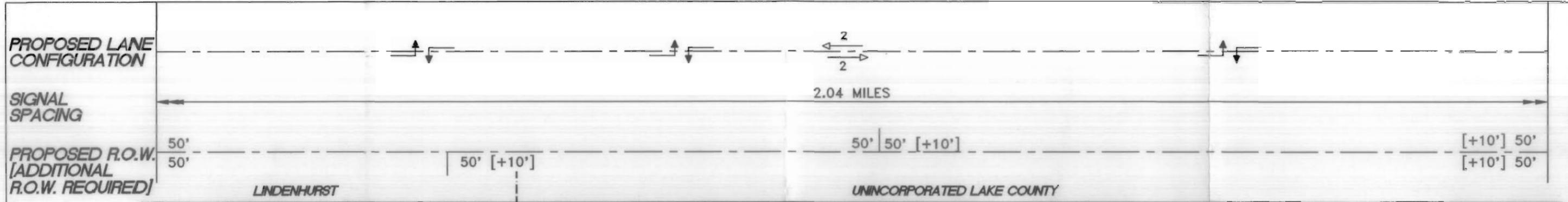
LEGEND

	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
	= VILLAGE BOUNDARY
	= EXISTING TRAFFIC SIGNAL
50'	= EXISTING RIGHT OF WAY DISTANCE
[+17]	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
)B(= MEDIAN BREAK
	= PROPOSED ROAD REALIGNMENT

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

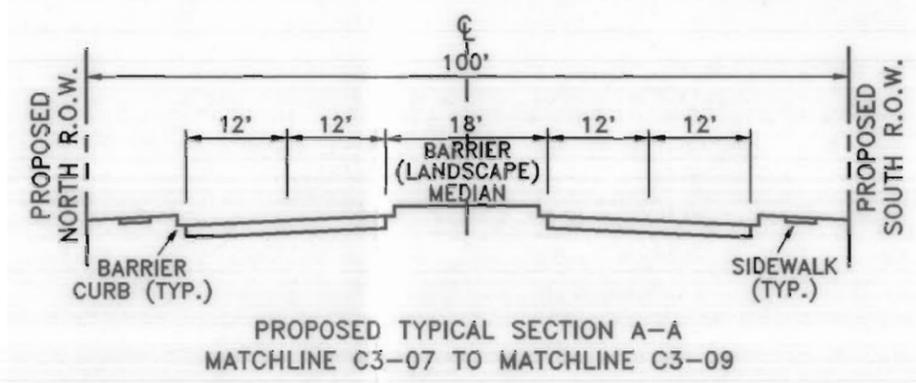




AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Full access should be provided at Crabtree Court, Deerpath Drive and Proposed Collector.

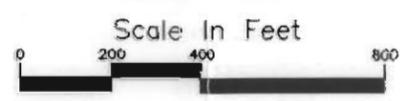


LEGEND

- = PROPOSED RIGHT OF WAY
- = EXISTING RIGHT OF WAY
- - - = VILLAGE BOUNDARY
- ⊞ = EXISTING TRAFFIC SIGNAL
- 50' = EXISTING RIGHT OF WAY DISTANCE
- [+17] = PROPOSED ADDITIONAL RIGHT OF WAY
- ←# = EXISTING TRAFFIC LANE CONFIGURATION
- # = PROPOSED TRAFFIC LANE CONFIGURATION
-)#(= MEDIAN BREAK

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

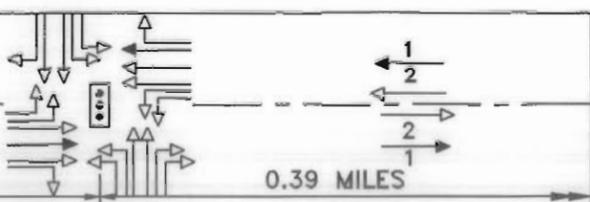
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

50' [+10']
50' [+10']

2.04 MILES

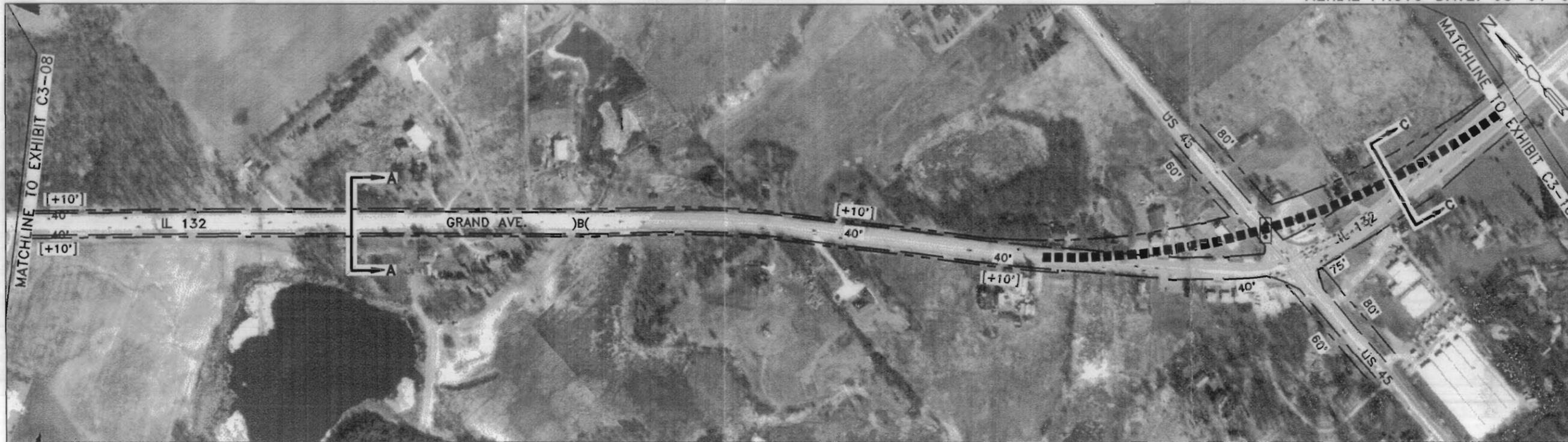
50' [+10'] | 50' [+10'] | 40'

0.39 MILES



UNINCORPORATED LAKE COUNTY

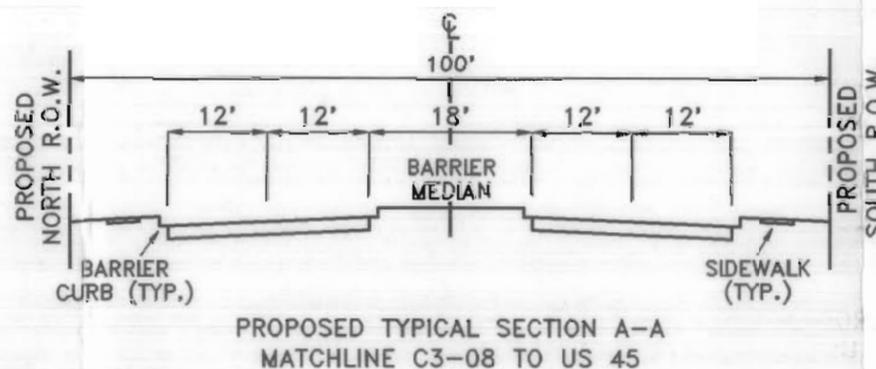
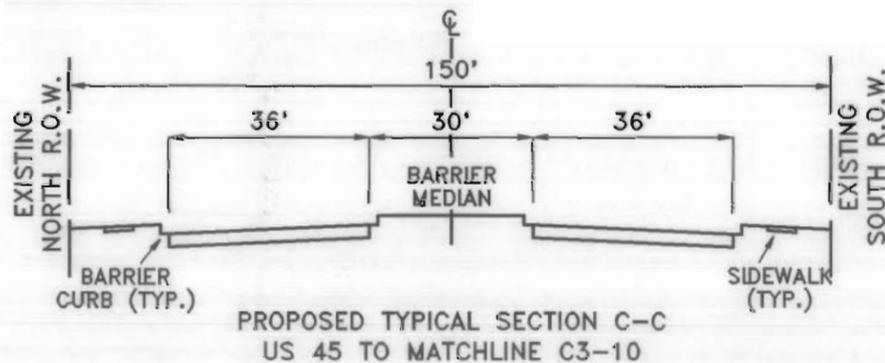
AERIAL PHOTO DATE: 03-01-92



UNINCORPORATED LAKE COUNTY

DESCRIPTION OF PROPOSED CONDITIONS:

- * Proposed realignment and widening of IL 132 & US 45 Intersection from IDOT Phase I Study.

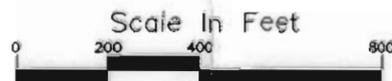


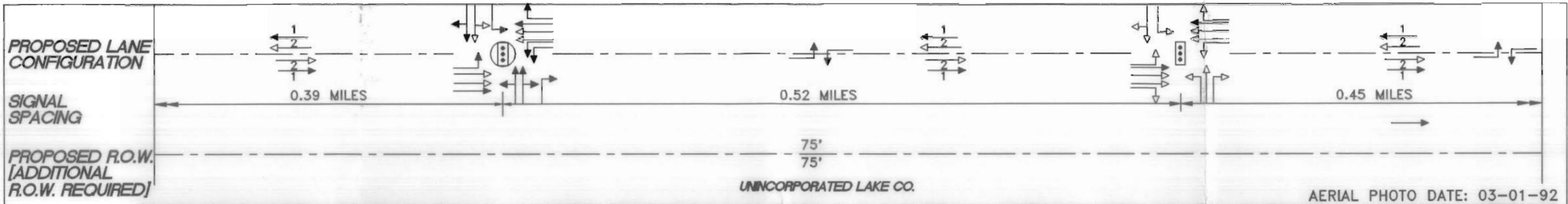
LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
50'	= EXISTING RIGHT OF WAY DISTANCE
[+10']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED REALIGNMENT OF IL 132 FROM IDOT PHASE I STUDY
)B(= MEDIAN BREAK

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS



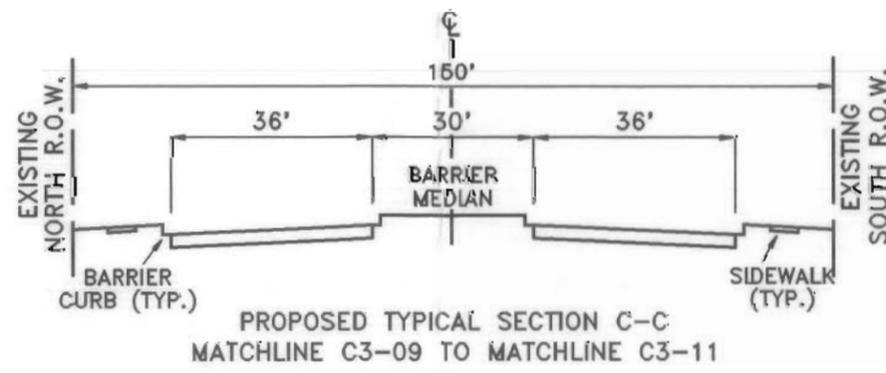
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * Full access should be provided at Grandwood Drive and Bridlewood Avenue.
- * Intersection of IL Route 132 & Oakwood Drive/Knowles Rd. has been identified as a candidate for future signalization. The need for signalization should be evaluated as future development warrants.

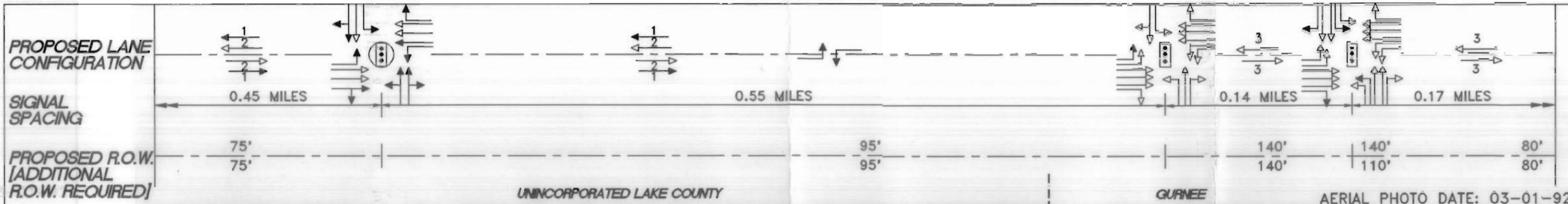


LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY
	= PROPOSED ROLLINS ROAD EXTENSION (SEE DETAIL D3-06)
	= MEDIAN BREAK

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



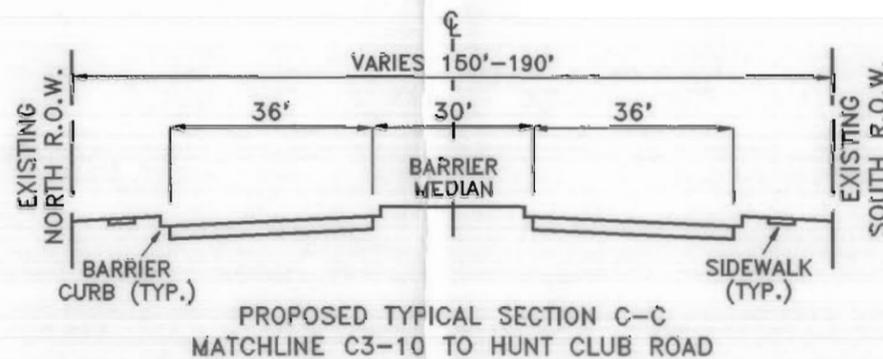


AERIAL PHOTO DATE: 03-01-92



DESCRIPTION OF PROPOSED CONDITIONS:

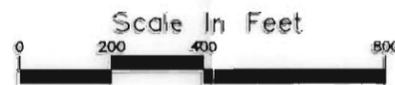
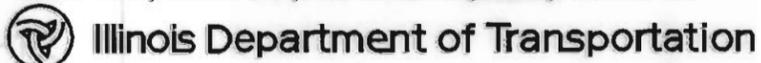
- * Intersection of Illinois Route 132 and Brookside Drive has been identified as a candidate for future signalization. The need for signalization should be evaluated as future development warrants.



LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
75'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
- - -	= VILLAGE BOUNDARY
)B(= MEDIAN BREAK

ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

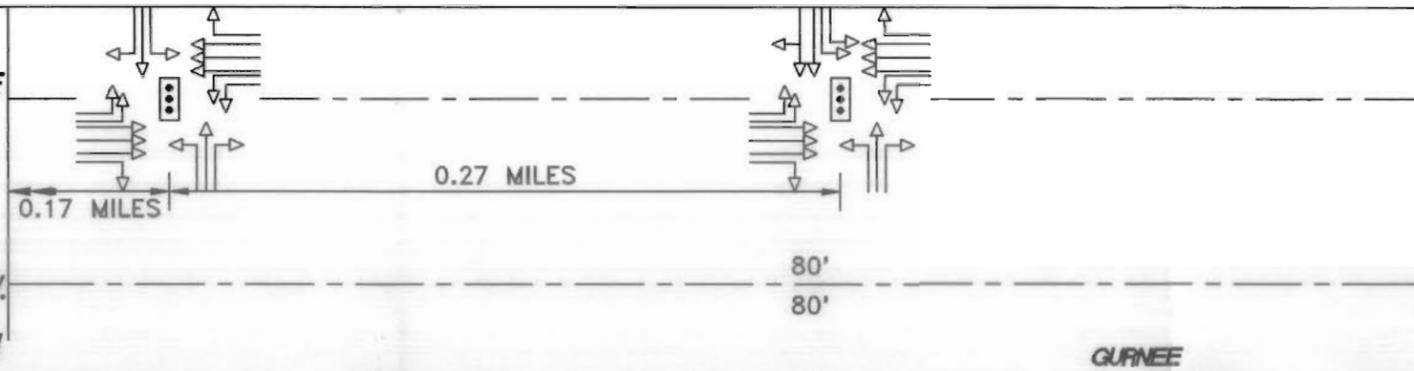
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



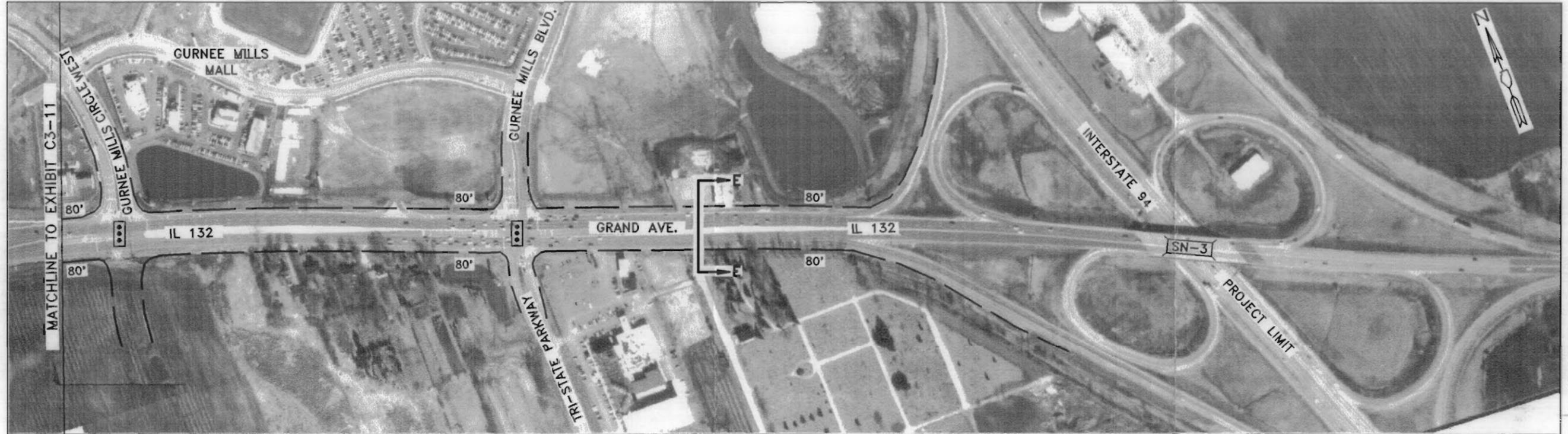
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



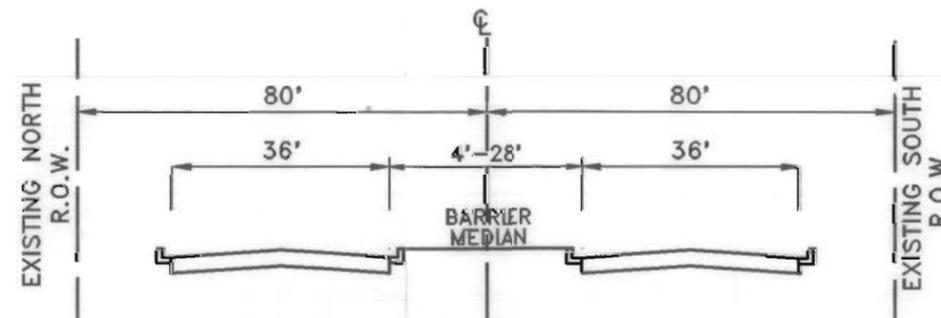
AERIAL PHOTO DATE: 03-01-92



UNINCORPORATED LAKE COUNTY

DESCRIPTION OF PROPOSED CONDITIONS:

- * Full access should be maintained at Gurnee Mills Mall, and commercial development along IL Route 132 on south side.
- SN-3 = Structure number 049-9906 Bridge over I-94 (the Tri-State Tollway)



EXISTING/PROPOSED TYPICAL SECTION E-E HUNT CLUB ROAD TO I-94 (THE TRI-STATE TOLLWAY)

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

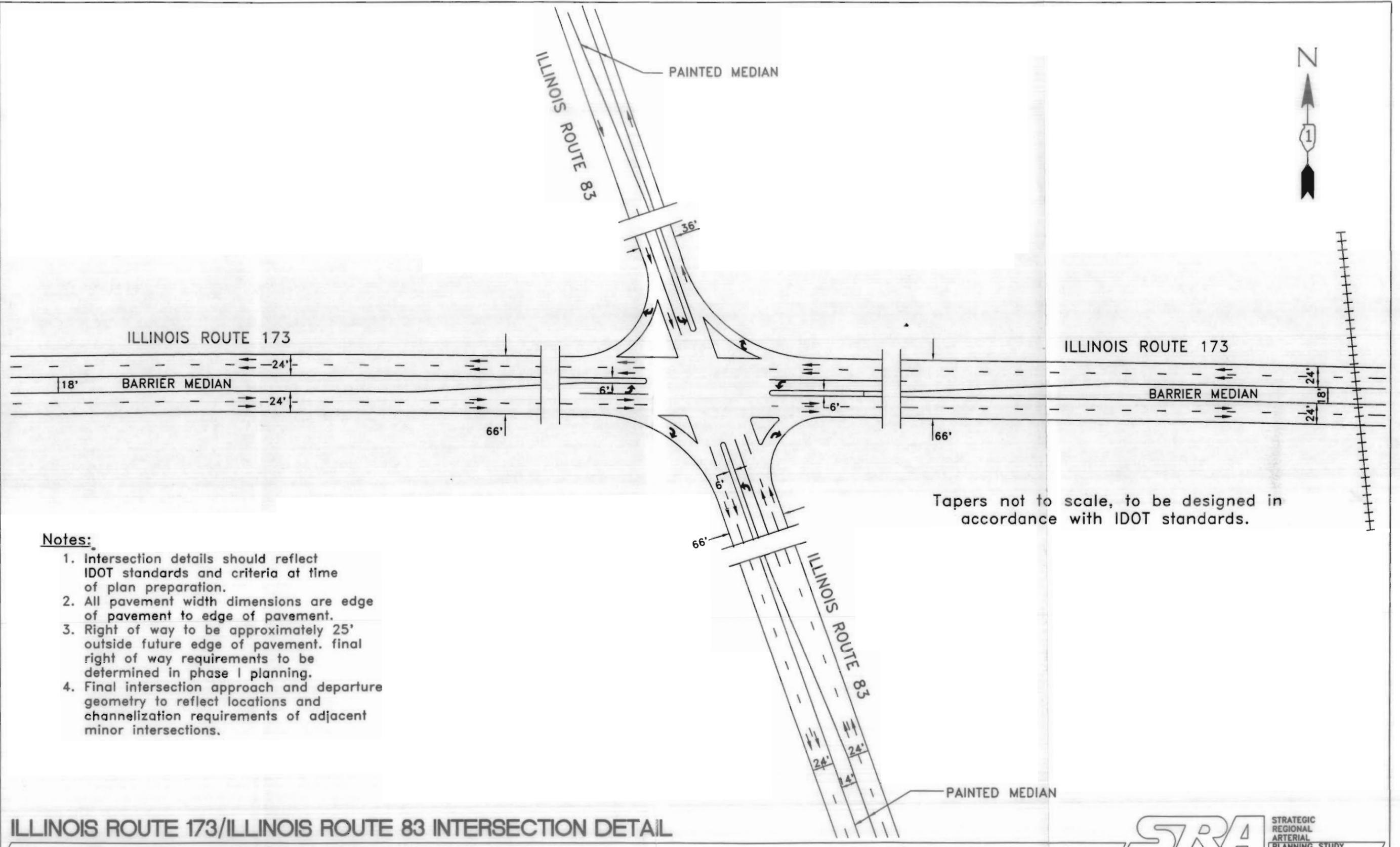
ILLINOIS ROUTE 83 / ILLINOIS ROUTE 132 - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



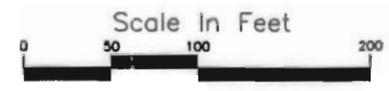
Notes:

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

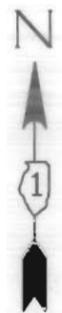
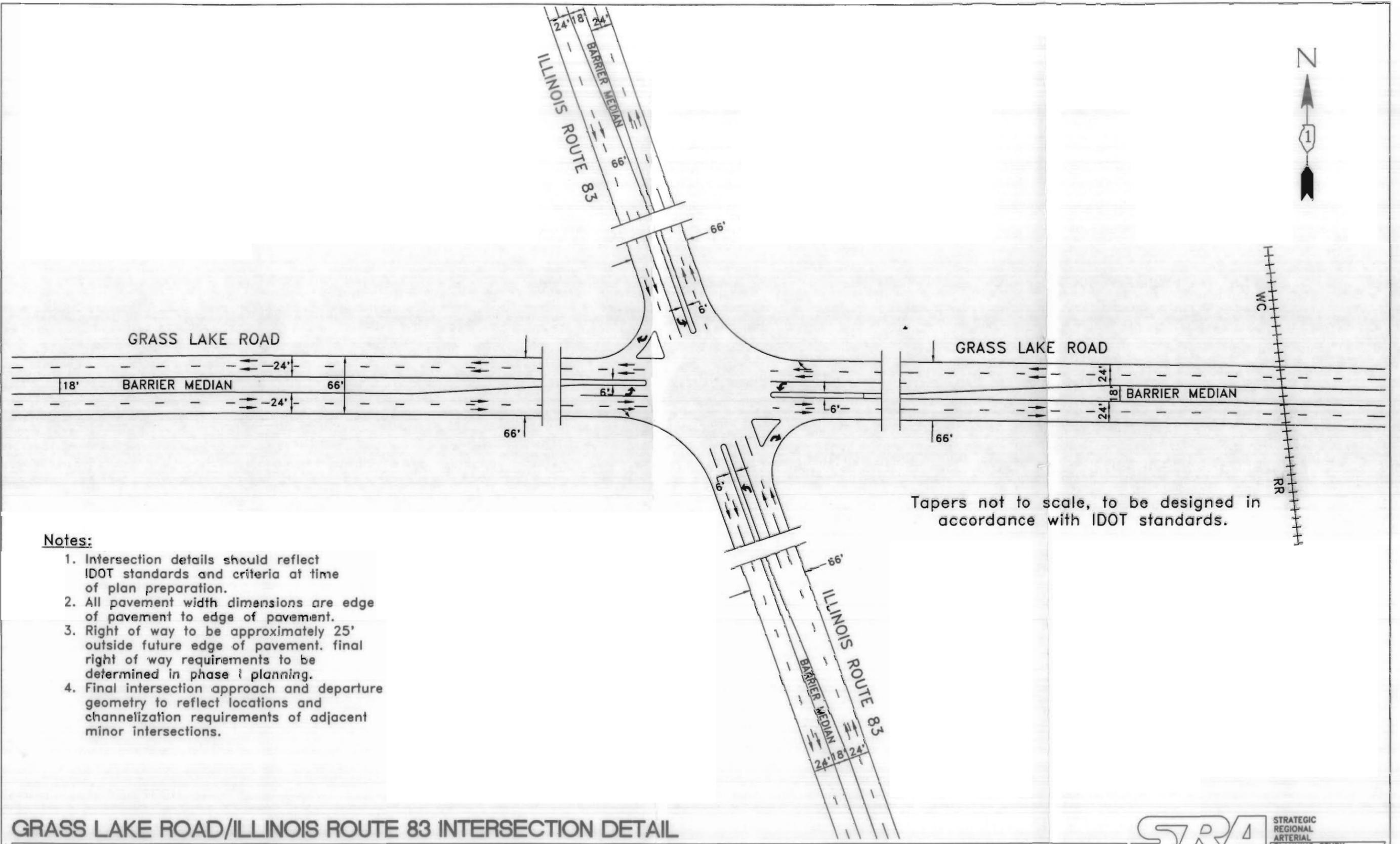
ILLINOIS ROUTE 173/ILLINOIS ROUTE 83 INTERSECTION DETAIL

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

DETAIL D3-01



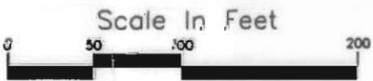
Notes:

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. final right of way requirements to be determined in phase i planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

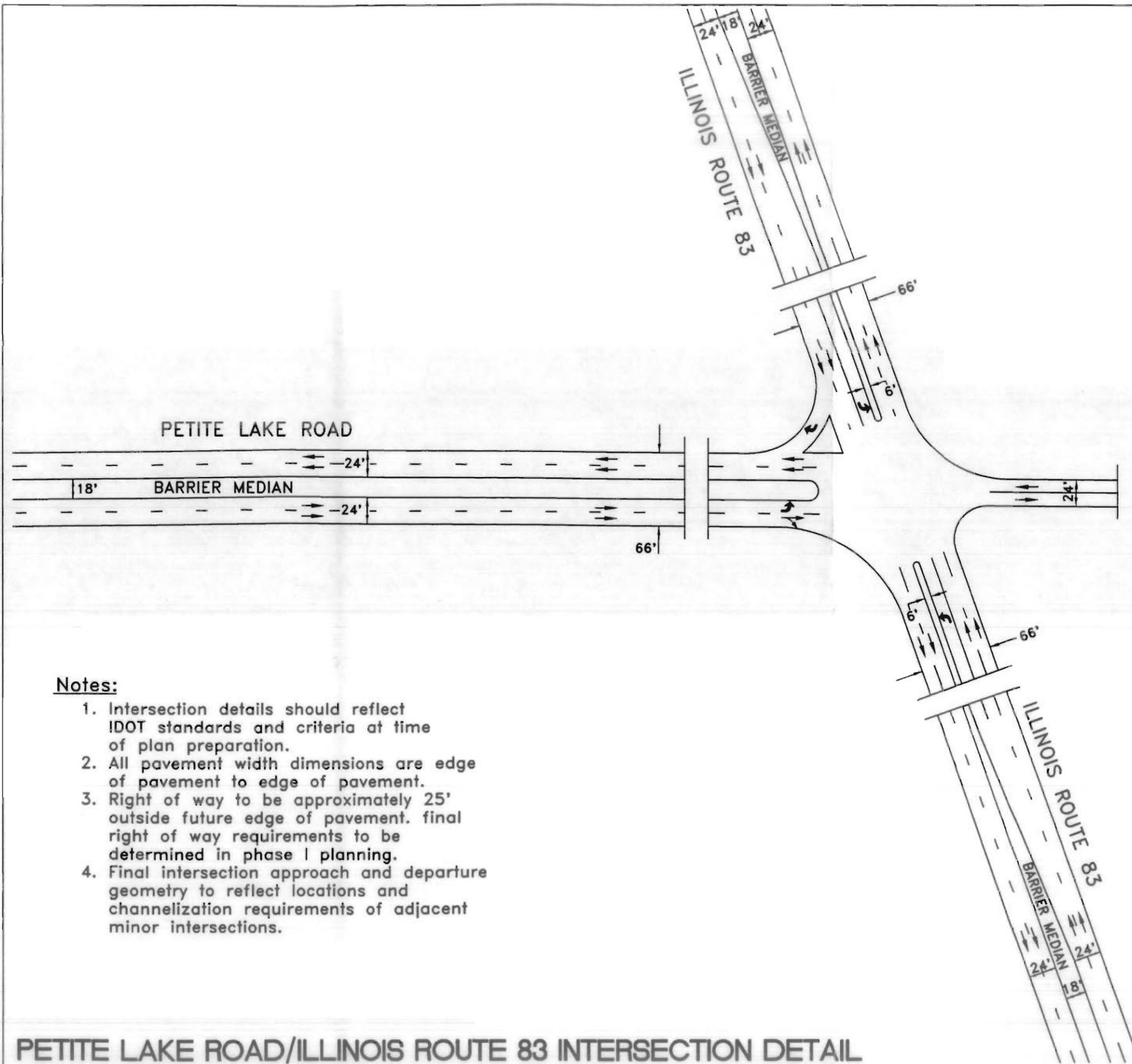
Tapers not to scale, to be designed in accordance with IDOT standards.

GRASS LAKE ROAD/ILLINOIS ROUTE 83 INTERSECTION DETAIL

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



DETAIL D3-02

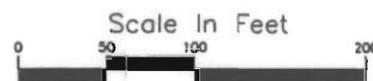
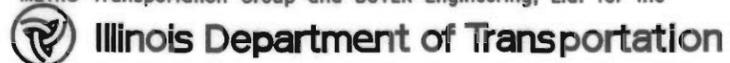


Notes:

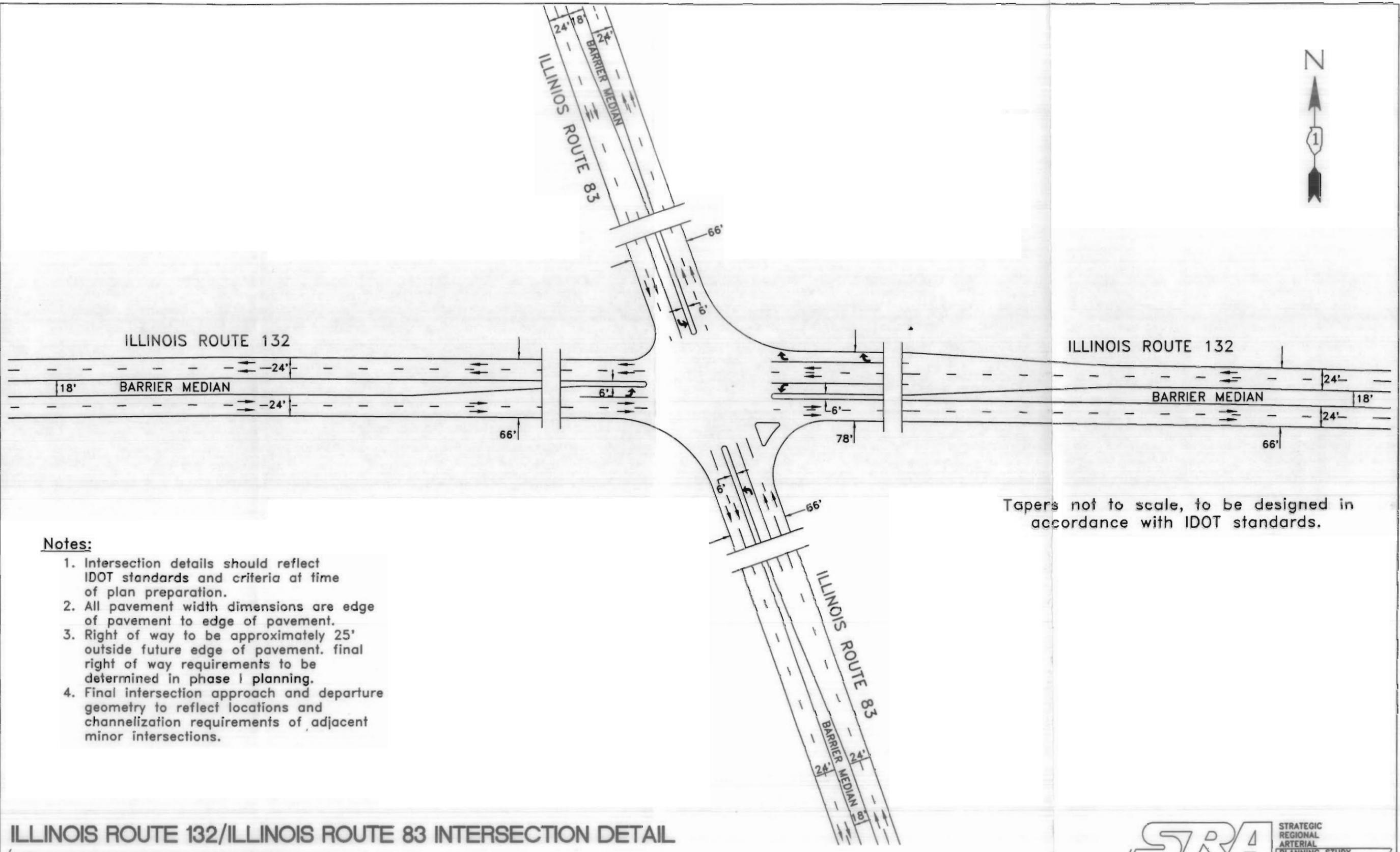
1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

PETITE LAKE ROAD/ILLINOIS ROUTE 83 INTERSECTION DETAIL

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



DETAIL D3-03



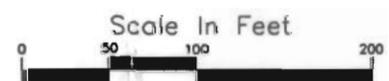
Notes:

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

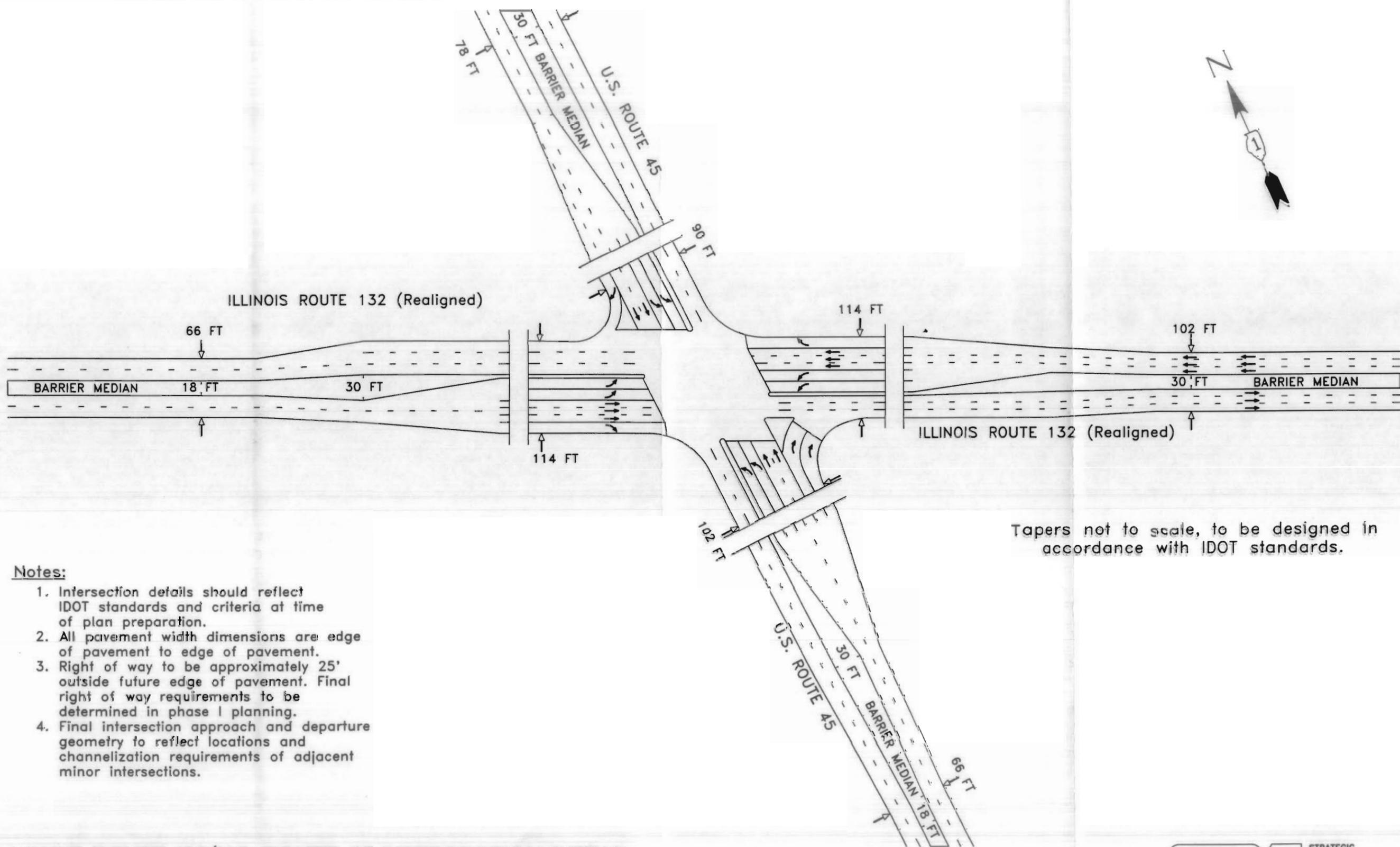
ILLINOIS ROUTE 132/ILLINOIS ROUTE 83 INTERSECTION DETAIL

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

DETAIL D3-04



Tapers not to scale, to be designed in accordance with IDOT standards.

Notes:

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

ILLINOIS ROUTE 132/U.S. ROUTE 45 INTERSECTION DETAIL

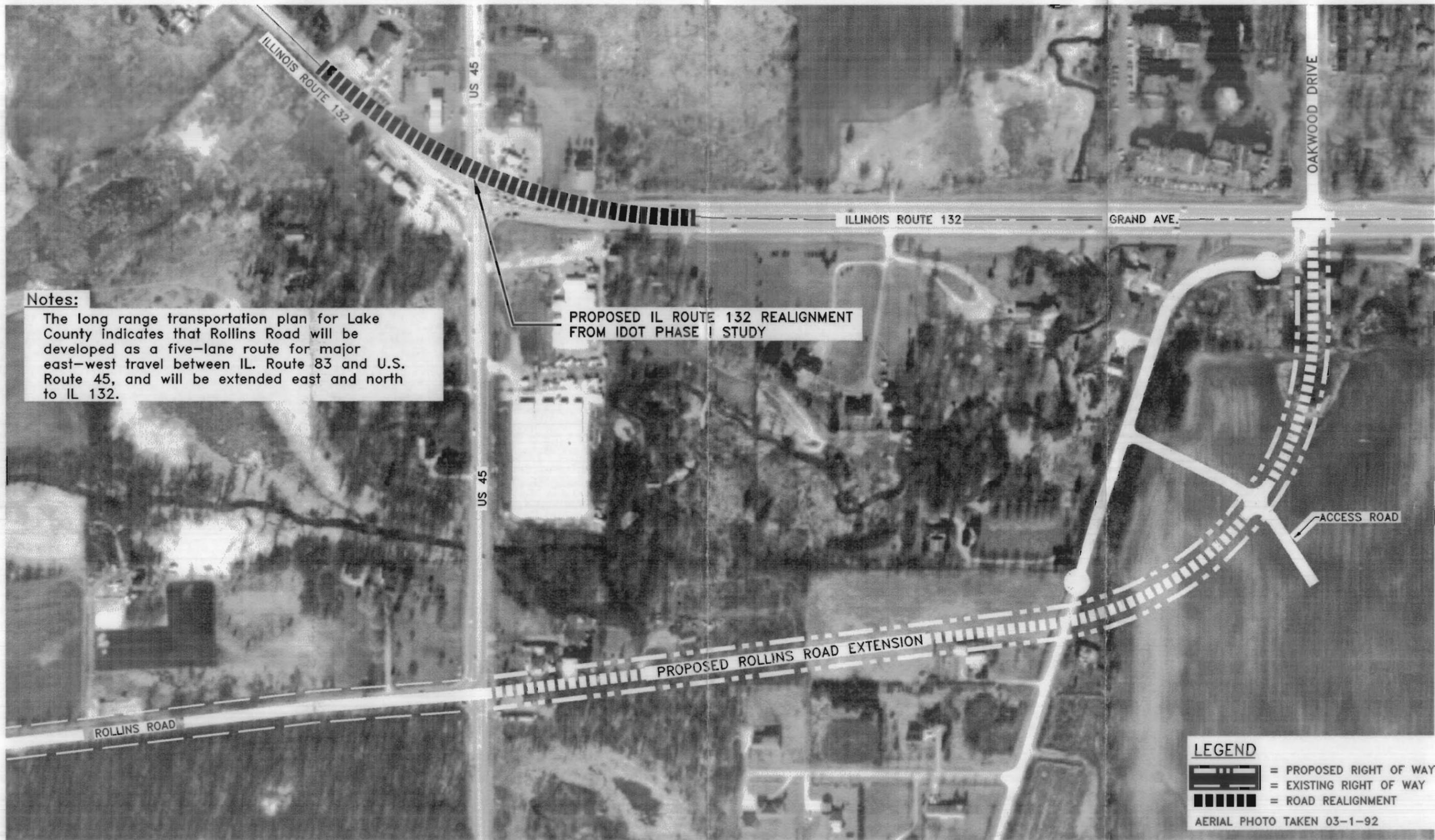
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



(NOT TO SCALE)



DETAIL D3-05



Notes:

The long range transportation plan for Lake County indicates that Rollins Road will be developed as a five-lane route for major east-west travel between IL. Route 83 and U.S. Route 45, and will be extended east and north to IL 132.

PROPOSED IL ROUTE 132 REALIGNMENT FROM IDOT PHASE I STUDY

PROPOSED ROLLINS ROAD EXTENSION

LEGEND

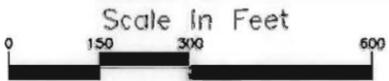
-  = PROPOSED RIGHT OF WAY
-  = EXISTING RIGHT OF WAY
-  = ROAD REALIGNMENT

AERIAL PHOTO TAKEN 03-1-92

ILLINOIS ROUTE 132 REALIGNMENT/ROLLINS ROAD EXTENSION



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PUBLIC INVOLVEMENT

**ILLINOIS ROUTE 83/
ILLINOIS ROUTE 132**



**SRA SUBSET #4 - CORRIDOR #3 - ILLINOIS ROUTE 132 (GRAND AVENUE)
ISSUES SUMMARY REPORT FROM INDIVIDUAL COMMUNITY INTERVIEWS
(Original ICI Report)**

SUMMARY OF ACTIVITY

The Illinois Department of Transportation (IDOT) has contracted DAMES & MOORE/MCE to perform preliminary engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridors within the six-county planning area of the Northeastern Illinois Planning Commission (NIPC). The first step in the process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the project to the local officials and to obtain their input early in the study, and to develop a better understanding of local concerns and perspective toward each corridor.

Introductory letters were sent to each of the agencies affected along the entire length of the corridor on October 29, 1993. The letters were sent from Mayor Jack Williams of Franklin Park, who is the Chairman of the CATS Council of Mayors Executive Committee. Telephone calls were made by the facilitators to set up meetings with the officials of each of the agencies. Each of the scheduled meetings was attended by Bruce Trego, who served as facilitator for the meetings, and a corridor manager. The following is a summary of the meetings attended:

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>
11-16-93	Village of Gurnee	James T. Hayner Bud Reed, P.E., P.L.S. Todd Gordon	Village Administrator Village Engineer Assistant Engineer
11-18-93	Village of Lake Villa	Frank M. Lofferdo Glen McCollum	Mayor Director of Public Works
11-18-1993	Village of Lindenhurst	Paul Baumunk James B. Stevens	Mayor Village Administrator
12-08-93	Lake County Highway Dept.	Martin Buehler Dusty Powell	Superintendent of Highways Director of Planning & Programming
04-18-1994	Warren Township	Frank Thomas	Highway Commissioner

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>
04-18-94	Lake Villa Township	Sue Hanson	Township Supervisor

At the conclusion of each of the meetings, a letter of request with an information packet was left with each of the officials. The letter contained a request for community or agency data, designation of advisory panel member, and designation of a day-to-day contact within each community.

Follow-up thank you letters were sent to each of the principal contacts with copies to other attendees following each of the meetings. This letter outlined a tentative schedule for proceeding with the study for the next 6 to 8 months.

SUMMARY OF LOCAL ISSUES

The Illinois Route 132 SRA corridor extends between Illinois Route 59 and I-94 (the Tri-State Tollway). The majority of the growth along this corridor is residential except between Hunt Club Road and I-94. Illinois Route 132 is a feeder to major north-south routes such as U.S. Route 45 and Illinois Route 83.

Illinois Route 132 primarily services regional traffic at the east end and local traffic toward the west end. Rollins Road is widely used as an alternate regional route between Illinois Route 83 and U.S. Route 45. Rollins Road is the most direct route for east-west travel in this section. The Lake County Highway Department has plans to improve and extend Rollins Road east and north from U.S. Route 45 to Illinois Route 132. The Illinois Route 132 SRA corridor can basically be divided into five separate and distinct sections. To simplify the use of this report, local issues are discussed by section.

The section from Illinois Route 59 to Cedar Lake Road includes scattered residential development on both sides of the route. Cedar Lake Beach is located towards the east end of this section. While improvements are desired in this section, local officials do not support widening the existing roadway to provide the standard suburban seven-lane SRA cross-section. The 2010 projected traffic for this section is 11,000 vehicles per day. The recommended roadway improvements include a five-lane cross section for this section.

The second section from Cedar Lake Road to Illinois Route 83 has many residential and commercial developments adjacent to the route with mature trees on either side. The central business district of Lake Villa is located along Illinois Route 132. There is a proposed Metra station at Illinois Route 132 and Cedar Avenue. Access and parking will be provided primarily via Cedar Avenue. The traffic from the Prince of Peace and Lake Villa Middle School cause periodic but localized congestion. Also, access to the fire district and EMS facilities pose additional traffic hazards from time to time. Local officials generally support improvements to alleviate these problems. Local perception sees Illinois Route 83 used more as a SRA and Illinois Route 132 used primarily by local traffic. The

recommended roadway improvements to Illinois Route 132 include a four lane cross-section with a 14-foot flush median.

The section from Illinois Route 83 to U.S. Route 45 extends through highly sensitive areas of wetlands, forest preserves, and natural lakes. The impact of roadway drainage and surface run off on these natural lakes is an important concern. This section passes through the Village of Lindenhurst and has many residential and commercial developments close to the route. The Village of Lindenhurst has placed a high priority on aesthetic improvement to Grand Avenue in this section. Village of Lindenhurst appear to favor four-lane cross-section through this section. Also, existing soil conditions are questionable. The recommended roadway improvements include a five-lane cross section; the long range transportation plan for Lake County which indicates the development of Rollins Road to a five lane cross-section is an important consideration in this recommendation.

The fourth section from U.S. Route 45 to Hunt Club Road has major residential developments on both the sides of the route. The required right-of-way to provide the standard suburban seven-lane SRA cross section already exists.

Recommended roadway improvements for this section include a six lane cross-section with thirty-foot barrier median. The transportation plan for Lake County indicates signalization of the Knowles Road (Oakwood Drive) and Brookside Drive intersections and extension of Rollins Road from U.S. Route 45 east and north to meet Illinois Route 132.

Major commercial development is expected to continue from Hunt Club Road and I-94. The standard suburban SRA cross-section exists within this section.

The Illinois Route 132 corridor intersects with two other SRA corridors:

Illinois Route 59	SRA Subset #5
U.S. Route 45	SRA Subset #2

PROJECT DEVELOPMENT AND SCHEDULE

During the winter and spring of 1994, the consultants will study these issues and will help develop alternative concepts to address them. In late summer or early fall of 1994, an advisory panel workshop will be held with designated elected officials along the corridor, to help determine the feasibility of these concepts in addressing local needs. Other alternate concepts may be developed during the workshop. The consultant will then take the information developed in the workshop and produce a preferred alternate or set of alternates. These will then be discussed and modified at a second advisory panel workshop, probably in spring 1995. Results of the second workshop will be incorporated in the preliminary plan to be presented at a public meeting, to be held in late 1995. Comments from the public meeting will be incorporated in the plan and the SRA Feasibility Study Report, which will be presented to IDOT in 1995.

IDOT will take feasibility studies for all five SRA subsets and determine a priority of the projects. The priority will be based on a number of factors, including need, cost, funding availability, environmental and socioeconomic impacts, right-of-way availability, and local support. Once the projects are prioritized, they will then be scheduled for preliminary engineering studies followed by final design and construction. Based on this procedure the Illinois Route 132 SRA Study is to serve as a planning tool to be used by IDOT and the local communities to supply a long range plan for future of the Illinois Route 132 corridor.

SRA Subset #4

Illinois Route 83

Issues Summary Report

from

Individual Community Interview

September 1, 1995

SRA Subset #4 - Illinois Route 83

Issues Summary Report from Individual Community Interview

The Illinois Department of Transportation (IDOT) has contracted Dames & Moore/MCE to perform preliminary engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridor within the six county planning areas of the Northeastern Illinois Planning Commission (NIPC). The first step in this process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the project to local officials to obtain their input early in the study, and to develop a better understanding of local concerns and perspective toward each corridor. Illinois Route 83 (from Illinois Route 132 to Illinois Route 173) is an addition to the Illinois Route 132 corridor. Illinois Route 132 was designated as an SRA route between Illinois Route 59 and the Tri-State Tollway (I-94). After a review of the traffic movement in this region, the local communities (in the earlier ICI's and Advisory Panel I) advised D&M/MCE to consider Illinois Route 83 as an SRA route. Dames & Moore/MCE recommended to IDOT that Illinois Route 83 should be considered as an SRA route from Illinois Route 132 to Illinois Route 173. Also, Illinois Route 132 from Illinois Route 59 to Illinois Route 83 should be removed the SRA network. After performing a preliminary field investigation, IDOT instructed Dames & Moore/MCE to include Illinois Route 83 from Illinois Route 132 to Illinois Route 173 as an extension of Illinois Route 132 from Illinois Route 83 and I-94 (Tri-State Tollway).

After receiving instructions from IDOT, Dames & Moore/MCE started working on Illinois Route 83 in July/August 1995. Mr. Nagar arranged an individual community interview with the Village of Antioch. Mr. Wells, Village Administrator and Mr. Boldt, consultant for the Village of Antioch, agreed to meet with Dames & Moore/MCE at the Village city hall. The discussion of this meeting is summarized as follows:

Attendees : Tim Wells - Village Administrator, Antioch
 John Boldt - Clark Dietz, Inc., Consultant, Village of Antioch
 Paul Schneider - Dames & Moore/MCE
 Sat Nagar - Dames & Moore/MCE

Copy : Rich Starr, Illinois Department of Transportation

- Mr. Schneider began the meeting with a discussion of importance of the individual community interviews. Mr. Nagar discussed in detail the existing conditions and recommended concepts on Illinois Route 83 through the Village of Antioch.
- Mr. Wells stated that corporate limits of the Village of Antioch extends to Beach Grove Road. Mr. Wells gave a copy of the map showing the corporate limits to Dames & Moore/MCE. Mr. Wells also stated that an industrial park has been planned along the east side of Illinois Route 83 between Grimm Road and Beach Grove Road.
- Mr. Nagar stated that a four-lane cross-section with 18-foot barrier median will likely be presented as the recommended concept for Illinois Route 83 between Illinois Route 173 and Beach Grove Road.

- Mr. Wells stated that two-lanes in each direction on Illinois Route 83 up to Illinois Route 173 were expected and he further stated that the Village Board may not have any objection to this recommendation. Mr. Wells and Mr. Boldt stated that a six-lane cross-section on Illinois Route 83 will never be acceptable to the Village of Antioch. Mr. Boldt stated that traffic from three lanes in the northbound direction cannot be channelized to one-lane north of Illinois Route 173.
- Mr. Nagar noted that Dames & Moore/MCE is recommending 90' of R.O.W on Illinois Route 83 from Illinois Route 173 to Grimm Road, and 100' R.O.W south of Grimm Road.
- Mr. Wells stated that the Village of Antioch has no problem with this R.O.W., if the impacts are kept to a minimum.
- Mr. Boldt asked about the improvements to Illinois Route 83 north of Illinois Route 173. Mr. Nagar stated that this is not within the study limits of Dames & Moore/MCE and he is not sure of the type of roadway improvements.
- Mr. Boldt stated that barrier median will limit access to the properties on either side of Illinois Route 83. Mr. Nagar stated that barrier median will provide better traffic control on Illinois Route 83 approaching the intersection of Illinois Route 173.
- Mr. Wells asked if Dames & Moore/MCE could provide an exhibit indicating all the access points along Illinois Route 83 between Illinois Route 173 and Beach Grove Road. Mr. Schneider stated that the recommended concept exhibit indicating all the access points along Illinois Route 83 through Village of Antioch will be sent to Mr. Wells and Mr. Boldt.
- Pending review by the village, it was agreed to provide four-lanes with a 18-foot barrier median on Illinois Route 83 south of Illinois Route 173 through the Village of Antioch.

These meeting minutes are assumed to be accurate unless written comments are received within ten (10) days of receipt.



Sat Nagar, P.E.
Project Engineer

**ADVISORY PANEL 1 WORKSHOP
SRA CORRIDOR #3 - ILLINOIS ROUTE 132
MEETING MINUTES**

Date: November 15, 1994

Time: 1:30 P.M.

Location: Lake County Division of Transportation Offices
Libertyville, Illinois

Subject: Strategic Regional Arterial Subset #4
Illinois Route 132 (Illinois Route 59 to I-94)

Attendees: Joseph M. Chiczewski, Dames & Moore/MCE
Michael R. Hurtubise, Dames & Moore/MCE
Paul A. Schneider, Dames & Moore/MCE
Sat Nagar, Dames & Moore/MCE
Beth P. Dimopoulos, Dames & Moore/MCE
Rich Starr, Illinois Department of Transportation
David Hunt, Chicago Area Transportation Study
Mark Schmidt, Lake County Division of Transportation
Lane Kendig, Village of Lake Villa
Jim Stevens, Village of Lindenhurst
Bud Reed, Village of Gurnee
Michael Fenelon, Lake County Forest Preserve

Copies to: Attendees

The purpose of this meeting was to present the first advisory panel workshop for the Illinois Route 132 SRA corridor to panel members and solicit comments from panel members. The meeting began with an introduction and a general overall view of the SRA project by Rich Starr of the Illinois Department of Transportation. Mike Hurtubise presented recommended improvements to the IL Route 132 corridor considering sections from the west end. The following is a summary of comments for specific locations.

Section I - IL Route 59 to Cedar Lake Road, Section II - Cedar Lake Road to IL Route 83

Section I of the Illinois Route 132 (Grand Avenue) begins at Illinois Route 59 and extends to Cedar Lake Road, passing through the Village of Lake Villa. This section is a two-lane roadway which is classified as rural between Illinois Route 59 and Fairfield Road and suburban east of Fairfield Road. Section II of the Illinois Route 132 corridor continues east to Illinois Route 83. The Soo Line Railroad crosses Illinois Route 132, west of Illinois Route 83 in this section.

- Mr. Kendig questioned the need for considering sections I & II of Illinois Route 132 as part of SRA route. There is little development in this section, and traffic volumes are low.
- Mr. Kendig noted that geometric improvements can be made at Cedar Lake Road, but the Village of Lake Villa could more easily support a three lane cross section for sections I & II of Illinois Route 132.
- Mr. Kendig commented that the residential character of Illinois Route 132 through the Village of Lake Villa would be lost considering sections I & II as an SRA route, and that it would be better to consider Illinois Route 83 an SRA route in this area.
- Mr. Starr indicated that IDOT plans to study sections I & II in conjunction with Illinois Route 59 and Illinois Route 83.
- Mr. Chiczewski explained that the SRA study is a strategic plan considering regional traffic and roadway network development and various development factors throughout the Chicago land area.

Section III - Illinois Route 83 to U.S. Route 45

This section of the Illinois Route 132 is located between Illinois Route 83 and U.S. Route 45, passing through the Village of Lindenhurst.

- Mr. Stevens brought-up environmental and drainage issues which are major concerns in sections III:
 - 1) Natural lakes are of great importance;
 - 2) Fourth Lake Fen and other wetlands are of great significance;
 - 3) Surcharge of water overflow from a box culvert at Sand Lake Road and Illinois Route 132 is a major concern at this intersection and maintenance work needs to be done as soon as possible.
- Mr. Chiczewski noted that storm water mitigation issues can be included in the report highlights. Specific short term storm water and drainage issues will continue to be addressed through maintenance projects. SRA is a planning study prior to Phase I studies.
- Mr. Stevens inquired if Deep Lake Road improvements are considered as a part of this study.
- Mr. Hurtubise stated Deep Lake Road improvements and connections have not been shown on the comprehensive plans of Lake County.

- Mr. Stevens enquired about acquiring new right-of-way through Village of Lindenhurst. Mr. Nagar stated that the existing right-of-way of 100 feet through the Village of Lindenhurst should be sufficient for the proposed corridor improvements.
- Mr. Kendig inquired as to how local improvements would be impacted by the SRA proposal.
- Mr. Chiczewski reiterated the SRA project is a strategic planning study and will serve as a starting point to Phase I study.

CONCERNS

Possible concerns relative to proposed improvements to Section III are as follows.

1. This section runs through a highly sensitive area of wetlands and natural lakes. Sand Lake is heavily impacted by Illinois Route 132 surface runoff.
2. Duck Farm Forest Preserve is adjacent to the route on the south side.
3. Poor soil conditions exist along this section.
4. Residential buildings are offset only 40' to 50' from the existing right-of-way along IL Route 132 through the Village of Lindenhurst.

"James Stevens, Administrator Village of Lindenhurst made remarks related to section 3 in Advisory Panel Workshop #1, in which he identified that flooding is a big concern in this section especially at Illinois Route 132 and Sand Lake Road. Over flow of surcharge water from the culvert at this intersection is creating sheet flow across Illinois Route 132. Modification to this culvert is required to stop flooding" It was agreed that this issue should be addressed under a maintenance project, but this issue will be highlighted in the SRA report of Illinois Route 132.

The long range transportation plan for the Lake County indicates that Rollins Road will be developed as a five-lane route for major east-west travel between Illinois Route 83 and U.S. Route 45 and will be extended to Illinois Route 132 (see Exhibit C3-10, Detail D3-08). Although traffic projections for the area indicate that a future seven-lane Illinois Route 132 in this section might be justified, it is felt that the combination of a future five-lane Rollins Road and these proposed improvements to Illinois Route 132 will be sufficient to satisfy regional traffic needs through this section. Considering all these factors the recommended improvements for Section 3 of Illinois Route 132 include a five-lane cross section.

The Advisory Panel #1 report for Illinois Route 83/Illinois Route 132 through the Village of Lindenhurst was reviewed for the Village by Meehan & Company (planning consultant

for the Village of Lindenhurst). Some comments and concerns were expressed in a review report prepared by Meehan & Company Inc. dated January 30, 1995. Many comments from this review report have been incorporated in the design concept for Illinois Route 83/Illinois Route 132, but some concerns need to be addressed during subsequent phases of the SRA project development. These include potential adverse impacts on the water quality of the lakes in the area due to Illinois Route 132 runoff, mitigation for existing landscaping and site rehabilitation after Illinois Route 132 reconstruction, extent of new landscaping to be provided, potential noise problems and mitigation of those problems, provisions for bicycle paths and/or lanes, and incorporating the Americans Disabilities Act recommendations in planning the corridor improvements.

Section IV - U.S. Route 45 to Hunt Club Road

This section of Illinois Route 132 begins at U.S. Route 45 and continues east to Hunt Club Road.

- Mr. Reed noted that the proposed realignment of Illinois Route 132 at U.S. Route 45 should be shown on the exhibits.
- Mr. Reed requested sidewalks to be shown on the exhibits for this section and it was agreed to show a sidewalk for all sections. A six-lane cross section with thirty-foot median will be provided for section IV between U.S. Route 45 and Hunt Club Road.
- Mr. Reed noted that warrant traffic signal warrants will probably be met in the near future at Hutchins Road and dual left turn lanes will be needed at both Hutchins Road and Brookside Drive.

Section V - Hunt Club Road to I-94 (Tri-State Tollway)

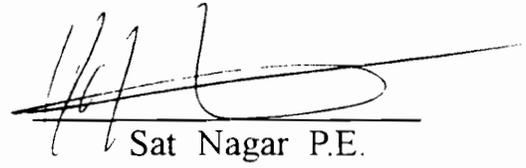
This section of the Illinois Route 132 begins at Hunt Club Road and ends at I-94 (the Tri-State Tollway). Gurnee Mills Mall is located at the northwest corner of I-94 and Illinois Route 132.

- Comments made for this section were to carry Illinois Route 132 as an SRA to Illinois Route 21. Currently the existing cross section is six-lanes to Great America theme park.
- It was agreed that a statement can be made in the report to carry six-lane cross section east of I-94.

Closing Statements

- Mr. Starr stated, the next steps are geometric review and draft reports.
- Mr. Chiczewski noted it is vital that communications between communities and IDOT and their consultants remain open for this project to be successful.

These meeting minutes shall be assumed to be correct unless written comments are received within ten (10) days.



Sat Nagar P.E.

**ADVISORY PANEL 2 WORKSHOP
SRA CORRIDOR #3 - IL ROUTE 83/IL ROUTE 132
MEETING MINUTES**

Date: January 18, 1995

Time: 1:30 P.M.

Location: Lake County Division of Transportation Offices
Libertyville, Illinois

Subject: Strategic Regional Arterial Subset #4
Illinois Route 83/Illinois Route 132 (IL Route 173 to IL Route 132 to I-94)

Attendees: Rich Starr, Illinois Department of Transportation
Martin Buehler, Lake County Division of Transportation
Bruce Christensen, Lake County Division of Transportation
Patrick Meehan, Village of Lindenhurst
Frank McKearn, Village of Antioch/Clark-Dietz, Inc.
Bob Gleeson, TMA of Lake County
George J. Schober, Dames & Moore/MCE
Sat Nagar, Dames & Moore/MCE
A. Hosain Safarloo, Dames & Moore/MCE
Beth P. Dimopoulos, Dames & Moore/MCE

Copies to: Attendees

The purpose of this meeting was to present the second advisory panel workshop for the Illinois Route 83/Illinois Route 132 Corridor to the panel members and solicit their comments. George Schober began the meeting an introduction and a general overview of the SRA project. Rich Starr of the Illinois Department of Transportation stated that there is no funding available to build these projects at this time and IDOT will prioritize the projects based on recommendations from the consultants in various subsets. Sat Nagar presented the recommended improvements to the Illinois Route 83/Illinois Route 132 corridor. The following is a summary of comments for specific locations. A copy of the Issues Summary & Recommended Improvements is attached to these meeting minutes.

Section 1 - Illinois Route 83 - Illinois Route 173 to Petite Lake Road

Section 1 of the Illinois Route 83/Illinois Route 132 corridor begins at Illinois Route 173 in northern Lake County and continues south to Petite Lake Road. This section passes through Villages of Antioch, Lake Villa and unincorporated Lake County.

- Mr. Buehler expressed concern about the frontage road at intersection of Illinois Route 83 & Petite Lake Road. Mr. Buehler noted that the frontage road provides an access to the Petite Lake Road close to the intersection. This may cause safety problems and need to be addressed as a part of the intersection improvements. Mr. Starr stated that this intersection should be reevaluated before publishing the final report

Section 2 - Illinois Route 83 - Petite Lake Road to Illinois Route 132

Section 2 of the Illinois Route 83/Illinois Route 132 corridor begins at Petite Lake Road and continues south along Illinois Route 83 to Illinois Route 132. This section passes through the Village of Lake Villa.

- Mr. Buehler stated there are some drainage concerns at the intersection of Petite Lake Road and Illinois Route 83. Mr. Nagar explained that specific concerns can be addressed in the SRA study, more detailed drainage analysis will be done during the phase I study.

Section 3 - Illinois Route 132 - Illinois Route 83 to U.S. Route 45

Section 3 of the Illinois Route 132 SRA corridor is located between Illinois Route 83 and U.S. Route 45. It passes through the Villages of Lake Villa, Lindenhurst and unincorporated Lake County.

- Mr. Meehan expressed concern about roadway lighting. Mr. Nagar explained that the SRA study is conceptual. Lighting and many other issues expressed in the earlier letter by Mr. Meehan will be analyzed during Phase I & Phase II study. Mr. Starr expressed the importance of several aspects, but noted that it is difficult to address all these issues in SRA Planning Study. Mr. Schober concurred and added that the SRA is a preliminary study prior to a Phase I study, and usually the local communities would address the lighting issue. Mr. Meehan stated that in order to clarify the extent of this study D&M/MCE should provide some information in the introduction detailing the scope of the SRA study.
- Mr. Buehler noted that a land bridge is located along Illinois Route 132, at the proposed roadway realignment near Sand Lake Cemetery. Mr. Nagar stated that land bridge widening will be considered in the recommended concepts.

Section 4 - Illinois Route 132 - U.S. Route 45 to Hunt Club Road

Section 4 of Illinois Route 132 begins at U.S. Route 45 and continues east to Hunt Club Road. This section passes through the Village of Gurnee and unincorporated Lake County.

- Mr. Buehler noted that Illinois Route 132 will be shifted north from the IDOT Phase I study of Illinois Route 132 & U.S. Route 45 intersection and is not indicated on the exhibits.
- Mr. Starr stated that he will provide the most recent proposed plans to D&M/MCE so that the new alignment can be indicated on the exhibits before the Public Hearing.
- Mr. Buehler noted that Brookside Drive and Hutchins Road will be signalized in the near future. Mr. Nagar asked for all the available information from Lake County Division of Transportation on this corridor so that it can be incorporated in the final report.

Section 5 - Illinois Route 132 - Hunt Club Road to I-94 (the Tri-State Tollway)

This section of Illinois Route 132 begins at Hunt Club Road and continues to I-94 (the Tri-State Tollway). Gurnee Mills Mall is located on the northwest corner of I-94 and Illinois Route 132.

- Mr. Nagar stated that this section has a standard SRA cross section and the existing cross section will be maintained.

Closing Statements

Mr. Nagar thanked the panel members for attending the Advisory Panel II Workshop. Mr. Schober stated that the Public Hearing on this corridor has been scheduled for January 30, 1996 at Grand Palace Banquets in Gurnee.

These meeting minutes are assumed to be correct unless written comments are received within ten (10) days.



Sat Nagar, P.E.
Project Engineer

PUBLIC HEARING DISPOSITION OF COMMENTS

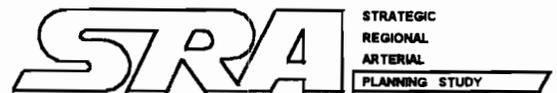
The Public Hearing for Illinois Route 83/Illinois Route 132 corridor was held on January 30, 1996 at Grand Palace Banquets, Gurnee, Illinois. The public hearing was held from 2:00 P.M. to 7:00 P.M. and approximately 50 people attended. Comments received were generally in favor of the recommended improvements. Many comments supported considering Illinois Route 83/Illinois Route 132 as a SRA corridor and the improvements recommended in this long range planning study. A brief summary of the specific public hearing comments/concerns is listed below.

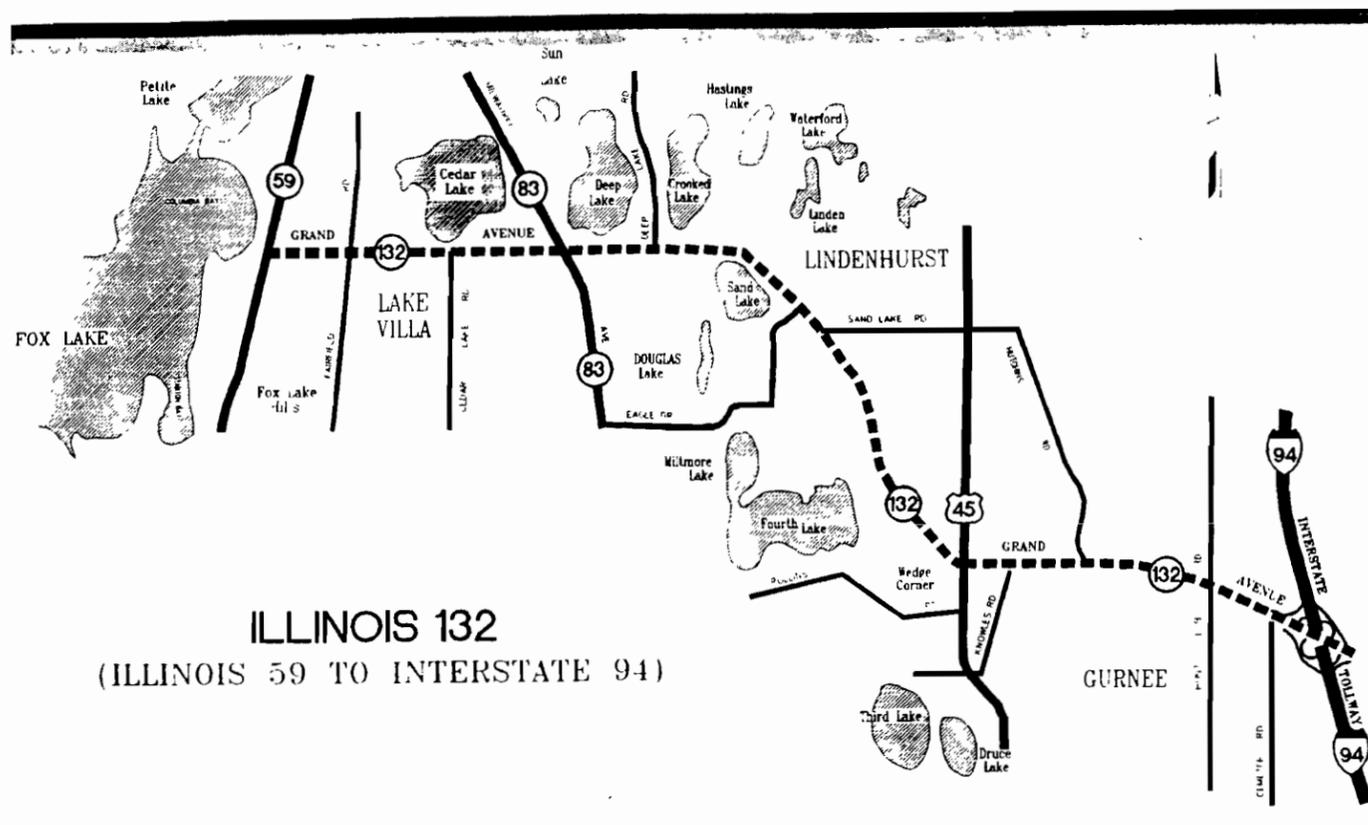
- A. Many comments received on this corridor focused on the barrier/raised median. A majority of the businesses and individual home owners along Illinois Route 83 (from Illinois Route 173 to Petite Lake Road) and along Illinois Route 132 (from Illinois Route 83 to U.S. Route 45) expressed concerns that access will be limited to right-in/right-out because of the raised median along the route.
- B. Some concerns were expressed about the noise problem from the increased traffic because of the roadway widening along Illinois Route 132 between U.S. Route 45 & Hunt Club Road.
- C. Few concerns were expressed about acquiring the additional right-of-way for the roadway widening along Illinois Route 83 between Illinois Route 173 & Petite Lake Road .

These comments/concerns expressed by the individual home owners/businesses along the route will be taken into account in the future studies. There will also be opportunity for further public involvement as the future studies' progress.

APPENDIX I

**ILLINOIS ROUTE 83/
ILLINOIS ROUTE 132**





ILLINOIS 132
(ILLINOIS 59 TO INTERSTATE 94)



Illinois Department of Transportation



CHICAGO AREA TRANSPORTATION STUDY

SRA SPOTLIGHT

ILLINOIS 132 PROJECT NEWS

Individual Community Interviews (ICI'S)



The ICI Process and Purpose



What We Heard From You ...

Strategic Regional Arterial (SRA) Subset 4 was the first subset to use the Individual Community Interview (ICI's) process. Individual interviews were conducted instead of a group panel meeting to:

- * Involve community leaders one on one with the project study team.
- * Identify local concerns at the earliest possible stage of the study.
- * Create open, two way communication between the study team and community leaders.
- * Introduce the project study team.
- * Collect community information.
- * Identify an ongoing local contact person and a person to continue participation in future panel workshops.

ICI's were held with officials from counties, municipalities and other agencies. Meetings began with an introduction of the corridor leader, the SRA's location, and an explanation of the SRA study's scope and purpose. Information was then solicited from the official regarding the public and/or local political viewpoints for each corridor. Finally, the officials were requested to continue their involvement in future advisory panel workshops.

Cont'd on Page 2

IL 132 is designated as an SRA route for 9.5 miles from IL 59 to Interstate 94. Input received from the Individual Community Interviews (ICI's) conducted to date has provided helpful information in developing the preliminary concept for the corridor. The ICI's have helped the study team to better understand local perspectives on land use, traffic, and community concerns. ICI's were conducted in the communities of Gurnee, Lake Villa, and Lindenhurst. In addition, an ICI was held with the Lake County Division of Transportation and a future ICI will be held with the forest preserve district.

Some of the key issues brought forward during the ICI's are discussed in the paragraphs to follow. Additional discussions will occur at panel workshops and all issues will be addressed in the SRA report.

The Village of Lake Villa is an established village with many new developments unfolding. Some of the developments discussed in the ICI included the new Metra station planned for the Wisconsin Central Line, sewer and water service capacity expansion, and many new homes are being planned. Lane additions or widenings on IL 132 are a concern for the community through the downtown area due to narrow existing right-of-way.

Cont'd on Page 2

SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

The SRA System and Project Team

The SRA system is a 1,340 mile network of existing roads in Cook, Du Page, Kane, Lake, McHenry and Will Counties and a portion of Kendall County which is being studied in subsets of 200-250 miles. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan that addresses urban congestion in Northeastern Illinois with the goal of improving regional mobility. The SRA study incorporates intermodal transportation issues, land planning/use issues and environmental concerns into the study process. The SRA system was developed as part of the region's 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) Policy Committee in 1989.

IL 132 is one of fourteen corridors being studied in the fourth subset of the SRA system. Dames & Moore/MCE, Metro Transportation Group, and Hsiang and Associates form the consulting engineering team that will study the route with Dames & Moore/MCE as the lead consultant. Our team will evaluate input from CATS, IDOT and communities to produce a long-range concept plan of improvements as a part of an interactive process to address the future needs of this corridor.

The ICI Process and Purpose (cont'd)

The ICI's emphasized that the purpose of the SRA study was for long term future planning along the corridor. Also highlighted was that final recommendations would be corridor-specific, based on future needs and existing conditions along the corridor, not just on a standard SRA design guidelines. The interviews were conducted to listen to concerns, gather information, and involved an open and frank sharing of local viewpoints by the officials interviewed.

What We Heard From You (cont'd)

The Village of Lindenhurst also has many new opportunities. There are plans for several housing developments, and recently Abbott Labs announced their intention to develop a new facility in the area. Village concerns discussed include environmental impacts, right-of-way impacts and the increasing levels of traffic especially at IL 132 and IL 83.

The Village of Gurnee has seen a boom in commercial development in and around the Gurnee Mills Shopping Center. Commercial development is expected to continue along with several large housing developments west of Hunt Club Road. Village concerns center around effectively planning for the development growth and serving the anticipated future traffic demand.

Local issues and concerns brought forward in the community interview process will be addressed in the study of the IL 132 SRA corridor. By identifying these issues at the initial stages of the study, IDOT, CATS, the communities and the project study team can more effectively work together in planning for the future needs of the corridor. A corridor issues summary report is being prepared and will be mailed to each ICI participant.

Next Steps

- * Corridor issues summary report mailed to ICI participants.
- * Develop preliminary corridor recommendations.
- * Panel workshops.
- * More newsletters.

Environmental Issues - An Introduction



The SRA study is a dynamic project initiated by the Illinois Department of Transportation to examine the future transportation needs of the Northeastern Illinois area. An important concern of this project is the environmental issues which confront highway planning.

As part of the planning process, the SRA project study team will identify key environmental concerns of federal, state, and local significance. The key is to identify these environmental concerns early in the planning process. Early identification allows more time for solutions. Environmental issues which are a concern for transportation projects include nearly the entire spectrum of environmental topics. The SRA project study team reviews each of these topics to determine what effect a roadway project will have on them.

Planners must never lose sight of the fact that environmental concerns equate to people's concerns. It is easy to look at a map and locate a wetland, floodplain, or historic site. The SRA project goes one step further and that is public involvement. It is the people in the community who are most affected both positively and negatively, by a roadway project. People in the communities may have a different perception of environmental impacts than the planners and engineers who review maps. That is why the public involvement process is as key element in dealing with environmental issues. In this way, no environmental concern should be overlooked, and it is the people most affected who can ensure that the environment matters.

After all the data has been collected and the public input is summarized, a more detailed analysis of these environmental concerns will take place as individual corridors proceed to more advanced design stages.

Upcoming issues of the SRA newsletter will spotlight critical environmental issues that are encountered during the planning process. In future issues we will deal with the increasingly important subject of wetlands and the regulations that protect them.



SRA SPOTLIGHT

Under Contract With:



Prepared By:



In Coordination With:



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Advisory Panel Membership:

Lake Villa
Lindenhurst
Gurnee
Lake County

SRA SPOTLIGHT

ILLINOIS 132 PROJECT NEWS

Corridor Description

The IL 132 (Grand Avenue) SRA corridor map is shown on page four. The corridor extends from IL 59 to Interstate 94. Characteristics of the corridor vary from rural to suburban, agricultural to commercial, and existing highway characteristics vary from two lanes to six lanes with left and right turn lanes.

From IL 59 to IL 83 the corridor is generally a two lane roadway with gravel shoulders and open ditch drainage. The route is rural in nature until the village limits of Lake Villa where the land use changes to a mix of residential and commercial. Concerns in this section include forest preserve property, a nature preserve, woodlands, parks, Cedar Lake, poor soils, public properties (school and fire station), and possible residential and business impacts.

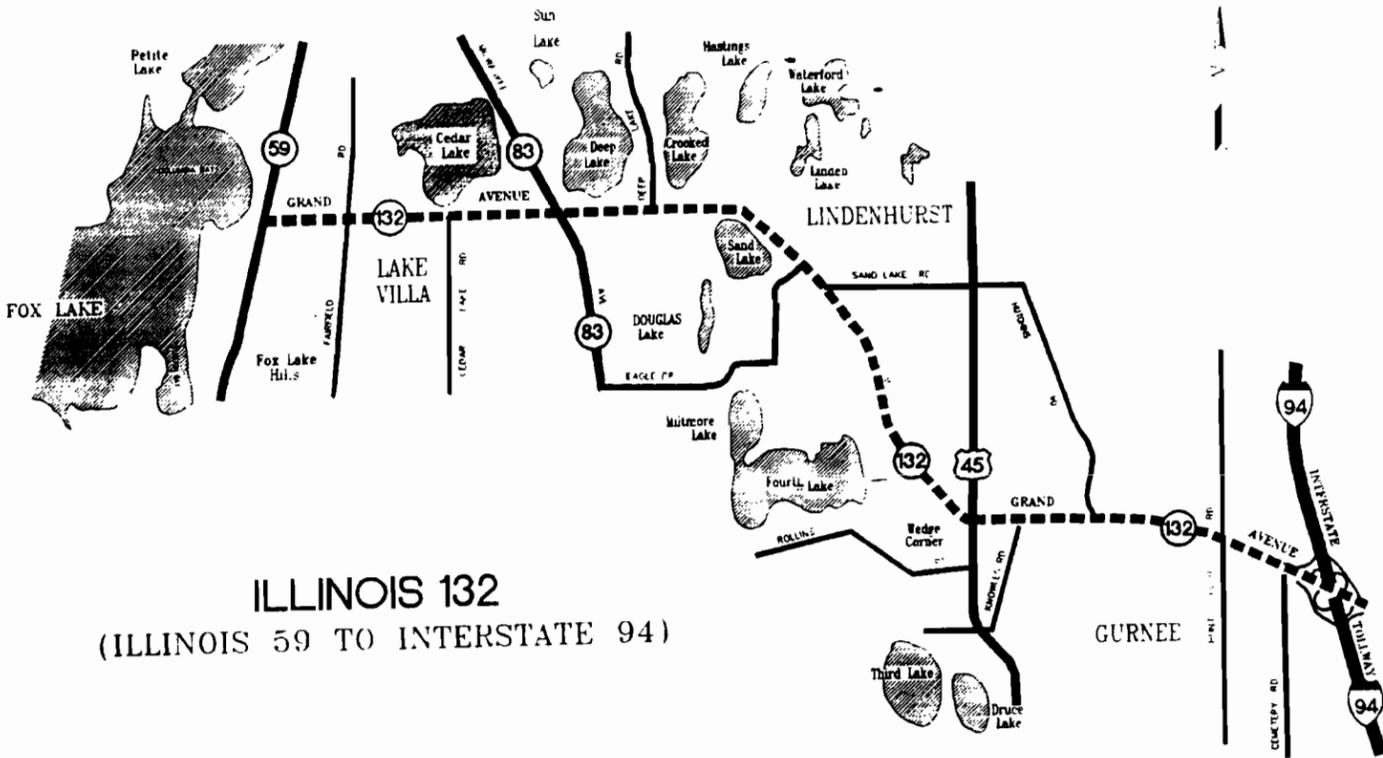
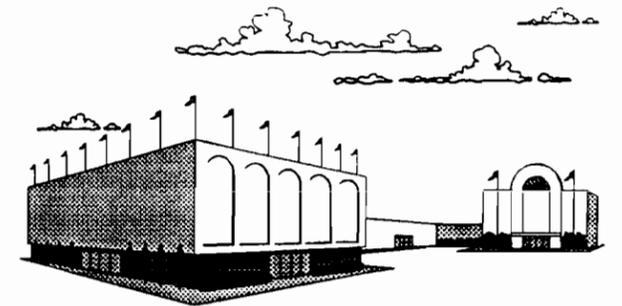
The next section of the corridor from IL 83 to U.S. 45 is primarily a four lane roadway with adjacent curb and gutter, a closed drainage system, and no median. This section is experiencing some new housing development and varies from open space to light commercial properties. Existing development is concentrated near the IL 83 intersection and within the village limits of Lindenhurst (Douglas Lane to Deer Path Drive). Concerns in this section also include those in the previous, as well as several lakes, a fen, a conservation area, a cemetery and a library.

From U.S. 45 to Hunt Club Road, IL 132 is a four lane roadway with a median, turn lanes, paved shoulders, and an open ditch drainage system. Existing land use in this section is primarily residential with major commercial centers at the Hunt Club Road intersection. There are two main concerns in this section. First is the poor geometrics on IL 132 at the

U.S. 45 intersection. Second are the future developments adjacent to the corridor and the increased traffic they will generate.

Between Hunt Club Road and I-94 (the Tri-State Tollway), IL 132 is a six-lane roadway with a double left turn lanes, right turn lanes, curb and gutter, and a closed drainage system. Existing land use in this section is primarily major commercial centers. This section currently meets SRA guidelines for a suburban area. Concerns include heavy traffic demand, Commonwealth Edison transmission lines, and a cemetery.

The IL 132 SRA corridor varies greatly from west to east both now and in its future needs. Our study team wishes to thank the communities for their input in beginning to plan to meet the future needs of this corridor.



ILLINOIS 132
(ILLINOIS 59 TO INTERSTATE 94)



SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

Wetlands

The term "wetlands" is defined by law as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (33 CFR 323.2(c); 1984).

Wetlands provide many services and commodities to humanity. Wetlands store great amounts of



excess water, gradually releasing it as floodwater recedes thus reducing peak flood damage. In addition, by acting as a natural sponge for surface runoff, wetlands retain groundwater which is slowly released during drier periods. In this way, wetlands lessen the severity of seasonal droughts, and provide a more stable water table year round.

Furthermore, natural wetland vegetation along lakes & rivers slow runoff from the surrounding land, reducing erosion and scouring of stream channels. As the water is slowed the silt load is often deposited in the wetland. The roots of the vegetation then bind and stabilize these sediments, reducing the siltation problems evident in many Illinois streams.

Wetland vegetation working in conjunction with micro-organisms can break down large amounts of organic matter and chemicals providing pollution control

Wetland habitats are necessary for the survival of a high percentage of endangered and threatened species.

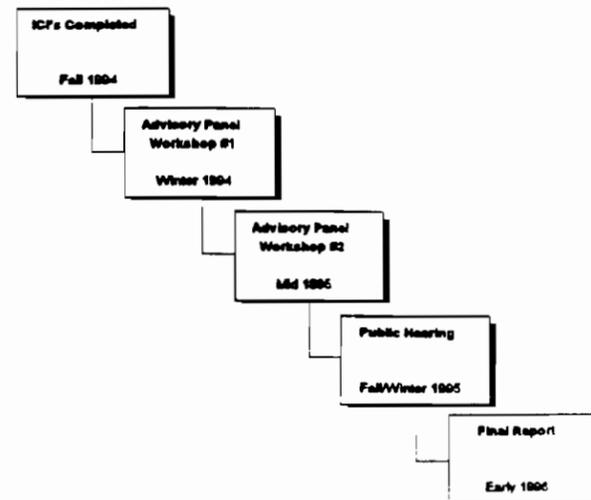
Also, about two-thirds of the fish and shellfish species that are harvested commercially are associated with wetlands.

Finally, wetlands are a source of recreation and education for sport fishermen and waterfowl hunters who enjoy the recreational benefits wetlands provide. Others use cameras and binoculars for observing wetland wildlife and plants.

The Environmental Protection Agency, Army Corps of Engineers and U.S. Fish and Wildlife are taking steps to protect the wetlands.

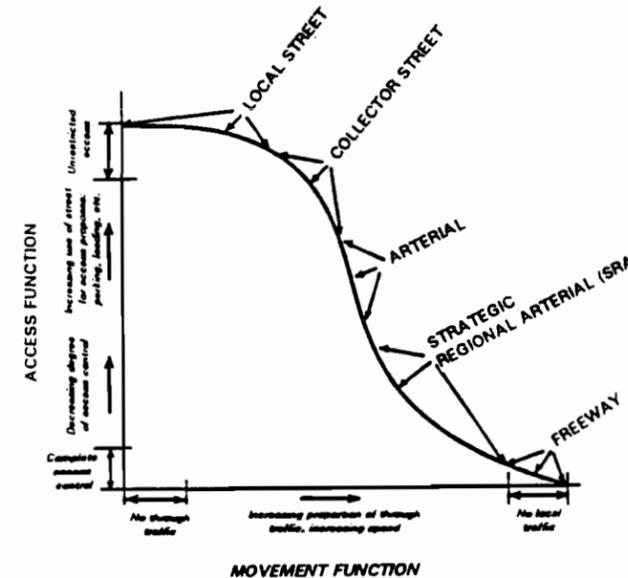
Source: *Wetlands*, by William J. Mitsch & Van Nostrand Reinhold New York and James G. Gosselink 1986.

Upcoming Schedule



ROADWAY HIERARCHIES

The two main characteristics used to classify roadways into a hierarchy are access and mobility. Access refers to the number of locations a vehicle can enter the road, and mobility is the level of ease in reaching the desired destination. In general, greater numbers of access points result in lower mobility due to conflicting traffic movements.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers. *System Considerations for Urban Arterial Streets*, October 1969. (Modified by CH2M HILL)

Functional classification of roadways gives planners the ability to group them according to the character of service they are intended to provide and to plan for future transportation needs. The six levels of roadway hierarchies which are associated with the six stages in a vehicle trip are: long distance movement (few access points and high mobility), transition, distribution (SRA), collector, local access, and end destination. Long distance movements are typically handled by expressways, with uninterrupted and high speed traffic flow. After exiting an expressway, motorists travel on a distributor-type roadway to bring them to the vicinity of their destination. Finally, collector or local access roadways with unlimited access bring the motorist to their destination.

Failure to recognize the different purposes of each roadway type, its hierarchy, will lead to inefficient uses by the motorist and inadequate planning for its future needs.



SRA SPOTLIGHT

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In Coordination With:



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Advisory Panel Membership:

Lake Villa
Lindenhurst
Gurnee
Lake County



SRA Implementation Process for Routes Under IDOT Jurisdiction

PRE-PHASE I (SRA ROUTE STUDIES)	PHASE I/ DESIGN REPORT	PHASE II	PHASE III	PHASE IV
PLANNING	PRELIMINARY DESIGN	FINAL DESIGN	CONSTRUCTION	POST CONSTRUCTION
1) Data Collection 2) Test Alternatives 3) Local Coordination 4) Environmental Screening 5) Recommend Improvements 6) Public Hearing	1) Preparation of Preliminary Plans 2) Public Involvement 3) Environmental Studies/Mitigation 4) Public Hearing	1) Preparation of Contract Plans 2) Community Coordination 3) Environmental Mitigation	1) Implementation 2) Community Coordination	1) Environmental Monitoring 2) Land Development/Access



SRA SPOTLIGHT

ILLINOIS ROUTE 132 PROJECT NEWS

Advisory Panel 1 Workshop

Public involvement plays a major role in the Strategic Regional Arterial (SRA) project. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. The first form of this involvement is the Individual Community Interview (ICI) where the design team is introduced to the community representatives to gather preliminary information and describe the project. Next the design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. Third is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. Finally the design team presents the final concept to the communities at the Public Hearing. Subset 4 of the SRA is currently in the Advisory Panel 1 Workshop phase of public involvement.

Advisory Panel 1 Workshop occurs after the ICIs are completed and after IDOT has reviewed the preliminary design concept. At that point, Advisory Panel handouts are

distributed to the Panel members and the CATS liaison arranges the meeting date and place. In essence, Advisory Panel 1 Workshop is an extension of the ICIs.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information.

The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. However, panel members are welcome to bring other officials from their community who have knowledge pertinent to the corridor and the study.



The main goals of the Advisory Panel 1 Workshop are to gather input from the communities and to present the preliminary concept. Preliminary information regarding the

corridor was gathered at the ICIs. Advisory Panel 1 Workshop will be a more interactive discussion of ideas and information related to the

corridor. Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information throughout the discussion. Since the corridor plan is at a more preliminary stage in this Advisory Panel than in Advisory Panel 2, it is the best opportunity for the communities to air their concerns.

We are stressing the concept of Advisory Panel "Workshops" for SRA subset #4; these prove to be useful tools for relaying information to all involved parties. The format will allow the participants to freely share information. This will help facilitate a more continuous SRA corridor as the Panel members will have a complete overview of the issues affecting the entire corridor.

Traffic Analysis and the SRA System

The proposed cross section for each SRA route is based in part on the desirable cross section shown in the Design Concept Report prepared for the SRA system. The Design Concept Report indicates three typical cross sections based on area land uses, either urban, (See TRAFFIC page 2)



SPOTLIGHT ON

ILLINOIS ROUTE 132

TRAFFIC

(Continued from page 1)

suburban, or rural. These route types are defined in the Report based on household density.

The project team then examines the feasibility of the full SRA cross section on the corridor. Some factors that can affect the proposed cross section include available right of way, adjacent land uses, and level of service. Capacity analysis and level of service are the focus of the remainder of the article.

The role of capacity analysis in the SRA project is a fairly minor one. For the most part, cross section is determined by the other factors. Where capacity analysis comes into prominence is in intersection design. The main use of capacity analysis for the SRA project is to determine intersection geometry, that is, the

number of through lanes and turn lanes. In addition, capacity analysis will also indicate sections of roadway,

SRA CROSS SECTION INFLUENCING FACTORS

- Desirable SRA Cross Section
- Available Right-of-Way
- Existing Structure Impacts
- Adjacent Land Uses
- Level of Service

limited by ROW constraints or structural constraints, for example, that will operate at a level of service below SRA standards.

Capacity Analysis for the SRA is based on the 1985 Highway Capacity Manual. Traffic projections used are for the year 2010 from the CATS model, which is created using assumptions about traffic patterns and land use. In addition, existing traffic information from the counties, IDOT, and local agencies were used to determine turning patterns at intersections and to find the level of service the arterials operate at currently.

The Illinois Route 132 corridor primarily serves regional traffic at the east end of the corridor and local traffic toward the west end. Traffic densities are higher at the east end of the corridor due to the high density commercial property such as Gurnee Mills Mall. Scattered residential developments and low volumes of east-west traffic result in lower traffic densities at the west end of the corridor. According to future traffic models there will be a higher growth in traffic volume at the east end of the corridor and moderate growth at the west end.

Underground Storage Tanks

Picture this: You are driving down a SRA route and your fuel gauge is on "E". You get to the next service station and fill-up. You have just used an underground storage tank (UST).

The term UST refers to any one or combination of tanks, including connected underground pipes, which are used to contain an accumulation of regulated substances beneath the ground.

An underground storage tank which leaks and contaminates the surrounding area is called a leaking underground storage tank (LUST). In 1984 there were an estimated 100,000 UST's presently leaking and 350,000 UST's predicted to develop leaks in the next five years.

We are dependent on UST's which is why they are found along every major road in the State of Illinois. Gasoline stations across the country account

for approximately 50% of the ownership of underground storage tanks, and the combination of auto body shops, automobile dealers, manufacturing plants, military bases, and airports account for the rest.

For example, along the Ogden Avenue SRA corridor there are over 100 potential UST sites, most of which are auto repair shops. The Illinois Environmental Protection Agency has designated 21 of these as LUST sites.

(Continued on page 3)

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In 1984, Congress added a new section to the Resource Conservation & Recovery Act (RCRA) Subtitle 1-Regulation of Underground Storage Tanks (UST's). This legislation was passed due to the fact that approximately 85% of the estimated 2 million UST's in the country were constructed of steel with no protection from corrosion.

Regulations for sites such as these are imperative and must be strictly enforced. UST and LUST site regulations vary from state to state. However, each state requires four conditions be met:

- 1) Notification to the state of the existence of a tank by its owner.
- 2) Compliance with detection prevention, and correction of release standards.
- 3) Compliance with tank performance standards.
- 4) Compliance with financial responsibility standards.

Planning future road improvements and corridor studies will



always deal with the problems of UST's and LUST's. What must be remembered though, is that while every LUST is an UST, not every UST has leaked. Since regulations were enacted, methods of new tank installation and materials used reduce the chances for additional spills and leaks. While these regulations will lessen the impact of new tanks on future projects, there are still many tanks installed

before these regulations were enacted that will have to be dealt with.

Reference: *Journal of Environmental Permitting*, Executive Enterprises Publications Co., Inc., New York, New York 10010-6904, Winter 91/92



SRA SPOTLIGHT

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In Coordination With:



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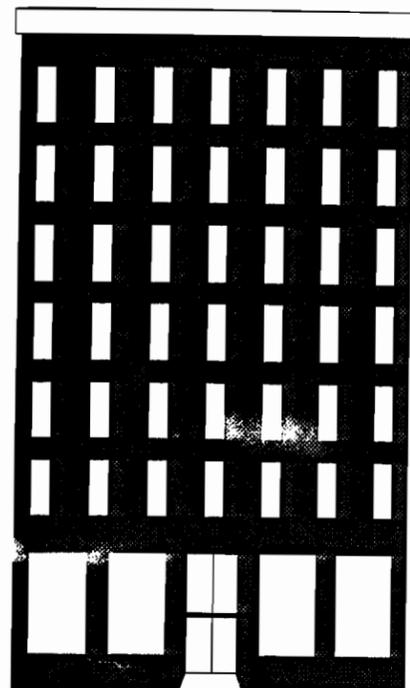
Advisory Panel Membership:

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SRA

(Continued from page 3)
 studies, and before the preliminary engineering plans are finalized, the areas in question will be surveyed in detail for historic and archeological impacts and coordination with the preservation agencies will begin. Even if the detailed survey of an area uncovers no historical records, undiscovered prehistoric artifacts are still protected. Once construction has begun equipment operators need to be alert to the possible presence of artifacts that may be uncovered once earth is moved. This is typically the case when a site used by Native Americans for burials or encampments is discovered. The potential for encountering prehistoric artifacts is high for the areas which are the least developed such as Route 23, portions of Route 62, and Peotone Road. The SRA studies are only the first step in a series of studies designed to protect historical resources.

Although avoiding individual historic properties can be relatively easy for planners, avoiding historical districts such as the Elgin Historic District, the LaGrange Village Historic District, the Jackson Park Historic Landscape District, the Wayne Village Historic District, the Michigan-Wacker Historic District, the Hyde Park-Kenwood Historic District, and the South Loop Printing House Row Historic District pose more of a challenge. The goal in these instances is to design the safest roadway which can meet capacity needs while minimizing impacts to these Districts. It is in these areas that new ideas and designs will need to be utilized to make the SRA routes compatible with neighborhoods, history and our heritage.



Illinois Department of Transportation



CHICAGO AREA TRANSPORTATION STUDY



SRA SPOTLIGHT

ILLINOIS ROUTE 132 PROJECT NEWS

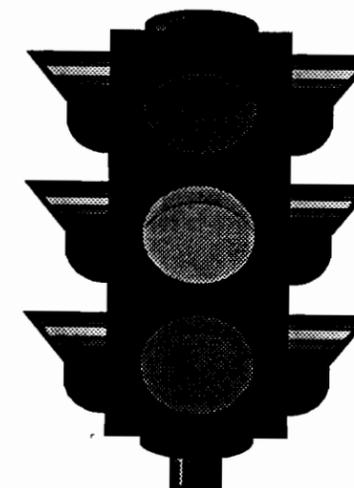
SRA Function: Role Within Operation GreenLight

Operation GreenLight was created during the development of the Transportation System Development Plan for the year 2010. Many agencies worked together in developing Operation GreenLight. They include the following: The Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), Illinois State Toll Highway Authority, and the Regional Transportation Authority (RTA).

Operation GreenLight is an eight point plan to deal with urban congestion and improve mobility. Operation GreenLight addresses the following major transportation issues: creating the SRA network, developing major transit/highway facilities, improving other key arterial roadways, identifying strategic transit improvements, improving freeway traffic management, reducing demand for highway use, and increasing environmental consideration.

The task of identifying which roads were to be studied was one of the first tasks delegated in Operation GreenLight. A committee from the Illinois Department of Transportation, CATS, NIPC, RTA, and highway department officials of the six county metropolitan area,

specified the 66 Strategic Regional Arterials (SRA) to be studied as part of Operation GreenLight. The SRA's have been divided into five route studies. The network of roads, represented in the fourth SRA study, totals 242 miles.



The SRA system enhances public transportation and personal mobility by: improving access to rail transit stations, improving operating conditions for public transportation vehicles, helping identify areas for future transit facilities, and maintaining pedestrian accessibility. The SRA's also accommodate commercial vehicles by improving structural clearances, and maximizing through traffic progression.

The 2010 Transportation System Development Plan recognizes the need for a network of routes one step below the expressway system to handle long distance regional traffic. The SRA system is composed of 1,340 mile network of existing roads in Northeastern Illinois, encompassing 146 route segments in Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. The SRA system is a major element of the regional effort to address problems of congestion over the next 20 years. The implementation of the SRA system alone is not intended to solve the congestion problem in the Chicago area. The implementation of other components of Operation Green Light as well as ongoing programs of the Operation GreenLight Task Forces, CATS, and NIPC are all integral parts in improving regional mobility. Long range plans for the SRA network are necessary in order to implement the SRA system. The plans need to address short-range and long-range improvements for each of the SRA routes.



SPOTLIGHT ON

ILLINOIS ROUTE 132

Access Management

Access management involves managing access to land development while at the same time preserving the flow of traffic on the road system. Other factors that need to be preserved are safety, capacity, and safe speed. The issue of access management on SRA's is more important than on other arterials due to the fact that an SRA places great emphasis on the movement of through traffic. The key to efficient access management is to correlate the level of access to be provided to the functional characteristics of the roadway.

Successful application of access management techniques results in the integrity of arterial traffic flow while providing access to developments. The Design Concept Report lists some techniques frequently used to deal with access management issues.

Specific considerations along urban SRA routes include: increasing storage length at turn bays, curb cut access should be limited to right-in/right-out design, cross access easement to allow movement between neighboring properties, and using medians to control left turning movements. Additional considerations for a suburban SRA route includes: consolidating curb cut access points at 500 ft. spacing with cross easements, if left turns are allowed there should be enough turn bay storage, and internal access roads are recommended for all new development. Access management on rural SRA routes should include good planning for future development. Irregularly spaced driveways are particularly dangerous on these routes because speed limits are higher and turning movements unexpected.

The length of travel time and driver safety are affected by the number and configuration of access points to the SRA. Each driveway and cross street adds to congestion and increases the likelihood of accidents. The intersection hazards and congestion at some low volume local streets could be eliminated by termination or rerouting the street prior to its intersection with the SRA route.

Access Management Issues

1. Limiting the number of conflict areas
2. Separating conflict areas
3. Removing turning vehicles from through travel lanes
4. Spacing of major intersections to facilitate progressive travel speeds along arterials
5. Spacing of minor intersections to minimize interference to or by arterial traffic

With respect to an SRA, the type and level of access should also consider signalized intersections and driveways, unsignalized intersections and driveways, median openings, and grade separated interchanges.

Access management helps achieve the delicate and necessary balance between traffic movement and land use access by careful control of the location, type and

design of driveways and public intersections. Modern access management requires that land use planning and development be coordinated with transportation. It is a method of maintaining and transforming roadside environments into safe, accessible, and viable areas now, and in the future.

Because of the general lack of effective access control along our streets and highways, our communities are often faced with a chain of events that requires constant investment in roadway improvements and/or relocation. Arterial streets, highways and collector roads must serve both access and movement needs. It is along these roads where the major problems of driveway access and traffic congestion are found.

If we don't manage access, the efficiency of our transportation system will deteriorate. As the number of driveways increases, traffic congestion and the number of traffic accidents will increase. The incompatibility of providing both land service and traffic service will become more severe and neighborhood streets will be used to bypass congested intersections. Roads will have to be widened to make up for capacity loss due to inefficient traffic operations.

The location and design of access to our major street system is essentially a traffic management issue. The challenge is not merely providing access for local streets and driveways, but providing access in forms that are equitable, efficient, and safe with respect to all traffic using the intersection.

Access management is an important issue for the Illinois Route 132 corridor. This corridor is entirely suburban and the land use is primarily residential, except at the east end where Gurnee Mills Mall and other

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commercial developments are located. A considerable number of locations between Fairfield Road and Illinois Route 83 require access consolidation. There are a few well spaced access points between Illinois Route 59 and Fairfield Road. Major access consolidation will be required between Illinois Route 83 and U.S. Route 45, because of the vacant parcels of land in the area between U.S. Route 45 and Hunt Club Road. Several measures have been taken to ensure access consolidation. Access points have been defined along Illinois Route 132 between Hunt Club Road and the Tri-State Tollway.

Historic Properties

Due to its strategic location, the Chicago area has always been a key transportation hub for the United States. This area has historically been a focal point for transportation, whether canals, railroads, or roads and highways. As the population in Northern Illinois grew in the early 1800's, communities developed around these transportation routes. It is along many of these old roads that the oldest and now the most historically significant buildings and properties are located. Since roads today are built much wider than their one-lane dirt predecessors, avoiding historic properties has become a critical issue in planning for future roadways.

Historic properties as defined are any prehistoric or historic district, site, building, structure, or object included in or deemed eligible for inclusion in the National Register of Historic Places. This includes any artifacts, records or remains that are related to or located within such properties. The term "eligible for inclusion in the National Register" includes both properties formally determined to be historic places by the Secretary of the U.S. Department of Interior and all other properties that meet the National Register listing criteria. Numerous recognized historic properties have been identified along many of the SRA routes. Some are glamorous and well known such as the world famous Auditorium Theater at Congress Parkway and Michigan Avenue, portions of the University of Chicago and the Midway Plaisance on Chicago's south side to more obscure properties such as the Hofmann Tower in Lyons and the Elgin Historic District. In addition to Nationally recognized properties, there are locally recognized historic properties such as the Big Woods Congregational Church at Butterfield and Eola Roads and the Bloomingdale Park District Building on Bloomingdale Road.

Historic properties as defined are protected by laws. Any federally funded highway project must look at ways to avoid or minimize impacts to historic properties. These efforts are coordinated with the State Historic Preservation Officer (SHPO), the Keeper of the National Register and the Federal Advisory Council for Historic Preservation. Part of the SRA's teams goals will be to attempt to avoid or minimize impacts to significant properties. After completion of the conceptual

(Continued on page 4)



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(Continued from page 3)

Protection Agency (IEPA) has developed a project called "Cash for Clunkers" which encourages owners of pre-1980 automobiles to turn in their vehicle for cash. The car scrappage project is being conducted to significantly reduce pollutant emissions in the Chicago area. Pre-1980 cars represent less than 10% of all cars in the Chicago region, however studies have shown that these vehicles contribute about 30% of mobile source emissions which is a major contribution to ozone formation.

These programs have been and will continue to be implemented, however, people need to participate and make a conscious effort to improve the air quality. Next time you're driving to work pick-up a co-worker on the way or if you need to go to the store try walking, you will feel better about yourself and the air you breathe.



Illinois Department of Transportation



CHICAGO AREA TRANSPORTATION STUDY



SRA SPOTLIGHT

ILLINOIS ROUTE 83/ILLINOIS ROUTE 132 PROJECT NEWS

Public Transit and the SRA Planning Process

The transportation network, which will evolve over the next 10 to 20 years will undoubtedly call for an integrated system which offers attractive and cost efficient choices. This fact is supported by forecasted population shifts and growth, inabilities of governments to keep up with large infrastructure costs, and a related stress on our system of highways and travel times. In suburban areas good efficient travel choices, such as transit, can be accepted as a viable mode of transportation if these are designed to compliment the SRA highway system and move people efficiently. In urban settings, like the City of Chicago, transit travel for home to work trips surpasses, in some area destinations, those of auto. Therefore the planning focus for SRA routes is different.

Thus, the contrast between urban mode split and suburban or rural, presents a unique planning and design challenge. In addition to transit, these efforts include the opportunity to identify convenient, voluntary, park and ride (park and pool) facilities on SRA routes. As opposed to mandatory rules for auto trip reduction, strategically placed park and ride facilities, can assist in development of the overall SRA plan.

The objectives of the SRA system are as follows:

- Improve access to expressways.
- Provide alternatives to some portion of expressway travel.
- Provide a lower cost substitute for expressways.
- Enhance public transportation and personal mobility.
- Accommodate commercial vehicle traffic.

The purpose of the transit analysis in the SRA planning process is consistent with all of the objectives. The transit analysis in each corridor, focuses on different treatments relative to their location (i.e., urban, suburban and rural).

An inventory of transit related planning improvements include:

<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
Light Rail	Light Rail	Ridesharing
Circulator/Shuttle	Busways	Trans. Sta. Acc.
Ridesharing	Circulator/Shuttle	Transit Signage
HOV Lanes	Ridesharing	

<u>Urban</u>	<u>Suburbana</u>
Centra Flow Lanes	HOV Lanes
Passenger Facilities	Passenger Facilities
Signal/Intersection	Signal/Intersection
Transit Signage	Transit Station Accessibility
	Transit Signage

Consistent with the SRA objectives and different arterial locations (e.g., urban, suburban, rural) the planning approach is as follows:

- 1.) Identify long range growth projections for the corridor area. This information helps in determining eventual densities which, in-turn, eventually increase transit demand. Since the SRA is a twenty year plan (1990-2010) land uses can change drastically especially in suburban and rural areas. This analysis assists the corridor manager in recommending eventual cross-sections, geometrics and bus stop locations, that, at the very least, can be adjusted to meet future transit needs.
- 2.) Specific capital and operating investments, as shown in the Metra/PACE Future Agenda for Suburban Transportation (FAST) Plan are inventoried. These efforts (as in No. 1 above) are an indicator of transit demand and growth over the next fifteen years through 2010.
- 3.) Target areas on the corridor for both existing transit improvements or future improvements. Some examples are:
 - ◆ Near side or far side bus stop locations: since SRA planning detail generally does not identify through and turning movements at most intersections, bus stop locations are usually designated to the far side when possible. If routes operate currently, recommendations are made with respect to right turns, intersecting routes (transfers), pedestrian movements, parking restrictions, available right-of-way and land uses.

(Continued on page 2)



SPOTLIGHT ON

ILLINOIS ROUTE 83/ILLINOIS ROUTE 132

What We Heard From You

Advisory Panel Work Shop #2

The second Advisory Panel Workshop was held on January 18, 1995. This workshop was held to present and discuss the proposed improvements to the IL Route 83/Illinois Route 132 corridor.

The importance of this corridor to regional transportation is evidenced by its connection to two other SRA corridors and I-94 (the Tri-State Tollway). The important features within the corridor are the full interchange at the east end, the residential subdivisions through the Village of Gurnee, natural lakes, forest preserves and the residential developments through the Villages of Lindenhurst, Lake Villa and Antioch. The modified suburban SRA cross-section has been adopted through the Villages of Antioch, Lake Villa and Lindenhurst to minimize the impacts of roadway widening. The modified suburban SRA cross-section will provide two lanes in each direction with an 18-foot median within 90 to 100 feet of R.O.W. From U.S. Route 45 to Hunt Club Road, three lanes in each direction with a 30-foot median can be provided within the existing R.O.W. A standard suburban SRA cross-section exists from Hunt Club Road to I-94 (the Tri-State Tollway).

The panel was receptive to the improvements proposed along the corridor.

The Public Hearing, January 30, 1996

The Public Hearing for Corridor 3 was held from 2:00 p.m. until 7:00 p.m. on January 30, 1996 at Grand Palace Banquets, Gurnee, Illinois. Forty-nine (49) interested parties attended. The attendees were generally in favor of the improvements. Several attendees identified areas which they believe pose a safety hazard along the route. Some opposition to the proposed barrier median through the Village of Lindenhurst was noted. Some concerns were expressed regarding the perceived potential noise problem that may arise from the increased traffic due of the roadway widening along Illinois Route 132 from U.S. 45 to Hunt Club Road.

The hearing brought forth the few concerns of the interested public which will be addressed in detailed studies when the project nears implementation.

(Continued from page 1)

- ◆ Light rail and busways as identified in the PACE program of the 2010 TSD. At this time, the City of Chicago circulator project has been canceled.
- ◆ HOV lanes must be consistent with established conditions and criteria in the Design Concept Report. These criteria are area specific and generally relate to existing transit demand and the ability (or inability) to integrate with the general roadway operations.
- ◆ Location of Park and Ride/Park and Pool Lots should not be site specific but, instead, should be area designated in accordance with the following criteria:
 - near the intersection of the arterial and an expressway
 - in areas of substantial density or potential growth
 - near rail or bus lines

The designation in the SRA report, would denote the fact that further focus should be made in future studies.

- ◆ Transit Station Accessibility is increasingly important as the corridor manager evaluates increased demand by the station and related geometrics, cross-sections and signalization.
- ◆ Bus Turnouts are not common on the urban arterials but should be looked at closely in suburban and rural settings. Higher operating speeds may necessitate the bus stop from the flow of traffic.

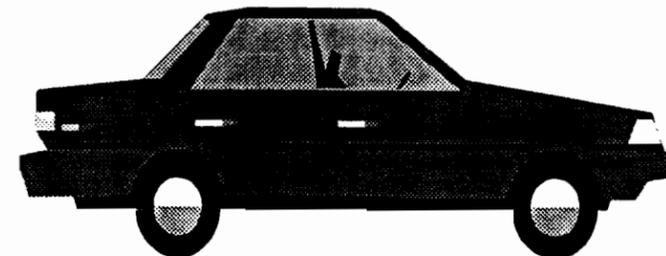
In summary, the SRA project provides the unique opportunity to plan for the eventual integration of highway and transit to meet the regions ever increasing travel demands by the year 2010 and beyond.

The Air You Breathe

Every morning thousands of people start their day by firing up their vehicles to drive to work. While the U.S. Population increased by 40% between 1960 and 1990, vehicle registration increased by 155% for the same period and vehicle miles traveled has increased by 202%. Each morning traffic delays are reported continuously all on major highways, expressways, and arterials. As cars idle, emissions from these cars fill the air we breathe. Emissions from automobiles constitute nearly 1/3 of the emissions of reactive hydrocarbons and half of the oxides of nitrogen which produce ozone. The Earth does need a protective layer of ozone high in the atmosphere. However, ground-level ozone has adverse impacts on health and plants when it occurs above certain levels.

The Federal government implemented the 1990 Clean Air Act Amendments in an attempt to improve air quality. Federal, State, and Local governments are taking action by implementing various programs such as the SRA system. The SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Part of the SRA system includes enhancing public transportation, improving bicycle and pedestrian facilities, implementing traffic signalization and modernization, and accommodating vehicles by constructing High Occupancy Vehicle (HOV) lanes. Enhancing public transportation includes adding more bus routes and improving Metra Transportation by improving access and providing adequate parking facilities and drop-off areas. The SRA strives to add sidewalks whenever possible and make connections to existing bike paths in order to encourage other alternate modes of transportation. Intersections of SRA routes are studied and the need for traffic signals is analyzed. Existing traffic signals are also analyzed to evaluate whether interconnection or modernization is required in order to improve traffic flow. By improving traffic flow and constructing HOV lanes, the traffic moves more steadily efficiently thus eliminating pollution due to idling.

The Chicago Area Transportation Study (CATS) has provided free rideshare matching services for Cook, Lake, Kane, McHenry, and Will Counties since 1980. The Chicago area has implemented "Ozone Action Days". On days in which the ozone is above normal, local radio stations inform people that it is an "Ozone Action Day" and to please limit driving if at all possible. In addition, the Illinois Environmental



(Continued on page 4)



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Advisory Panel Membership:

Antioch
Gurnee
Lake Villa
Lindenhurst
TMA of Lake County
Lake County Division of Transportation

SRA

PUBLIC HEARING REGISTER

Project: IL RTE. 132 SRA

Location: Grand Palace

Date: 1/30/96

Time: 2-7 p.m.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1	ARLEEN PIENKA 40470 N. Hwy 83 ANTIOCH Zip 60002	Self <input checked="" type="checkbox"/> HUSBAND Other <input type="checkbox"/> NOR IL CONSERVATION CLUB-ANTIOCH
L	2	Judy Martini 43376 N. Forest ANTIOCH Zip 60002	Self <input type="checkbox"/> Other <input type="checkbox"/> LAKE CO BRD
E	3	Beth Wescott 3404 E. GRAND AVE. LINDENHAST Zip 60046	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
R	4	D.R. BRUNKA 5062 GRAND AV GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
S	5	CAROL RUSSELL 5040 GRAND GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
E	6	JOHN NEMETH 36147 N EDgewater GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	7	JERRY FRIEDRICHS 6236 FORMOOR GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
P	8	LAUREL CONRAD 501 Riverside Gurnee Zip 60031	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
R	9	HANK Schwarz 4567 GRAND GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/> GURNEE AD
I	10	Michelle Wolf 1724 E Grand Av LindenHast Zip 60046	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/> Candidate Club Bd.
N	11	JOHN MARITELLO 5015 NEW BRIDGE 6003 Zip 60012	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
T	12	ED KIDERA 20405 45TH ST BRISTOL WI Zip 53104	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>

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	Name	Address	Representing
P	1	Heather Bledsoe <u>17483 W. West Wind Drive</u> Gurnee Zip 60031	Self <input type="checkbox"/> Other Family
L	2	Ruth Brunke <u>5062 Grand</u> Gurnee Zip 60031	Self <input type="checkbox"/> Other Family
E	3	for Richardt <u>5028 Grand Ave</u> Gurnee Zip 60031	Self <input type="checkbox"/> Other Family
A	4	JIM LANDSVERK <u>18122 W. BANBURY</u> GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other FAMILY
S	5	Pat Marcelle <u>35052 Hwy 83</u> LAKEDILLA Zip 60046	Self <input type="checkbox"/> Other Family
E	6	MIKE TRIERWEILER <u>6979 BRADLEY DR</u> GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other
P	7	FRANK SLAGLE <u>150 WILDFLOWER</u> KNDLK BELL Zip 60073	Self <input type="checkbox"/> Other Family
A	8	Susan Zengle <u>14880 Yorkhouse</u> Madhurst Zip 60083	Self <input type="checkbox"/> Other Citizen <i>Illinois</i>
R	9	John Gridley <u>720 Lincoln</u> Winnetka IL Zip 60093	Self <input type="checkbox"/> Other Owner
I	10	Rick Lawrence <u>2080 E Grand Ave</u> Lindemorst Zip IL.	Self <input type="checkbox"/> Linc. Title Value Other OWNER
N	11	Penny Mackenzie <u>38950 DeepLK Rd</u> LK Villit Zip 60046	Self <input checked="" type="checkbox"/> Other
T	12	Glenn Borchardt <u>2224 N. Asder Pl</u> Round LK Beach Zip 60073	Self <input checked="" type="checkbox"/> Other

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	Name	Address	Representing
P	1 CHUCK BARNETT	5054 GRAND GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other
L	2 Nancy Nemetz	36147 Edgewater Ct Gurnee Zip 60031	Self _____ Other
E	3 ARTHUR F. Cecowski	36141 N. SPRINGBROOK GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> BROOKSIDE OWNERS ASSOC.
A	4 BARBARA L. JOHNSON	276 BRIDGEWOOD DR. ANTIOCH Zip 60002	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> Village of Antioch Planning & Zoning Board
S	5 JACK MAGNUSON	40694 N GRAND ANTIOCH, IL Zip 60002	Self <input checked="" type="checkbox"/> Other
E	6 BOB JONES	4587 GRAND GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> VILLAGE
	7 Peter K. Burns	25 Country Lane Ct WAKE VILLA Zip IL 60004	Self <input checked="" type="checkbox"/> Other
P	8 Marian Muntella	36115 New Bridge Gurnee Zip 60031	Self <input checked="" type="checkbox"/> Other
R	9 GABRIEL CERTO	17440 West Wind Dr GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other
I	10 Julius Burton	17540 W West Wind Dr GURNEE IL Zip 60031	Self <input checked="" type="checkbox"/> Other Brookside Dev.
N	11 MIKE GUSHALL	11 Sams Zip	Self <input checked="" type="checkbox"/> Other
T	12 HENRY SCHERER	36113 N. NEW BRIDGE CT. GURNEE IL Zip 60031	Self <input checked="" type="checkbox"/> Other BROOKSIDE

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	Name	Address	Representing
P L E A S E P R I N T	1 Suzi Schmidt	38532 <u>N Ardmore</u> <u>LK Villa</u> Zip 60046	Self _____ Other <u>County Bd. DIST 3</u>
	2 MIKE PAVLATOS	<u>17526 Westwind</u> <u>Gurnee IL</u> Zip 60031	Self <input checked="" type="checkbox"/> Other <u>CHRIS PAVLATOS</u>
	3 JUDY POTASHKIN	<u>17568 Westwind</u> <u>Gurnee IL</u> Zip 60031	Self <input checked="" type="checkbox"/> Other _____
	4 Mike McNulty	<u>841 Westmoreland</u> <u>Vernon Hill</u> Zip 60061	Self <input checked="" type="checkbox"/> Other _____
	5 Debra Duerr	<u>Dunes & More</u> Zip _____	Self _____ Other _____
	6 Zide & Linda Dieda	<u>20941 W. Grand</u> <u>Lake Villa</u> Zip 60046	Self <input checked="" type="checkbox"/> Other _____
	7 Beel Uedra	<u>18275 LINDA LANE</u> <u>Gurnee</u> Zip 60031	Self <input checked="" type="checkbox"/> Other _____
	8 Monica GROSS	<u>36164 Bridlewood</u> <u>Gurnee</u> Zip 60031	Self <input checked="" type="checkbox"/> Other _____
	9 Raymond Godlewski	<u>17355 W. Westwind Dr</u> <u>Gurnee</u> Zip 60031	Self <input checked="" type="checkbox"/> Other _____
	10 DOW PARK	<u>1503 FERNWOOD</u> <u>GURNEE</u> Zip 60031	Self <input checked="" type="checkbox"/> Other _____
	11	_____ Zip _____	Self _____ Other _____
	12	_____ Zip _____	Self _____ Other _____

PUBLIC HEARING REGISTER

Project: IL RTE. 132 SRA

Location: Grand Palace

Date: 1/30/96

Time: 2-7 p.m.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P L E A S E F I L L I N E T	1	MIKE MICK <u>18674 HIGHFIELD</u> GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other
	2	JIM QUINN <u>17508 WEBB WIND</u> GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other
	3	WILLIAM C. COLEMAN <u>19953 W. GRAND</u> LAKEVILLE Zip 60046	Self <input checked="" type="checkbox"/> Other
	4	STEVE SCHIEBER <u>223 N. CROCKER LAKE</u> LINDENHURST Zip 60046	Self _____ Other
	5	_____ _____ Zip _____	Self _____ Other
	6	_____ _____ Zip _____	Self _____ Other
	7	_____ _____ Zip _____	Self _____ Other
	8	_____ _____ Zip _____	Self _____ Other
	9	_____ _____ Zip _____	Self _____ Other
	10	_____ _____ Zip _____	Self _____ Other
	11	_____ _____ Zip _____	Self _____ Other
	12	_____ _____ Zip _____	Self _____ Other

PUBLIC COMMENT

PROJECT: Rte 83/132 Corridor - SRA
DATE: 1/30/96

The SRA network seems to be a well-thought out concept. In execution, it is important that the details truly support the overall objective.

I notice that the SRA designation stops on 132 at I94. Yet some of the heaviest congestion occurs at the intersection of 932 and US Rte 41. Haukegan officials routinely claim that lack of access is one of the obstacles to Haukegan's development. Wouldn't everyone's objectives be attained by the extension of SRA designation east of I94?

The County plans to extend Yorkhouse Road to the tollway, and it is listed as an SRA. Yorkhouse is currently a 2 lane residential street, with 188 homes, 2 schools a church stop lights and 16 intersecting streets. It is not designed for heavy traffic. Further, its extension will upset the Hadsworth Wetlands Demonstration Project and is intensely opposed



Illinois Department of Transportation

over

NAME: Susan Zingale

ADDRESS: 14880 Yorkhouse Hadsworth IL 60083
847-263-5142

by local residents. Please remove
Yorkhouse from the SRA plan.

At the intersection of 132 and I94, the
existing traffic to Great America already
backs up down the entrance ramp onto
the tollway, and, further, makes
Grand impassable. Gurnee's plans
to add a convention center at that
intersection will only make it worse.
Shouldn't this section of Grand be
revamped as well?

Thanks for the opportunity to comment.

PUBLIC COMMENT

PROJECT: _____

DATE: _____

There should be a law that
developers are required
to research any planned
road corridors to potential
home / property buyers

ie 59 extension

We were told this would be completed
by 1970 - later entire
subdivisions were built in
the corridor

causing much unnecessary
suffering for people completely
unaware of the corridor



Illinois Department of Transportation

NAME: _____

Tenny Mackenzie

ADDRESS: _____

38950 Deep Lake Rd

OK Villa

PUBLIC COMMENT

PROJECT: SRA

DATE: 1/30/96

Just North of Petite Lake Road, there should be a break in the barrier median to allow traffic to turn left after the stoplight. There is a pumphouse that could be given a median break, and the area will be developed that would require a significant amount of ~~at~~ ~~and~~ ~~at~~ cars going in and out of that corner.

Also there are homes that have been well established North of Petite Lake Road on the West side that should be considered. The address are: 39578 N. Hwy 83, 39440 N. Hwy 83, and 39576 N. Hwy 83. None of these homes (and businesses) have a break in the barrier median.



Illinois Department of Transportation

NAME: John Gridley

ADDRESS: 720 Lincoln Winnetka IL 60093

PUBLIC COMMENT

PROJECT: SRA
DATE: 1/30/96

On 132 ~~going~~ just west of Deep Lake Road, there is a driveway to a residential home and a variety of businesses (approximately 3). There should be a break in the barrier Median at 925 E. Grand Avenue. There are a number of automobiles travelling in and out of ~~each~~ that road.



Illinois Department of Transportation

NAME: John Gridley

ADDRESS: 720 Lincoln Winnetka, IL 60093

PUBLIC COMMENT

PROJECT: _____

DATE: 1/30

I believe this is the time to encourage pedestrians & bicycle traffic & provide a corridor along all the SRA routes - this may ~~be~~ ~~diminished~~ ~~some~~ traffic & provide safe transportation to stores & public transportation (bus stops, train, library etc.)

Right now there is not a safe, convenient way to access business, get to work etc without driving

also, what about parking areas for ride sharing, like Milwaukee?

18' of concrete in a median sounds ugly - what about landscaping
what about + traffic noise for homes along these corridors?



Illinois Department of Transportation

NAME: Cenny Mackenzie

ADDRESS: 38950 Deep Lake Rd
Lake Villa

PUBLIC COMMENT

PROJECT: SRA 132/83
DATE: 1/30/95

- 1 I believe that there is no need to widen the road since even during peak travel times ^{more} there is not enough traffic to ^{take} warrant such modification
- 2 The road presently is too much noise. Even with a berm it could never compensate for the road passing closer to the homes.
- 3 The State should spend the money on repairing the present 4 lane road.



Illinois Department of Transportation

NAME: JUDY POTASHKIN

ADDRESS: 17568 West Wind Dr. Gurnee IL 60039

PUBLIC COMMENT

PROJECT: SRA
DATE: 1-30-96

Rt 132 between 45 & I 94

- sound — Is there enough footage to T to lanes —
— noise to traffic
- environmental — ↑ usage with ↑ cars runs very close
to backyards filled with children
- sound — What sort of noise barrier — wall or
beam is to be considered as
↑ cars = ↑ noise
- Wetlands very close to shoulder —
Need to consider long term stability
of roadway —
- Side walks not a good idea near a
6 lane highway
— Best to design an internal
bike path elsewhere



Illinois Department of Transportation

NAME: Neathel Stearns

ADDRESS: 17483 W. West Wind Drive Skeneo 60031

PUBLIC COMMENT

PROJECT: SRA
DATE: 1/30/96

Am concerned about widening RT 132
west of Hunt Club Road.
Properties just north of route 132
in the Brookside development already
are involved in a noise problem,
Widening the road to allow more
cars will increase this problem and
also cause environmental problems like
so car exhaust fumes, etc.
This will also be significant
danger to bicyclists, children, etc.
who now use the shoulder of the
road for movement from one location
to another.



Illinois Department of Transportation

NAME: Charles Certo

ADDRESS: 17440 West WINDS Dr. GURNEE 60031

PUBLIC COMMENT

PROJECT: SRA
DATE: 1/30/96

A STUDY SHOULD BE MADE
RE: LEFT TURN SIGNAL TIMING
AT THE INTERSECTION OF 132
& HUNT CLUB ROAD.

ALTHOUGH TWO LEFT TURN LANES
ARE PROVIDED WEST- AND EAST-
BOUND ON 132, IT IS NOT
UNUSUAL TO HAVE TO WAIT THRU
2 LIGHT CHANGE SEQUENCES
TO MAKE LEFT TURNS ONTO
HUNT CLUB ROAD



Illinois Department of Transportation

NAME: JEROME FRIEDRICHAS

ADDRESS: 6236 FORMOOR LN GURNEE

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
)
ILLINOIS ROUTE 132 FROM)
ILLINOIS ROUTE 83 TO)
INTERSTATE 94 AND ILLINOIS)
ROUTE 83 FROM ILLINOIS)
ROUTE 173 TO ILLINOIS)
ROUTE 132 IN LAKE COUNTY)

LAKE COUNTY PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary
of recommendations, taken before Joan M. Kenny,
C. S. R., a Notary Public in and for the County
of DuPage, State of Illinois, at the Grand Palace
Restaurant & Banquet, 5572 Grand Avenue, Gurnee,
Illinois, on Tuesday, the 30th day of January,
A. D. 1996, between the hours of 2:00 and
7:00 P. M.

JACK MAGNUSON: Jack Magnuson, 40694 North Grand Avenue, Antioch.

I am questioning and suggesting that the intersection of Grass Lake Road and 59, Route 59, have right-turn lanes on all four corners.

Existing is one right-turn lane on the northwest corner. The other three corners have ample room but are designated as shoulders, not permitting respective right turns.

It is a haven for individuals to make a right turn despite the fact of the warning sign and the police have a heyday.

Right turns on all four corners would expedite a smoother flow of traffic.

The intersection of Beach Grove Road and 59 is a particularly hazardous intersection; especially, when you are traveling east on Beach Grove Road intersecting 59.

The northwest corner has a view to the north on Route 59 that is obstructed by a rise in the land area. It would be a very simple solution if they would level this area and make it productive land for the existing owner and provide a much safer intersection.

There has been numerous accidents at this corner and there has been attempts to install warning signals.

At one time there was an overhead hanging, blinking light. That has been replaced by -- I don't know why it has been replaced. It should have remained in existence and add the roadside caution lights and signs on 59 to alert traffic -- north and south traffic -- of the intersection.

My phone number is 847 395-1097. If you have any questions regarding these two suggestions, please don't hesitate to call.

One more thing, I have personal knowledge that the Victory Lakes Nursing Home complex is the process of expansion, major expansion.

Part of their presentation was the comment made that Deep Lake Road, which dead-ends at Grass Lake Road -- oh, I am sorry -- dead-ends at 132 is going to be extended to the south to provide access for additional homes to the south of Victory Lakes' property.

Also commented was along either -- sometime in the future the northeast corner of 45 and 132 is designated as an industrial complex.

* * * * *

JOHN NEMETH: My name is John Nemeth and I live at 36147 North Edgewater Court, Gurnee. The Zip is 60031.

I live in the Brookside Subdivision, which is in the unincorporated area of the county, Warren Township.

Brookside Colony Association is 266 homes on the north side of Grand Avenue. There are two main entries to the subdivision; one from Grand Avenue, which goes north into the subdivision, and at the south end -- excuse me -- at the north end of the subdivision there is an exit to Stearns School Road.

All traffic therefore moves through these two inlets and outlets unless people go through the neighboring subdivision, Bridlewood.

There are several complaints, or comments, regarding our connection of Brookside Drive to Grand Avenue.

The first complaint I have is the deceleration lane, going west from the Waukegan direction to Highway 45, is only approximately 290 to 300 feet long. This is not enough space to

decelerate from the high traffic pattern entering this area.

The neighboring subdivision of Bridlewood has a deceleration lane approximately 500 feet in length. This is a new deceleration lane, recently put in. And I do wonder why Brookside Subdivision, which is an older subdivision, has not had the same treatment.

The next comment I have regards the median strip between the two westbound lanes and the two eastbound lanes. That area is very badly deteriorated, leaving many pits and holes in that area.

During rain storms the water collects there to a considerable depth of many inches. Cars splash through it, which is merely an inconvenience, which dirties cars and is not a safety problem; however, during the winter the snowplow carves off the top surface of snow, leaving snow and ice in the pits and cracks in the concrete median area.

I would estimate that the depression between the east and westbound lanes is probably as much as six inches in depth in places. This may be an exaggeration.

NANCY NEMETH: It freezes there and it is bad for people, who want to make a left turn into our neighborhood or for those of us making a left turn onto Grand Avenue going out.

Because, with traffic going the 55 miles an hour speed limit -- ha, ha, they are going about 65 -- it is really a problem to make a left turn out of our neighborhood onto Grand Avenue. With the ice there, it is bad.

JOHN NEMETH: Yes. I would like to be more specific regarding the ice situation.

The traffic traveling both east and west on Grand Avenue causes people exiting Brookside Drive to have to match their entry to the openings in the traffic; thus, if you have a clear westbound gap, many people drive into the median area and park there.

Two problems occur when that happens. Number one, if there is ice there or water, when you try and speed up and go eastbound on Grand Avenue, you depend on traction of your tires in a depressed area full of water and ice.

The second bad situation that has existed there is that people do go out there from Brookside

into the median space between the two lanes of the highway and come to a complete stop and wait for a traffic opening, looking in their rear-view mirrors for it.

When -- sometimes when this happens, one or two cars from Brookside will come up and drive exactly behind you, completely obscuring your view of the traffic lanes coming up behind you.

The only solution to this problem I see is to educate the drivers not to block the view of people in the median strip, who need to see how to get out onto the highway.

NANCY NEMETH: Then the other thing is, between Highway 45 and approximately where you turn into Target, is a one and a half mile strip where the speed limit is 55 miles an hour, which means that people are going 65 or better.

And it is only a one and a half mile strip. It is 45 the other side of it and 45 east of it and people are idiots. That is -- it needs to be decreased.

JOHN NEMETH: I explained to one of the ladies at this meeting the fact that IDOT responded to the Gurnee Village, and it was reported in the

newspaper, that there was insufficient place for the Sheriff's Department to monitor the speed limit on the strip of Grand Avenue between Hunt Club Road and 45.

Furthermore, people would not adhere to the 45 miles speed limit if one were instituted.

NANCY NEMETH: That was IDOT's response.

JOHN NEMETH: That was IDOT's response.

I consider that totally unacceptable.

I believe that is all I have to report.

* * * * *

BETH WESCOTT: My name is Beth Wescott. I live at 2404 East Grand Avenue in Lindenhurst.

My concern is in regards to the proposed median on Route 132 in front of the residential area. Myself and several of the neighbors feel this is totally unnecessary.

Our strongest point to this is fire, police, ambulance. There would be no break in the barrier in front of our houses; that they would have to pass the houses and go to the first break in the median to either -- to turn around and then come back

to our houses.

We are concerned what this would do to our property value. And I just feel this is not necessary from Deerpath to Crabtree Court, where there are all houses. There is no reason not to turn left.

We feel there is no purpose for this proposal. That is it.

* * * * *

JUDY MARTINI: My name is Judy Martini and I am the County Board Member from District 1, which is in Antioch.

I am very happy to see the plans for Route 83. In particular interest to me is the proposed stop and go light on Beach Grove Road and Route 83, but I would like you to take into consideration that efforts are made to make sure that a stop and go light is, also, put up at the intersection of 59 and Beach Grove Road.

There has been many accidents there in the past and there is a school right on the corner. And I think that should take priority, top priority.

* * * * *

MR. EDWARD KIDERA: My name is Ed Kidera. We are partners in the ownership in the property at the intersection of 132 and Route 83. It is called Lake Villa Plaza.

In the plan that we see you are going to widen Grand Avenue by 10 feet, Route 83 by 15 feet.

It appears that that will infringe on the gasoline service station that we have. In fact, it would eliminate access to the outside islands at the service station.

This past year, to meet the EPA regulations, we have completely redone the driveways, the islands, the paving, curbs. So it is a bit concerning to see that possible encroachment could seriously affect the operation of the service station.

So I guess I am saying, please, don't put us out of business.

I don't know -- I would like to be kept informed; because, even though that is our business, we live in Wisconsin and we sometimes don't see newspaper notices that are printed in Illinois. We

hear about it a week later.

Is it possible to get direct communication of future meetings, hearings, et cetera?

I will give my home address, which Edward Kidera, 20405 45th Street, Bristol, Wisconsin 53104.

* * * * *

JOHN MIRITELLO: John Miritello. We are retired and I am at 36115 New Bridge Court, Brookside Colony in Gurnee.

We have three concerns. One has to do with the exit, the left-turn exit, from Brookside Colony onto 132, going east. That is difficult because you have to worry about westbound and take care of looking at eastbound before you are able to make a safe left-turn yourself.

That should be -- there should be some signal apparatus or something that would assist the person to feel more comfortable when you make that turn.

The second thing has to do with the speed limits on 132 from Sam's Warehouse to 45. It is

Is it Saddlebrook?

MARION MIRITELLO: Bridlewood and Brookside.

JOHN MIRITELLO: Bridlewood and Brookside.

MARION MIRITELLO: They get the noise.

JOHN MIRITELLO: End of transmission, as they would say.

MARION MIRITELLO: I would just want to add that we are happy to see that they are going to do something about the intersection of 45 and 132, which at the present time is a very dangerous intersection if you are trying to make a left turn.

But I see that it is already in the works.

JOHN MIRITELLO: Modifying the angle to --

MARION MIRITELLO: To improve that intersection. We hardly agree with that.

I guess that is about all I have to add.

* * * * *

JAMES LANDSVERK: James Landsverk, 18122 West Banbury Drive. That is Gurnee.

I like the proposed changes to Grand Avenue between Hunt Club Road and Route 45.

I especially like the changes that are proposed for the Rollins Road extension through Route 45 to Grand Avenue.

The changing of Grand Avenue to six lanes should be done as soon as possible because the volume of traffic is extremely heavy during rush hour periods.

Also, the highway is deteriorating rapidly and there are numerous potholes popping up every other week.

And so as soon as they could, you know, make those changes there the better off we would be. Either that or else they are going to have to come through and repave the highway anyway in the next year or so.

* * * * *

FRANK SLAGLE: Frank Slagle, 150 East Wildflower Lane, Round Lake Beach.

I guess my comment is that I think Route 83 north/south should be a strategic regional artery. From what I have seen with the housing boom going on, 83 is as much or more busy than 45.

And with 53 coming up towards 83 there, it will lend itself to be a strategic artery with the tollway. That is it.

* * * * *

JAMES QUINN: My name is James Quinn and I live at 17568 West Wind Drive. I live in the Brookside Subdivision, which is off 132 between Hunt Club and, I guess, Hutchins.

My main concern is that the noise level on Grand Avenue is completely unacceptable at the present time.

And I can understand the need to improve the roads; for example, Grand Avenue right now needs to be repaved terribly. It is terrible.

Whatever they do, they got to take moisture level into account because, on the north side of the road, we now have a residential development right up to Grand Avenue.

And at this point in time there is very little development to the south side; but, by the time things happen here, it is going to be houses there, too. And there will be no room to maneuver to

deal with the noise problem.

So they are really reducing the property values of people's houses. People paid a lot of money to live around here and a lot of it is going away. And that is my big concern.

* * * * *

MIKE PAVLATOS: Mike Pavlatos.

I think it is an interesting plan. I guess it is very preliminary from what I understand, but I would like to see more details of the plans that are shown here.

For example, what are the next future steps that would be planned; what other meetings are planned; is this going to be subject to a voter referendum?

I would like to know more answers to these kinds of questions and to know even at this initial stage, the project to date, what these plans might be. Right now it is very vague.

The gentleman mentioned that these are very flexible at this point in time.

So I guess the public needs to be more informed about the proposal here. I think sending mailings to each homeowner or business along these routes would be of extremely beneficial value for the public because I believe a lot of people aren't aware of these proposals.

In terms of commenting on specifics, I just can't really comment on a lot of specifics except that it seems that a lot of the prework that was done didn't have a lot of input from the public.

It seems like they are coming very close to some homes on Grand Avenue near Hunt Club and, of course, noise and property values are big concerns along that line.

That is my statement.

* * * * *

HENRY SCHERER: Henry Scherer, 36113 North New Bridge Court. That is one of the townhouses that backs up against the new highway.

Besides from sharing his experiences, you know, his comments, the question is that they show like a possibility of a 95-foot access from the

center over there where farther down it is only 75 feet.

The question is, if they do that they are going to come pretty close to all the townhouses and to the big private homes that are all along there.

I just don't see why we need to come that close to them or why they have to use that additional land.

Also, I do believe that you need a light at Brookside Drive. That is almost a must because there are accidents there on a regular basis.

And, if anything, the right turn lane -- even prior to the traffic signal, the right-lane into Brookside should be lengthened because I walked it off and it is considerably shorter than all of them. And it needs to be lengthened, too, because of the speed the traffic is going, to avoid being rear-ended ever there.

MIKE PAVLATOS: That is a very good point.

HENRY SCHERER: And one other comment: What they should address in between this, because I know this will be long-range, is currently Grand Avenue, where it narrows down by Sam's over there -- it narrows from three lanes into two lanes -- and people

continually use that right-hand lane as though it is a through lane and cut right into you.

And the gestures and comments that they give you are not necessarily appreciated, okay. But, otherwise, I think that is the basic for that area.

I would like to, as he said, know -- we found out sort of indirect about this. It was in the newspaper and then it came up at our association meeting.

I think that, if they plan things like this, they should advertise them a little bit better.

That is it.

* * * * *

WILLIAM EISERMAN: William Eiserman. I live at 19953 West Grand Avenue, Lake Villa, the unincorporated portion of the township, just to the south of the Village of Lindenhurst.

And my concern is, as I leave my driveway and entering Grand Avenue, with a median down the middle of Grand Avenue my turning opportunities would only be to the east and not to the west until I went approximately a quarter of a mile east, where they

are going to have an opening in the median.

And at that opening, will I be allowed to make a U-turn; otherwise, how would I go west?

My concern is, what is the purpose of the median? Why couldn't it be a median that could be driven across for people like myself, who need access in both directions?

That is all I think I want to say.

* * * * *

ROY GODLEWSKI: Roy Godlewski, 17355
West Wind Drive in Gurnee.

The concern that I have is the additional 17-foot right-of-way on each side of Grand Avenue from Hunt Club Road to Highway 45. That will place the roadway in closer proximity to existing housing than it is currently.

And the concern I have is for the noise for these existing neighbors and the resulting effect on property values and safety within the neighborhoods for children playing in their back yards.

* * * * *

BRUCE GEBERT: Bruce Gebert. I am just a concerned businessman.

Today at the meeting I heard that there will be a possible median strip from Briar Terrace to Ainsley Drive on Route 83.

The concern I would have, as a business owner, is 83 is a major artery and it is a developing area for services for the Antioch area. With that median strip --

Out of your study, we had four towns, three of those towns would be south of the property in question on 83. By creating a median strip of 18 inches, it would disallow a great majority of those four towns to regulate their traffic flow and usage to the businesses that are currently on 83 between Briar Court and Ainsley Drive, all on the west side of Route 83 in Antioch.

I understand we are trying to push the flow of traffic through areas; but as towns, such as Antioch, they have now gone from summer towns to year-round towns. Thus, with the year-round residency, we have many service auto related businesses that are cropping up and it is very important to have an easy access for a right and left

APPENDIX II

ILLINOIS ROUTE 132



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

**SRA Subset #4 - Section of Illinois Route 132
From Illinois Route 59 to Illinois Route 83**

The Illinois Department of Transportation (IDOT) has contracted Dames & Moore/MCE to perform preliminary engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridors within the six county planning area of the Northeastern Illinois Planning Commission (NIPC). The Illinois Route 132 corridor was originally designated as an SRA route from Illinois Route 59 to I-94 (the Tri-State Tollway). From the Individual Community Interviews with municipal, governmental and other local agency representatives, it was evident that there was no support to study Illinois Route 132 from Illinois Route 59 to Illinois Route 83 as a SRA route. It was suggested, instead, that Illinois Route 83 be studied as an alternate SRA route in this region. This opinion was reiterated by the representatives of the local communities in the Advisory Panel I Meeting. After reviewing the traffic movement in this region and analysis of impacts along the western portion of Illinois Route 132, Dames & Moore/MCE recommended to IDOT that Illinois Route 132 from Illinois Route 59 to Illinois Route 83 should be removed from the SRA network. It was also recommended Illinois Route 83 should be considered as an SRA route from Illinois Route 132 to Illinois Route 173. After performing a preliminary field investigation, IDOT instructed Dames & Moore/MCE to include this section of Illinois Route 83 as an extension of the Illinois Route 132 SRA corridor from I-94.

Prior to changing the SRA designation to Illinois Route 83, information on environmental and roadway conditions along Illinois Route 132 had been collected, and preliminary improvement concepts had been developed. It was primarily because existing land use and environmental conditions presented constraints to improving the route to SRA design standards that Illinois Route 83 was identified as an alternative. For documentation purposes, this Appendix provides a brief description of the existing conditions, the environmental conditions, and the preliminary concept for Illinois Route 132 from Illinois Route 59 to Illinois Route 83.

ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

As a part of the planning process, the SRA study includes a general assessment of environmental features within the corridor. Environmental issues which are of potential concern for transportation projects include nearly the entire spectrum. The SRA planning process does not define specific mitigation measures. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages. Environmental conditions and land use for this section of Illinois Route 132 from Illinois Route 59 to Illinois Route 83 are discussed below.

Illinois Route 132 - Illinois Route 59 to Cedar Lake Road

This section of Illinois Route 132 (Grand Avenue) SRA corridor begins at Illinois Route 59 and extends to Cedar Lake Road, passing through unincorporated Lake County and a portion of the Village of Lake Villa.

Environmental Conditions and Land use ***Exhibit A3-01 and A3-02***

Grant Woods, a unit of the Lake County Forest Preserve, is located on the south side of Illinois Route 132 east of Illinois Route 59. Lake Villa Township Park is adjacent to the forest preserve, extending to Fairfield Road. A fairly large wetland is located on the northwest corner of Fairfield Road and Illinois Route 132. This wetland extends both south and east across Illinois Route 132 and Fairfield Road, respectively. Another wetland is located between Fairfield and Offield Drive mainly on the south side. A small area of this wetland extends north of the roadway. An unnamed nature preserve is located in the northwest quadrant of Illinois Route 132 and Offield Drive.

Good Shepherd Church is located on the northeast corner of Illinois Route 59 and Illinois Route 132. Lakeland Baptist Church is located between Illinois Route 59 and Fairfield Road on the south side. Lake Villa Township Offices are located on the SW corner of Fairfield Road and Illinois Route 59. This township office also includes a park with recreational facilities. Allendale School is located approximately 1/4 mile north of Illinois Route 132 on Offield Drive. Bradley Counseling Center is located 1 block east of Offield Drive on the north side. This school/counseling center appears to be a residential facility containing dormitories.

A potential underground storage tank (UST) site is at a garage on the northeast corner of Illinois Route 132 and Fairfield Road.

Illinois Route 132 - Cedar Lake Road to IL Route 83

This section of the Illinois Route 132 corridor begins at Cedar Lake Road and continues east to Illinois Route 83, passing through the Village of Lake Villa. The Soo Line Railroad (Wisconsin Central) crosses Illinois Route 132 approximately ¼ mile west of Illinois Route 83 in this section.

Environmental Constraints and Land Use

Exhibit A'3-02 and A'3-03

Cedar Lake is located on the north side of Illinois Route 132. Cedar Lake Park and picnic grounds are located on the southeast quadrant of Cedar Lake Road and Illinois Route 132. A pedestrian underpass is located across Illinois Route 132 to access Cedar Lake. A private park is located between Cedar Lake and Cedar Avenue on the north side. These two recreational areas may be considered private grounds. Unusual geological features are located in farm fields south of Cedar Lake. From a distance they appear to be drumlins. Drumlins are depositional remnants from the Pleistocene glaciers. If so, these should be avoided due to their rarity in this area.

Possible UST's include an abandoned gas station located at the southwest corner of Illinois Route 132 and Oak Knoll Drive. A propane gas distributor (Hicks Gas) is located east of the railroad tracks on the north side of Illinois Route 132.

East of Cedar Lake the land use is predominantly residential with some light commercial. A United Methodist church is located 2 blocks south of Illinois Route 132, 1 block west of the Soo Line Wisconsin Central Railroad Line. The Lake Villa Township Fire Department is located on the north side between Cedar Avenue and the Railroad tracks. The Lake County Health Department is located one block west of the Wisconsin Central on the south side of Illinois Route 132. Joseph J. Pleviak School is located on the northwest corner of Illinois Route 83 and Illinois Route 132. This facility contains a designated leaking underground storage tank (LUST).

EXISTING CONDITIONS

Illinois Route 132 - Illinois Route 59 to Cedar Lake Road

This section of Illinois Route 132 (Grand Avenue) begins at Illinois Route 59 and extends to Cedar Lake Road passing through unincorporated Lake County. This section is a two lane roadway which is classified as rural between Illinois Route 59 and Fairfield Road and suburban east of Fairfield Road. This section has been recommended for deletion from the SRA network.

Physical Characteristics

Exhibit B'3-01 and B'3-02

This section is characterized by two 12-foot lanes with three-foot aggregate shoulders, open ditch drainage on both sides, and no median. The existing right-of-way varies from 66 to 100 feet. The roadway centerline is centered within the right-of-way. Cedar Lake is close to Illinois Route 132 toward the east end of this section.

Illinois Route 132 and Illinois Route 59 is the only signalized intersection in this section. All four legs consist of a through lane with shared left and right turns. Another major intersection is Illinois Route 132 and Fairfield Road, which has a four-way stop sign. On-street parking is not permitted in this section.

Traffic Control, Operations, and Safety

The existing Average Daily Traffic (ADT) along Illinois Route 132 between Illinois Route 59 and Cedar Lake Road, according to the 1992 Lake County traffic map, ranges from 4,800 to 7,100 vehicles per day (vpd). The speed limit within the section is 50 miles per hour (mph).

Public Transportation

There are no public transit routes in this section.

Section II - Cedar Lake Road to Illinois Route 83

Section II of the Illinois Route 132 corridor begins at Cedar Lake Road and continues east to Illinois Route 83. The Wisconsin Central crosses Illinois Route 132 approximately ¼ mile west of Illinois Route 83. This section passes through Lake Villa, and has been recommended for deletion from the SRA network.

Physical Characteristics

Exhibit B'3-02 and B'3-03

This section is characterized by two 12-foot lanes with 3 to 9-foot aggregate shoulders on either side and sidewalk on the south side. The existing right-of-way is 66 feet in this section. The centerline of the roadway is centered within the right-of-way. This section has many individual residential developments and mature trees close to the edge of pavement on both sides. A pedestrian underpass is located across Illinois Route 132 in this section to access Cedar Lake.

The intersection of Illinois Route 132 & Illinois Route 83 is signalized and was studied as a part of the Illinois Route 83/Illinois Route 132 SRA corridor. On-street parking is not permitted in this section.

Traffic Control, Operations, & Safety

The ADT for this section ranges from 7,000 to 10,000 vpd. The speed limit within this section varies from 30 to 50 mph. The speed limit is 30 mph towards the east end where the Joseph J. Pleviak School is located.

Public Transportation

Within this section there is a proposed Metra station along the Wisconsin Central rail line to be developed on the north side of Illinois Route 132 east of Cedar Avenue.

RECOMMENDED IMPROVEMENTS

Illinois Route 132 - Illinois Route 59 to Illinois Route 83

Exhibit C'3-01 to C'3-03

The preliminary concepts for Illinois Route 132 from Illinois Route 59 to Illinois Route 83 are discussed in this section. Based on this analysis, this roadway section cannot be improved to SRA standards and it has, therefore been recommended to be removed from the SRA network.

Illinois Route 132 - Illinois Route 59 to Cedar Lake Road

Cross-section and Geometrics

The proposed cross-section from Illinois Route 59 to Oak Lane, just east of Cedar Lake Road, consists of two 12-foot lanes with an 18-foot barrier median and barrier curb. The existing right-of-way provides sufficient area for roadway widening between Illinois Route 59 and Cedar Lake Road. At Cedar Lake Road there is a sub-standard horizontal curve which should be realigned. This would require 20 feet of additional right-of-way (Exhibit C'3-02 and Detail D'3-01).

Illinois Route 59 and Illinois Route 132 is a major intersection in this section. At this intersection the proposed lane configuration will consist of a left turn lane and a through lane with a shared right turn lane.

The four-way stop sign at the intersection of Illinois Route 132 and Fairfield Road should be removed. Fairfield Road is a County Route with a potential interchange with the Illinois Route 53 northern extension near south end of Lake County. The intersection of Illinois Route 132 and Fairfield Road is a potential location for future signalization considering the developments in this region. The proposed lane configuration will consist of a left turn lane and a through lane with shared right turn lane. An exclusive left turn lane is recommended along Illinois Route 132 at the unsignalized cross street of Offield Drive.

Operations

According to CATS, the 2010 projected ADT will be 11,000 vpd. The recommended speed limit is 45 miles per hour (mph).

Access Management

In this section of Illinois Route 132, access to future development and residential areas should be

limited to "Right Turn Only" movements. Full access should be provided at Offield Drive. Providing a break in the median and a left turn lane at Lakeland Baptist Church will serve access to the church and any future developments.

Section II - Cedar Lake Road to Illinois Route 83

Cross-section and Geometrics

The proposed cross-section for Illinois Route 132 from Oak Lane to Illinois Route 83 consists of one 12-foot lane in each direction with a 14-foot flush median, which would accommodate a continuous left turn lane. The existing right-of-way provides sufficient area for roadway widening in this section except at Cedar Lake Road. The sub-standard horizontal curve here should be realigned, requiring 20 feet of additional right-of-way (Exhibit C'3-02 and Detail D'3-01).

Within this section, many side streets terminate at Illinois Route 132. The streets on the north side of Illinois Route 132 are not in line with the streets on the south side, therefore, some cross streets should be realigned to reduce the number of access points to Illinois Route 132. Accordingly, Cedar Avenue should be realigned to meet Illinois Route 132 in line with Sherwood Avenue. There is a proposed Metra station at Illinois Route 132 and the Wisconsin Central Railroad. Access to this Metra station should be provided from Illinois Route 132. An exclusive right turn lane should be considered along Illinois Route 132 in the westbound direction at the realigned Cedar Avenue to provide access to the proposed Metra station. As development warrants, the need for signalization should be evaluated at Cedar Avenue.

Operations

According to CATS, the 2010 projected ADT will be 11,000 vpd. The recommended speed limit will be 30 mph.

Access Management

In this section of Illinois Route 132, access to future development and residential areas should be limited to "Right Turn Only" movements. Since there are many unsignalized side streets, a continuous left turn lane in the median should be provided from Oak Lane to Park Avenue to separate turning vehicles from through traffic. An exclusive right turn lane should be provided along Illinois Route 132 for the proposed Metra station at the realigned Cedar Avenue.

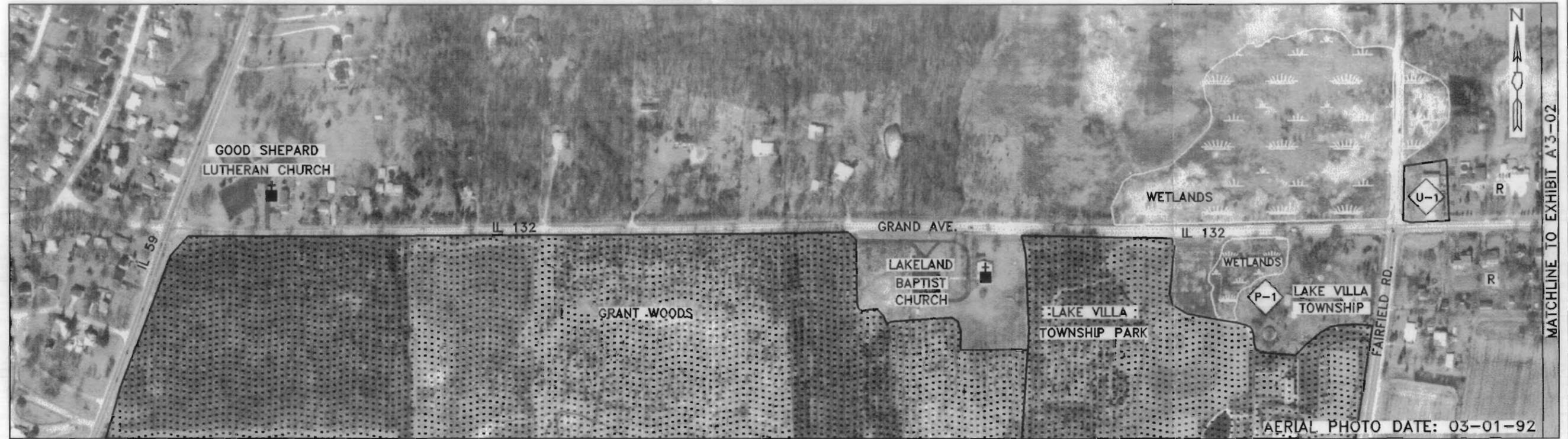
Public Transit

As noted, a Metra station is proposed at Illinois Route 132 and the Wisconsin Central rail line.

APPENDIX II - cont'd

Uninterrupted access should be provided from westbound Illinois Route 132 to the Metra Station. No other public transit facilities are currently proposed for this section.

UNINCORPORATED LAKE COUNTY



MATCHLINE TO EXHIBIT A'3-02

AERIAL PHOTO DATE: 03-01-92

UNINCORPORATED LAKE COUNTY GRANT WOODS FOREST PRESERVE LAKE VILLA TOWNSHIP PARK UNINCORPORATED LAKE COUNTY

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

= Park Garage

DESCRIPTION OF LAND USE:

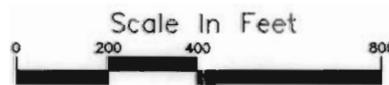
= Lake Villa Township Office

LEGEND	
	= WETLANDS
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
R	= RESIDENTIAL
	= U.S.T. SITE
	= PUBLIC FACILITY
	= RELIGIOUS INSTITUTION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - ENVIRONMENTAL CONDITIONS AND LAND USE

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



UNINCORPORATED LAKE COUNTY

NATURE PRESERVE

LAKE VILLA



MATCHLINE TO EXHIBIT A'3-01

MATCHLINE TO EXHIBIT A'3-03

UNINCORPORATED LAKE COUNTY

LAKE VILLA

AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

= Old Gas Station

DESCRIPTION OF LAND USE:

= Bradley Counseling Center

= Allendale School

LEGEND

= WETLANDS

= L.U.S.T. SITE

= 100 YEAR FLOOD PLAIN

= PUBLIC FACILITY

= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES

R = RESIDENTIAL

= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

= CITY BOUNDARY

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - ENVIRONMENTAL CONDITIONS AND LAND USE

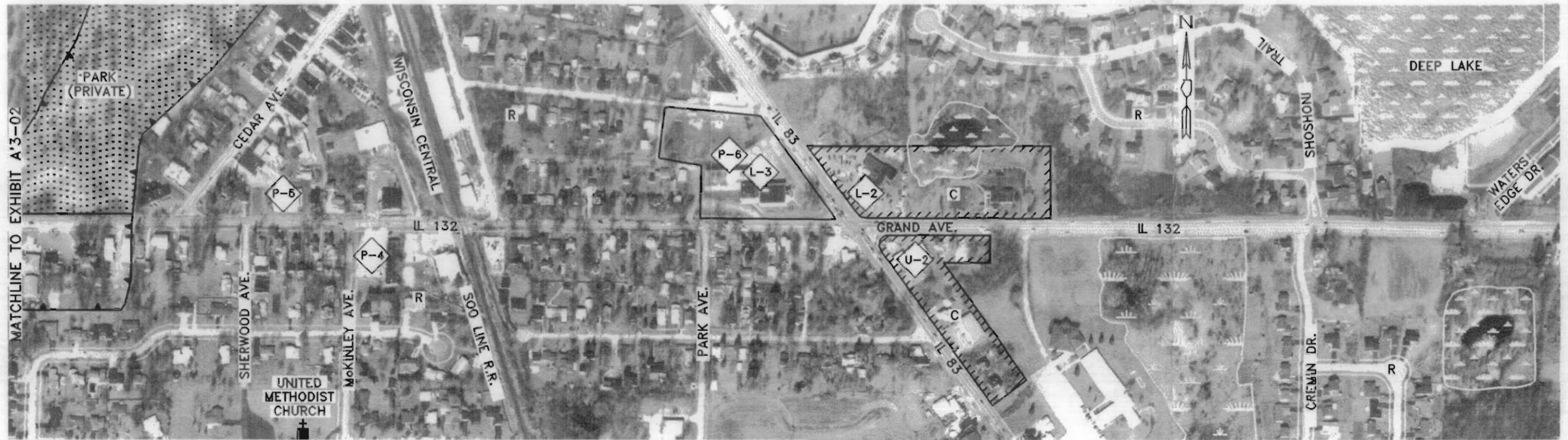
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



EXHIBIT A'3-02



LAKE VILLA

LAKE VILLA

AERIAL PHOTO DATE: 03-01-92

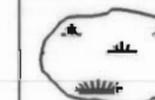
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Shell Station
-  = Amoco Station/J & J Oil Inc.
-  = Joseph J. Plevlak School

DESCRIPTION OF LAND USE:

-  = Lake County Health Department
-  = Lake Villa Fire Department
-  = Joseph J. Plevlak School

LEGEND

-  = WETLANDS
-  = 100 YEAR FLOOD PLAIN
-  = BOUNDARY FOR INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = RESIDENTIAL
-  = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
-  = L.U.S.T. SITE
-  = U.S.T. SITE
-  = PUBLIC FACILITY
-  = RELIGIOUS INSTITUTION

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

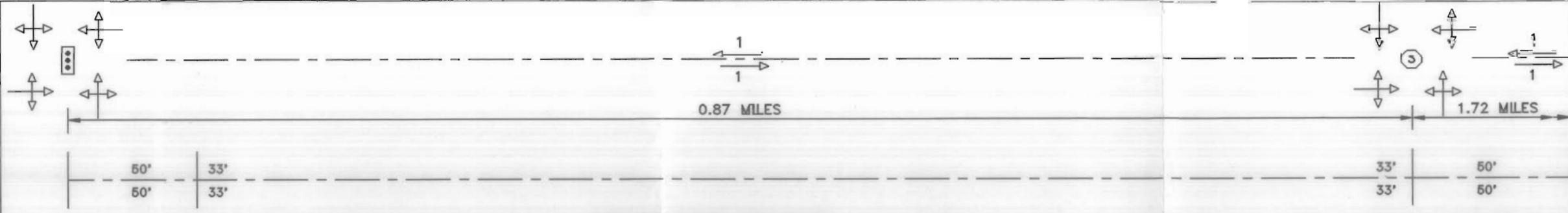


EXHIBIT A'3-03

EXISTING LANE CONFIGURATION

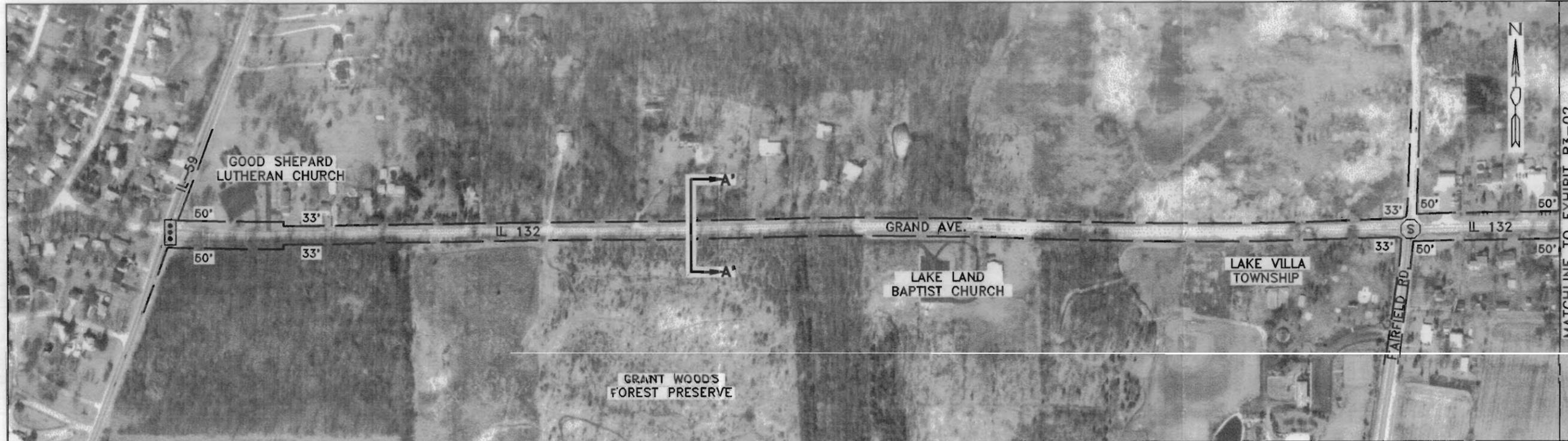
SIGNAL SPACING

EXISTING R.O.W.



UNINCORPORATED LAKE COUNTY

AERIAL PHOTO DATE: 03-01-92



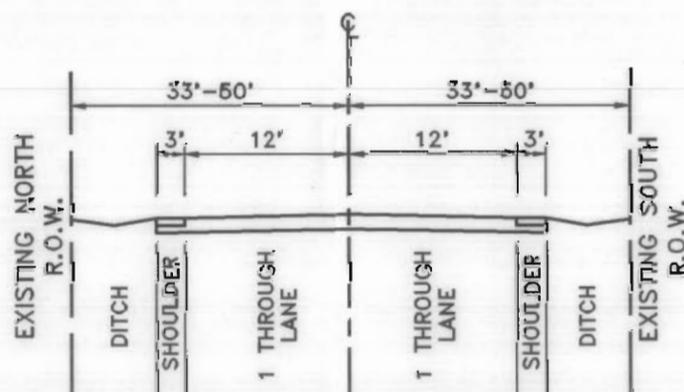
UNINCORPORATED LAKE COUNTY

GRANT WOODS FOREST PRESERVE

LAKE VILLA TOWNSHIP PARK

UNINCORPORATED LAKE COUNTY

MATCHLINE TO EXHIBIT B3-02



EXISTING TYPICAL SECTION A'-A'
IL-59 TO MATCHLINE B'3-02

LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= STOP SIGN
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

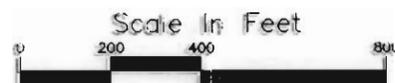
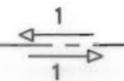


EXHIBIT B'3-01

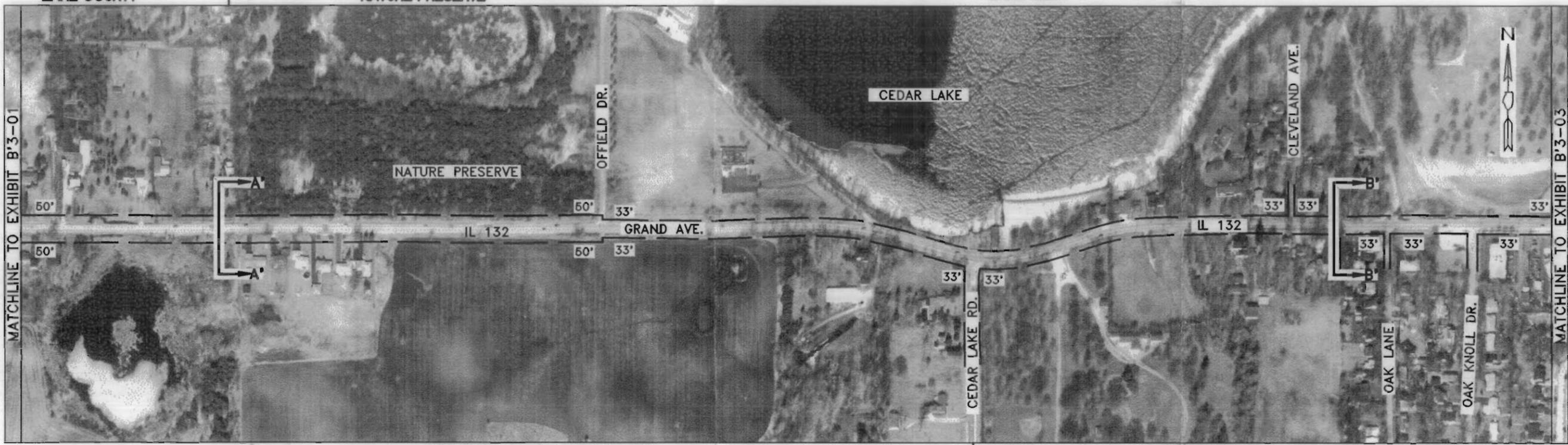
EXISTING LANE CONFIGURATION

SIGNAL SPACING

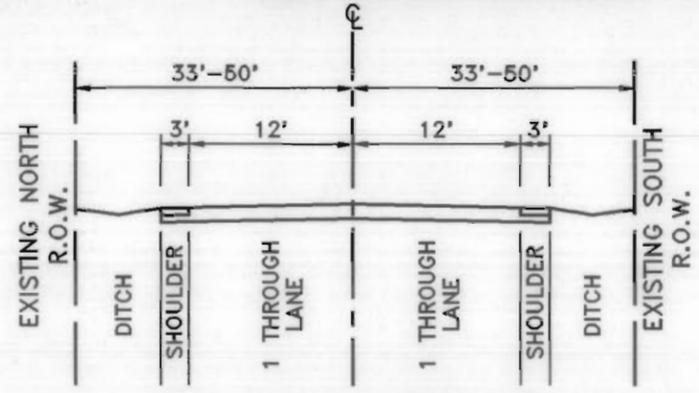
EXISTING R.O.W.



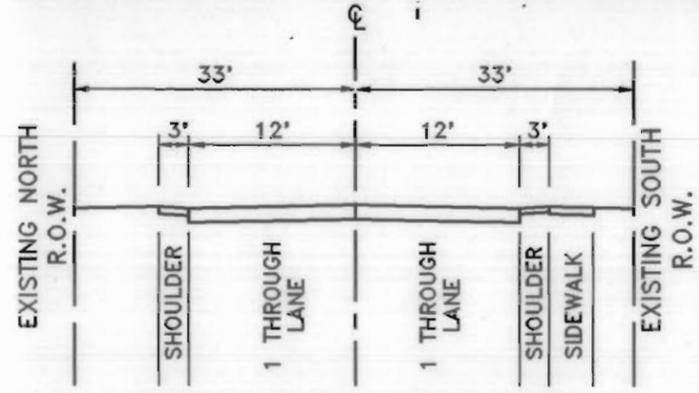
1.72 MILES



AERIAL PHOTO DATE: 03-01-92



EXISTING TYPICAL SECTION A'-A'
MATCHLINE B'3-01 TO CEDAR LAKE ROAD



EXISTING TYPICAL SECTION B'-B'
CEDAR LAKE ROAD TO MATCHLINE B'3-03

LEGEND	
	= EXISTING RIGHT OF WAY
60'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

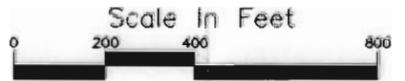
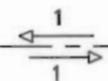


EXHIBIT B'3-02

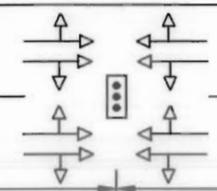
EXISTING LANE CONFIGURATION

SIGNAL SPACING

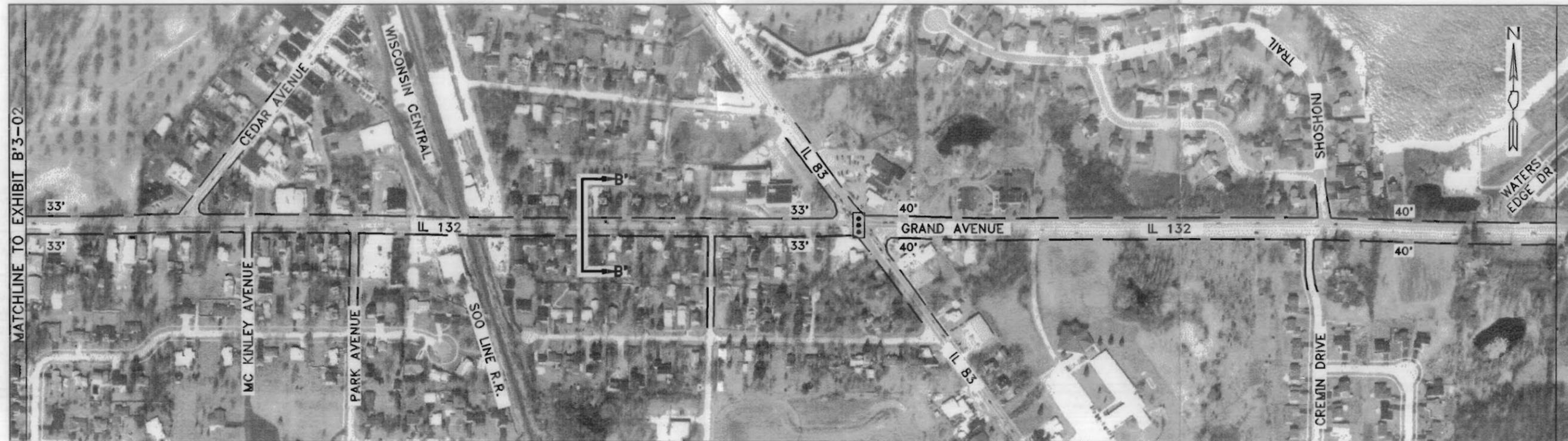
EXISTING R.O.W.



1.72 MILES

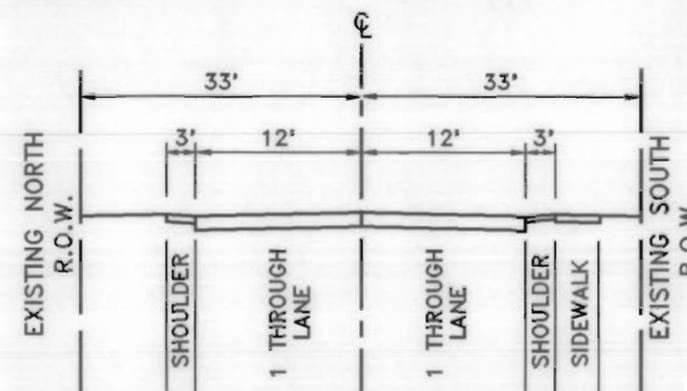


LAKE VILLA



LAKE VILLA

AERIAL PHOTO DATE: 03-01-92

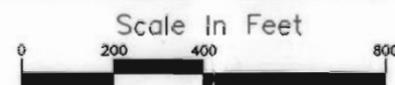
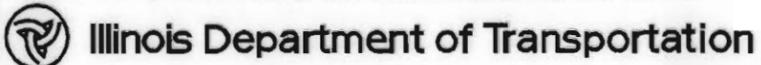


EXISTING TYPICAL SECTION B'-B'
MATCHLINE B'3-02 TO IL-83

LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - EXISTING CONDITIONS

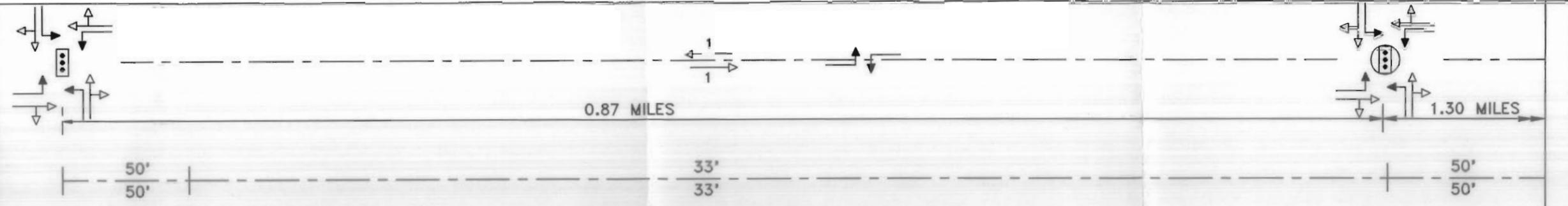
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

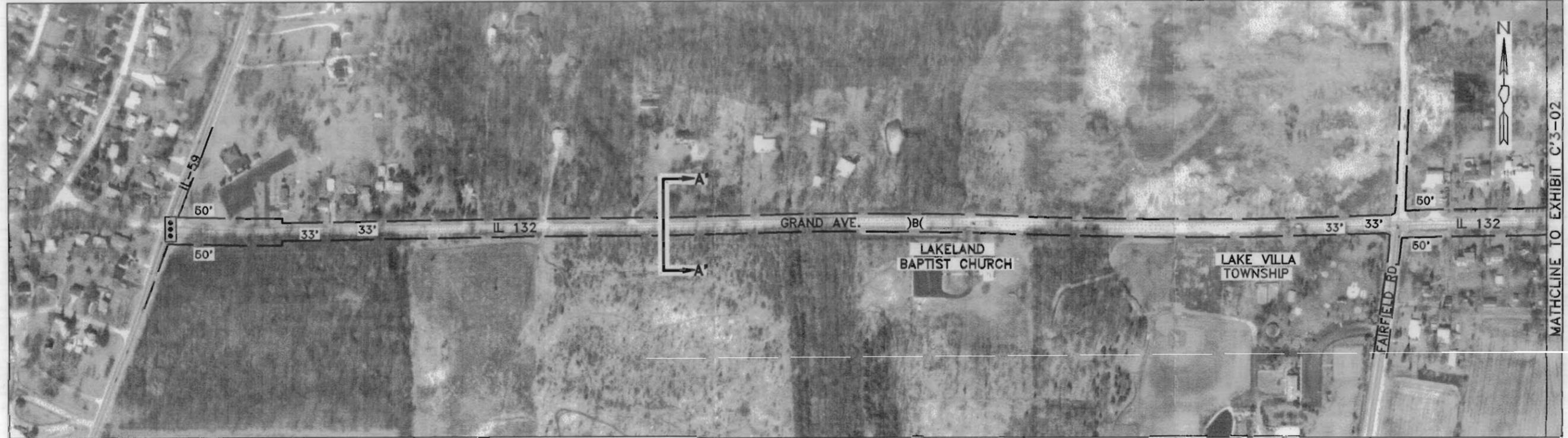
SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



UNINCORPORATED LAKE COUNTY

AERIAL PHOTO DATE: 03-01-92



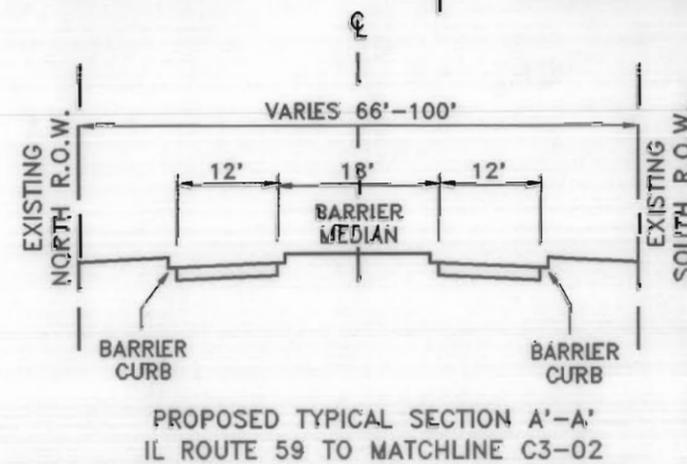
UNINCORPORATED LAKE COUNTY

GRANT WOODS FOREST PRESERVE

LAKE VILLA TOWNSHIP PARK

UNINCORPORATED LAKE COUNTY

DESCRIPTION OF PROPOSED CONDITIONS:



LEGEND	
	= EXISTING RIGHT OF WAY
33'	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= VILLAGE BOUNDARY

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - PROPOSED CONDITIONS

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Illinois Department of Transportation



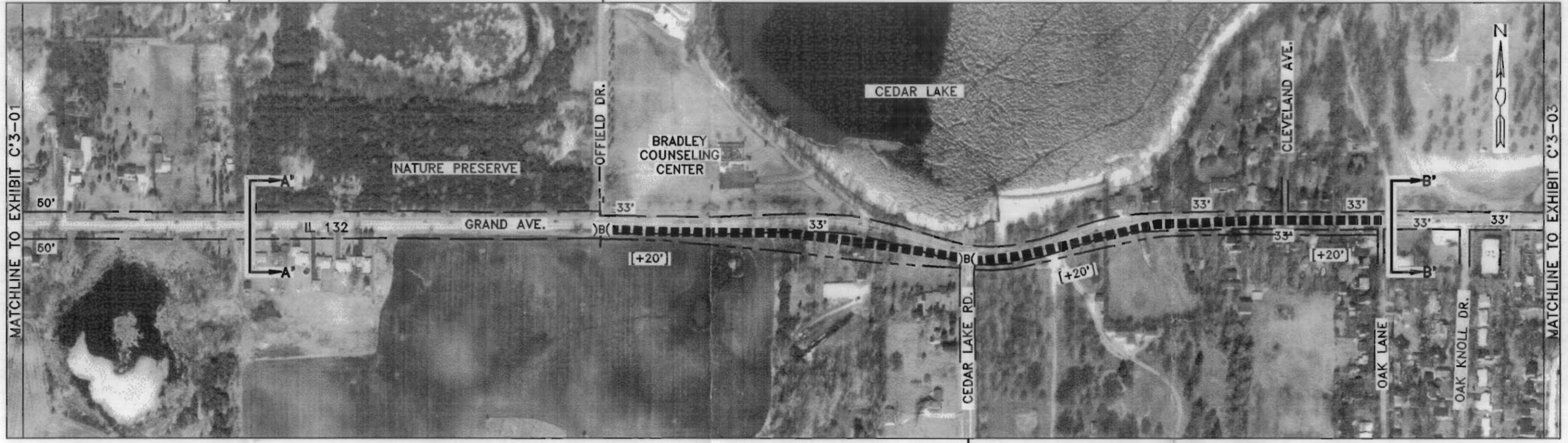
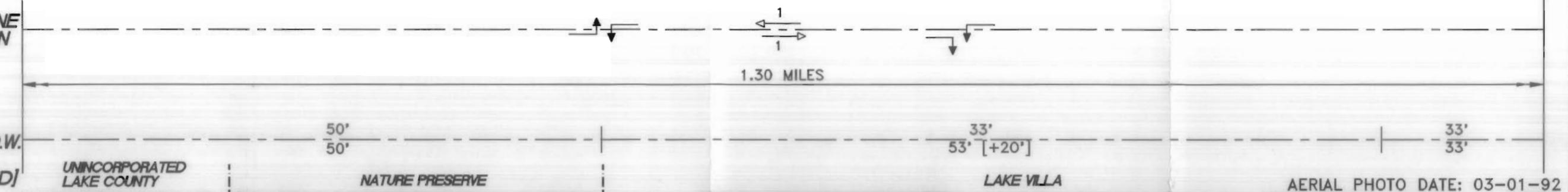
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C'3-01

PROPOSED LANE CONFIGURATION

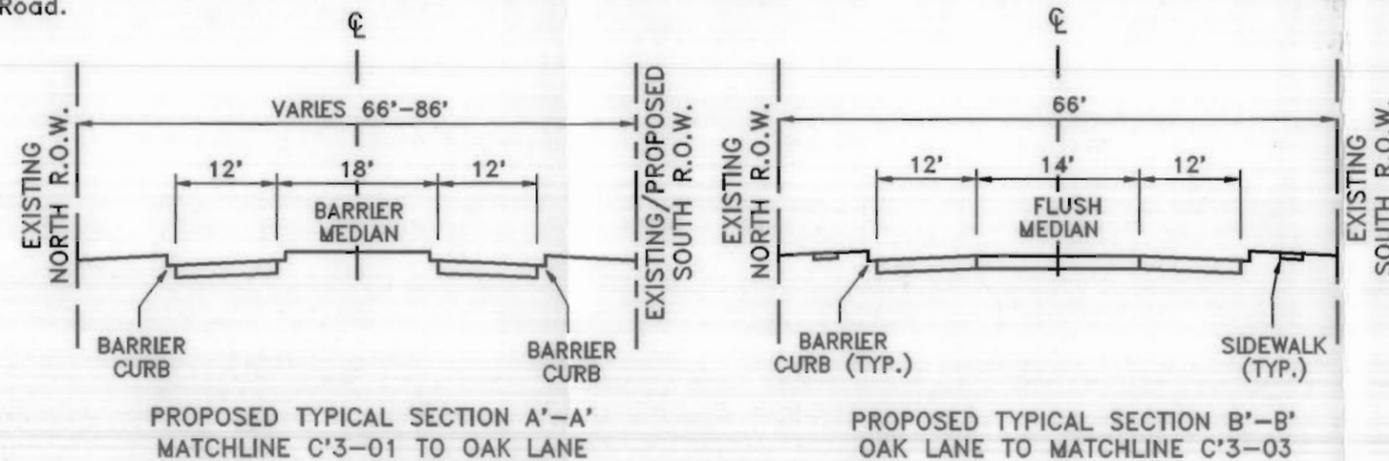
SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



DESCRIPTION OF PROPOSED CONDITIONS:

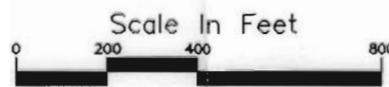
- * Proposed realignment for Illinois Route 132 at Cedar Lake Road.
- * Full access should be provided at Offield Drive and Cedar Lake Road.



LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
50'	= EXISTING RIGHT OF WAY DISTANCE
[+20']	= ADDITIONAL RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED ROAD REALIGNMENT
	= VILLAGE BOUNDARY
)B(= MEDIAN BREAK

ILLINOIS ROUTE 132 (IL ROUTE 59 TO IL ROUTE 83) - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



A) CURRENT ALIGNMENT

AERIAL PHOTO DATE: 03-01-92



B) PROPOSED REALIGNMENT

AERIAL PHOTO DATE: 03-01-92



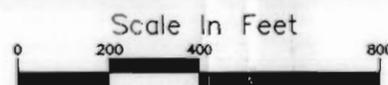
LEGEND

■■■■■■ = IL ROUTE 132 REALIGNMENT

REALIGNMENT OF ILLINOIS ROUTE 132 AT CEDAR LAKE ROAD



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



DETAIL D'3-01