

# *Strategic Regional Arterial*

**ILLINOIS ROUTE 120 / CHARLES ROAD**

Illinois Route 47 to  
U.S. Route 12 / Illinois Route 59



**OPERATION GREENLIGHT**

**Illinois Department of Transportation**

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## Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for Illinois Route 120/Charles Road. This portion of the Illinois Route 120 study extends from Illinois Route 47 to U.S. Route 12/Illinois Route 59. The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land

use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the Illinois Route 120 corridor passes through can the ultimate improvement plan be realized.

The Illinois Route 120/Charles Road SRA corridor was divided into five segments west of U.S. Route 12/Illinois Route 59 for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

**Segment 1: Illinois Route 47 to Greenwood Road**

- Provide two 12-foot travel lanes in each direction separated by a 28-foot open ditch median, with 6-foot left paved shoulders, 10-foot right paved shoulders, and open ditch drainage.
- Proposed R.O.W. width = 150' (5' to 45' of acquisition on each side).
- Side street improvements are recommended at specific locations.
- Future access should be restricted with a minimum of ½ mile spacing from existing or future cross streets.
- All other driveways restricted to right-in/right-out.
- Channelized left turn lanes should be provided at all cross streets.

**Segment 2: Greenwood Road to West McHenry Bypass**

- Provide two 12-foot travel lanes in each direction separated by a 28-foot open ditch median, with 6-foot left paved shoulders, 10-foot right paved shoulders, and open ditch drainage.
- Proposed R.O.W. width = 150' (5' to 45' of acquisition on each side).
- Side street improvements are recommended at specific locations.
- Future access should be restricted with a minimum of ½ mile spacing from existing or future cross streets.
- All other driveways restricted to right-in/right-out.
- Channelized left turn lanes should be provided at all cross streets.

**Segment 3: In Vicinity of West McHenry Bypass**

- Provide two 12-foot travel lanes in each direction separated by a 30-foot barrier median, with 10-foot right paved shoulders and open ditch drainage.
- Proposed R.O.W. width = 150' (0' to 45' of acquisition on each side).
- Side street improvements are recommended at specific locations.
- Future access should be restricted with a minimum of ½ mile spacing from existing or future cross streets.
- All other driveways restricted to right-in/right-out.
- Channelized left turn lanes should be provided at all cross streets.

**Segment 4: Park Lane to Chapel Hill Road**

- Provide 12-foot painted median and an enclosed drainage system between Park Lane and Illinois Route 31.
- Proposed R.O.W. width = 100' (0' to 13' of acquisition on the north side and 0' to 20' on the south side) between Park Lane and Illinois Route 31.
- Maintain existing roadway cross section and existing access between Illinois Route 31 and Chapel Hill Road.
- Restrict side streets to right-in/right-out in downtown McHenry from Green Street to Riverside Drive.
- Consolidate commercial driveways were feasible between River Road and Chapel Hill Road.

**Segment 5: Chapel Hill Road to U.S. Route 12/IL Route 59**

- Maintain existing roadway cross section and existing access.
- Realign north leg of Darrell Road with the south leg of the intersection.
- Consolidate commercial driveways were feasible.
- Along the south side of IL Route 120, east of Fisher Road, consolidate access for future development. Recommend full access point across from Fox Lake Road.

## I. Introduction

### 1.1 Transportation Perspectives

The transportation systems in the Chicago region have evolved around historic land use development patterns. Reflecting first the original rural travel needs and then the early suburban development patterns, the principal arterial highways, commuter rail lines and the early expressways developed in a radial pattern emanating from the City of Chicago. These transportation systems efficiently served the traditional suburb-to-city commuting patterns.

Since the early 1970's, however, development patterns have changed dramatically as a result of the migration of people and employment from the City of Chicago. According to the Northeastern Illinois Planning Commission (NIPC), between 1970 and 1990 the population of the six-county region increased by only 4% but the urbanized area increased by approximately 70%. This rapid decentralization brought with it dramatically different travel demands. While the traditional suburb-to-city travel demand remained strong, tremendous growth occurred in city-to-suburb and suburb-to-suburb travel. The radial design of the region's transportation systems was inadequate to accommodate the shift to decentralized travel patterns.

Despite significant investments in transportation improvements over the last two decades to address the new travel patterns, the rapid growth in demand has overwhelmed the capacity of much of the highway network, resulting in increased congestion and delay. Travel delays have caused long-distance commuting trips to spill over from the expressway and principal arterial street systems onto minor arterial, collector and even local streets while seeking to avoid congestion.

The task of improving highways to accommodate expanding travel demand has become increasingly difficult in recent years. Compounding the difficulty of improving arterial highways, is the fact that adjacent development occurs many years before a roadway can be expanded. Oftentimes, the development that has occurred conflicts with the expansion requirements for the highway. Thus, when expansion finally does occur, quite often it cannot be done without significant impact and/or cost.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 (four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 37 percent over the same period. Based on these predictions, the Chicago Area Transportation Study (CATS) has predicted a 28 to 34 percent increase in daily auto trips along with a 32 to 34 percent increase in transit trips. Vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50 and 70% over the 1990 level. If even only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems must occur to prevent further incursions of long-distance trips into portions of the street network where they do not belong.

The Illinois Department of Transportation along with regional planning agencies has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns also limit the ability of mass transit to efficiently serve this demand. Thus, improving mobility on the existing arterial street system represents the most feasible and cost effective strategy to accommodate existing as well as future mobility needs. In order to serve this travel demand on arterial streets, a comprehensive network of roadways would have to be developed that are modified to emphasize mobility while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

## **1.2 The Strategic Regional Arterial System**

The Strategic Regional Arterial system is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). The SRA system, which was designated as part of the 2020 Transportation System Development (TSD) Plan adopted by regional planning agencies, 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.

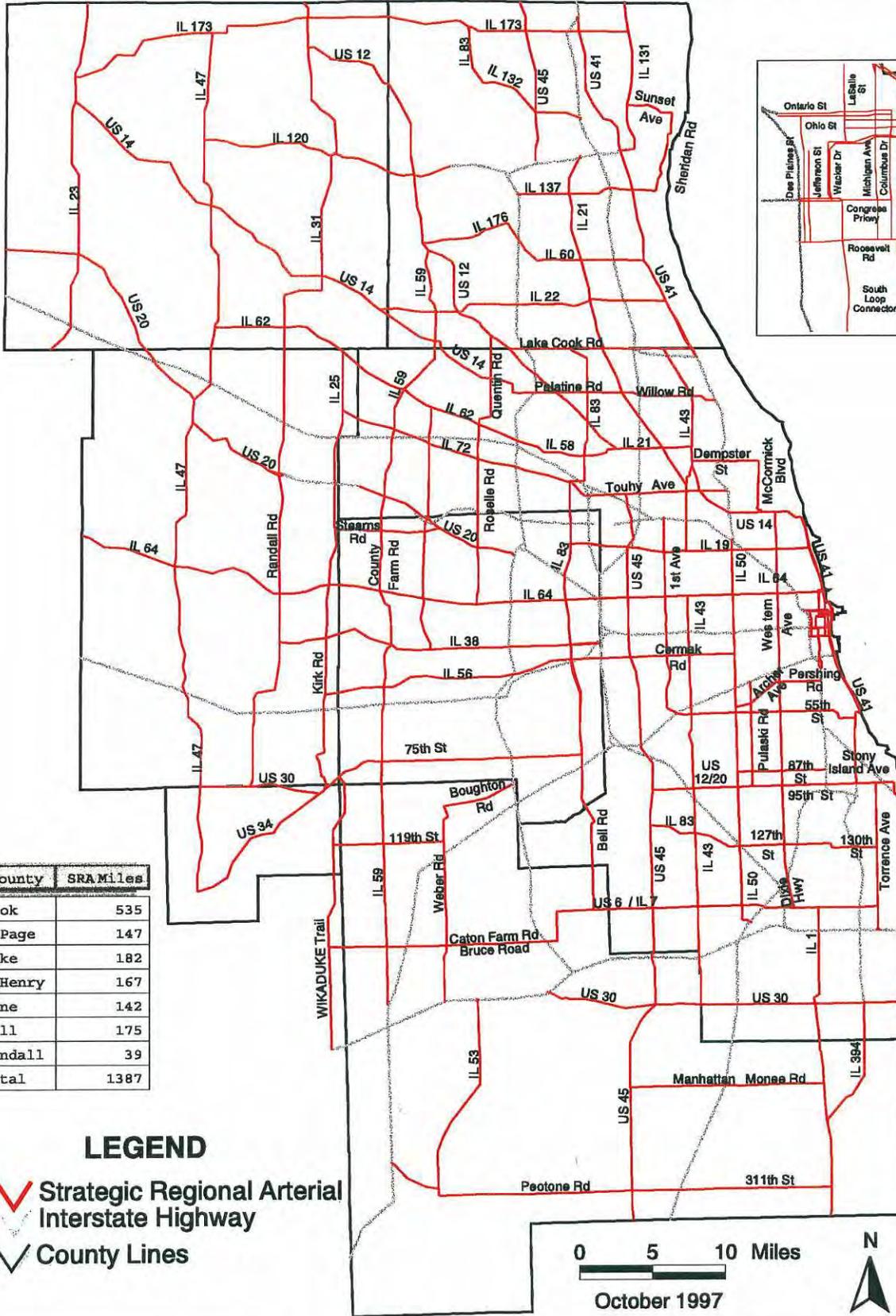
Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, thereby protecting lower tiered streets from unwanted traffic. This will help to maintain or improve traffic safety and operation as well as the quality of life in many neighborhoods adjacent to these facilities.

## **1.3 SRA Route Types and Improvement Techniques**

Within the SRA network there are significant differences in the roadway environment. These differences affect how routes will function in the system. Three different types of SRA routes have been designated to correspond to three types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes

# 2020 Strategic Regional Arterial System



County	SRA Miles
Cook	535
DuPage	147
Lake	182
McHenry	167
Kane	142
Will	175
Kendall	39
Total	1387

## LEGEND

-  Strategic Regional Arterial
-  Interstate Highway
-  County Lines

0 5 10 Miles

October 1997



The Strategic Regional Arterial System  
Figure 1.1

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion. Possible techniques for improving mobility on urban routes could include:

- Improve intersections by adding auxiliary lanes or lengthening storage bays.
- Coordinate traffic signals.
- Prohibit on-street parking or restrict parking during peak hours.
- Install barrier medians to concentrate left turns at protected locations.
- Relocate bus stops to far-side intersection locations.
- Install bus traffic signal preemption systems.
- Improve structural clearances.

SRA routes located in suburban areas typically are existing routes that may have wider rights-of-way and/or larger building setbacks than urban routes. Thus, expansion may be feasible. Possible techniques for improving mobility on suburban routes could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Coordinate traffic signals and limit the number of new signals.
- Install barrier medians to concentrate left turns at protected locations.
- Consolidate local access drives.
- Install bus traffic signal preemption systems.
- Construct Park and Ride or Park and Pool facilities.
- Improve structural clearances.

In rural areas, access control and right-of-way preservation are the two most important techniques to provide for movement of through traffic and accommodate future needs. Other improvement techniques could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Construct bypass roadways around restricted town centers.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Install barrier medians to control access and concentrate left turns at protected locations.
- Consolidate local access drives.
- Improve structural clearances.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the Strategic Regional Arterial Design Concept Report, dated February, 1994 available from IDOT and CATS.

The Illinois Route 120/Charles Road corridor is classified as a rural SRA route in McHenry County. It is also classified as a suburban route in east-central McHenry County and Lake County. Table 1.1 and 1.2 indicate the desirable route characteristics for rural and suburban SRA facilities, respectively. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

## **1.4 Study Objectives**

As an SRA route, Illinois Route 120 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. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. Illinois Route 120 is included in the fifth subset of SRA routes.

The Illinois Route 120 SRA study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

The Illinois Route 120 SRA study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

- Determine the types of roadway improvements needed for each route including additional lanes, signalization, and intersection improvements.
- Define future right-of-way requirements.
- Enhance access to the regional transit system.
- Develop an access management plan to improve through-traffic flow and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study can be used by local and State agencies to help guide implementation of improvements on or along Illinois Route 120. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for SRA routes is encouraged. Only with the support of the communities through which Illinois Route 120 passes can the ultimate improvement plan be realized..

**Table 1.1  
2010 Desirable Route Characteristics  
Rural Strategic Regional Arterials**

Right-of-Way Width	188' - 284' (w/ frontage roads)
Level of Service (Peak Hour)/Design Speed	C / 60 mph
Number of Through Lanes	2 in each direction: 12' width; with provision for future expansion to 6 total lanes.
Median Width	50' - 74'
Right Turns	Turn lanes at major cross streets
Left Turns	Turn lanes at all intersections
Shoulders	10' right paved; 6' left paved
Curbs	No
Sidewalks	If needed, along outside of frontage roads
Bicycle Accommodation	Paved Shoulder (minimum 6')
Parking	No
Cross Street Intersections	Permitted. Stop sign control for cross street. Crossovers permitted at 1/2 mile spacing until frontage roads are constructed.
Curb Cut Access	Protect right-of-way for post-2010 construction of two-way frontage roads.* Right-in/right-out until frontage roads are constructed.
Transit	Bus pull-off and shelter. Express bus service and signal pre-emption potential
Number of Traffic Signals Per Mile	2, signals spaced 1/2 mile apart until frontage roads are constructed.
Signalization	Fully-actuated
Freight: Radii	WB 60; Standard
Vertical Clearance	New Structures: 16' - 3" Existing Structures: 14' - 6"
Railroads	Consider a grade separation at all railroads
Loading	Off-street loading

\* unless criteria and conditions of Section 6.3 of the SRA Design Concept Report (1994) are met.

**Table 1.2  
2010 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' - 48', raised
Bicycle Accommodation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' paved width
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
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/Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New structures: 16'- 3" Existing Structures: 14'- 6"
Railroads	Evaluate the need for a grade separation at all railroads.
Loading	Off street loading

## 1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

**Data Collection/Evaluation** - The SRA study process is designed to efficiently use available data for each route. The data is assembled from right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental inventories. The data is reviewed to establish current conditions, constraints, and improvement needs.

**Route Analysis** - Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short-term/low-cost or Ultimate (post 2020).

**Environmental Issues/Screening** - The SRA study involves a screening process which identifies notable, important or sensitive environmental resources, areas, or systems along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives and serve as an early indicator of environmental issues for future studies and design.

**Cost Estimates/Identification of Right-Of-Way Needs** - A cost estimate is prepared for each segment of the route. Right-of-way needs to accommodate the improvements are also identified.

**Local Involvement and Coordination** - Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Coordination efforts include conducting initial interviews with each community along the route to identify attitudes and concerns; and forming Advisory Panels for each SRA route which work with IDOT during the planning process. Meetings with each Panel inform members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted in each county along the route.

**Final Route Improvement Plan/Report** - As the final step in the planning process, a report for each SRA route documents the recommended improvements and findings.

## 1.6 Study Data Sources and Methodologies

**Existing Roadway Characteristics** - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. The route was videotaped from a helicopter. On-site inspection confirmed IDOT scoping data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limits, existence of sidewalks, frontage roads and median. Pavement widths and right-of-way limits were further confirmed with construction plan sheets whenever possible.

**Existing Transit Characteristics** - Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit

facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Location of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field. In addition, CATS and NIPC provided the 2020 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

**Land Use/Development Characteristics** - Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from NIPC aerial photography, video and on-site inspection. These uses were identified in some detail and later grouped into more general development categories, such as residential, commercial, industrial, public and semi-public. Access was examined in the course of this analysis.

Planned uses were identified in response to a specific inquiry at the beginning of the SRA study, within adopted Comprehensive and/or specific plans identified by municipal and county officials, and during meetings with municipal and county officials. Such information was used to assess potential route impact and plan for access.

**Environmental Considerations** - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, flood plains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

**Year 2010 Traffic Demand Projections** - The Chicago Area Transportation Study projected Year 2010 traffic volumes for all routes in the SRA system and for tollways and expressways. Projections made for the SRA system are different from those made for most projects because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption ensures that no route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also ensures that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route.

The projection methodology for SRA routes included four phases: trip generation, trip distribution, trip mode and trip assignment. Collectively, the number of vehicle trips was projected for each SRA to SRA and SRA to expressway junction. Results are expressed in ranges corresponding to the number of lanes of capacity required to serve the demand.

**Cost Estimates** - The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. Cost estimates were developed for two types of improvements: recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modifications, Interchange Improvements, Transit Improvements and Right-of-Way Acquisition. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars to provide consistency with previous SRA reports.

## 1.7 Organization of the Report

The SRA corridor report for Illinois Route 120 is divided into four sections for each route:

- I. **Introduction** - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.
- II. **Route Overview** - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.
- III. **Route Analysis** - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:
  - Segment 1: Illinois Route 47 to Greenwood Road
  - Segment 2: Greenwood Road to West McHenry Bypass
  - Segment 3: In Vicinity of West McHenry Bypass
  - Segment 4: Park Lane to Chapel Hill Road
  - Segment 5: Chapel Hill Road to U.S. Route 12/Illinois Route 59

For each route segment the following analyses are presented:

**Existing Facility Characteristics** - The existing facility characteristics are defined. Current traffic volumes are listed. Existing right-of-way, number of lanes, pavement widths, location of existing traffic signals, existing transit usage and routes, location of structures, and other appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

**Land Use and Environmental Conditions** - Environmental characteristics of the route segment are defined. Existing streams, wetlands, and flood plains; historic properties and districts; flora and fauna; sensitive land uses; and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the type, density or intensity of use. Setbacks and access locations are identified. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

**Recommended Plan** - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2020) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

- IV. Public Involvement** - Summarizes the public involvement process during the study including individual community interviews, SRA Panel meetings, public hearings and other efforts to promote local involvement in the study process.

## **II. Route Overview**

### **2.1 The Illinois Route 120/Charles Road Study Area**

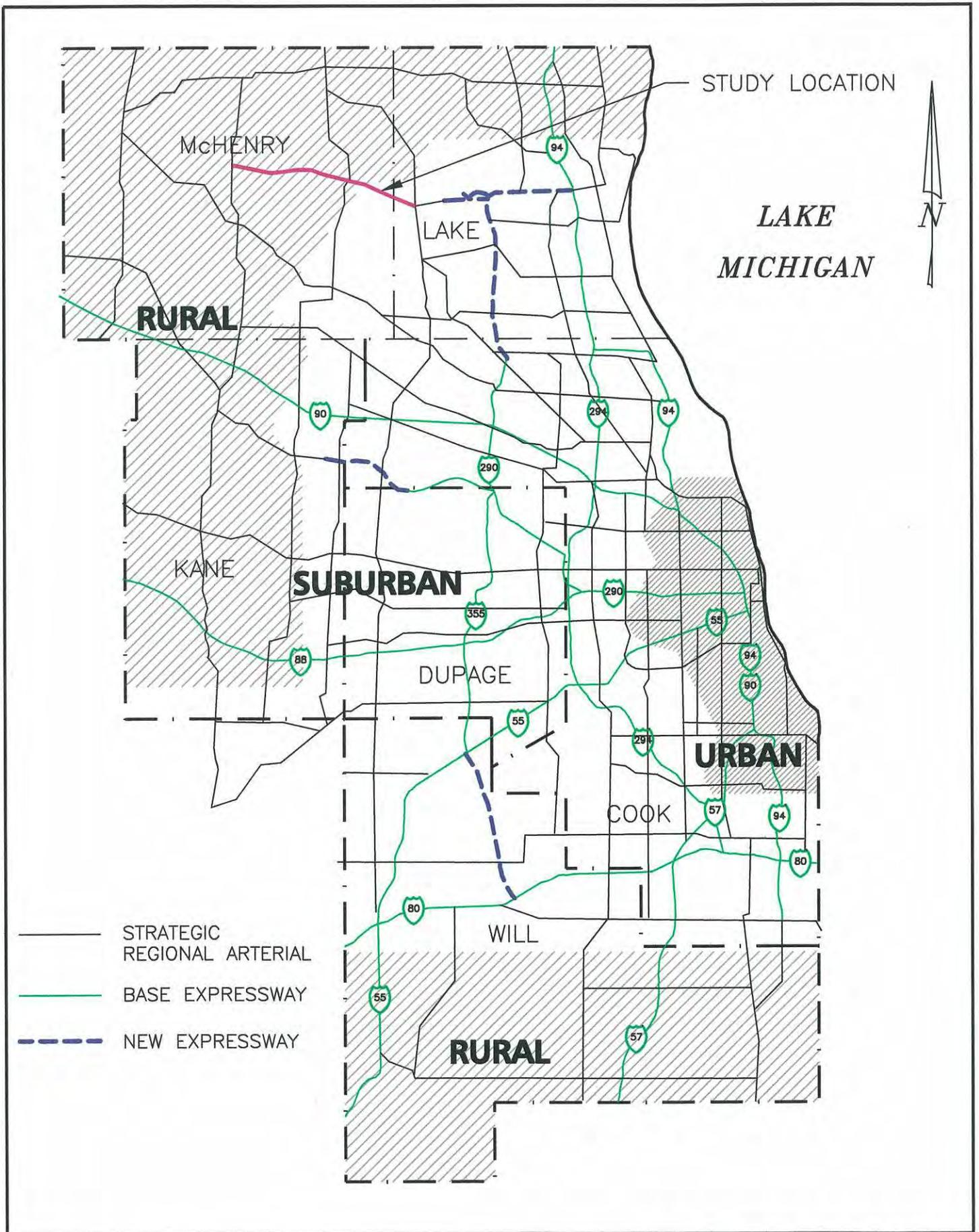
The SRA corridor extends along Charles Road from Illinois Route 47 to its intersection with Illinois Route 120, continuing east to the intersection of Illinois Route 120 and U.S. Route 12/Illinois Route 59. The corridor actually continues east into Lake County to the interchange of Illinois Route 120 with U.S. Route 41. The corridor passes through the communities of Woodstock, McHenry, Lakemoor, as well as unincorporated McHenry and Lake Counties for a total route length of 15.7 miles. A location map is shown on Figure 2.1.

### **2.2 Land Use/Development Characteristics**

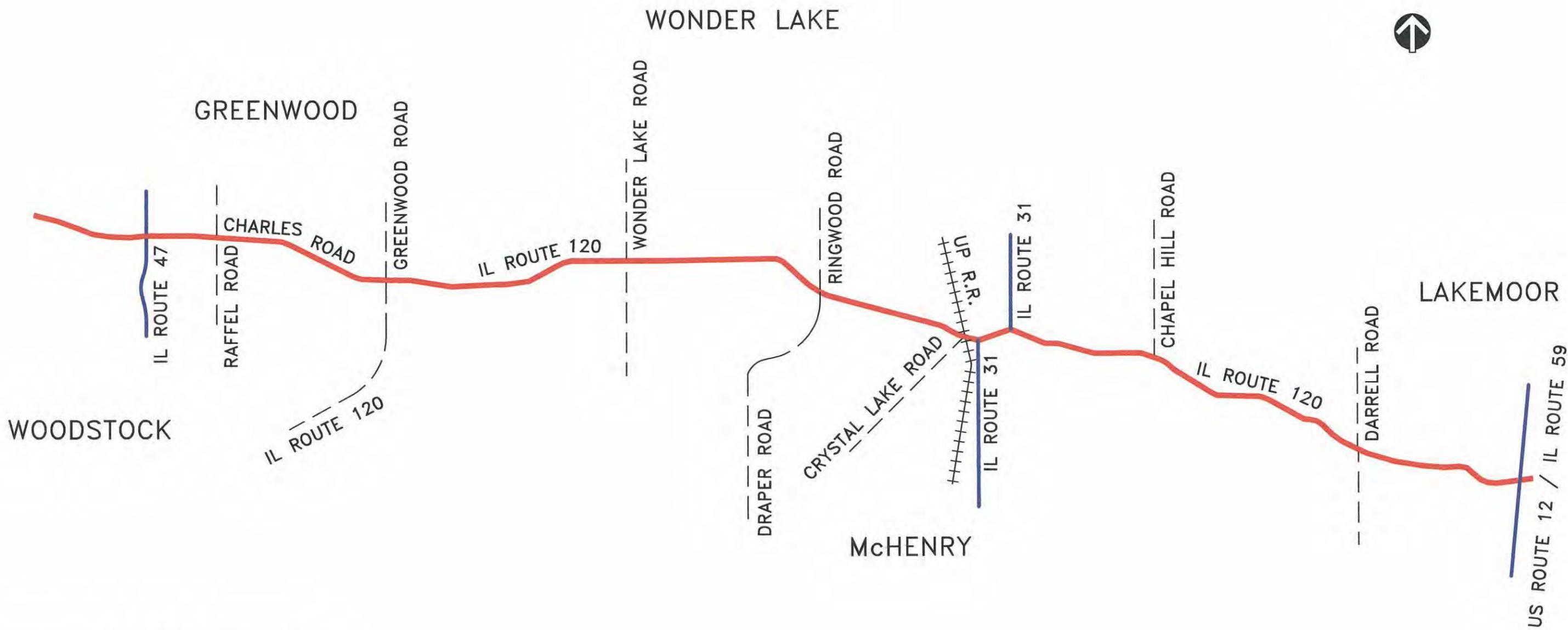
The Illinois Route 120 SRA corridor includes a wide range of land use types throughout the lengths of both the rural and suburban sections. Residential, industrial, commercial, institutional, recreational and office land uses are scattered along the route. The primary land use along the rural portion of Illinois Route 120 is agricultural. Within the City of McHenry the land use along the Illinois Route 120 is primarily commercial in nature.

### **2.3 Regional Transportation Facilities**

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. Illinois Route 120/Charles Road intersects three other designated SRA Routes: Illinois Route 47, Illinois Route 31, and U.S. Route 12/Illinois Route 59. Illinois Route 120 intersects the Union Pacific Railroad in downtown McHenry.



**IL ROUTE 120 / CHARLES ROAD  
LOCATION MAP  
FIGURE 2.1**



**LEGEND**

- SRA ROUTE
- - - OTHER CROSSING ROUTES
- OTHER SRA ROUTES

## 2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the Illinois Route 120 corridor. The rural portion of the Illinois Route 120 SRA has one through lane in each direction with gravel shoulders and open ditch drainage for the majority of the route. The right-of-way for this portion of Illinois Route 120 is typically between 66 feet and 100 feet but varies up to 140 feet.

From Ringwood Road to River Road, the roadway consists of two through lanes in each direction with some portions having shoulders and open ditch drainage, and most areas having curb and gutter and an enclosed drainage system. Near Illinois Route 31 the right-of-way narrows down to 80 feet. In the downtown area of the City of McHenry there is parking along both sides of Illinois Route 120.

From River Road to U.S. Route 12/Illinois Route 59, the roadway consists of two through lanes in each direction with a 16 foot mountable median, and an enclosed drainage system. The right-of-way for this section varies from 78 feet to 150 feet, but is typically 120 feet.

## 2.5 Transit

The existing transit facilities in the Illinois Route 120 corridor consist of commuter bus and rail service. The Metra Northwest Line provides commuter rail service between Harvard and the Union Pacific Railroad Station in Chicago. There are two stations in the vicinity of the Illinois Route 120/Charles Road corridor, located in Woodstock and McHenry. There are three PACE bus routes (806, 807, and 808) that provide service along the SRA between the communities and the Metra train stations.

Future transit plans are outlined in the PACE-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating Plan (COP). Proposed improvements along the Metra Northwest Line include additional train storage capacity and improved signal systems. Growth in PACE service will include midday and off-peak service to complement Metra train service.

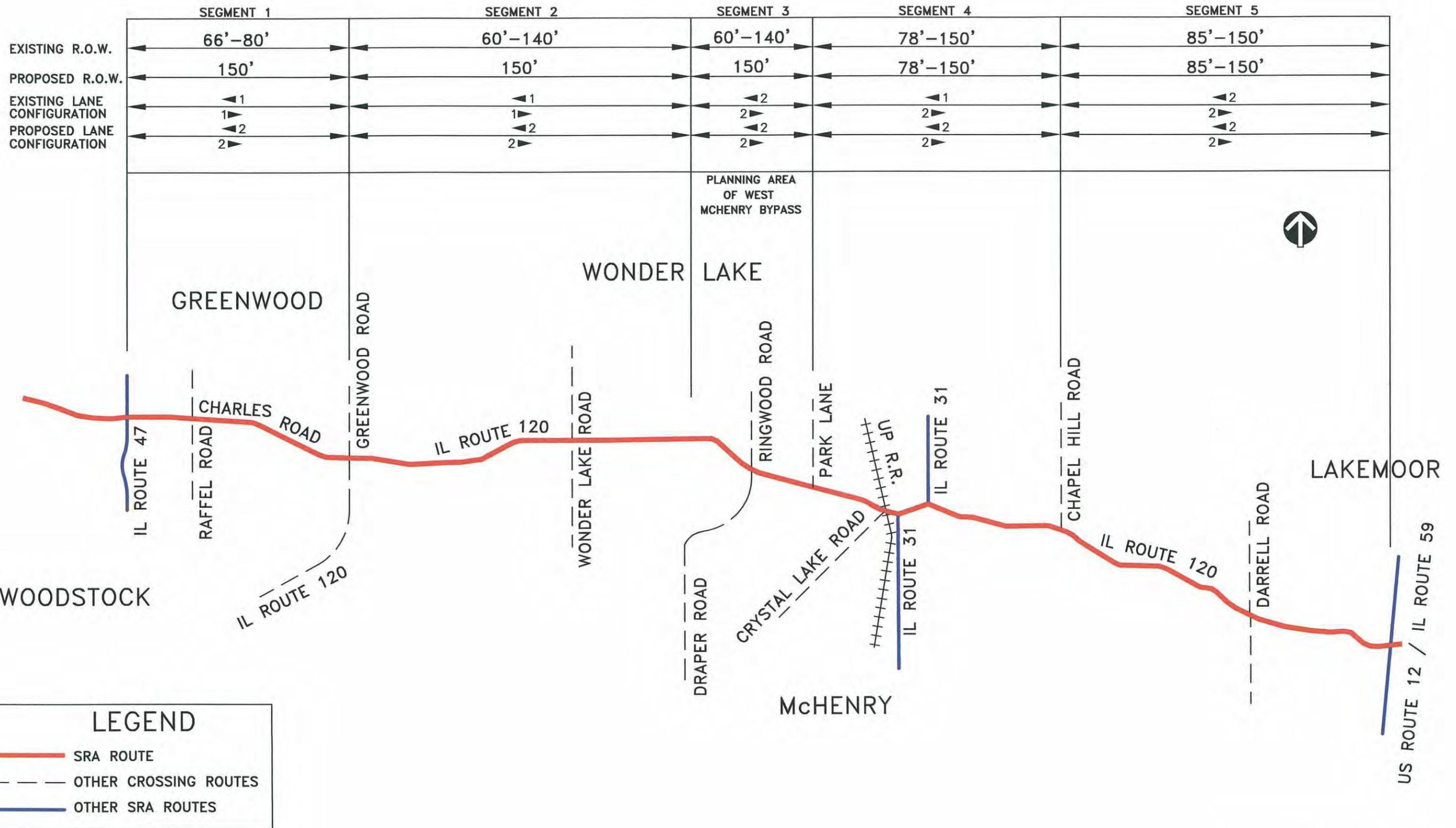
Specific transit improvement recommendations are detailed for each roadway segment in the following sections of this report.

### III. Route Analysis

This section provides a detailed summary of existing conditions and recommended improvements along the SRA corridor. The corridor has been divided into five segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and existing versus proposed conditions. The segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: Illinois Route 47 to Greenwood Road
- Segment 2: Greenwood Road to West McHenry Bypass
- Segment 3: In Vicinity of West McHenry Bypass
- Segment 4: Park Lane to Chapel Hill Road
- Segment 5: Chapel Hill Road to U.S. Route 12/Illinois Route 59

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic and accident conditions, environmental factors, transit facilities and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify improvement alternatives and recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.



**LEGEND**

- SRA ROUTE
- - - OTHER CROSSING ROUTES
- OTHER SRA ROUTES

**Segment 1**  
**Illinois Route 47 to Greenwood Road**

### 3.1 Segment 1: Illinois Route 47 to Greenwood Road

#### 3.1.1 Location

Segment 1 extends along Charles Road from Illinois Route 47 to Greenwood Road (see Figure 3.1). The segment is approximately 2.7 miles in length and is located in unincorporated McHenry County. At the intersection of Charles Road and Greenwood Road, the west leg of the intersection is Charles Road and the east leg of the intersection begins Illinois Route 120. Illinois Route 120 is also the south leg of the intersections and it continues southwesterly, but not as a designated SRA route.

#### 3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 through A-5.

**Right-of-Way** - The existing right-of-way in this segment is 66 feet.

**Roadway Characteristics** - The existing cross section in this segment consists of one, 12-foot travel lane in each direction with no median. A gravel shoulder with open ditch drainage is typical for this segment. Existing typical sections for this segment are included on Exhibits A-1 through A-4.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment is 4,300 vehicles per day (vpd).

**Accidents** - There are no high accident locations in this segment.

**Parking, Sidewalks, and Frontage Roads** - There are no on-street parking spaces or frontage roads on this segment. Sidewalks are not provided.

**Traffic Control/Intersection Configuration** - All intersecting roadways with Charles Road are controlled with a stop sign for the cross street. There is an existing four-way stop sign at the intersection of Illinois Route 120 and Illinois Route 47. Existing lane configurations for these intersections are shown on Exhibits A-1 through A-4.

**Structures** - There are no existing structures in this segment.

**Transit** - This segment of the SRA has two PACE bus routes, 807 and 808. Each provides service to the Woodstock Metra train station while 807 also serves the McHenry Metra train station. Both Woodstock and McHenry Metra train stations are on the Northwest Line.

### 3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of Charles Road are shown on Exhibits B-1 through B-5.

**Lakes/Streams/Wetlands/Floodplains** - A wetland and stream cross Illinois Route 120 approximately 250 feet east of Raycraft Road.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** – There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

**Threatened or Endangered Species** - There are no threatened or endangered species known to exist along this segment of Illinois Route 120, according to the Illinois Department of Natural Resources.

**Prime Farmland** - The majority of the properties abutting Illinois Route 120 within this segment are prime farmland.

### 3.1.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-1 through B-5.

**Type and Intensity of Development** – The primary land use along Segment 1 is agricultural. Scattered single-family dwellings also front Charles Road. Commercial and agricultural uses are located near the Charles Road intersections with IL Route 47, Raffel Road, and Queen Anne Road. The Scandinavian Cemetery abuts the south side of Charles Road approximately 1/8 of a mile west of IL Route 47.

**Planned Development** – The properties along the south side of Charles Road, between Raffel Road and Queen Anne Road, are planned urban expansion areas for the City of Woodstock. SRA criteria should be coordinated with planning policies of the respective political jurisdictions.

### 3.1.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-1 through C-5.

**Roadway** - The recommendation for this segment is to widen Charles Road to provide two 12-foot travel lanes in each direction separated by a 28-foot open ditch median, with 6-foot left paved shoulders, 10-foot right paved shoulders, and open ditch drainage. The proposed right-of-way width is 150 feet. The proposed cross section (Section A-A) is shown on Exhibits C-2 through C-5.

**Traffic Control/Intersection Configuration** - The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Potential future signal locations are Illinois Route 47, Raffel Road, and Queen Anne Road.

**Access Management** - Future access locations will be restricted to right-in/right-out only except where full access locations are shown. With limited full access locations, U-TURN movements will be permitted for passenger vehicles and small trucks at signalized intersections.

**Transit** – Future growth in PACE bus service involves adding midday and off-peak service to complement the Metra rail service along the Northwest Line. It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible.

### **3.1.6 Right-of-Way Requirements**

Additional right-of-way will be required for this segment. The existing right-of-way varies from 66 to 80 feet and with the recommended roadway plan, up to 84 additional feet will be required for a total of 150 feet. The necessary right-of-way will be taken from both sides of Charles Road to lessen the impacts. See Exhibit C-1 through C-5 for right-of-way acquisition details. Corner right-of-way takes will be required for improvement of the intersection of Charles Road and Queen Anne Road.

### **3.1.7 Environmental Considerations**

The right-of-way acquisition of 35 to 42 feet along both the north and south sides of Charles Road will result in the loss of prime farmland within this segment. Existing trees, especially those in front of agricultural homesteads, may also be lost because of right-of-way acquisition. The wetland and stream that cross Charles Road approximately 250 feet east of Raycraft Road should not be affected since additional right-of-way is not needed in that area.

### **3.1.8 Land Use Considerations**

Thirty-five to forty-two feet of right-of-way acquisition on both sides of Charles Road, between Illinois Route 47 and Greenwood Road, will reduce the front yard setback of several agricultural and commercial agricultural properties. The front yard area of the Scandinavian Cemetery will be reduced by the right-of-way acquisition necessary for the lane tapering for the Illinois Route 120 and Illinois Route 47 intersection. Grave sites within the Cemetery may be affected. Several buildings located on residential properties will be affected by the 42 foot right-of-way acquisition between IL Route 47 and Greenwood Road. These buildings will be displaced or could be relocated. Recommended

roadway improvement plans throughout this segment include access consolidation and restriction of driveways to right-in and right-out. A proposed barrier median would prevent direct left turns into residential and commercial agricultural uses fronting onto Charles Road, except at planned full movement intersections. Future access and setbacks along the portion of this segment planned for urban expansion of the City of Woodstock should be coordinated with SRA criteria and the City's Comprehensive Plan.

### **3.1.9 Construction/Right-of-Way Cost Estimates**

The cost estimate for Segment 1 is shown in Table 3.1.1. This construction cost estimate is based on 1991 unit prices.

### **3.1.10 Short Term/Low Cost Improvements**

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. A traffic signal should be installed at the recommended locations when the traffic signal warrants recommended for SRA routes are met. It is recommended that future access be consolidated to the locations shown on the recommended plan.

### **3.1.11 Ultimate (Post 2020) Improvements**

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended for this segment.

### **3.1.12 Crossing SRA Routes**

Illinois Route 47 is also designated as an SRA route. The SRA study for this corridor was completed in 1995. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the Illinois Route 47 corridor.

**Table 3.1.1**  
**Construction Cost Estimate**  
**Segment 1 - Illinois Route 47 to Greenwood Road**

Recommended Improvements	Estimated Cost
Roadway	\$2,875,000
Intersection Improvements	\$1,050,000
Right-of-Way Acquisition	\$1,718,000
<b>Total - Recommended Improvements</b>	<b>\$5,643,000</b>

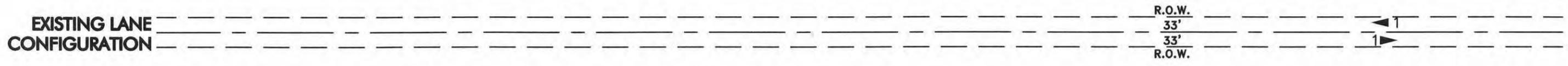
**Note:** This construction cost estimate is based on 1991 unit prices.  
 Cost estimates do not include 5 building acquisitions.

**Segment 1**  
**Illinois Route 47 to Greenwood Road**

**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-1 through A-4

See Segment 2 for Exhibit A-5



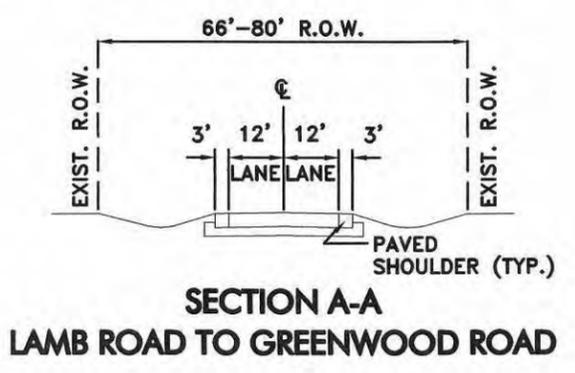
STOP SIGN SPACING > 1.3 MILES

AVERAGE DAILY TRAFFIC 5,200

HIGH ACCIDENT LOCATIONS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

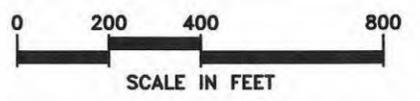


### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Illinois Department of Transportation

Prepared by: CIVILTECH ENGINEERING, INC.  
 In Association with: METRO Transportation Group  
 Shah Engineering, Inc. Planning Resources Inc.

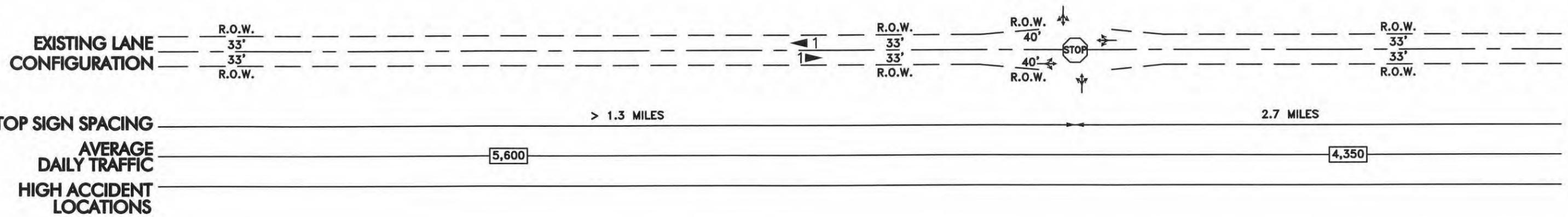


**SRA** Strategic Regional Arterial Planning Study

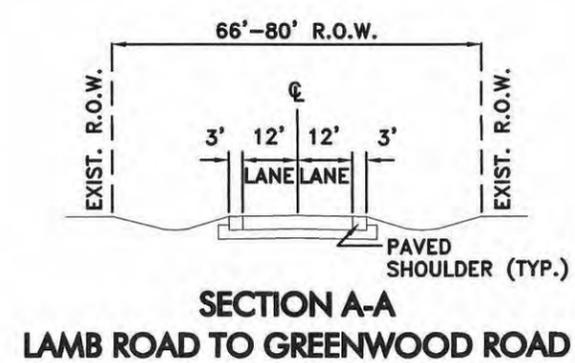
IL ROUTE 120 / CHARLES ROAD

EXISTING FACILITY CHARACTERISTICS

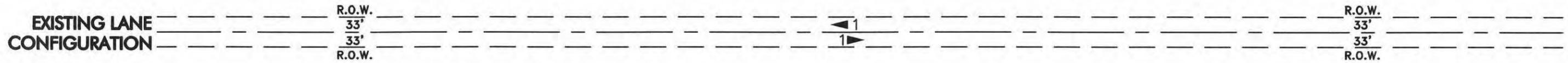
EXHIBIT A-1



DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES



STOP SIGN SPACING

AVERAGE DAILY TRAFFIC

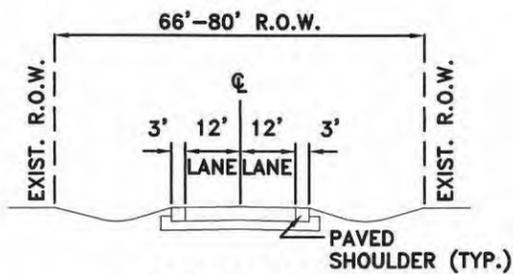
HIGH ACCIDENT LOCATIONS

2.7 MILES

4,350



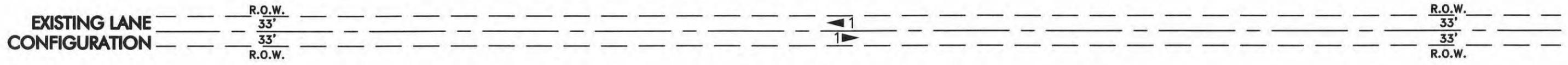
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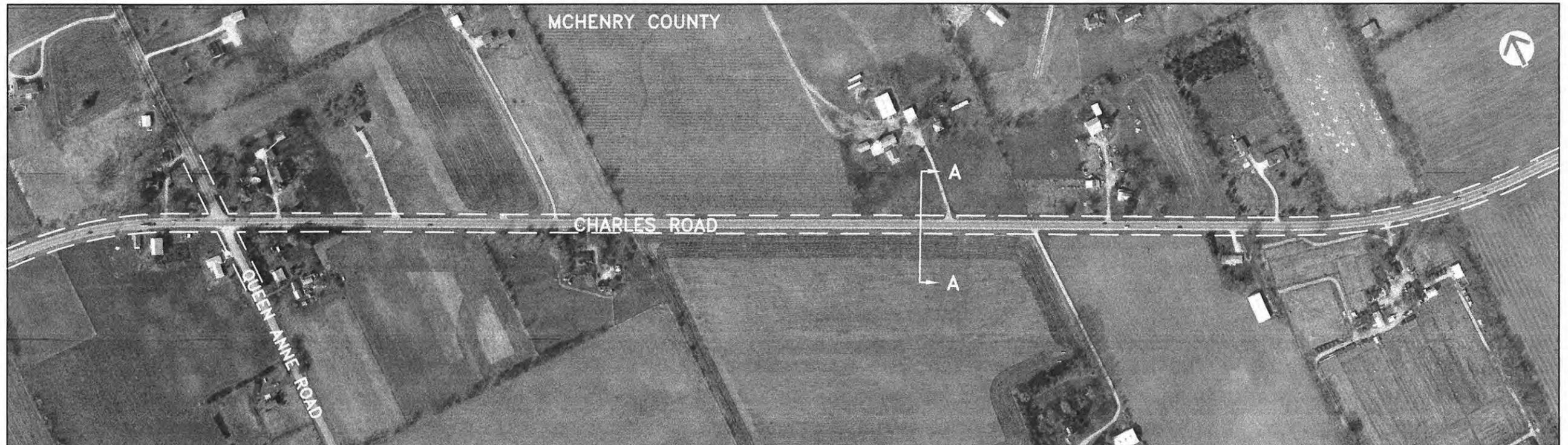
SECTION A-A  
LAMB ROAD TO GREENWOOD ROAD

LEGEND

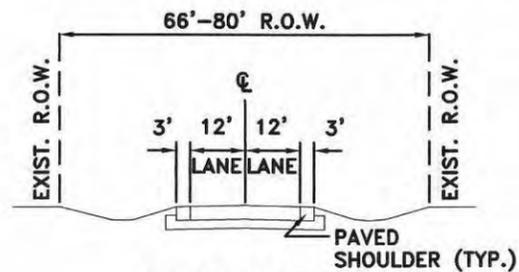
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



STOP SIGN SPACING	2.7 MILES
AVERAGE DAILY TRAFFIC	4,200
HIGH ACCIDENT LOCATIONS	



DATE OF PHOTOGRAPHY: APRIL 14, 1995

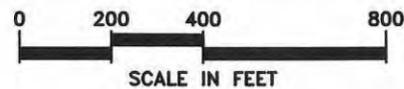


SECTION A-A  
LAMB ROAD TO GREENWOOD ROAD

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	# EXISTING NUMBER OF LANES



Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
**Shah Engineering, Inc.** **Planning Resources Inc.**

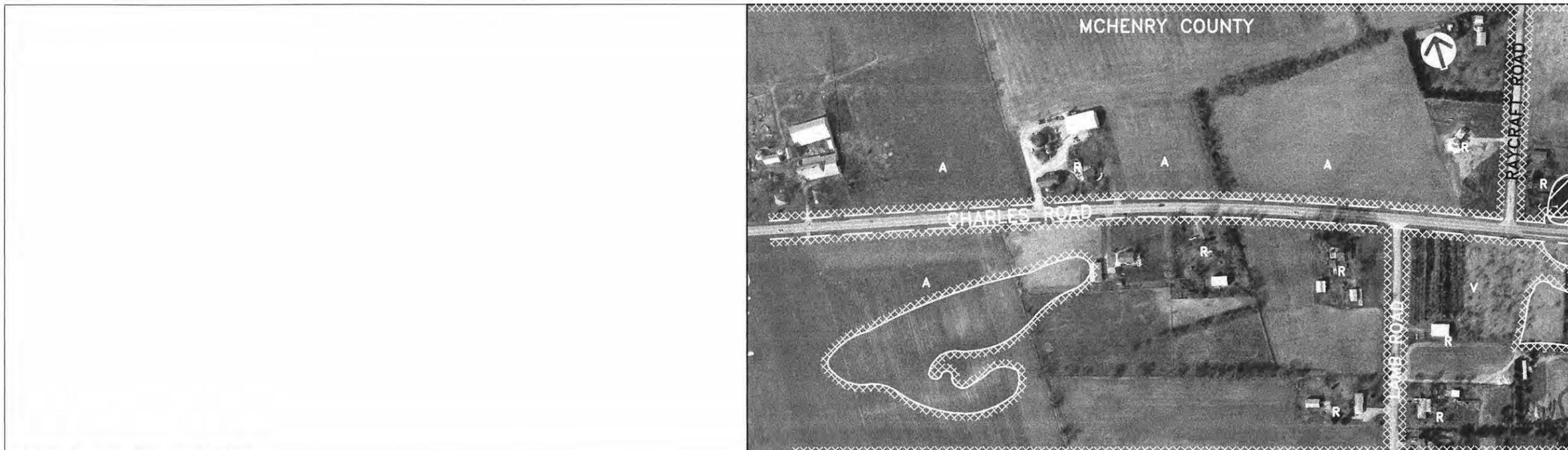


**Segment 1**  
**Illinois Route 47 to Greenwood Road**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-1 through B-4

See Segment 2 for Exhibit B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

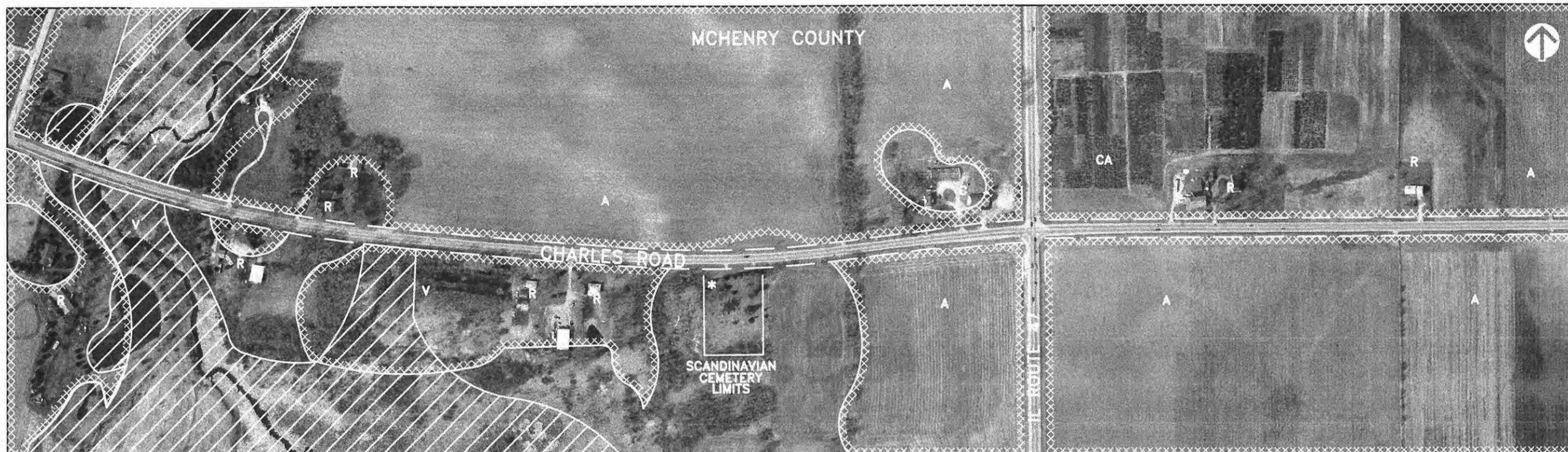
### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
  - MH MOBILE HOME PARK
  - O OFFICE (UP TO 3 FLOORS)
  - OH OFFICE HIGH RISE (>3 FLOORS)
  - C COMMERCIAL RETAIL/SERVICE
  - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
  - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
  - I INDUSTRIAL/WAREHOUSE
  - † CHURCH/TEMPLE (NAME)
  - S SCHOOL (NAME)
  - \* CEMETERY (NAME)
  - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
  - P PARK/FOREST PRESERVE (NAME)
  - U UTILITY
  - E EXTRACTION (MINING & GRAVEL)
  - A AGRICULTURE
  - V VACANT
  - PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





DATE OF PHOTOGRAPHY: APRIL 14, 1995

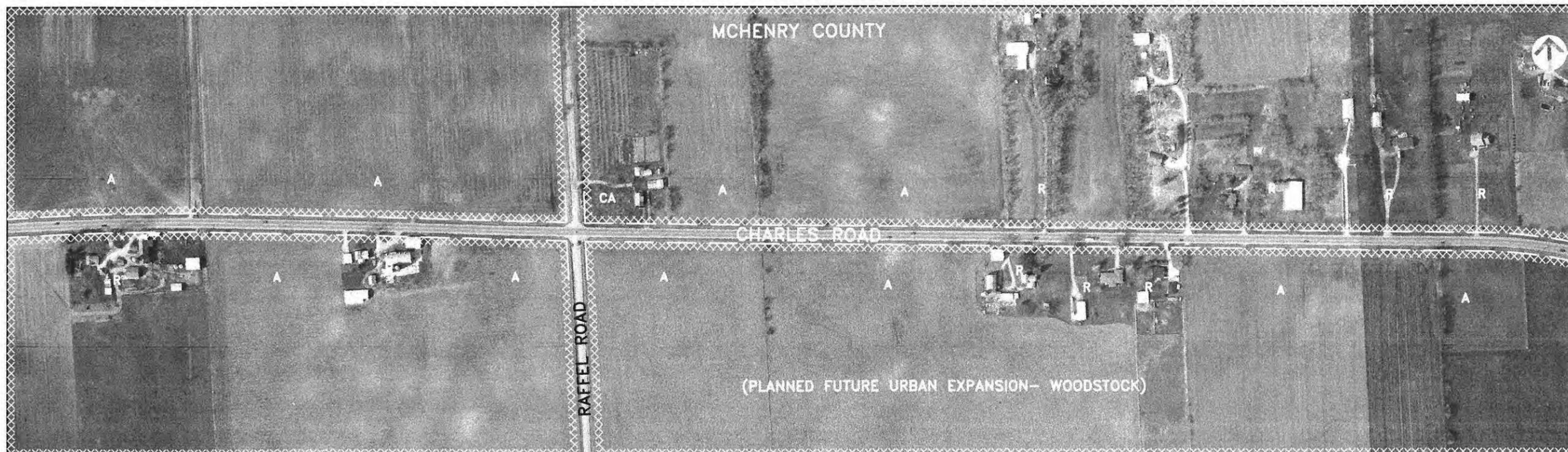
### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

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  - A AGRICULTURE
  - V VACANT
  - O PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





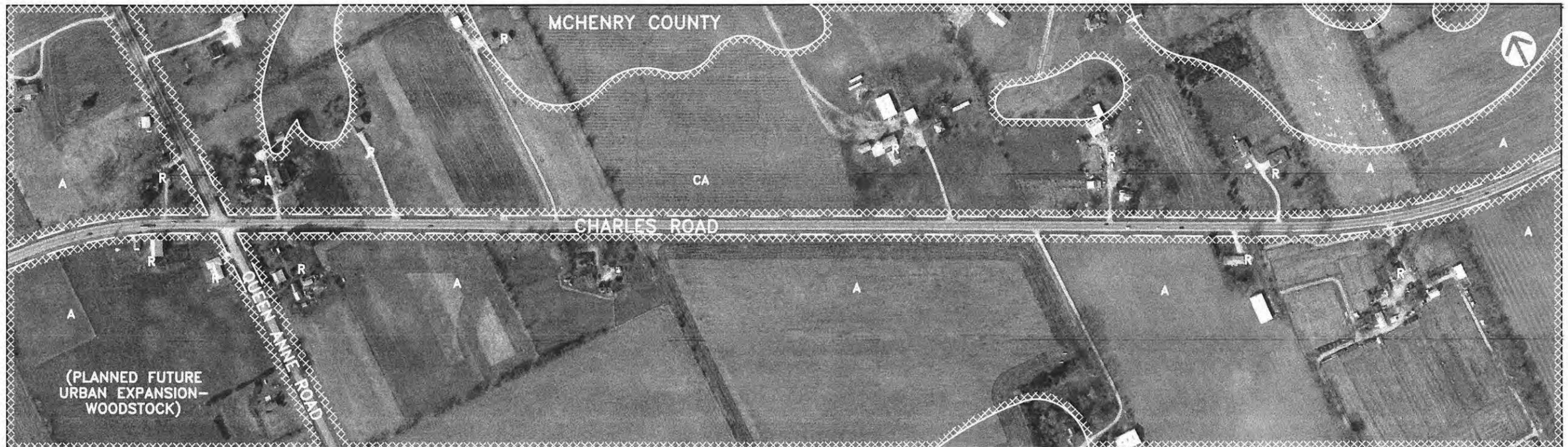
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### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
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  - O OFFICE (UP TO 3 FLOORS)
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  - ( ) PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
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- V VACANT
- O PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

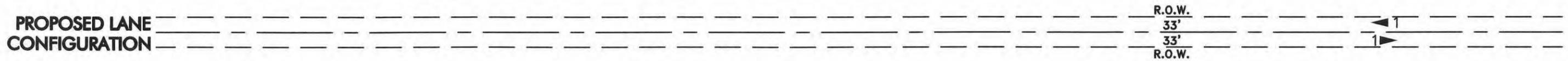


**Segment 1**  
**Illinois Route 47 to Greenwood Road**

**RECOMMENDED PLAN**

Exhibits C-1 through C-4

See Segment 2 for Exhibit C-5



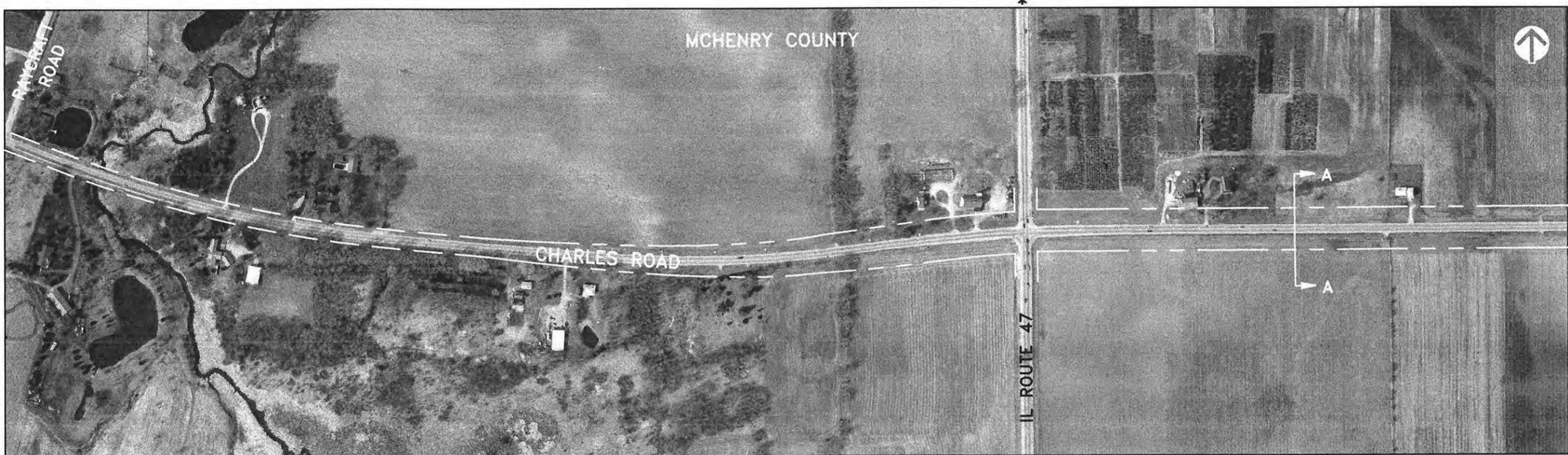
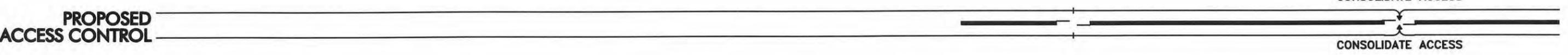
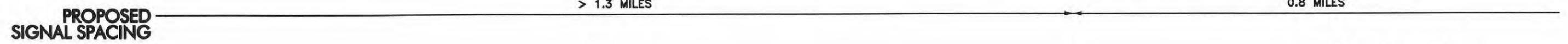
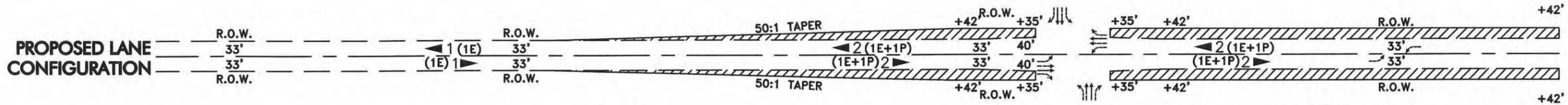
PROPOSED SIGNAL SPACING

> 1.3 MILES

PROPOSED ACCESS CONTROL

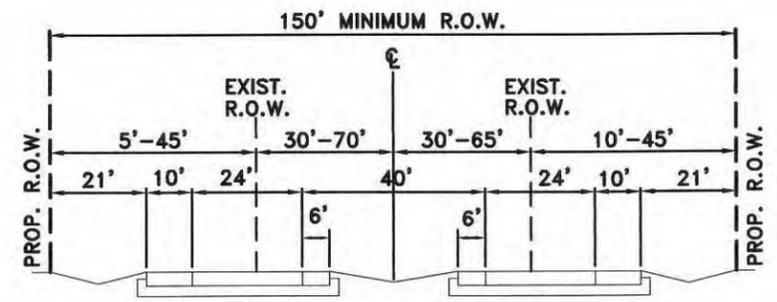


DATE OF PHOTOGRAPHY: APRIL 14, 1995



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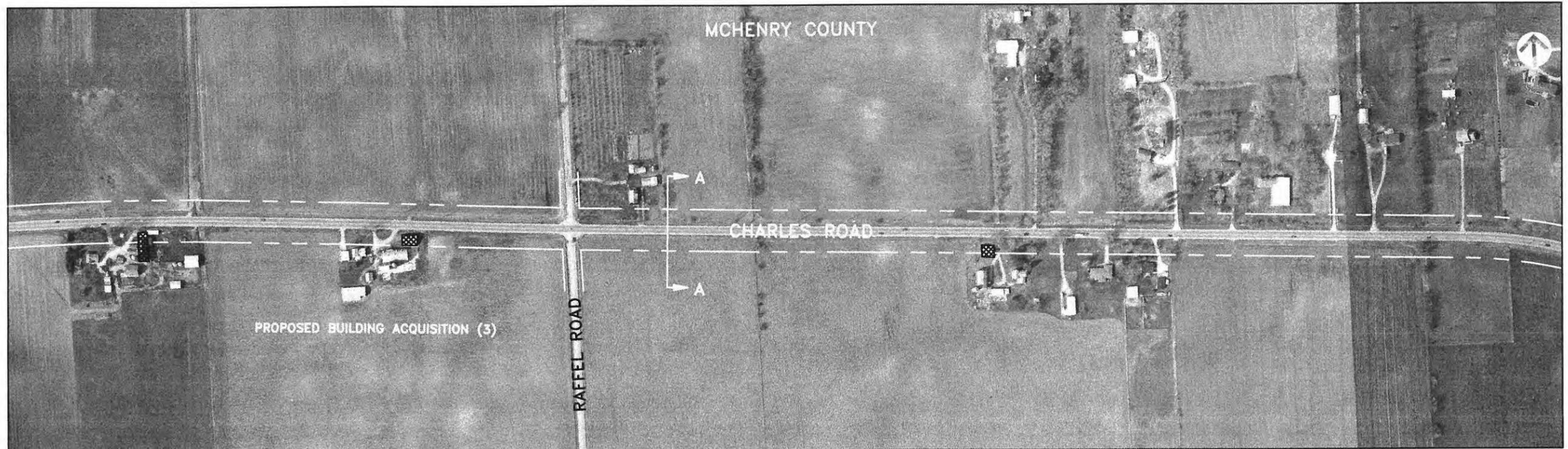
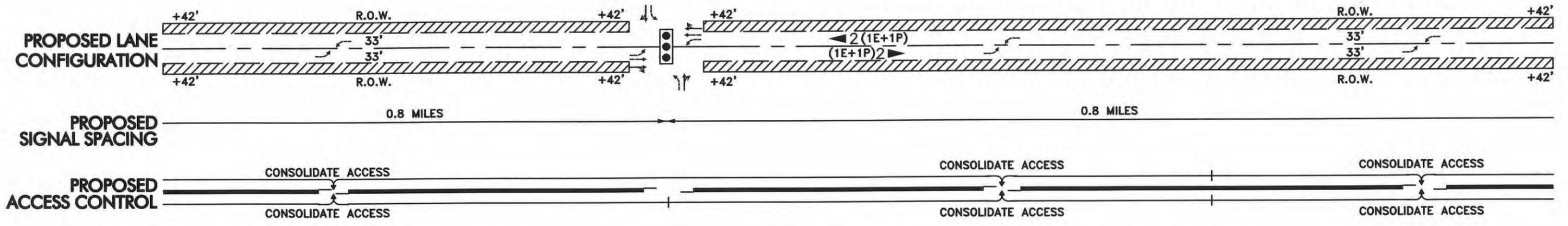
SEGMENT 1



\* SEE IL ROUTE 47 SRA REPORT

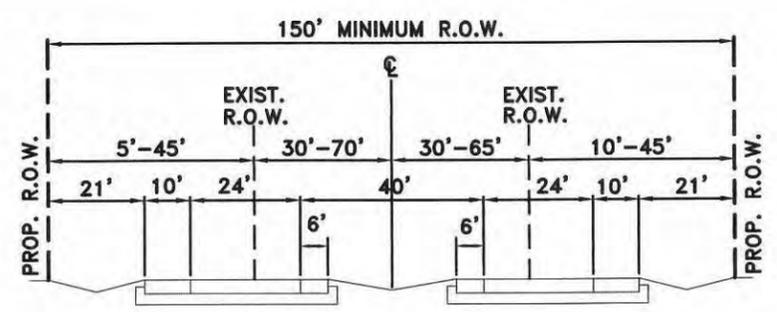
### LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP

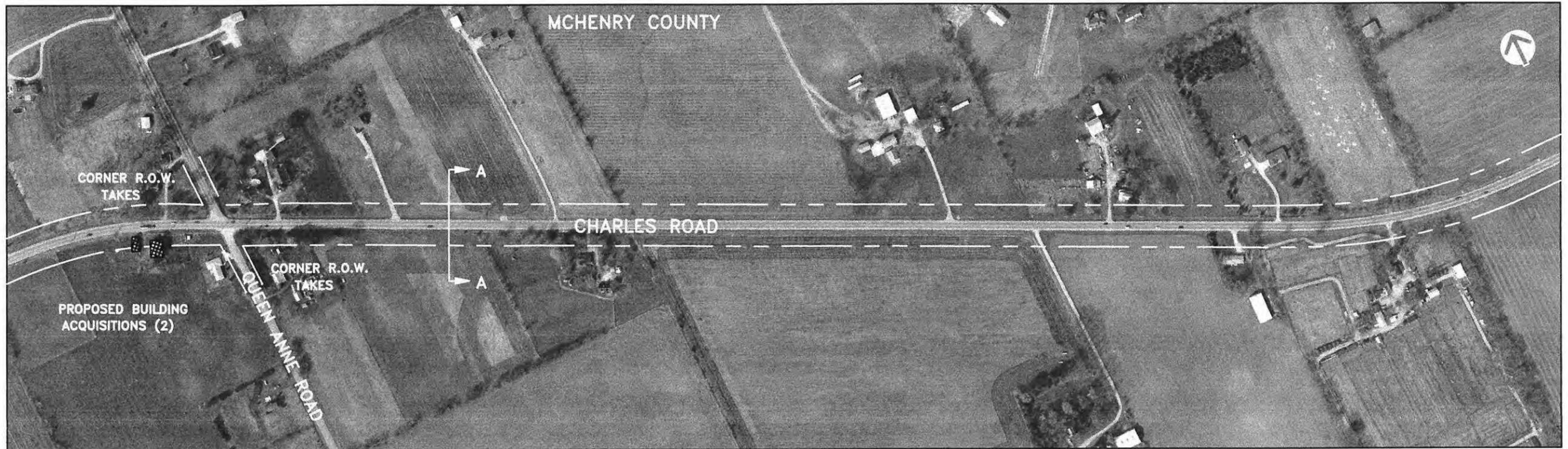
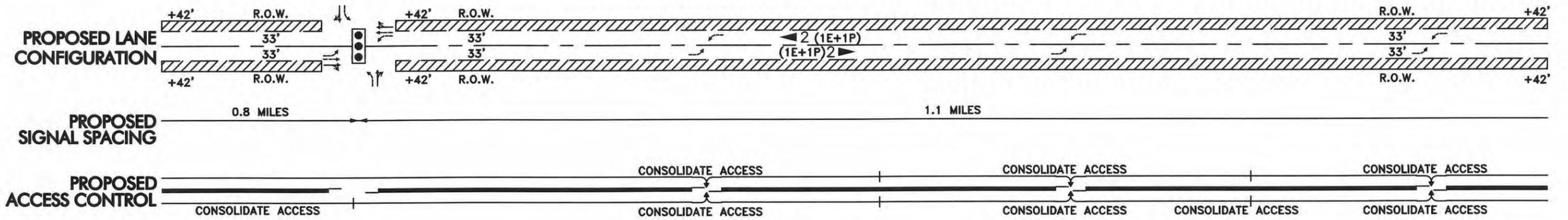


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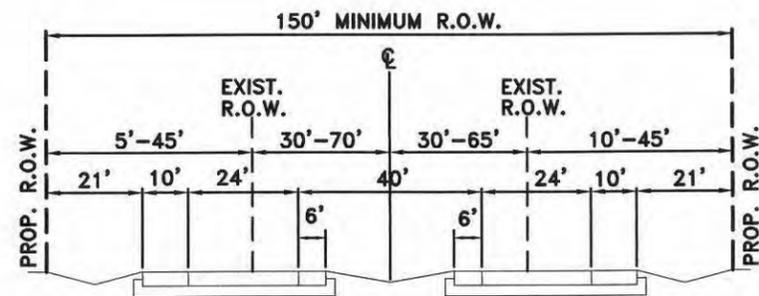
**SEGMENT 1**



LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN
	BUS STOP



**SEGMENT 1**



LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	# PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN
	BUS STOP

**Segment 2**  
**Greenwood Road to West McHenry Bypass**

## 3.2 Segment 2: Greenwood Road to West McHenry Bypass

### 3.2.1 Location

Segment 2 extends along Illinois Route 120 from Greenwood Road to the planning area designated as the West McHenry Bypass (see Figure 3.1, and the SRA report for Illinois Route 31). The segment is approximately 3.8 miles in length and is located in unincorporated McHenry County and the City of McHenry.

### 3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-5 through A-8.

**Right-of-Way** - The existing right-of-way in this segment varies between 60 and 140 feet.

**Roadway Characteristics** - The existing cross section in this segment consists of one, 12-foot travel lane in each direction with no median. An 8-foot paved shoulder is typical for this segment. Existing typical sections for this segment are included on Exhibits A-5 through A-8.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1992 the average annual daily traffic for this segment varied from 9,800 to 13,600 vpd.

**Accidents** - There are no high accident locations in this segment.

**Parking, Sidewalks, and Frontage Roads** – There are no on-street parking spaces or frontage roads on this segment. Sidewalks are not provided.

**Traffic Control/Intersection Configuration** - There are two signalized intersections in this segment, Thompson Road and Wonder Lake Road. The intersection of Illinois Route 120, Charles Road, and Greenwood Road is controlled with a four-way stop sign. Existing lane configurations for these intersections are shown on Exhibits A-5 through A-8.

**Structures** - There are no existing structures in this segment.

**Transit** - This segment of the SRA has one PACE bus route, 807 which provides service to both the Woodstock and McHenry Metra train stations. The Woodstock and McHenry Metra train stations are on the Northwest Line.

### 3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of Illinois Route 120 are shown on Exhibits B-5 through B-8.

**Lakes/Streams/Wetlands/Floodplains** - A large wetland system abuts the north side of Illinois Route 120 between Greenwood and Thompson Roads. Additional wetlands abut the north and south sides of Illinois Route 120 between Thompson and Wonder Lake Roads. A small wetland also exists south of Illinois Route 120, approximately 1,200 feet east of Wonder Lake Road.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

**Threatened or Endangered Species** - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

**Prime Farmland** - Prime farmland abuts the majority of Illinois Route 120, between Greenwood and Thompson Roads. Additional areas of prime farmland exist both north and south of Illinois Route 120 along the remainder of this segment.

### **3.2.4 Existing Land Use Characteristics**

Existing land use characteristics for this segment are shown on Exhibits B-5 through B-8.

**Type and Intensity of Development** - The primary land use along Segment 2 is agricultural, however, numerous single-family residential uses front Illinois Route 120 within this segment. Vacant land, some of which contains mature trees, is also located north and south of Illinois Route 120 within this segment. Portions of the Meyer Material Company site, an extraction use, are located within the eastern end of this segment. A school or nursing home is located on the south side of Illinois Route 120, west of Martin Road.

**Planned Development** - The portion of Segment 2 located east of Wonder Lake Road is planned for future development by the City of McHenry. The planned uses include low density residential, business park, municipal, and commercial.

### **3.2.5 Recommended SRA Improvements**

The recommended plan for this segment is shown on Exhibits C-5 through C-8.

**Roadway** - The recommendation for this segment is to widen Illinois Route 120 to provide two 12-foot travel lanes in each direction separated by a 28-foot open ditch median, with 6-foot left paved shoulders, 10-foot right paved shoulders, and open ditch drainage. The proposed right-of-way width is 150 feet. The proposed cross section (Section A-A) is shown on Exhibits C-5 through C-8.

**Traffic Control/Intersection Configuration** - The recommended future signal at Illinois Route 120,

Charles Road, and Greenwood Road should be installed when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). In addition, it is proposed to provide dual left turn lanes on the east leg of the intersection on Illinois Route 120. Proposed lane configurations for this intersection are shown on Exhibit C-5.

**Access Management** – Future access locations will be restricted to right-in/right-out only except where full access locations are shown. With limited full access locations, U-TURN movements will be permitted for passenger vehicles and small trucks at signalized intersections.

**Transit** - Future growth in PACE bus service involves adding midday and off-peak service to complement the Metra rail service along the Northwest Line. It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible.

### **3.2.6 Right-of-Way Requirements**

Additional right-of-way will be required for this segment. The existing right-of-way is 60 to 140 feet and with the recommended roadway plan, up to 90 additional feet will be required for a total of 150 feet. The necessary right-of-way where it is required will be taken from both sides of Illinois Route 120 to lessen the impacts. See Exhibit C-5 through C-8 for right-of-way acquisition details.

### **3.2.7 Environmental Considerations**

The right-of-way acquisition of twenty-five to forty-two feet along the north and south sides of Illinois Route 120, between Greenwood and Thompson Roads, will result in the loss of prime farmland and may affect more than one large wetland. The right-of-way acquisitions may also impact smaller wetlands located between Thompson Road and Wonder Lake Road. The wooded area between Thompson and Wonder Lake Roads may also be affected by right-of-way acquisition and subsequent grading and roadway improvements.

### **3.2.8 Land Use Considerations**

Fifteen to forty-five feet of right-of-way acquisition on both sides of Illinois Route 120 will reduce the front yard setbacks of several rural residential properties. This section of right-of-way acquisition will also result in the loss of mature trees through Segment 2. Recommended roadway improvement plans throughout this segment include access consolidation and restriction of driveways to right-in and right-out. A proposed barrier median would prevent direct left turns into residential and commercial agricultural uses fronting onto the SRA, except at planned full movement intersections.

### 3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.1. This construction cost estimate is based on 1991 unit prices.

### 3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. The traffic signal should be installed at the recommended locations when the traffic signal warrants recommended for SRA routes are met. There are no short term/low cost improvements for this segment. It is recommended that future access be consolidated to the locations shown on the recommended plan.

### 3.2.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

### 3.2.12 Crossing SRA Routes

There are no crossing SRA routes within this segment of Illinois Route 120.

**Table 3.2.1  
Construction Cost Estimate  
Segment 2 – Greenwood Road to West McHenry Bypass**

Recommended Improvements	Estimated Cost
Roadway	\$3,600,000
Intersection Improvements	\$550,000
Right-of-Way Acquisition	\$3,450,000
<b>Total – Recommended Improvements</b>	<b>\$7,600,000</b>

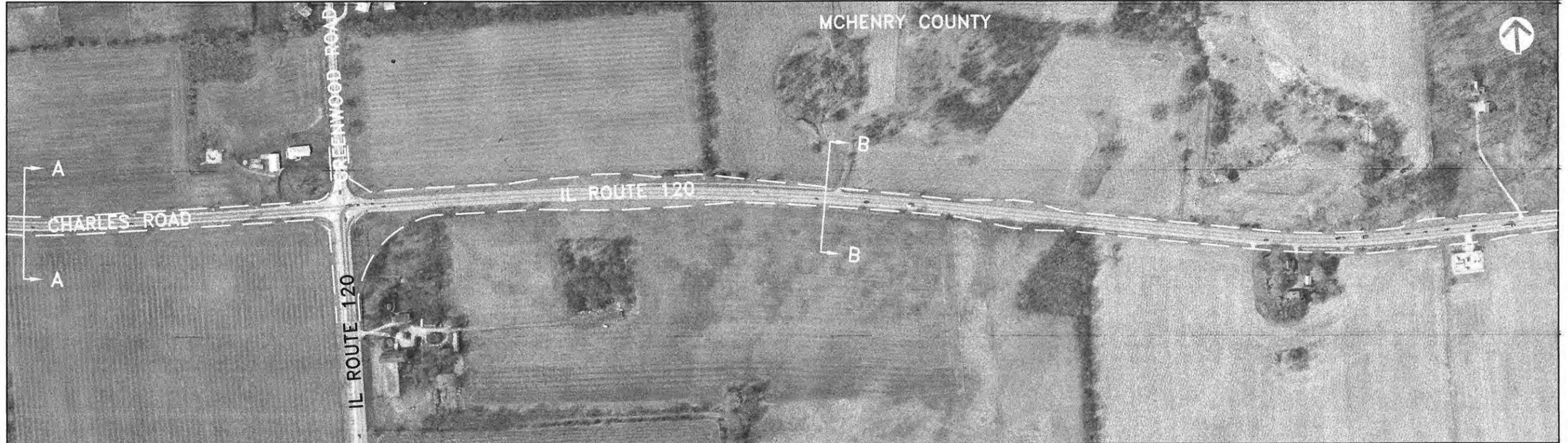
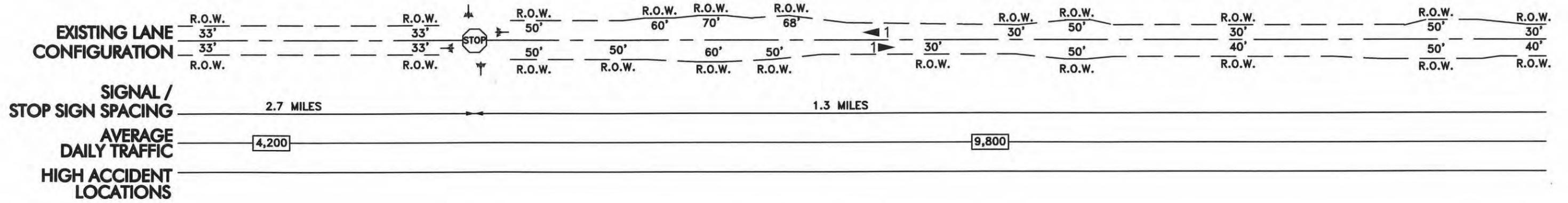
**Note:** This construction cost estimate is based on 1991 unit prices.

**Segment 2**  
**Greenwood Road to West McHenry Bypass**

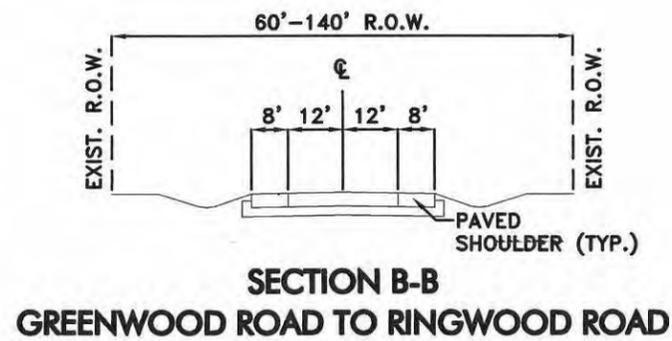
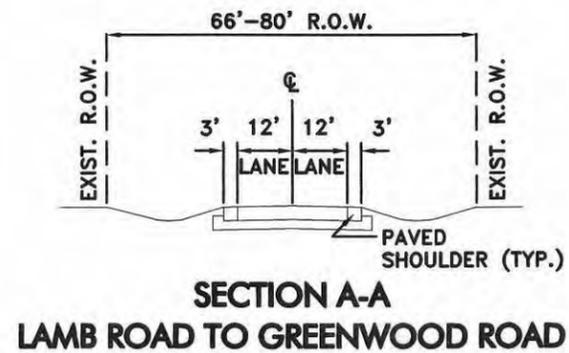
**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-5 through A-7

See Segment 3 for Exhibit A-8

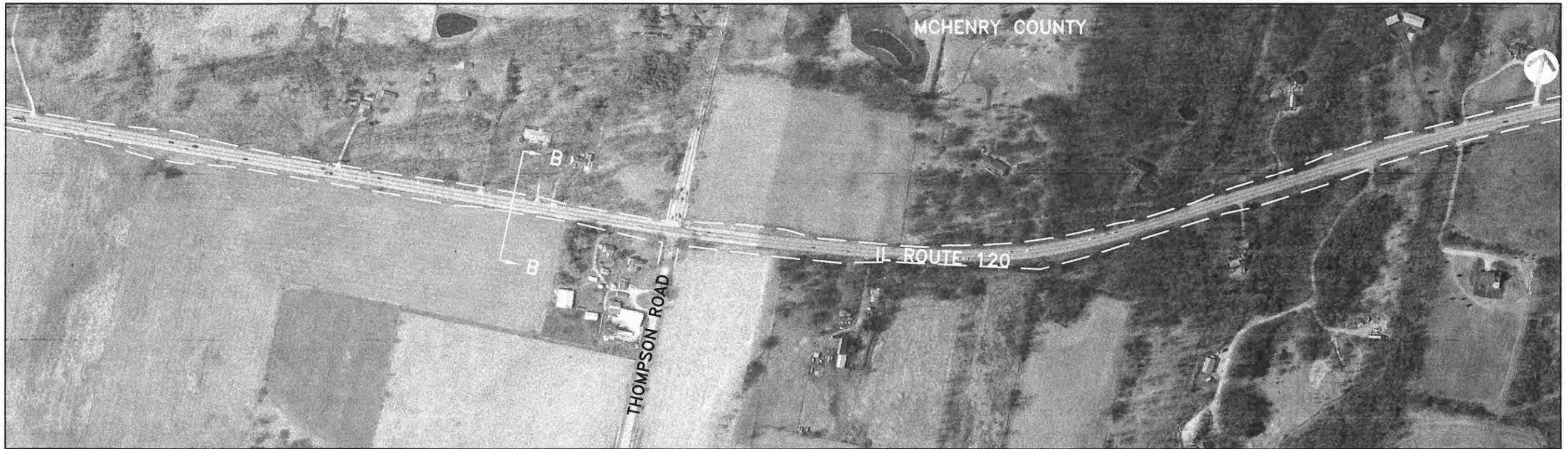
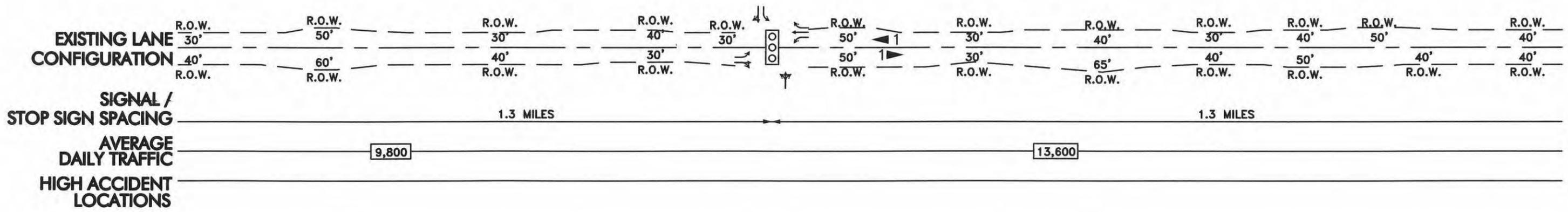


DATE OF PHOTOGRAPHY: APRIL 14, 1995

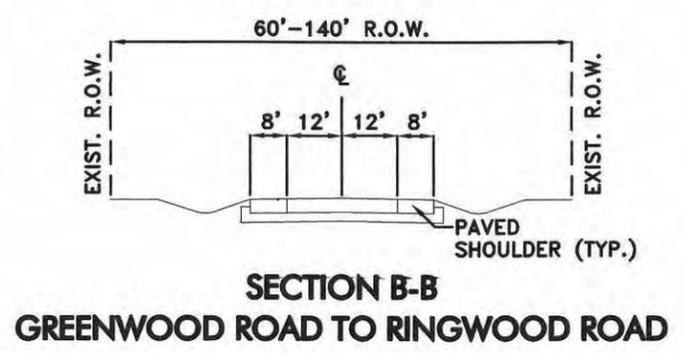


**LEGEND**

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

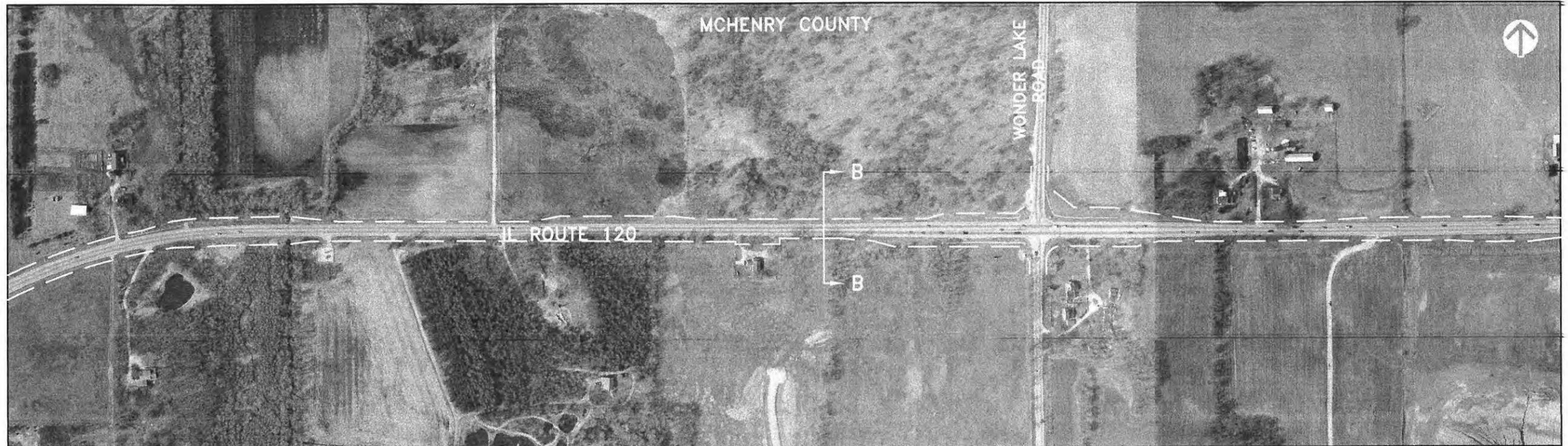
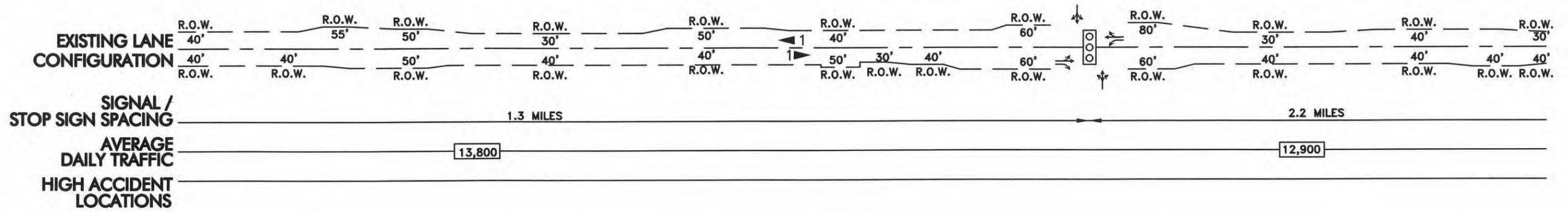


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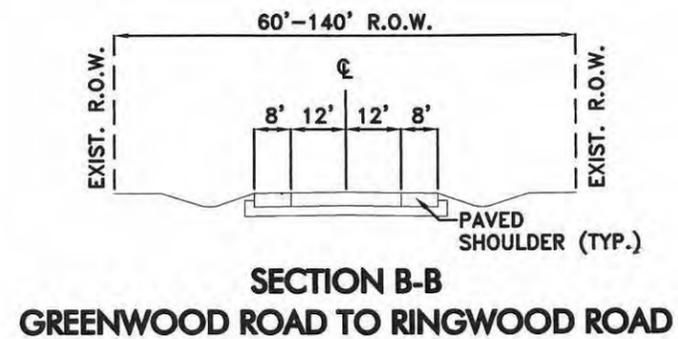


**LEGEND**

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



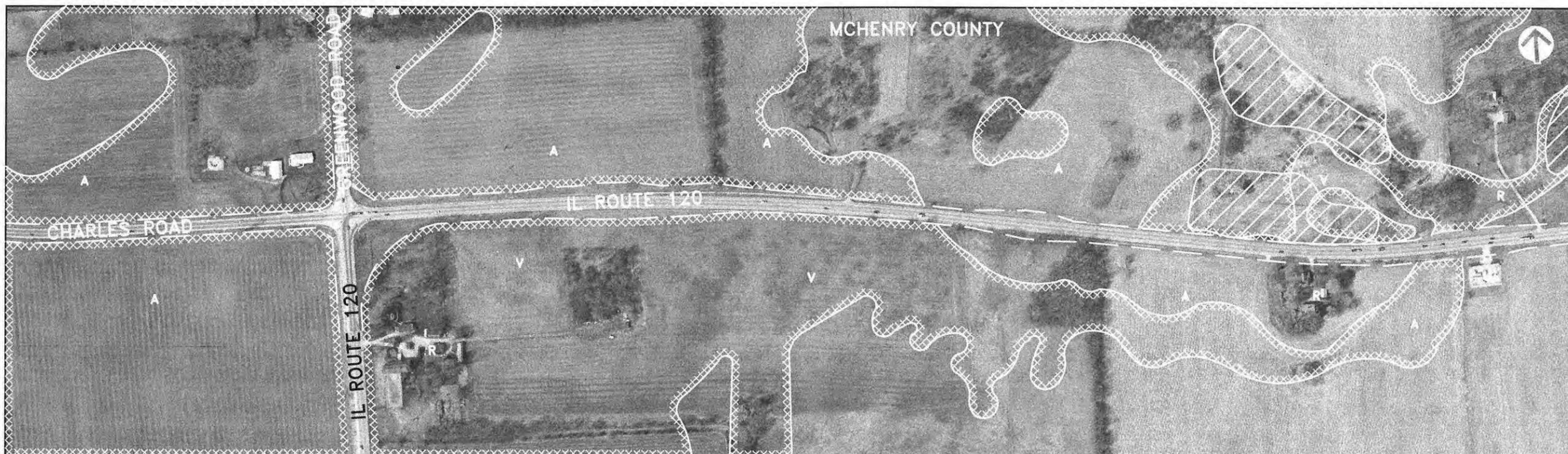
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

**Segment 2**  
**Greenwood Road to West McHenry Bypass**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-5 through B-7

See Segment 3 for Exhibit B-8

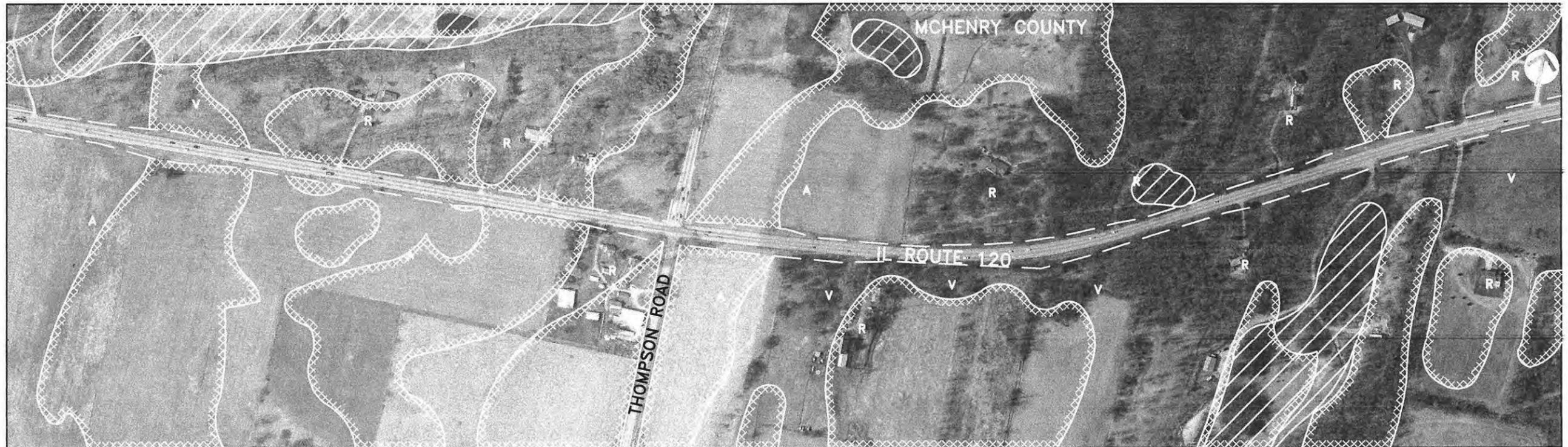


DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
+	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
#	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
○	PLANNED USE/JURISDICTION
---	PLANNED USE/JURISDICTION BOUNDARY
---	MUNICIPAL BOUNDARY
---	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
○	PLANNED USE/JURISDICTION
---	PLANNED USE/JURISDICTION BOUNDARY
---	MUNICIPAL BOUNDARY
---	EXISTING RIGHT OF WAY

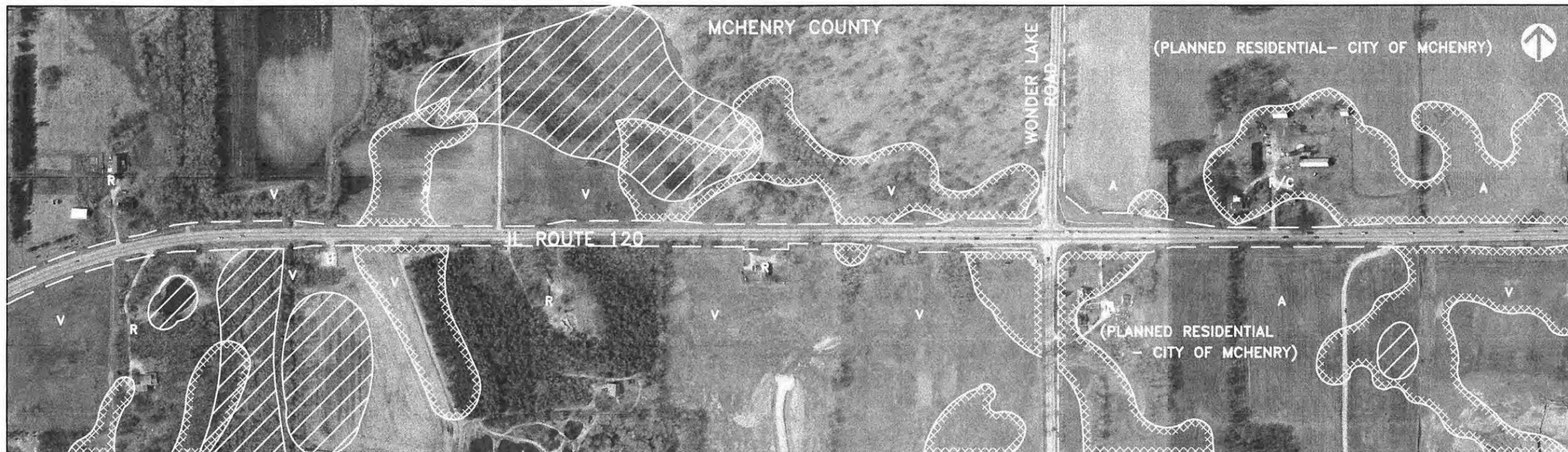
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
 Shah Engineering, Inc. **Planning Resources Inc.**



**STRA** *Strategic Regional Arterial Planning Study*  
**IL ROUTE 120 / CHARLES ROAD**  
**LAND USE AND ENVIRONMENTAL CONDITIONS**  
**EXHIBIT B-6**



DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
  - MH MOBILE HOME PARK
  - O OFFICE (UP TO 3 FLOORS)
  - OH OFFICE HIGH RISE (>3 FLOORS)
  - C COMMERCIAL RETAIL/SERVICE
  - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
  - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
  - I INDUSTRIAL/WAREHOUSE
  - T CHURCH/TEMPLE (NAME)
  - S SCHOOL (NAME)
  - \* CEMETERY (NAME)
  - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
  - P PARK/FOREST PRESERVE (NAME)
  - U UTILITY
  - E EXTRACTION (MINING & GRAVEL)
  - A AGRICULTURE
  - V VACANT
  - O PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

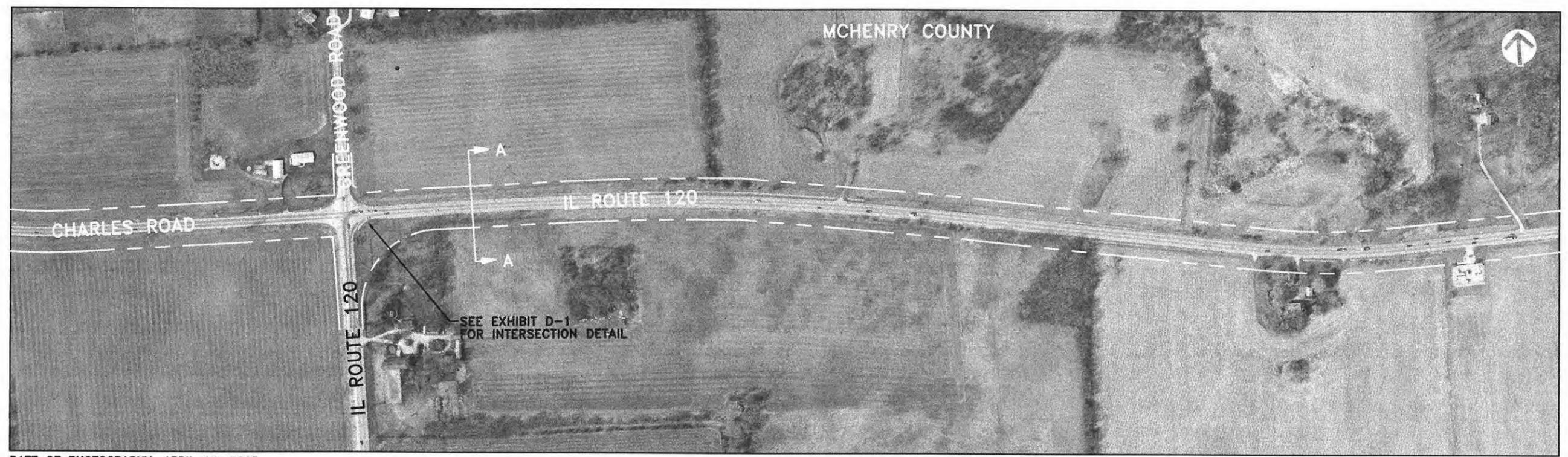
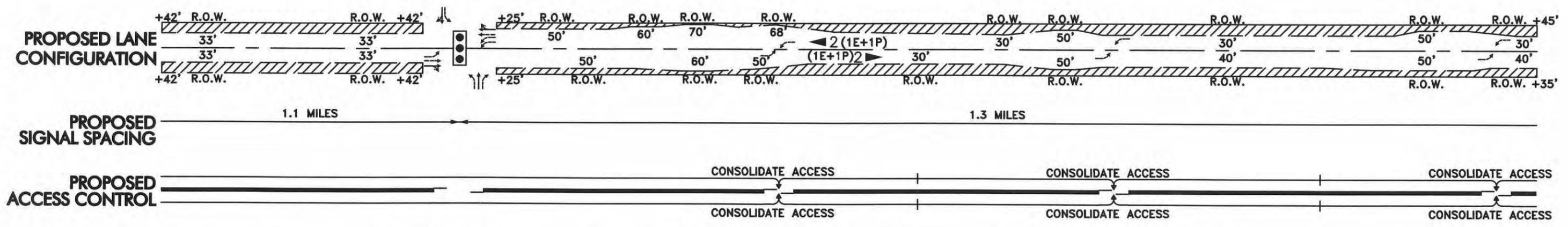


**Segment 2**  
**Greenwood Road to West McHenry Bypass**

**RECOMMENDED PLAN**

Exhibits C-5 through C-7

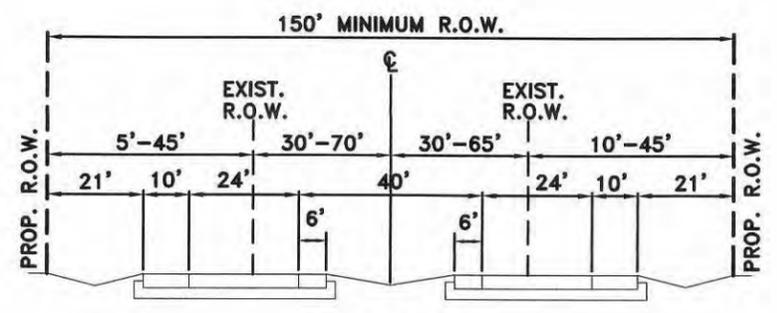
See Segment 3 for Exhibit B-8



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

SEGMENT 2



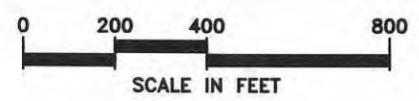
**SECTION A-A**  
**IL ROUTE 47 TO WEST MCHENRY BYPASS**  
 RECOMMENDED CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- [Hatched Area] ADDITIONAL R.O.W.
- [Solid Line] BARRIER/GRASS MEDIAN
- [B] BUS STOP

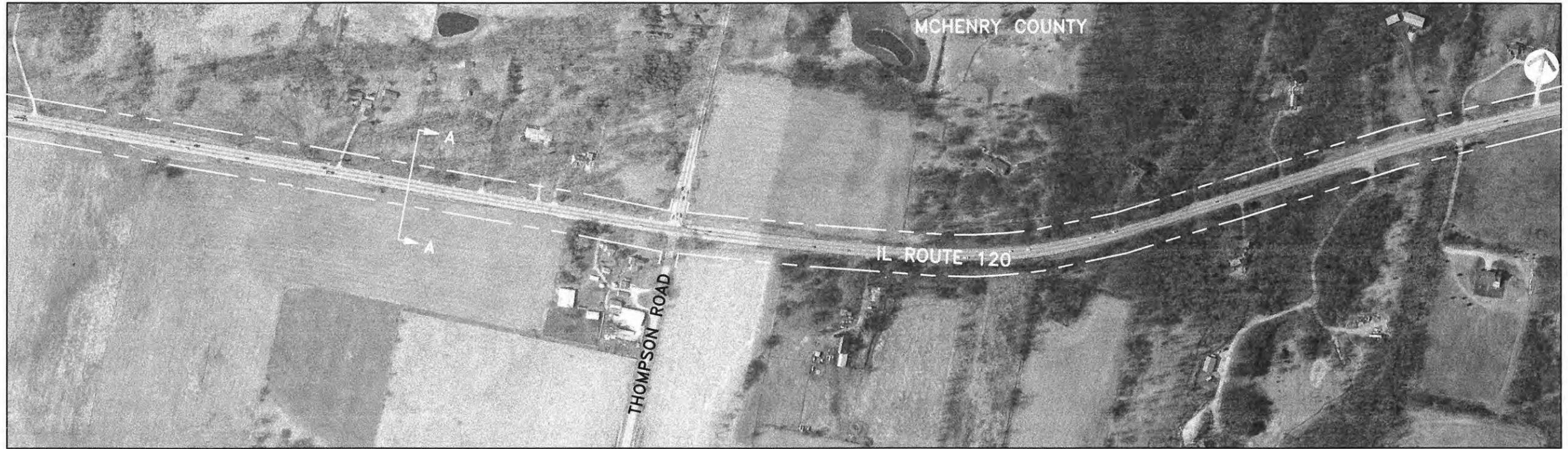
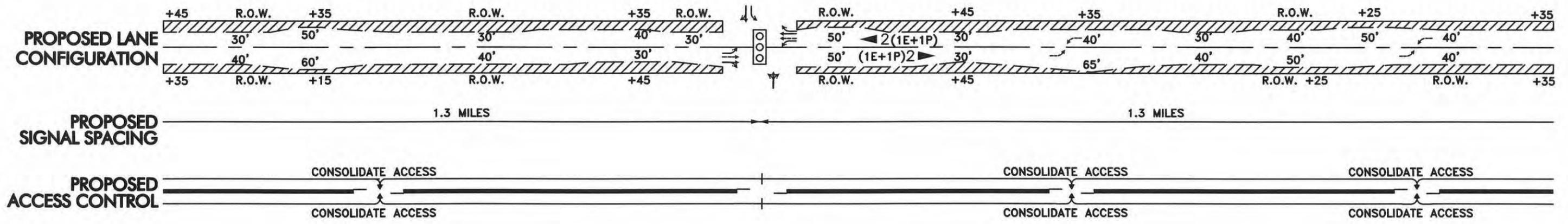
Illinois Department of Transportation

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 In Association with: **METRO Transportation Group**  
 Shah Engineering, Inc. **Planning Resources Inc.**



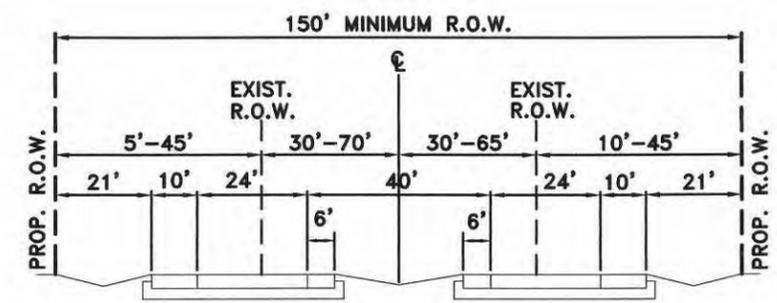
**SRA** Strategic Regional Arterial Planning Study

**IL ROUTE 120 / CHARLES ROAD**  
**RECOMMENDED PLAN**  
**EXHIBIT C-5**



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



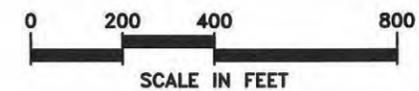
SECTION A-A  
IL ROUTE 47 TO WEST MCHENRY BYPASS  
RECOMMENDED CROSS SECTION

**LEGEND**

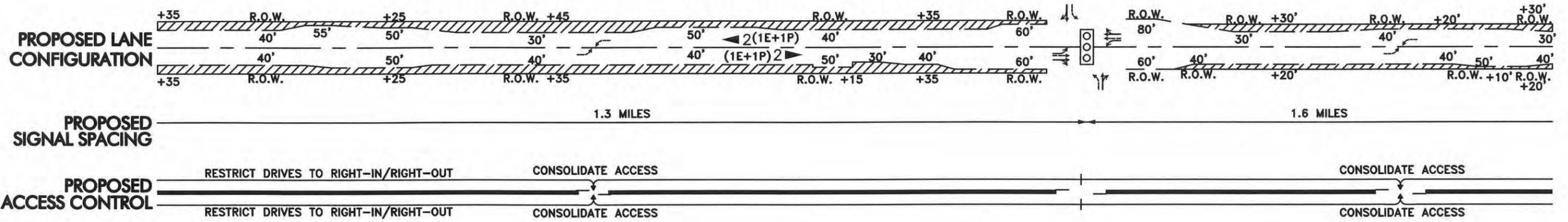
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



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 In Association with: METRO Transportation Group  
 Shah Engineering, Inc. Planning Resources Inc.

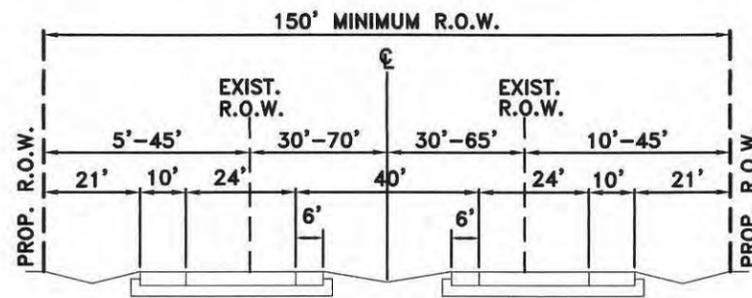


IL ROUTE 120 / CHARLES ROAD  
 RECOMMENDED PLAN  
 EXHIBIT C-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION A-A  
IL ROUTE 47 TO WEST MCHENRY BYPASS  
RECOMMENDED CROSS SECTION

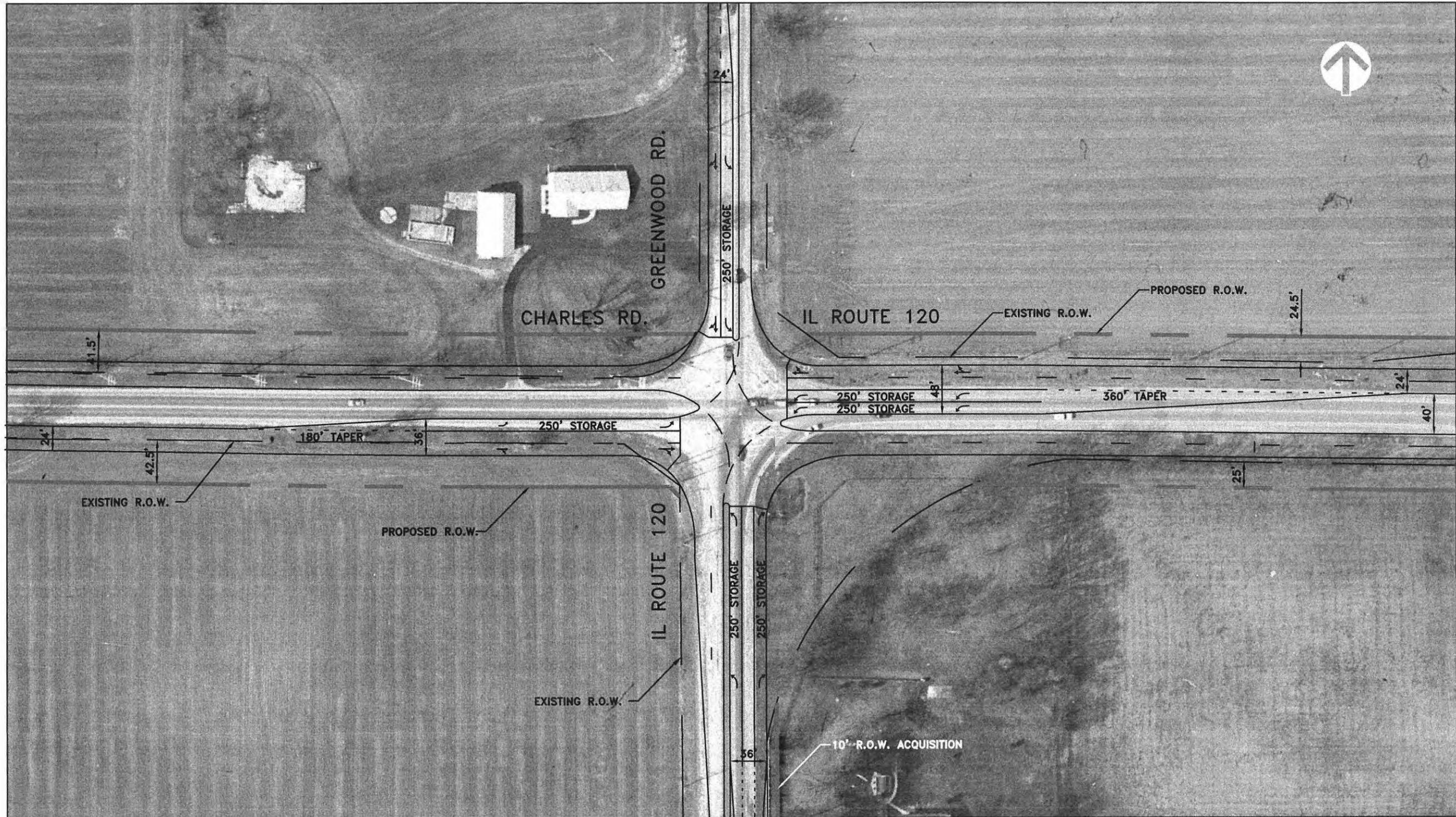
**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP

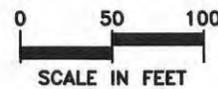
**Segment 2**

**INTERSECTION DETAIL**  
**Illinois Route 120/Charles Road**

Exhibit D-1



**LEGEND**  
 ——— EXISTING R.O.W.  
 - - - - PROPOSED R.O.W.



**INTERSECTION DETAIL**



**Segment 3**  
**In Vicinity of West McHenry Bypass**

### 3.3 Segment 3: In Vicinity of West McHenry Bypass

#### 3.3.1 Location

Segment 3 is along Illinois Route 120 in the vicinity of the proposed West McHenry Bypass. This segment is bounded by the west side of the Meyer Material Company on the west and Park Lane on the east (see Figure 3.1). The segment is approximately 1.5 miles in length and is located in the City of McHenry.

#### 3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-8 and A-9.

**Right-of-Way** - The existing right-of-way in this segment varies from 60 feet to 120 feet in width.

**Roadway Characteristics** - The existing cross section in this segment consists of one, 12-foot travel lane in each direction with no median. An 8-foot paved shoulder and open ditch drainage is typical for this segment. Existing typical sections for this segment are included on Exhibit A-9.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1992 the average annual daily traffic for this segment varied from 12,900 to 14,500 vpd.

**Accidents** - There are no high accident locations in this segment.

**Parking, Sidewalks, and Frontage Roads** - There are no on-street parking spaces, sidewalks, or frontage roads in this segment.

**Traffic Control/Intersection Configuration** - There is one signalized intersection in this segment at Ringwood Road/Draper Road. Existing lane configurations for this intersection are shown on Exhibit A-9.

**Structures** - There are no existing structures in this segment.

**Transit** - This segment of the SRA has one PACE bus route, 807 which provides service to both the Woodstock and McHenry Metra train stations. The Woodstock and McHenry Metra train stations are on the Northwest Line.

### 3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 3 of Illinois Route 120 are shown on Exhibits B-8 and B-9.

**Lakes/Streams/Wetlands/Floodplains** - A small wetland exists southwest of the Illinois Route 120 and Martin Road intersection. Additional wetlands and a floodplain exist near the intersection of Illinois Route 120 and Draper/Ringwood Roads.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

**Threatened or Endangered Species** - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

**Prime Farmland** - Prime farmland abuts the north side of Illinois Route 120 near the Martin Road intersection.

### 3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-8 and B-9.

**Type and Intensity of Development** - A variety of land uses occur in Segment 3. Agricultural uses are located near the Illinois Route 120 intersections with Martin Road and Ringwood/Draper Road. The Meyer Material Company site is the predominant use along the southern edge of this segment. The transportation facility for School District 156 is also located along the south side of Illinois Route 120, east of the Meyer site. Scattered single-family residences are located along the northern section of this segment. Vacant uses, some containing mature trees and wetlands, also front Illinois Route 120. Commercial and office uses are located along the north side of Illinois Route 120, east of Ringwood/ Draper Road.

**Planned Development** - The vacant and agricultural land located within Segment 3 is planned for residential, commercial and industrial uses by the City of McHenry.

### 3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-8 and C-9.

**Roadway** - The recommendation for this segment is to widen Illinois Route 120 to provide two 12-foot travel lanes in each direction with a 30-foot barrier median, 10-foot right paved shoulders, and

open ditch drainage. The proposed right-of-way width is 150 feet. The proposed cross section (Section B-B) is shown on Exhibit C-9.

**Traffic Control/Intersection Configuration** - The recommended future signal should be installed only at the location shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). The potential future signal location is at Martin Road. Proposed lane configurations for this intersection are shown on Exhibit C-9.

**Access Management** - Future access locations will be restricted to right-in/right-out only except where full access locations are shown. With limited full access locations, U-TURN movements will be permitted for passenger vehicles and small trucks at full access intersections.

**Transit** - Future growth in PACE bus service involves adding midday and off-peak service to complement the Metra rail service along the Northwest Line. It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible.

### **3.3.6 Right-of-Way Requirements**

Additional right-of-way will be required for this segment. The existing right-of-way varies from 66 feet to 120 feet and with the recommended roadway plan of 150 feet of right-of-way, 40 to 94 additional feet will be required. The necessary right-of-way can be taken from both sides of Illinois Route 120 to lessen the impacts. See Exhibits C-8 and C-9 for right-of-way acquisition details.

### **3.3.7 Environmental Considerations**

Grading and roadway improvements may impact a wetland located southwest of the intersection of Illinois Route 120 and Martin Road. The existing wetlands near the southwest corner of Illinois Route 120 and Draper/Ringwood Road may be impacted by the right-of-way acquisition. Additionally, the right-of-way acquisition will result in the loss of prime farmland north of Illinois Route 120 at the intersection with Martin Road.

### **3.3.8 Land Use Considerations**

Fifteen to forty-five feet of right-of-way acquisition on both sides of Illinois Route 120, will affect the various uses within Segment 3. Thirty-five feet of right-of-way acquisition fronting the Meyer Material Company will result in the loss of parking. Fifteen feet of right-of-way acquisition will reduce the front yard setbacks for commercial and office uses located along the north side of Illinois Route 120, east of Ringwood Road. The twenty-five feet of right-of-way acquisition along the north side of Illinois Route 120, west of Dot Street, will reduce the rear yard setbacks of single-family residences. Recommended roadway improvement plans include access consolidation and restriction

of driveways to right-in and right-out. Future access and setbacks along the portion of this segment planned for the future residential and commercial uses for the City of McHenry should be coordinated with SRA criteria, and the City's Comprehensive Plan.

### **3.3.9 Construction/Right-of-Way Cost Estimates**

The cost estimate for Segment 3 is shown in Table 3.3.1. This construction cost estimate is based on 1991 unit prices.

### **3.3.10 Short Term/Low Cost Improvements**

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. The traffic signal should be installed at the recommended locations when the traffic signal warrants recommended for SRA routes are met. There are no short term/low cost improvements for this segment. It is recommended that future access be consolidated to the locations shown on the recommended plan.

### **3.3.11 Ultimate (Post 2020) Improvements**

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

### **3.3.12 Crossing SRA Routes**

There are no crossing SRA routes within this Segment of Illinois Route 120.

**Table 3.3.1  
Construction Cost Estimate  
Segment 3 – In Vicinity of West McHenry Bypass**

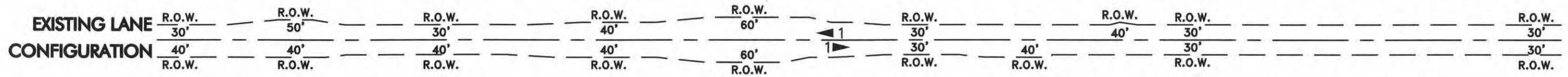
Recommended Improvements	Estimated Cost
Roadway	\$1,620,000
Intersection Improvements	\$550,000
Right-of-Way Acquisition	\$1,323,000
<b>Total - Recommended Improvements</b>	<b>\$3,493,000</b>

**Note:** This construction cost estimate is based on 1991 unit prices.

**Segment 3  
In Vicinity of West McHenry Bypass**

**EXISTING FACILITY CHARACTERISTICS**

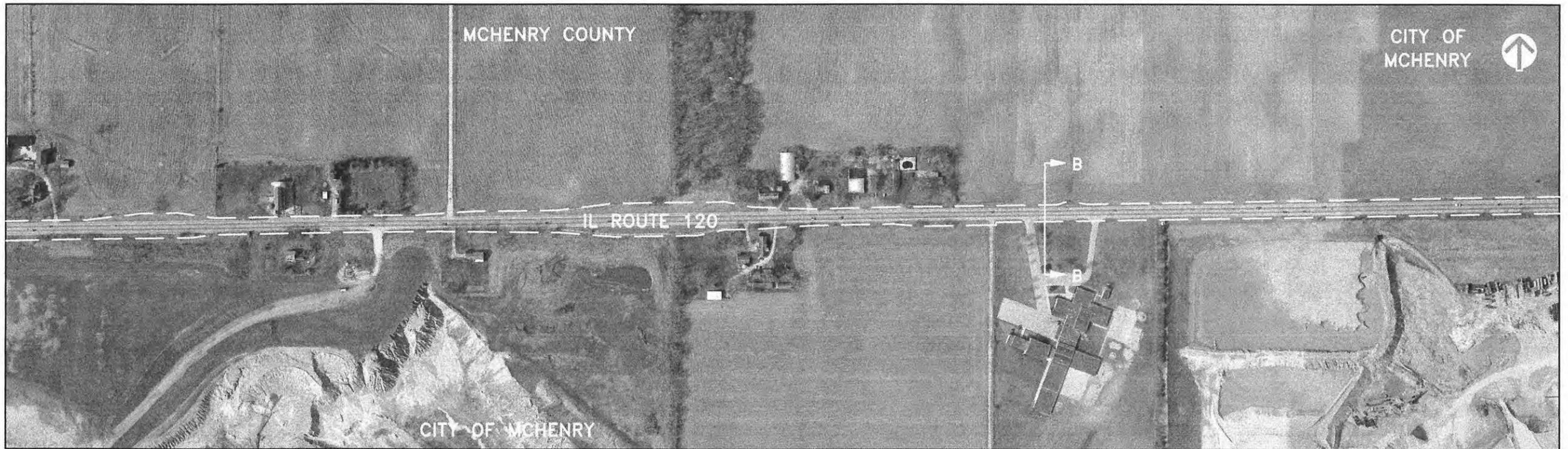
Exhibits A-8 and A-9



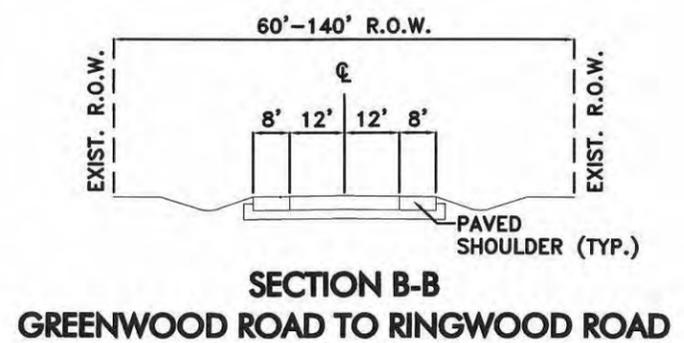
SIGNAL SPACING \_\_\_\_\_ 2.2 MILES \_\_\_\_\_

DAILY TRAFFIC \_\_\_\_\_ 12,900 \_\_\_\_\_

HIGH ACCIDENT LOCATIONS \_\_\_\_\_



DATE OF PHOTOGRAPHY: APRIL 14, 1995



### LEGEND

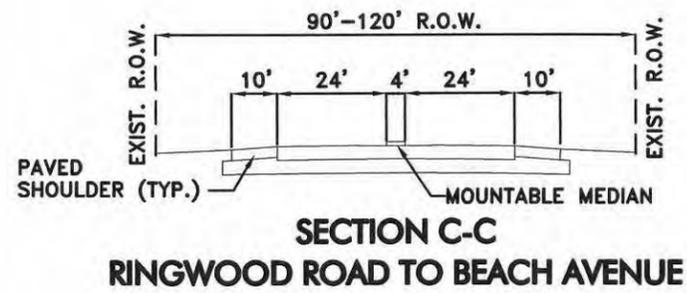
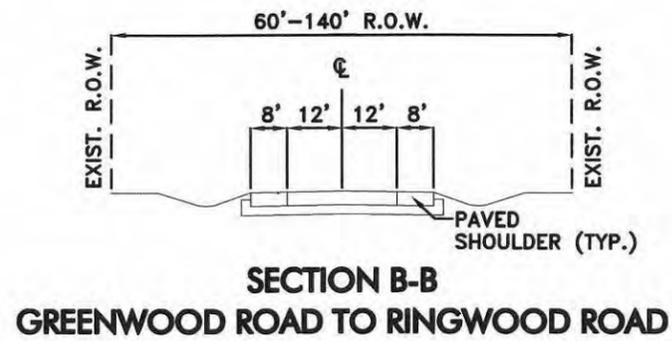
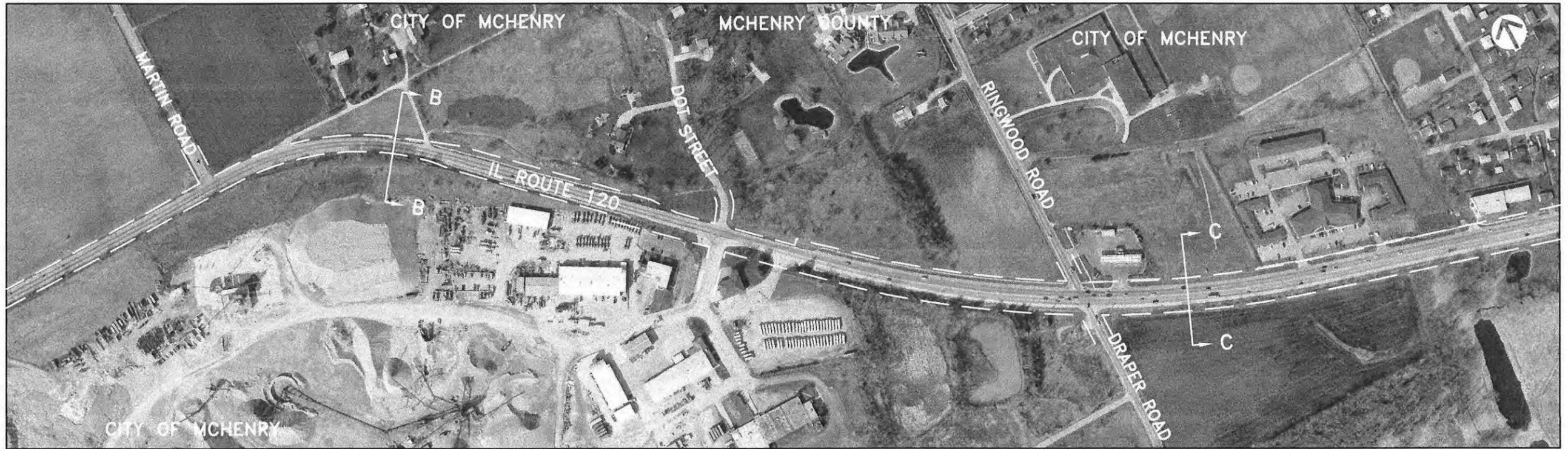
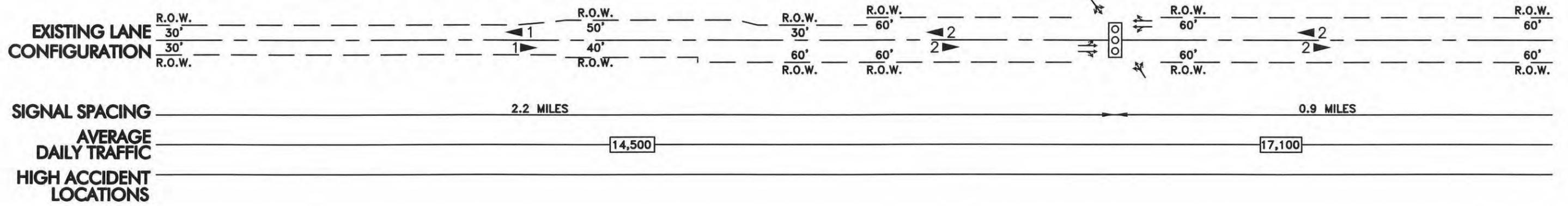
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
 Shah Engineering, Inc. Planning Resources Inc.



**SRA** Strategic Regional Arterial Planning Study  
**IL ROUTE 120 / CHARLES ROAD**  
**EXISTING FACILITY CHARACTERISTICS**  
**EXHIBIT A-8**

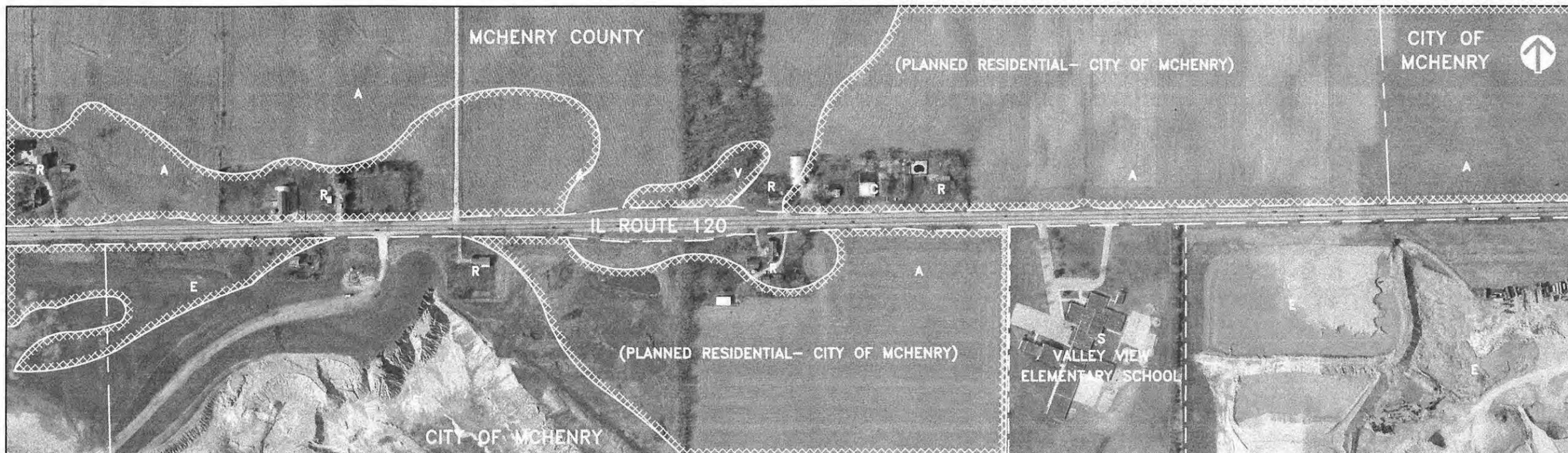


LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

**Segment 3  
In Vicinity of West McHenry Bypass**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-8 and B-9



DATE OF PHOTOGRAPHY: APRIL 14, 1995

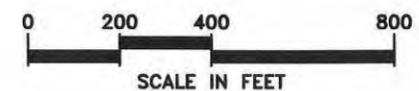
ENVIRONMENTAL FACTORS LEGEND	
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	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
( )	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CMLTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
**Shah Engineering, Inc.**      **Planning Resources Inc.**



**SRA** *Strategic Regional Arterial Planning Study*  
**IL ROUTE 120 / CHARLES ROAD**  
**LAND USE AND ENVIRONMENTAL CONDITIONS**  
**EXHIBIT B-8**



DATE OF PHOTOGRAPHY: APRIL 14, 1995

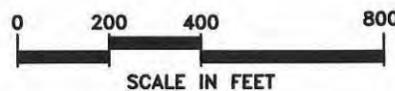
### ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- ( ) PLANNED USE/JURISDICTION
- - - PLANNED USE/JURISDICTION BOUNDARY
- - - MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

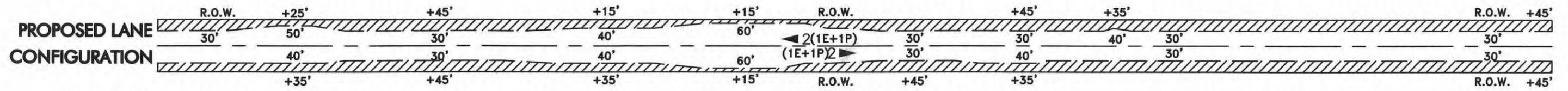
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



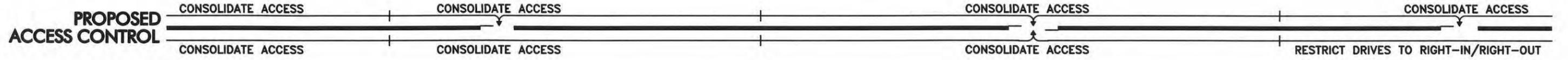
**Segment 3  
In Vicinity of West McHenry Bypass**

**RECOMMENDED PLAN**

Exhibits C-8 and C-9



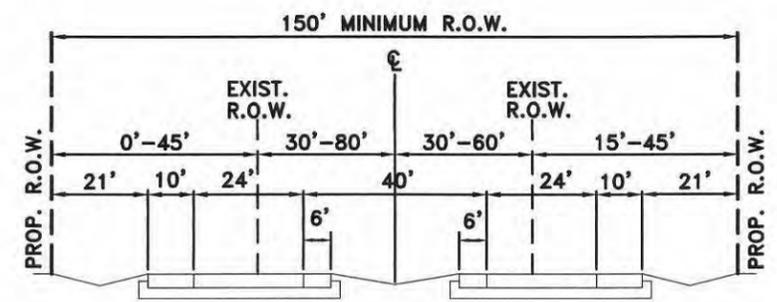
PROPOSED SIGNAL SPACING



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2

SEGMENT 3



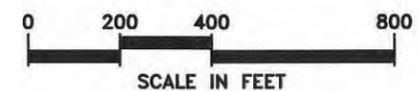
SECTION A-A  
IL ROUTE 47 TO WEST MCHENRY BYPASS  
RECOMMENDED CROSS SECTION

**LEGEND**

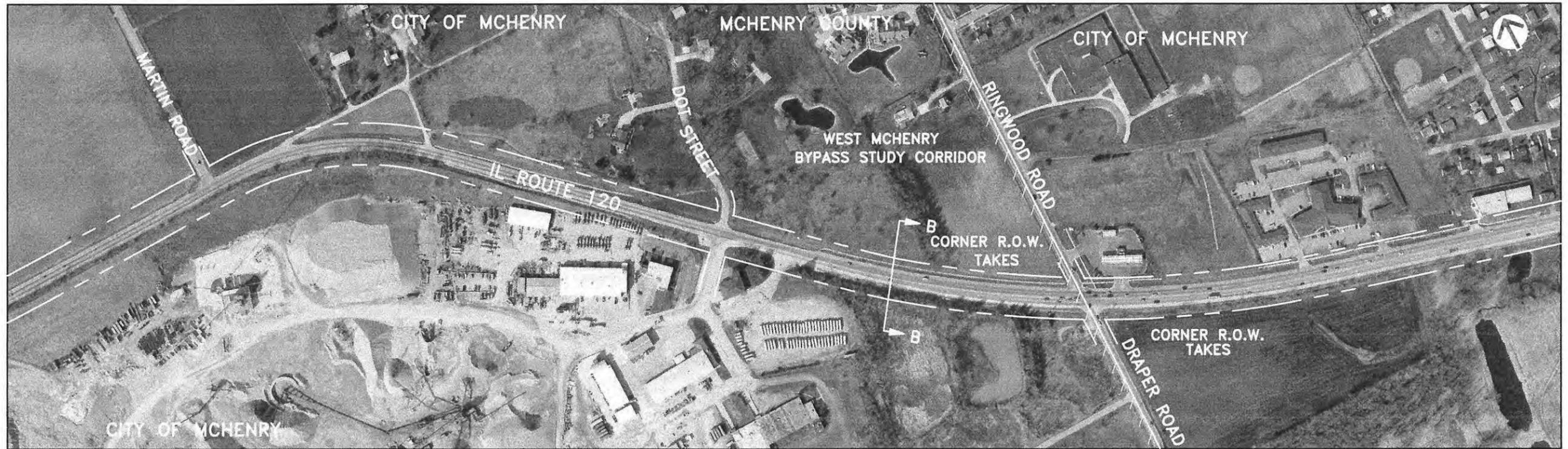
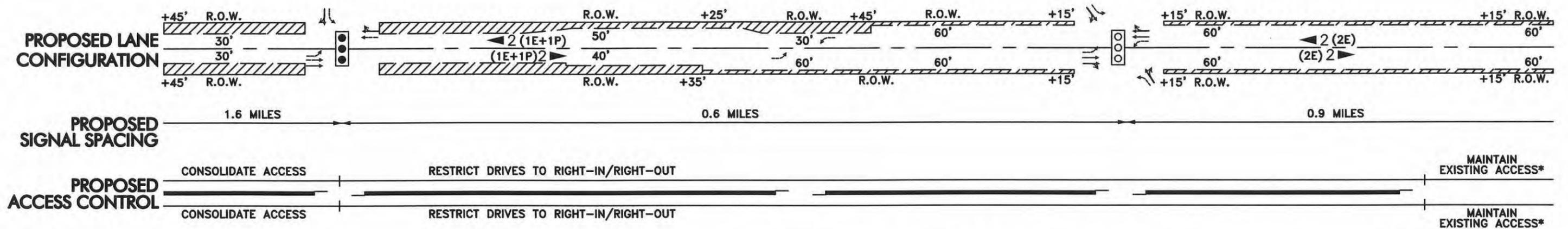
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
**Shah Engineering, Inc.**      **Planning Resources Inc.**



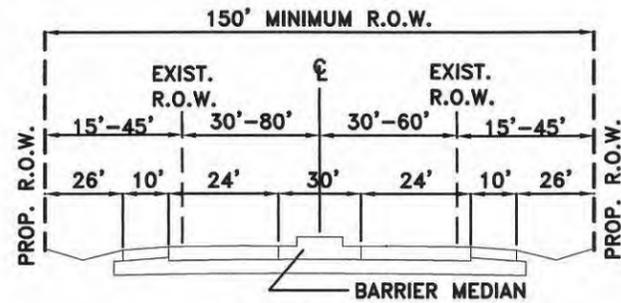
**IL ROUTE 120 / CHARLES ROAD**  
**RECOMMENDED PLAN**  
**EXHIBIT C-8**



DATE OF PHOTOGRAPHY: APRIL 14, 1995

**SEGMENT 3**

\* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS



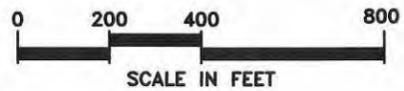
**SECTION B-B**  
**WEST MCHENRY BYPASS TO PARK LANE**  
 RECOMMENDED CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
 Shah Engineering, Inc. | Planning Resources Inc.



**IL ROUTE 120 / CHARLES ROAD**  
**RECOMMENDED PLAN**  
**EXHIBIT C-9**

**Segment 4**  
**Park Lane to Chapel Hill Road**

### 3.4 Segment 4: Park Lane to Chapel Hill Road

#### 3.4.1 Location

Segment 4 extends along Illinois Route 120 from Park Lane to Chapel Hill Road (see Figure 3.1). The segment is approximately 3.3 miles in length and is located in the City of McHenry.

#### 3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-10 through A-13.

**Right-of-Way** - The existing right-of-way in this segment varies from 70 feet to 120 feet in width.

**Roadway Characteristics** - The existing cross section in this segment consists of two 12-foot travel lanes in each direction with a variable width mountable median and a painted median in selected locations. Curb and gutter with a closed drainage system is typical for this segment. Existing typical sections for this segment are included on Exhibits A-10 through A-12.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1992 the average annual daily traffic for this segment varied from 19,100 to 40,200 vehicles per day.

**Accidents** - There is one high accident location in this segment, approximately 1,500 feet in length, that includes the intersection of Illinois Route 120 and Ramble Road, as well as many commercial driveways.

**Parking, Sidewalks, and Frontage Roads** - There are no frontage roads in this segment. Sidewalks currently exist along both sides of the roadway from Beach Avenue to Charles Street. On-street parking exists along the north side of Illinois Route 120 from Front Street to Third Street, and along both sides of the roadway from Court Street to Riverside Drive.

**Traffic Control/Intersection Configuration** - There are eight signalized intersections in this segment located at Meadow Lane, Oak Drive, Crystal Lake Road, IL Route 31 (two intersections), Green Street, Riverside Drive, and River Road. Existing lane configurations at these intersections are shown on Exhibits A-10 through A-13.

**Structures** - There are three existing structures in this segment which are described in Table 3.4.1.

**Table 3.4.1  
Existing Structures**

<b>IDOT Structure Number</b>	<b>Facility Carried</b>	<b>Feature Crossed</b>	<b>Width</b>	<b>Length</b>	<b>Horizontal Clearance on SRA</b>	<b>Vertical Clearance on SRA</b>
056-0006	Illinois Route 120	Boone Creek	60'	95'	70'	N/A
056-0060	Illinois Route 120	Mill Creek	52'	26'	69'	N/A
056-0049	Illinois Route 120	Fox River	56'	431'	74'	N/A

**Transit** - This segment of the SRA has two PACE bus routes, 806 and 807. Route 807 provides service to the Woodstock and McHenry Metra train stations, both on the Northwest Line. Route 806 serves three stations, McHenry, Crystal Lake, and Fox Lake. McHenry and Crystal Lake are along the Northwest Line and Fox Lake is at the end of the Milwaukee District-North Line.

### 3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of Illinois Route 120 are shown on Exhibits B-10 through B-13.

**Lakes/Streams/Wetlands/Floodplains** - The wetlands and floodplains associated with the Fox River and Mill Creek traverse throughout Segment 4. Additional wetlands and floodplains exist north and south of Illinois Route 120, approximately one-half mile east of River Road.

**Structures with Historical Significance** - The Riverside Hotel, located on the north side of Illinois Route 120 between the Fox River and Riverside Drive, is identified as a historically significant building.

**Hazardous Waste/LUST Sites** - There are four leaking underground storage tank (LUST) sites within Segment 4. The first location is at the northeast corner of Illinois Route 120 and Meadow Lane. The second location is at the northeast corner of the Ramble Road intersection. The third and fourth LUST sites are located on the northeast and southeast corners of the intersection of Illinois Route 120 and River Road, respectively.

**Threatened or Endangered Species** - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

**Prime Farmland** - Prime farmland abuts the south side of Illinois Route 120 near the eastern edge of Segment 4.

### 3.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-10 through B-13.

**Type and Intensity of Development** - A variety of land uses occur in Segment 4 between Park Lane and Chapel Hill Road. This segment bisects downtown McHenry and crosses both Mill Creek and the Fox River. The predominant land uses are commercial and single-family residential. Commercial uses directly abut Illinois Route 120 throughout this segment. The Whispering Oaks Park, Fort McHenry Playground, and Zion Lutheran Church are located nearby the Union Pacific Railroad crossing. The McHenry County Fire Protection facility is located on the northwest corner of Illinois Route 120 and Illinois Route 31. The historic Riverside Hotel is located north of Illinois Route 120 adjacent to the Fox River.

**Planned Development** - The entire segment is planned for future development by the City of McHenry. These planned uses include a mixture of residential, commercial, institutional, industrial uses and an environmental corridor.

### 3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-10 through C-13.

**Roadway** - From Park Lane to Illinois Route 31 the recommendation is to maintain the two 12-foot travel lanes in each direction and provide a 12-foot painted median. This center median will provide an area for left turns into the many driveways along this segment.

**Traffic Control/Intersection Configuration** – It is proposed to maintain all nine existing traffic signal locations. In addition to the improvements along Illinois Route 120, the following improvements on the cross streets are proposed:

At Meadow Lane it is proposed to add a northbound and southbound left turn lane. The recommended lane configurations are shown on Exhibit C-10.

At Oak Drive it is proposed to add a southbound left turn lane. In addition, it is proposed that Royal Drive be relocated to Oak Drive, and become the south leg of the intersection. The south leg would include a separate left turn lane, and a shared through and right turn lane. The recommended lane configurations are shown on Exhibit C-11.

At Crystal Lake Road it is proposed to relocate the intersection west of its current location to create a 90° angle of intersection. The south leg of the intersection would have one left turn lane, and two right turn lanes. The west leg of the intersection would have an exclusive right turn lane. Borden Street would be closed to Illinois Route 120 north and south of the SRA route. The recommended lane configurations are shown on Exhibit C-11 as well as on an Intersection Detail on Exhibit D-1.

At Green Street and Riverside Drive it is proposed to add a northbound and southbound left turn lane. The recommended lane configurations are shown on Exhibit C-11.

The intersection of Illinois Route 120 and River Road is not proposed to have any changes. Lane configurations are shown on Exhibit C-12

**Access Management** – From Beach Avenue to Green Street and from Riverside Drive to Chapel Hill Road it is proposed to maintain the existing access. Driveways should be consolidated wherever feasible. From Green Street to Riverside Drive it is recommended to restrict driveways and cross streets to right-in/right-out.

**Structures** - The three existing structures within this segment will not require modification based on the recommended plans.

**Transit** - Future growth in PACE bus service involves adding midday and off-peak service to complement the Metra rail service along the Northwest Line. It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible.

### **3.4.6 Right-of-Way Requirements**

Additional right-of-way will be required for this segment only in designated areas. The existing right-of-way varies from 70 feet to 120 feet. The recommended roadway plan will require additional right-of-way from 0 to 30 feet along both sides of Illinois Route 120. Right-of-way acquisition is only required from Meadow Lane to Illinois Route 31. See Exhibit C-10 through C-13 for right-of-way acquisition details.

### **3.4.7 Environmental Considerations**

The right-of-way acquisition, ranging from 10 to 20 feet along the south side of Illinois Route 120 and abutting Whispering Oaks Park, may impact the existing floodplain. The floodplain is associated with Mill Creek. The four LUST sites identified within Segment 4 would not be impacted since there will no be right-of-way acquisition in these areas. Similarly, the historic Riverside Hotel will not be affected since right-of-way acquisition is not necessary near the Fox River.

### **3.4.8 Land Use Considerations**

Ten to twenty feet of right-of-way acquisition on both sides of IL Route 120, between Ramble Road and Illinois Route 31/Front Street, will reduce the front yard setbacks of several commercial and

residential properties. Recommended improvements will include constructing cul-de-sacs at two locations between the Union Pacific Railroad crossing and Illinois Route 31/Front Street. Closing local roadways alters traffic patterns but because of low traffic volumes it is expected that the affect of added traffic on nearby streets will be minimal. The Illinois Route 120 bridges at Mill Creek and the Fox River will not affect adjacent land uses since roadway improvements are planned within the existing right-of-way. However, construction plans should consider maintenance and protection of traffic plan to minimize impacts to adjacent land uses during construction.

Future access and setbacks along the portion of Segment 4 planned for commercial uses within the City of McHenry, and planned industrial uses within McHenry County should be coordinated with SRA improvements and the land use plans for the respective jurisdictions.

### **3.4.9 Construction/Right-of-Way Cost Estimates**

The cost estimate for Segment 4 is shown in Table 3.4.2. This construction cost estimate is based on 1991 unit prices.

### **3.4.10 Short Term/Low Cost Improvements**

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

### **3.4.11 Ultimate (Post 2020) Improvements**

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

### **3.4.12 Crossing SRA Routes**

Illinois Route 31 is also designated as an SRA route. An SRA study for this corridor was completed in April 1993. The SRA improvement recommendations for Illinois Route 120 are consistent with the recommended plans for the Illinois Route 31 corridor.

**Table 3.4.2  
Construction Cost Estimate  
Segment 4 – Park Lane to Chapel Hill Road**

Recommended Improvements	Estimated Cost
Roadway	\$850,000
Intersection Improvements	\$1,500,000
Right-of-Way Acquisition	\$658,000
<b>Total - Recommended Improvements</b>	<b>\$3,008,000</b>

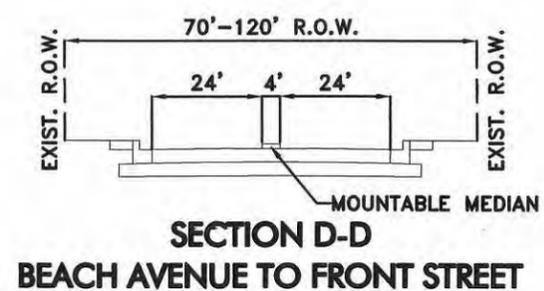
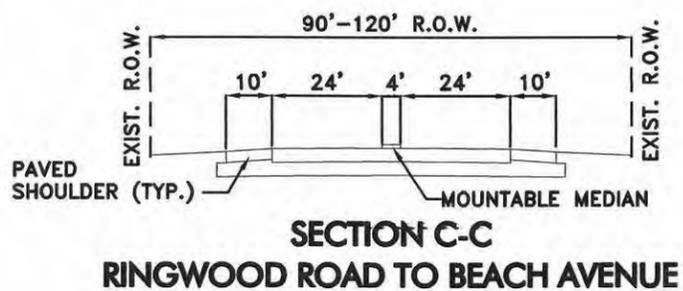
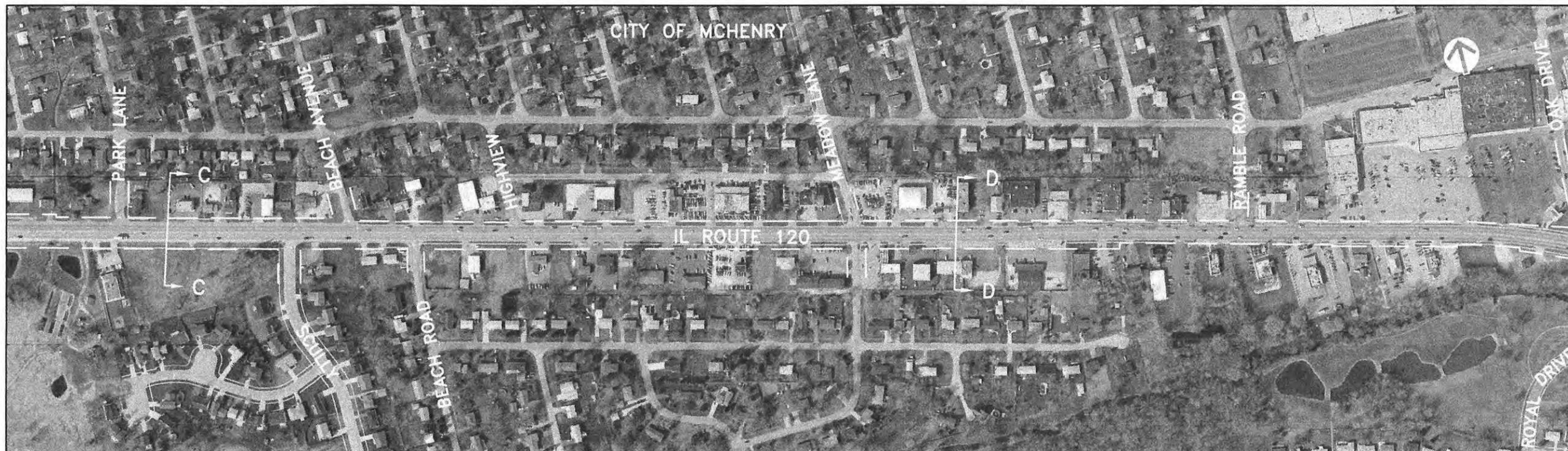
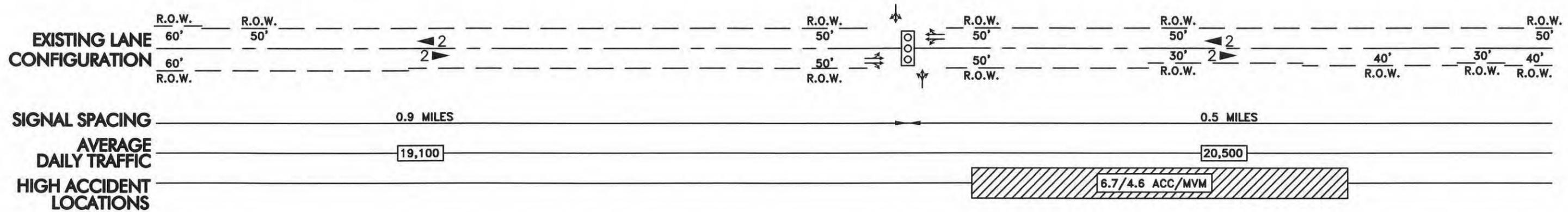
**Note:** This construction cost estimate is based on 1991 unit prices.

**Segment 4**  
**Park Lane to Chapel Hill Road**

**EXISTING FACILITY CHARACTERISTICS**

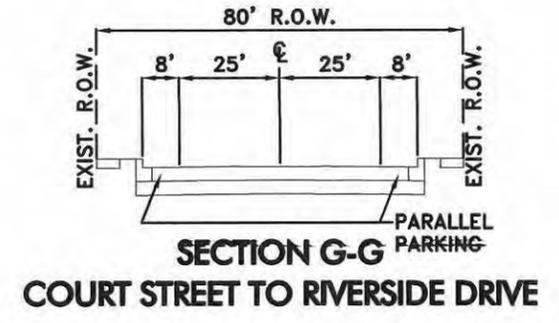
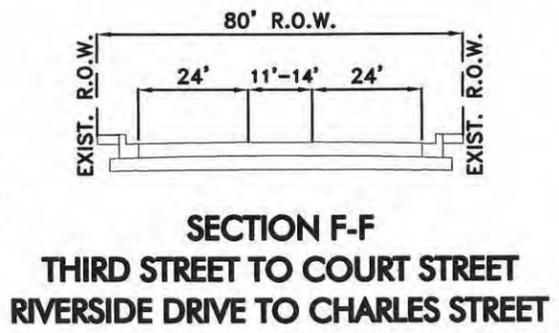
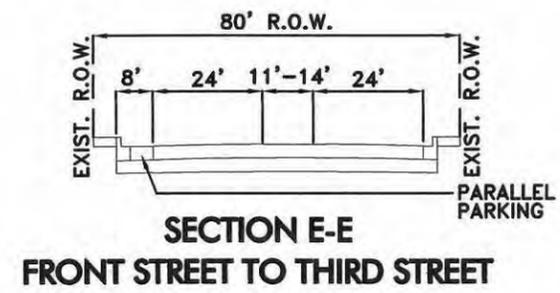
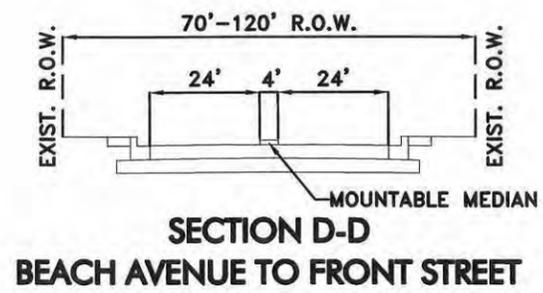
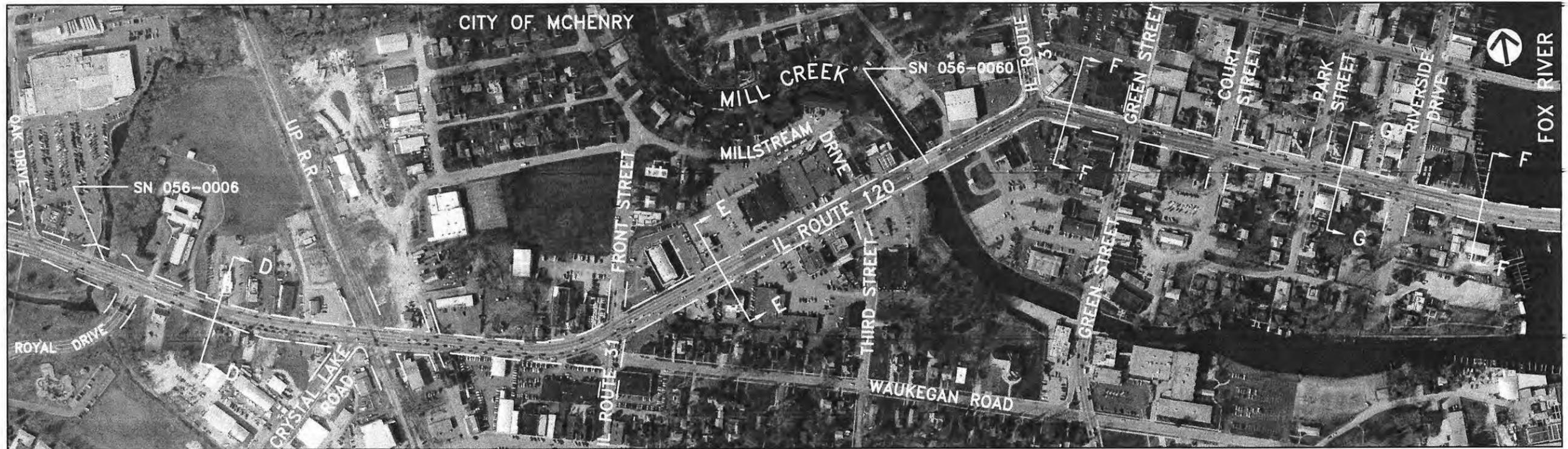
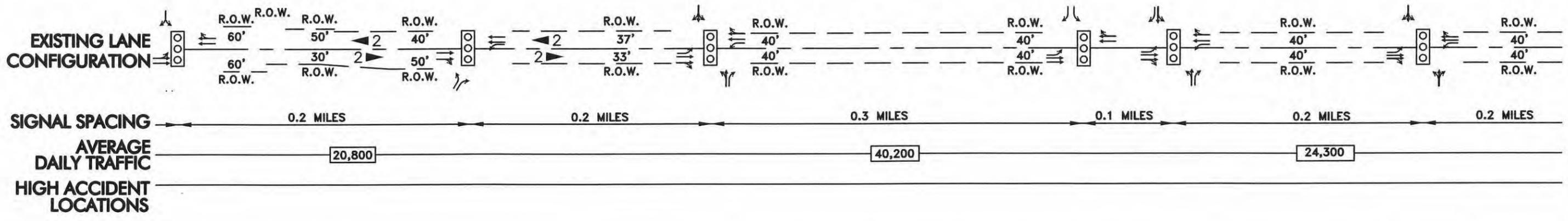
Exhibits A-10 through A-12

See Segment 5 for Exhibit A-13



**LEGEND**

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

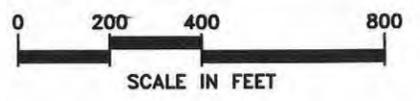


**LEGEND**

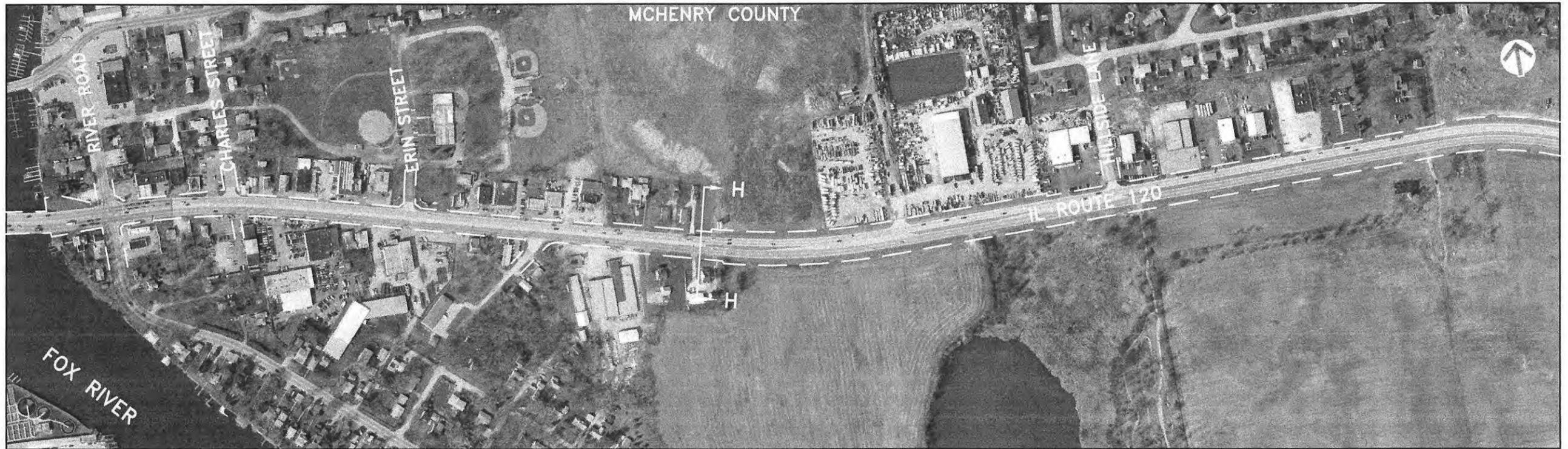
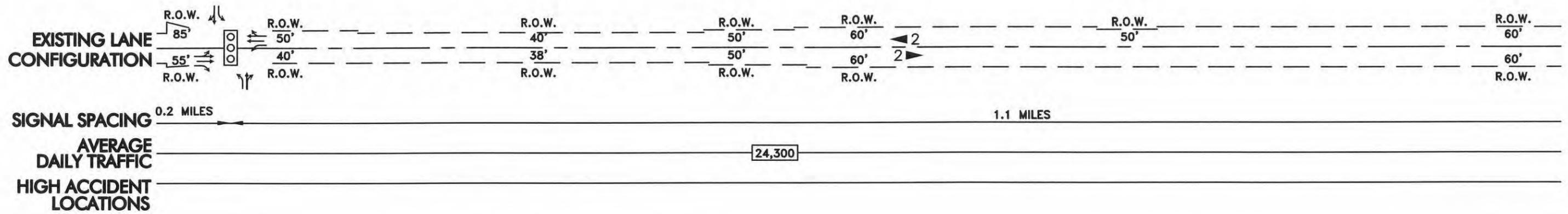
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Illinois Department of Transportation

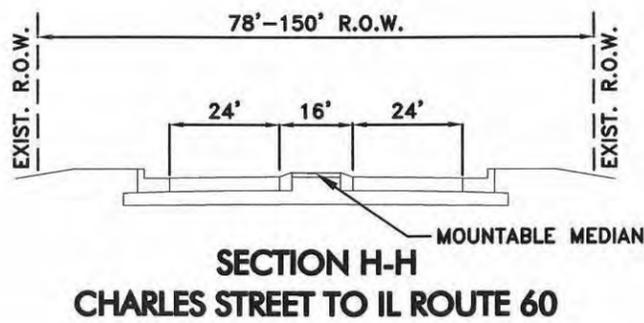
Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
**Shah Engineering, Inc.** **Planning Resources Inc.**



**SRA** Strategic Regional Arterial Planning Study  
**IL ROUTE 120 / CHARLES ROAD**  
**EXISTING FACILITY CHARACTERISTICS**  
**EXHIBIT A-11**



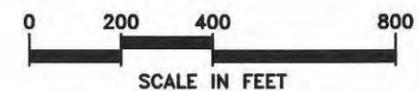
DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
 Shah Engineering, Inc. Planning Resources Inc.



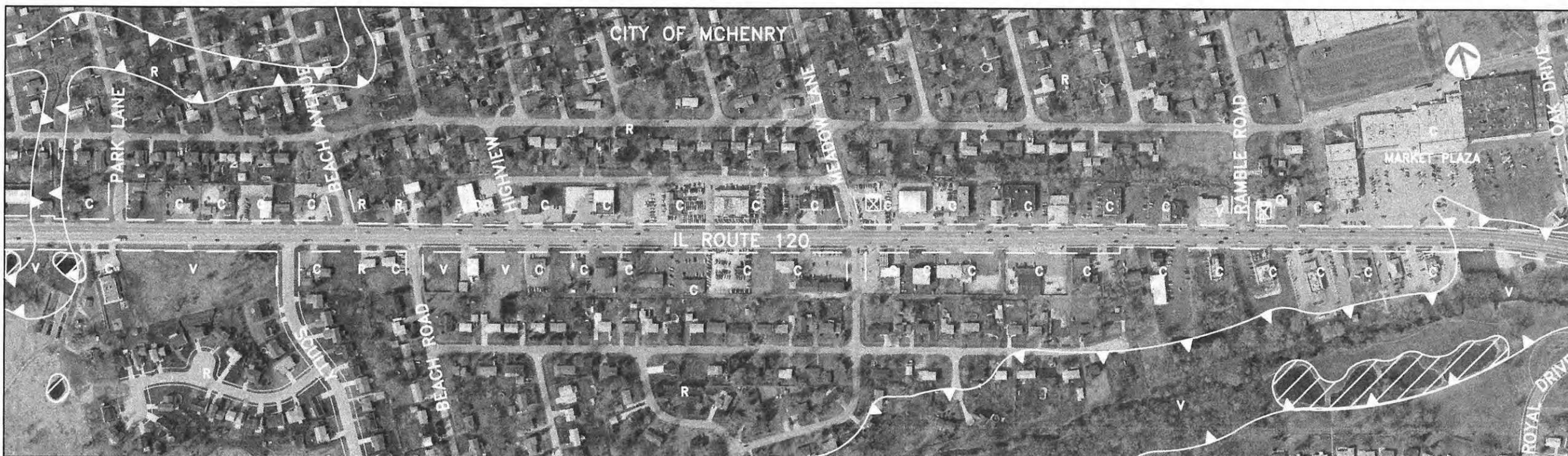
**SRA** Strategic Regional Arterial Planning Study  
**IL ROUTE 120 / CHARLES ROAD**  
**EXISTING FACILITY CHARACTERISTICS**  
**EXHIBIT A-12**

**Segment 4**  
**Park Lane to Chapel Hill Road**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-10 through B-12

See Segment 5 for Exhibit B-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

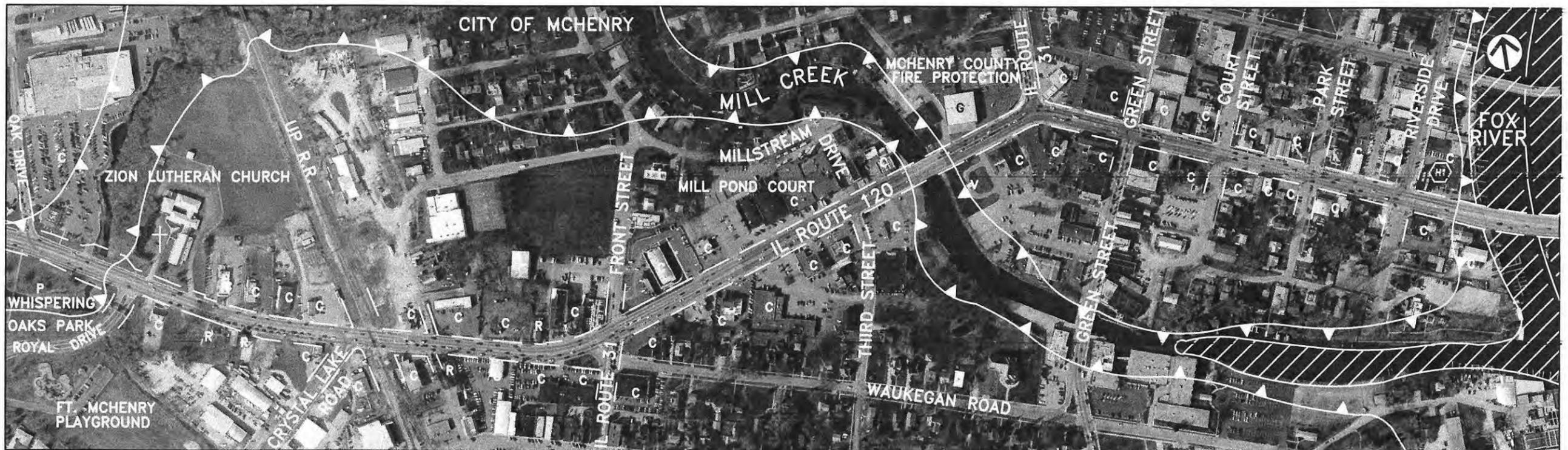
- R SINGLE-FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
  - MH MOBILE HOME PARK
  - O OFFICE (UP TO 3 FLOORS)
  - OH OFFICE HIGH RISE (>3 FLOORS)
  - C COMMERCIAL RETAIL/SERVICE
  - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
  - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
  - I INDUSTRIAL/WAREHOUSE
  - + CHURCH/TEMPLE (NAME)
  - S SCHOOL (NAME)
  - \* CEMETERY (NAME)
  - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
  - P PARK/FOREST PRESERVE (NAME)
  - U UTILITY
  - E EXTRACTION (MINING & GRAVEL)
  - A AGRICULTURE
  - V VACANT
  - PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CMLTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
**Shah Engineering, Inc.** **Planning Resources Inc.**



**IL ROUTE 120 / CHARLES ROAD**  
**LAND USE AND ENVIRONMENTAL CONDITIONS**  
**EXHIBIT B-10**



DATE OF PHOTOGRAPHY: APRIL 14, 1995

**ENVIRONMENTAL FACTORS LEGEND**

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

**HISTORIC BUILDINGS**

- RIVERSIDE HOTEL

**LAND USE LEGEND**

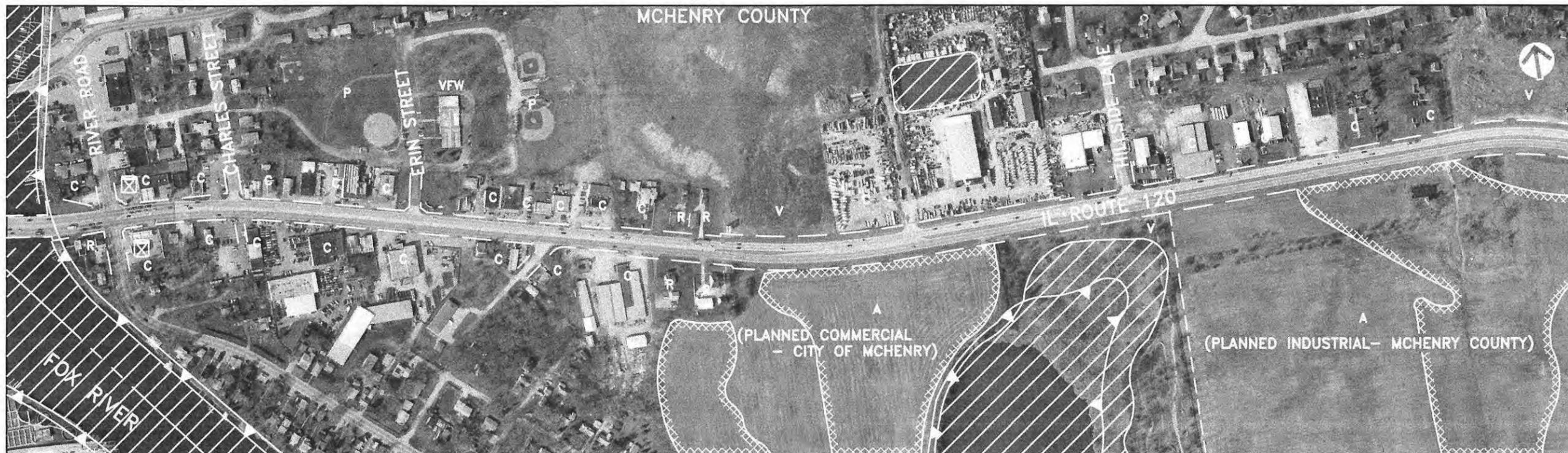
- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- + CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- - - MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



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DATE OF PHOTOGRAPHY: APRIL 14, 1995

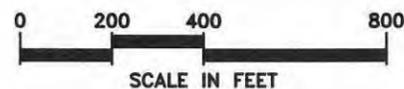
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
(O)	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
**Shah Engineering, Inc.** **Planning Resources Inc.**



**SRA** Strategic Regional Arterial Planning Study

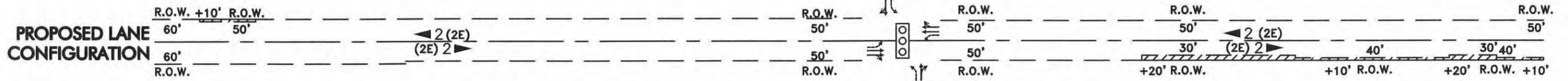
**IL ROUTE 120 / CHARLES ROAD**  
**LAND USE AND ENVIRONMENTAL CONDITIONS**  
**EXHIBIT B-12**

**Segment 4**  
**Park Lane to Chapel Hill Road**

**RECOMMENDED PLAN**

Exhibits C-10 through C-12

See Segment 5 for Exhibit C-13



PROPOSED SIGNAL SPACING

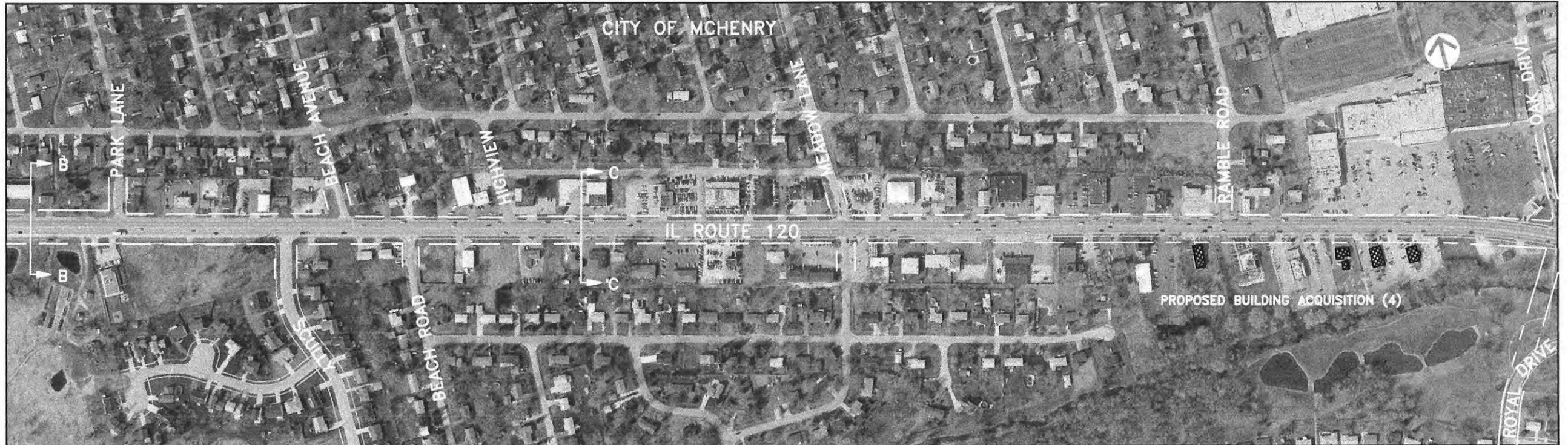
0.9 MILES

0.5 MILES

PROPOSED ACCESS CONTROL

MAINTAIN EXISTING ACCESS\*

MAINTAIN EXISTING ACCESS\*

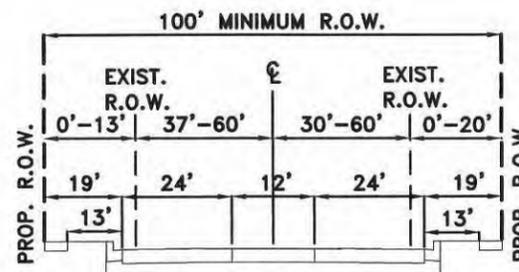


DATE OF PHOTOGRAPHY: APRIL 14, 1995  
FOR SECTION B-B, SEE EXHIBIT C-9

SEGMENT 4

\* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS

SEGMENT 3

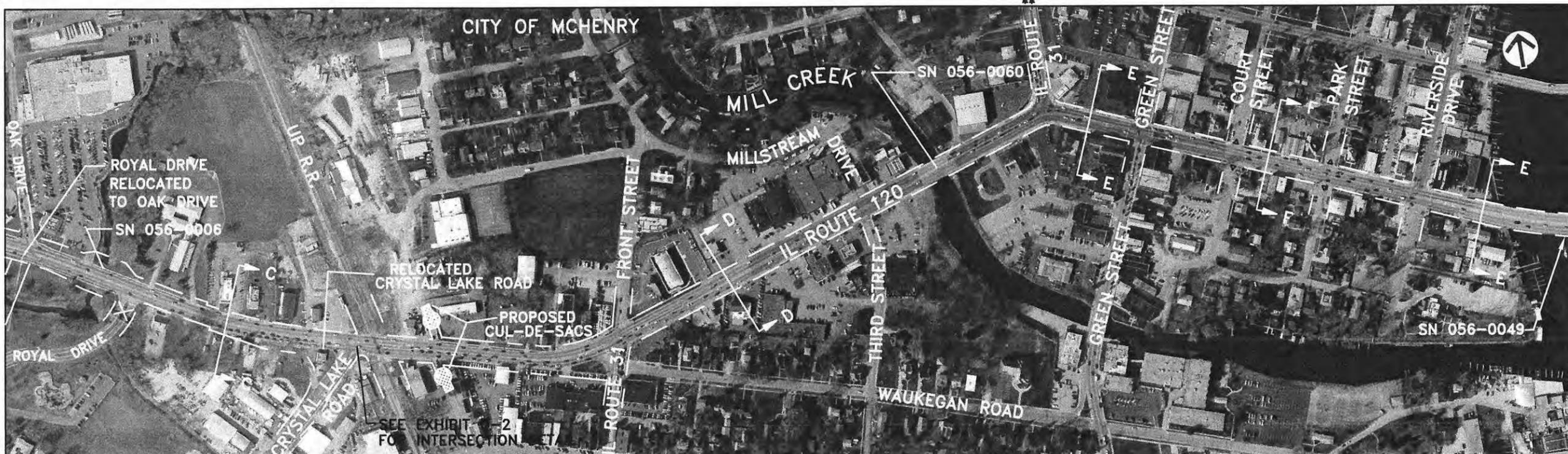
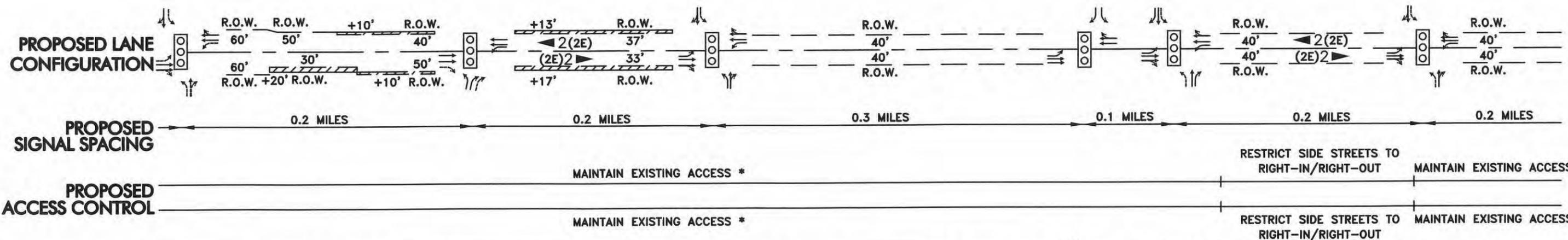


SECTION C-C  
PARK LANE TO FRONT STREET

MAINTAIN EXISTING CROSS SECTION

**LEGEND**

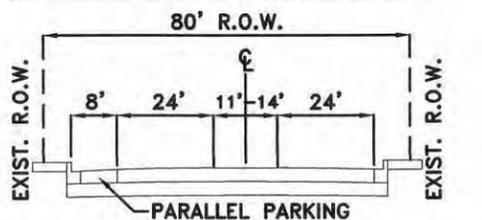
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995  
 FOR SECTION C-C, SEE EXHIBIT C-10

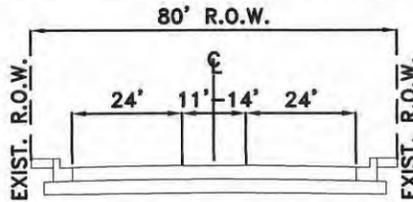
**SEGMENT 4**

\* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS  
 \*\* SEE DETAIL 10 FOR INFORMATION FROM IL ROUTE 31 SRA REPORT



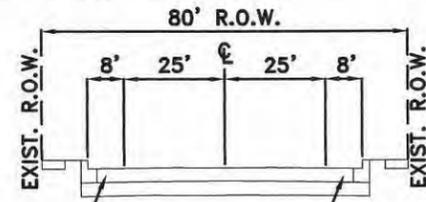
**SECTION D-D**  
**FRONT STREET TO THIRD STREET**

MAINTAIN EXISTING CROSS SECTION



**SECTION E-E**  
**THIRD STREET TO COURT STREET**  
**RIVERSIDE DRIVE TO CHARLES STREET**

MAINTAIN EXISTING CROSS SECTION

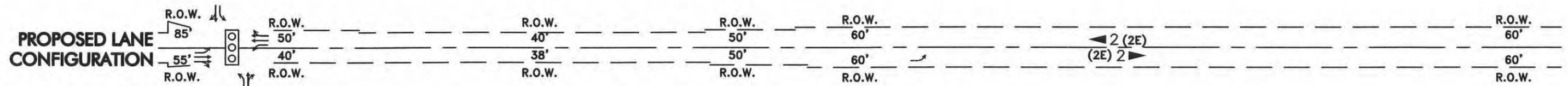


**SECTION F-F**  
**COURT STREET TO RIVERSIDE DRIVE**

MAINTAIN EXISTING CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



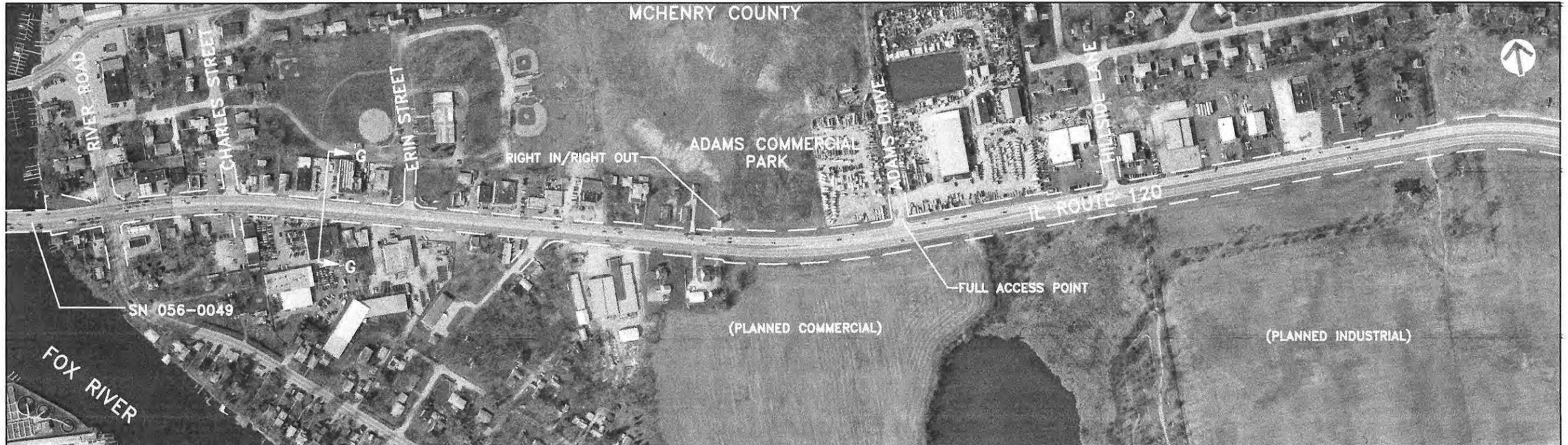
PROPOSED SIGNAL SPACING  
0.2 MILES

1.1 MILES

PROPOSED ACCESS CONTROL

MAINTAIN EXISTING ACCESS \*

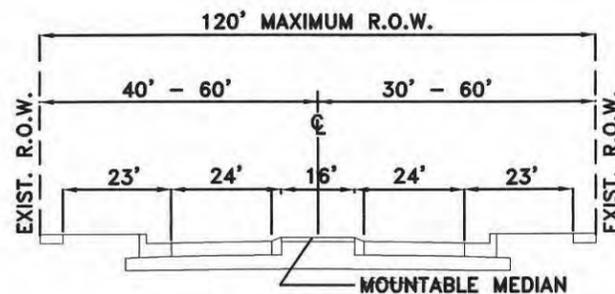
MAINTAIN EXISTING ACCESS \*



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

\* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS



SECTION G-G  
CHARLES STREET TO CHAPEL HILL ROAD  
MAINTAIN EXISTING CROSS SECTION

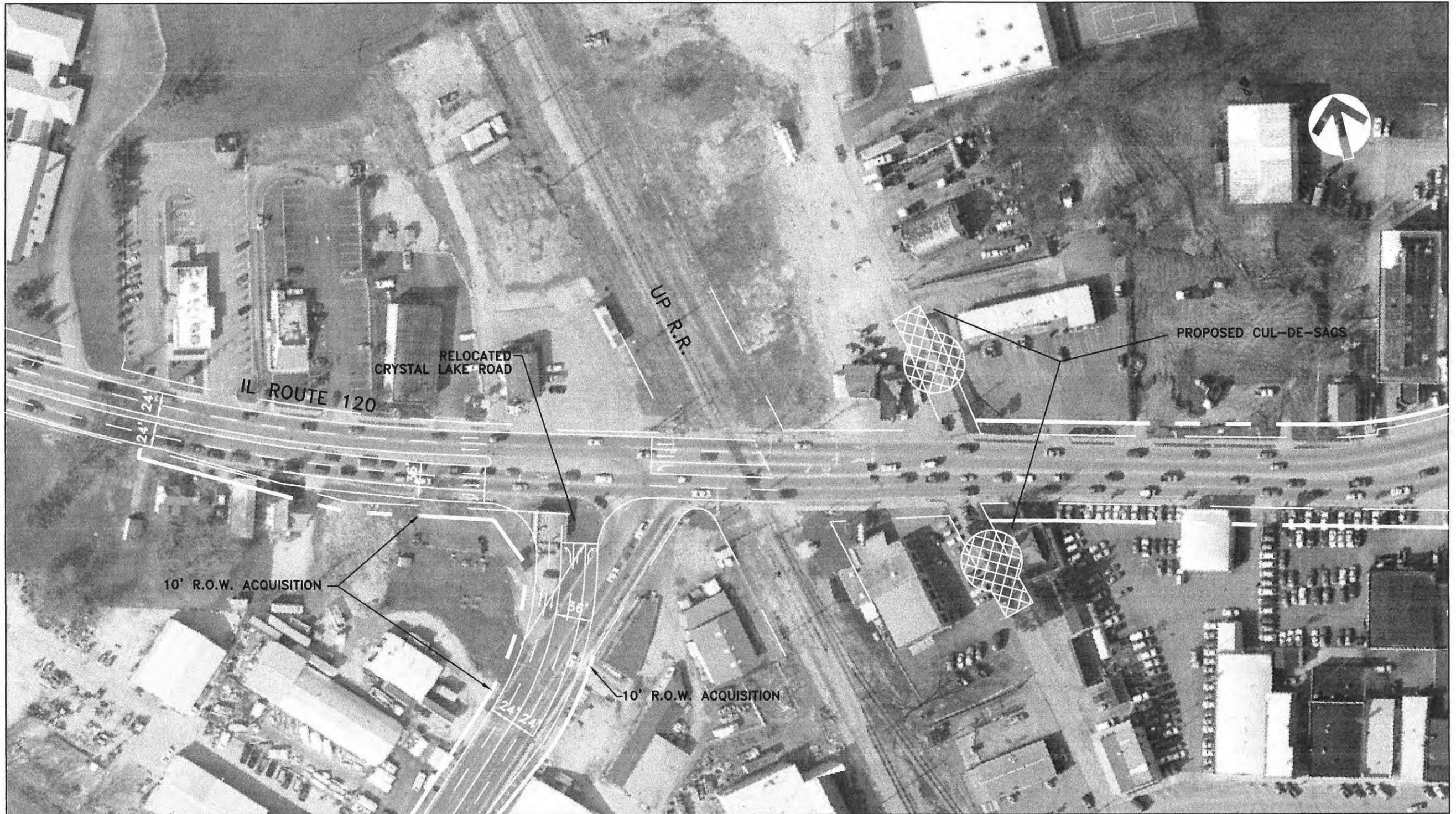
**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP

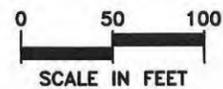
**Segment 4**

**INTERSECTION DETAIL**  
**Illinois Route 120/Crystal Lake Road**

Exhibit D-2



**LEGEND**  
 ———— EXISTING R.O.W.  
 - - - - PROPOSED R.O.W.



**INTERSECTION DETAIL**



**Segment 5**  
**Chapel Hill Road to U.S. Route 12/Illinois Route 59**

### 3.5 Segment 5: Chapel Hill Road to U.S. Route 12/Illinois Route 59

#### 3.5.1 Location

Segment 5 extends along Illinois Route 120 from Chapel Hill Road to U.S. Route 12/Illinois Route 59 (see Figure 3.1). The segment is approximately 4.4 miles in length and is located in unincorporated McHenry County, unincorporated Lake County and the Village of Lakemoor.

#### 3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-13 through A-16.

**Right-of-Way** - The existing right-of-way in this segment varies from 100 feet to 150 feet in width.

**Roadway Characteristics** - The existing cross section in this segment consists of two, 12-foot travel lanes in each direction with a 16-foot mountable median. Curb and gutter with a closed drainage system is typical for this segment. Existing typical sections for this segment are included on Exhibits A-13 through A-16.

**Traffic Volumes** - Illinois Department of Transportation Traffic Maps indicate that for 1997 the average annual daily traffic for this segment varied from 17,300 to 24,300 vehicles per day.

**Accidents** - There is one high accident location in this segment, approximately 7,500 feet in length, that stretches from Chapel Hill Road to Lily Lake Road along Illinois Route 120. It should be noted that these accident statistics are for the time period prior to the recent IDOT improvement of this segment of Illinois Route 120. This improvement has likely reduced the number of accidents in this area.

**Parking, Sidewalks, and Frontage Roads** - There are no on-street parking spaces, sidewalks, or frontage roads in this segment.

**Traffic Control/Intersection Configuration** - There are two signalized intersections in this segment located at Chapel Hill Road and Lily Lake Road. Existing lane configurations at these intersections are shown on Exhibits A-13 through A-16.

**Structures** - There are no existing structures in this segment.

**Transit** - The western area of this segment has one PACE bus route, 806, which provides service to the McHenry Metra train station as well as the Fox Lake and Crystal Lake stations. The McHenry and Crystal Lake Metra stations are on the Northwest Line and the Fox Lake station is at the end of the Milwaukee District-North Line.

### 3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-13 through B-16.

**Lakes/Streams/Wetlands/Floodplains** - Several large wetlands and floodplains, including Lily Lake, are located both north and south of Illinois Route 120 within this segment.

**Structures with Historical Significance** - There are no sites of documented historical significance located along this segment.

**Hazardous Waste/LUST Sites** - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

**Threatened or Endangered Species** - Lily Lake, located south of Illinois Route 120, is an Illinois Natural Area Inventory (INAI) site.

**Prime Farmland** - Prime farmland directly abuts Illinois Route 120 near the western end of Segment 5. Prime farmland is also adjacent to the north and south sides of Illinois Route 120 east of Darrell Road through the remainder of this segment.

### 3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-13 through B-16.

**Type and Intensity of Development** - The primary land uses in Segment 5 are commercial, residential, agricultural, and government. Commercial uses are clustered in the general area near the Illinois Route 120 and Chapel Hill Road intersection. Agricultural uses are prominent along the north side of Segment 5. Scattered single-family residential dwellings are located between the agricultural properties. The McHenry Township Fire Department and Public Library are located at the intersection of Illinois Route 120 and Lily Lake Road. A mix of single-family residential and commercial uses exist along the SRA through the Village of Lakemoor. Lily Lake abuts Illinois Route 120 in the middle portion of this segment. The Lakemoor Village Hall is located on the north side of Illinois Route 120, just east of Lily Lake. The predominant use between Darrell Road and Gilmer Road is agricultural. A commercial agricultural use is bounded by Illinois Route 120, Fox Lake Road, and Gilmer Road.

**Planned Development** - The City of McHenry has planned commercial uses for the northwest, southwest, and northeast corners of Illinois Route 120 and Chapel Hill Road. The majority of the property east of Chapel Hill Road and south of Illinois Route 120 is planned for residential uses by the City of McHenry.

### 3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-13 through C-16.

**Roadway** – Due to the relatively low projected traffic volumes for this segment, it is not anticipated that six lanes will be required for this segment. Therefore, it is proposed to maintain the existing roadway cross section.

**Traffic Control/Intersection Configuration** – It is proposed to maintain the two existing traffic signal locations in this segment. It is assumed that the south leg of the intersection of Illinois Route 120 and Chapel Hill Road will be completed in the short term.

There are three recommended traffic signal locations in this segment; Darrell Road, Sullivan Lake Boulevard, and Fisher Road. The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Proposed lane configurations for these intersections are shown on Exhibits C-13 through C-16.

**Access Management** - The existing access available to Illinois Route 120 will be maintained for this segment. Future access locations will be restricted to right-in/right-out only except where full access locations are shown. Future access along the south side of Illinois Route 120, between Fisher Road and U.S. Route 12/Illinois Route 59 should be consolidated to provide a full access point across from Fox Lake Road.

**Transit** - Future growth in PACE bus service involves adding midday and off-peak service to complement the Metra rail service along the Northwest Line. It is recommended that bus stops be relocated to the far side of intersections where feasible. Park and Ride as well as Park and Pool lots should be implemented at intersecting SRA routes and bus turnouts are also recommended at major traffic generators where possible.

### 3.5.6 Right-of-Way Requirements

No additional right-of-way is required in this segment.

### 3.5.7 Environmental Considerations

There will be little impact to environmental resources within Segment 5 since no right-of-way acquisition is planned. However, any grading and roadway improvements may affect Lily Lake and the other wetlands identified throughout this segment

### **3.5.8 Land Use Considerations**

No significant impacts to land use are expected within Segment 5 since roadway improvements are planned within the existing right-of-way.

### **3.5.9 Construction/Right-of-Way Cost Estimates**

The cost estimate for Segment 5 is shown in Table 3.5.1. This construction cost estimate is based on 1991 unit prices.

### **3.5.10 Short Term/Low Cost Improvements**

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. The traffic signal should be installed at the recommended locations when the traffic signal warrants recommended for SRA routes are met. There are no short term/low cost improvements for this segment.

### **3.5.11 Ultimate (Post 2020) Improvements**

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

### **3.5.12 Crossing SRA Routes**

U.S. Route 12/Illinois Route 59 is also designated as an SRA route. The SRA study for this corridor was completed in November 1994. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the U.S. Route 12/Illinois Route 59 corridor.

**Table 3.5.1**  
**Construction Cost Estimate**  
**Segment 5 – Chapel Hill Road to U.S. Route 12/Illinois Route 59**

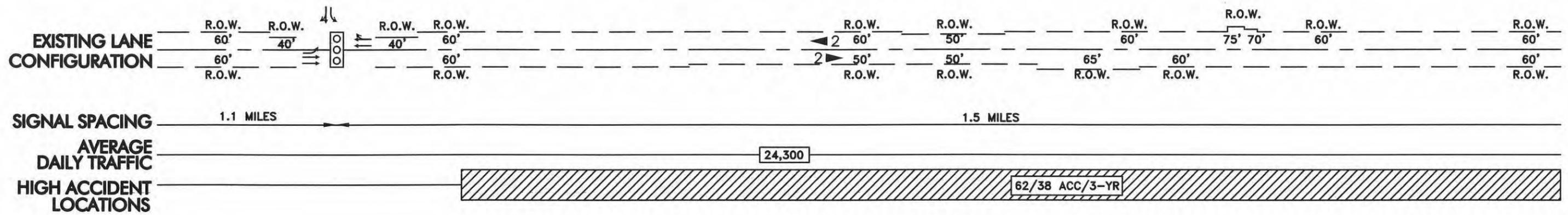
Recommended Improvements	Estimated Cost
Roadway	\$0
Intersection Improvements	\$350,000
Right-of-Way Acquisition	\$0
<b>Total - Recommended Improvements</b>	<b>\$350,000</b>

**Note:** This construction cost estimate is based on 1991 unit prices.

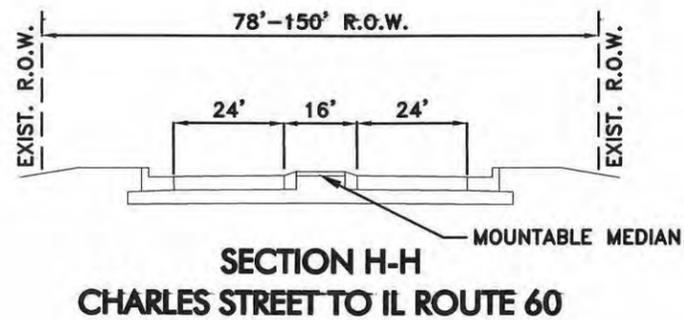
**Segment 5**  
**Chapel Hill Road to U.S. Route 12/Illinois Route 59**

**EXISTING FACILITY CHARACTERISTICS**

Exhibits A-13 through A-16

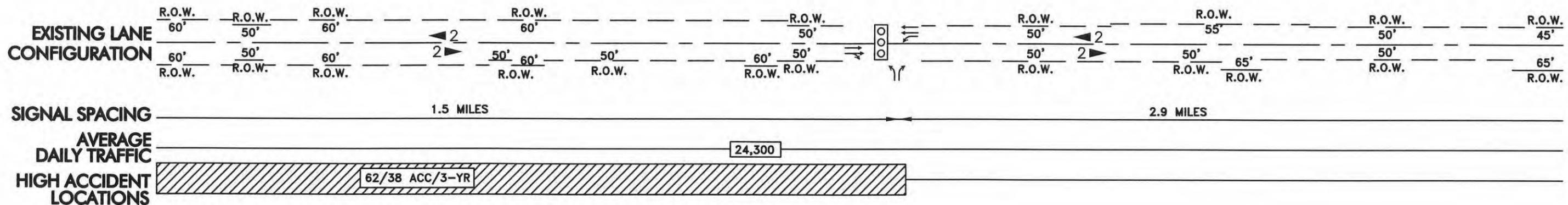


DATE OF PHOTOGRAPHY: APRIL 14, 1995

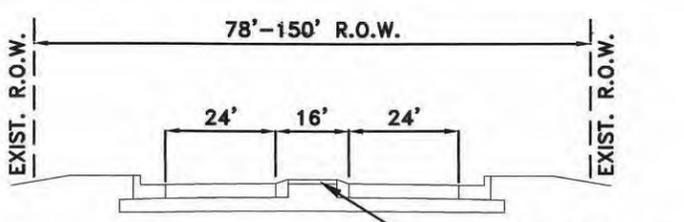


**LEGEND**

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



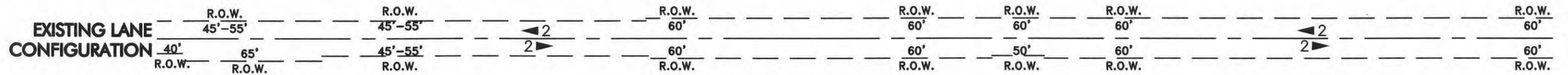
DATE OF PHOTOGRAPHY: APRIL 14, 1995



**SECTION H-H**  
CHARLES STREET TO IL ROUTE 60

**LEGEND**

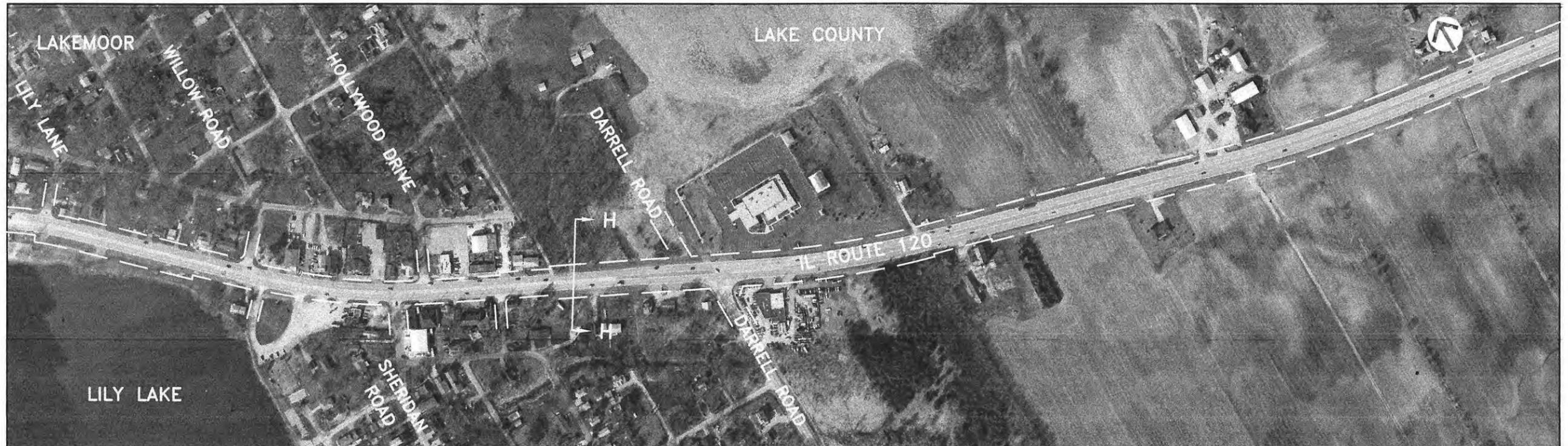
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



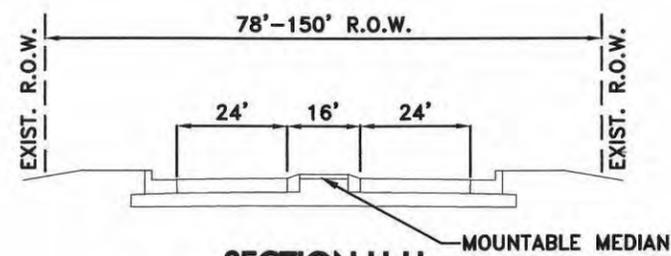
SIGNAL SPACING  
 AVERAGE DAILY TRAFFIC  
 HIGH ACCIDENT LOCATIONS

2.9 MILES

17,300



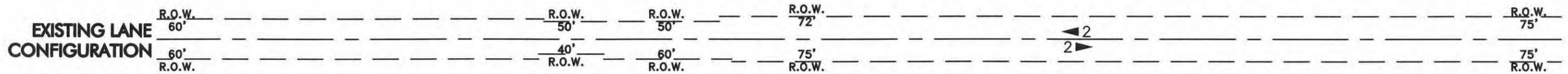
DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION H-H  
 CHARLES STREET TO IL ROUTE 60

### LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



SIGNAL SPACING

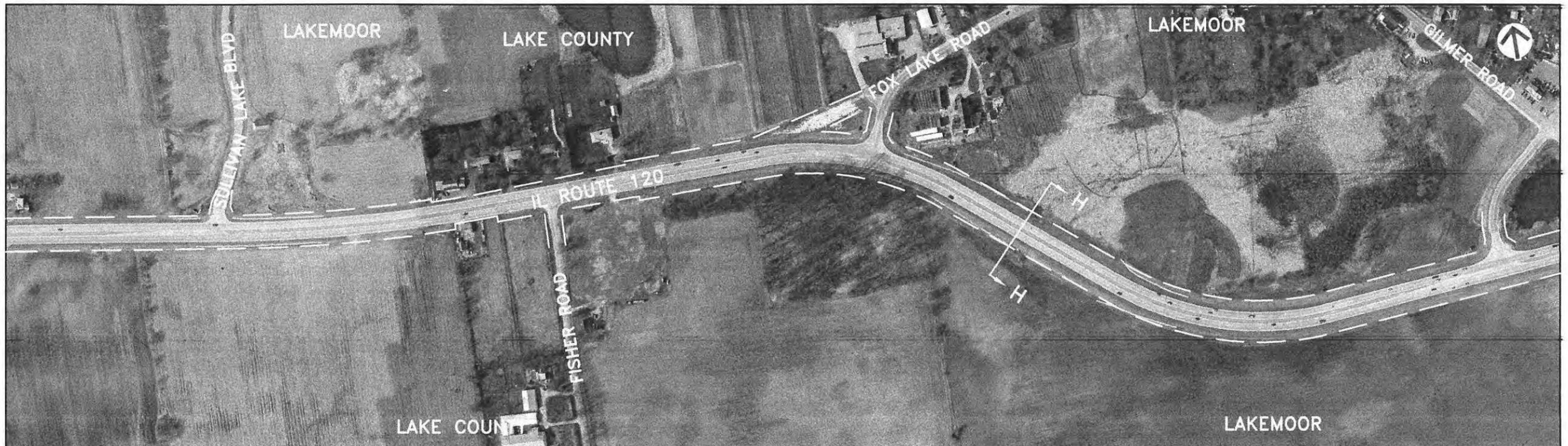
2.9 MILES

AVERAGE DAILY TRAFFIC

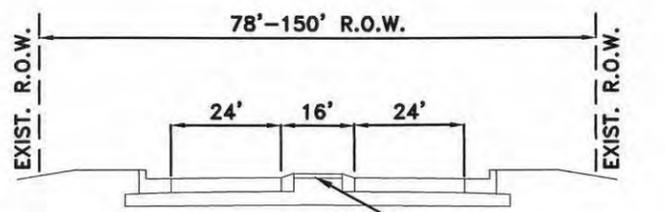
17,300

20,100

HIGH ACCIDENT LOCATIONS



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION H-H  
CHARLES STREET TO IL ROUTE 60

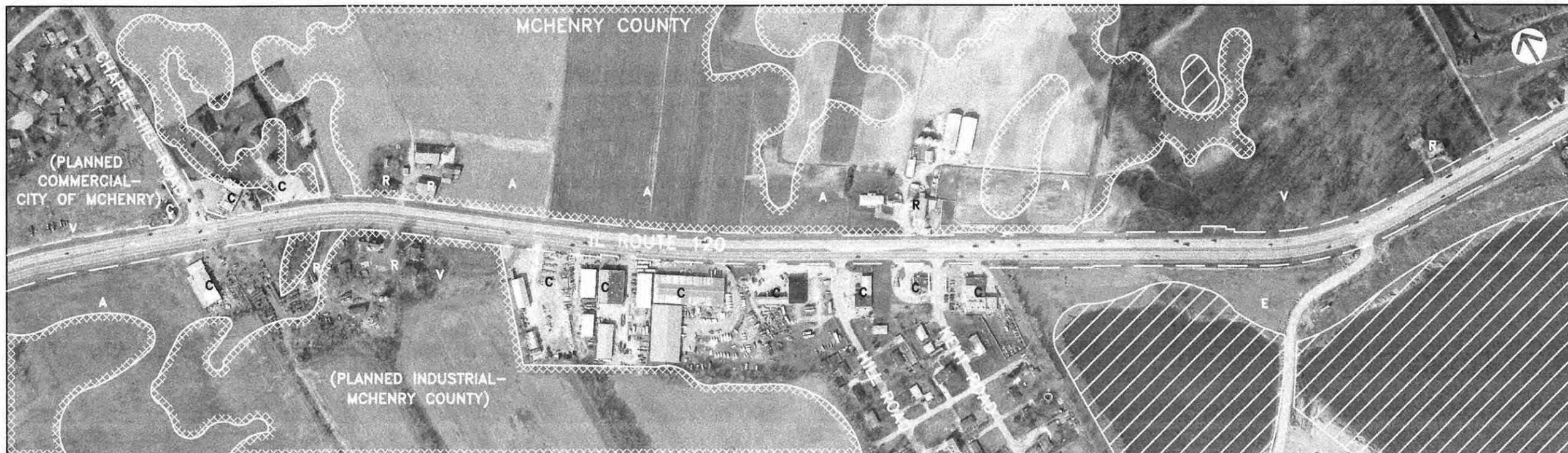
LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

**Segment 5**  
**Chapel Hill Road to U.S. Route 12/Illinois Route 59**

**LAND USE AND ENVIRONMENTAL CONDITIONS**

Exhibits B-13 through B-16



DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL/WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- \* CEMETERY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE





DATE OF PHOTOGRAPHY: APRIL 14, 1995

### ENVIRONMENTAL FACTORS LEGEND

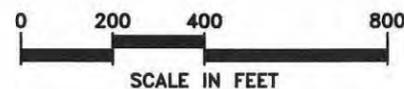
-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

### LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
  - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
  - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
  - MH MOBILE HOME PARK
  - O OFFICE (UP TO 3 FLOORS)
  - OH OFFICE HIGH RISE (>3 FLOORS)
  - C COMMERCIAL RETAIL/SERVICE
  - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
  - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
  - I INDUSTRIAL/WAREHOUSE
  - S CHURCH/TEMPLE (NAME)
  - S SCHOOL (NAME)
  - \* CEMETERY (NAME)
  - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
  - P PARK/FOREST PRESERVE (NAME)
  - U UTILITY
  - E EXTRACTION (MINING & GRAVEL)
  - A AGRICULTURE
  - V VACANT
  - O PLANNED USE/JURISDICTION
  - PLANNED USE/JURISDICTION BOUNDARY
  - MUNICIPAL BOUNDARY
  - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CMLTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
**Shah Engineering, Inc.** **Planning Resources Inc.**



**IL ROUTE 120 / CHARLES ROAD**  
**LAND USE AND ENVIRONMENTAL CONDITIONS**  
**EXHIBIT B-14**



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
	PLANNED USE/JURISDICTION
	PLANNED USE/JURISDICTION BOUNDARY
	MUNICIPAL BOUNDARY
	EXISTING RIGHT OF WAY
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE	

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**  
 In Association with: **METRO Transportation Group**  
 Shah Engineering, Inc. **Planning Resources Inc.**



**SRA** *Strategic Regional Arterial Planning Study*  
**IL ROUTE 120 / CHARLES ROAD**  
**LAND USE AND ENVIRONMENTAL CONDITIONS**  
**EXHIBIT B-15**



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

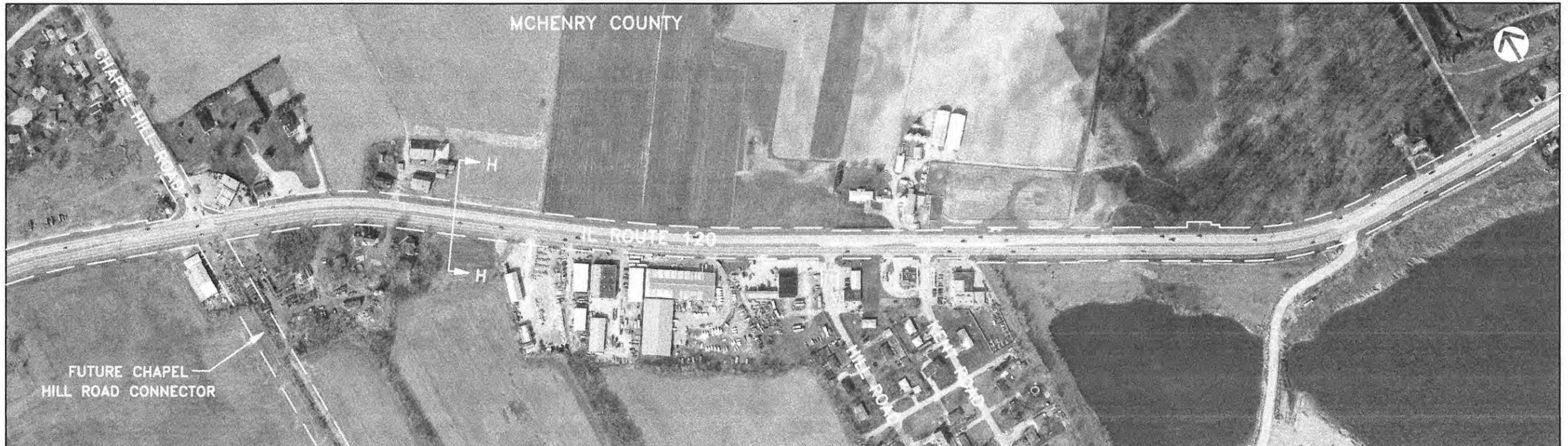
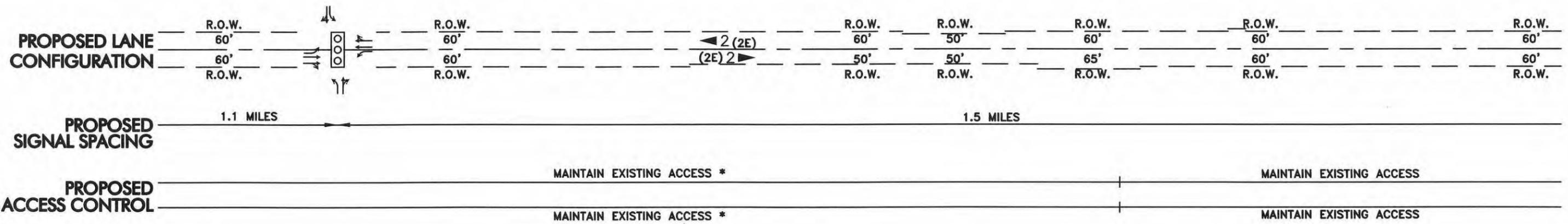
LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
T	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
( )	PLANNED USE/JURISDICTION
- - -	PLANNED USE/JURISDICTION BOUNDARY
- - -	MUNICIPAL BOUNDARY
- - -	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

**Segment 5**  
**Chapel Hill Road to U.S. Route 12/Illinois Route 59**

**RECOMMENDED PLAN**

Exhibits C-13 through C-16

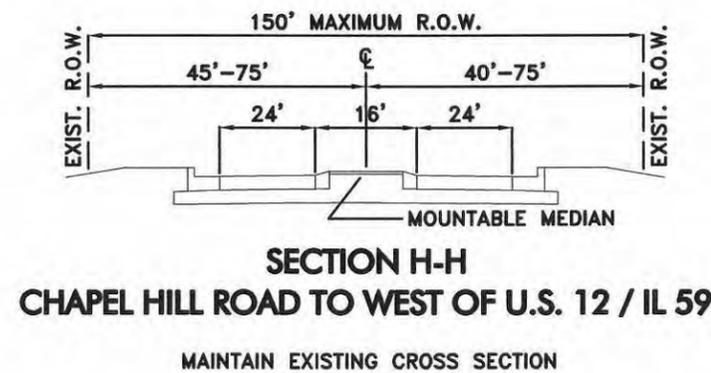


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

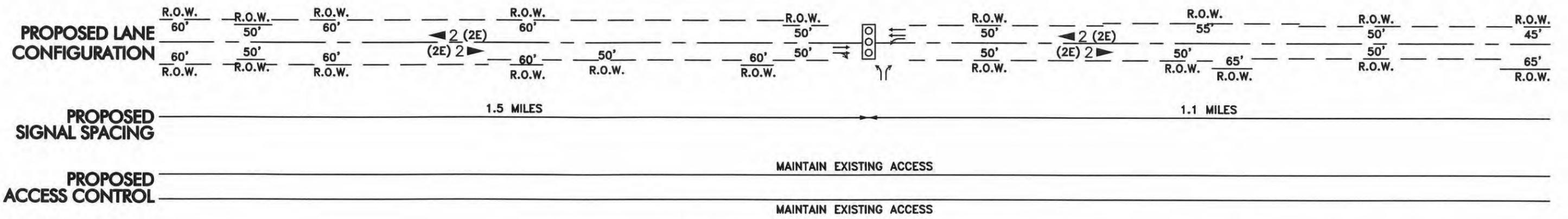
SEGMENT 5

\* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS



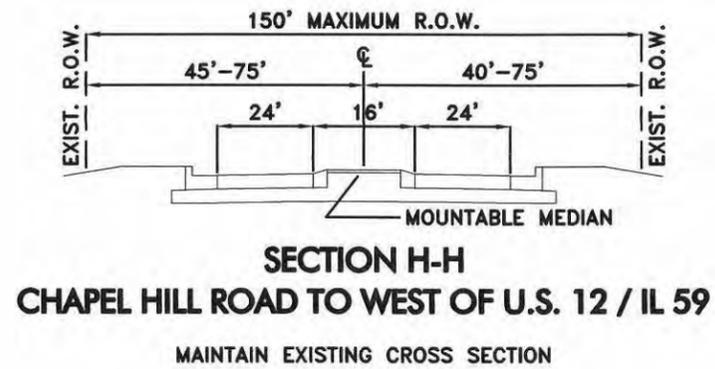
**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



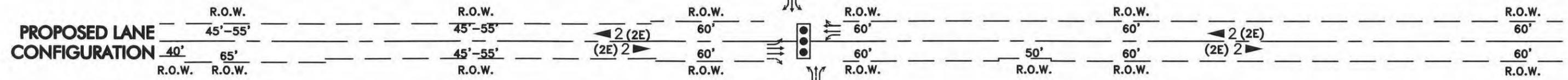
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



**PROPOSED SIGNAL SPACING**

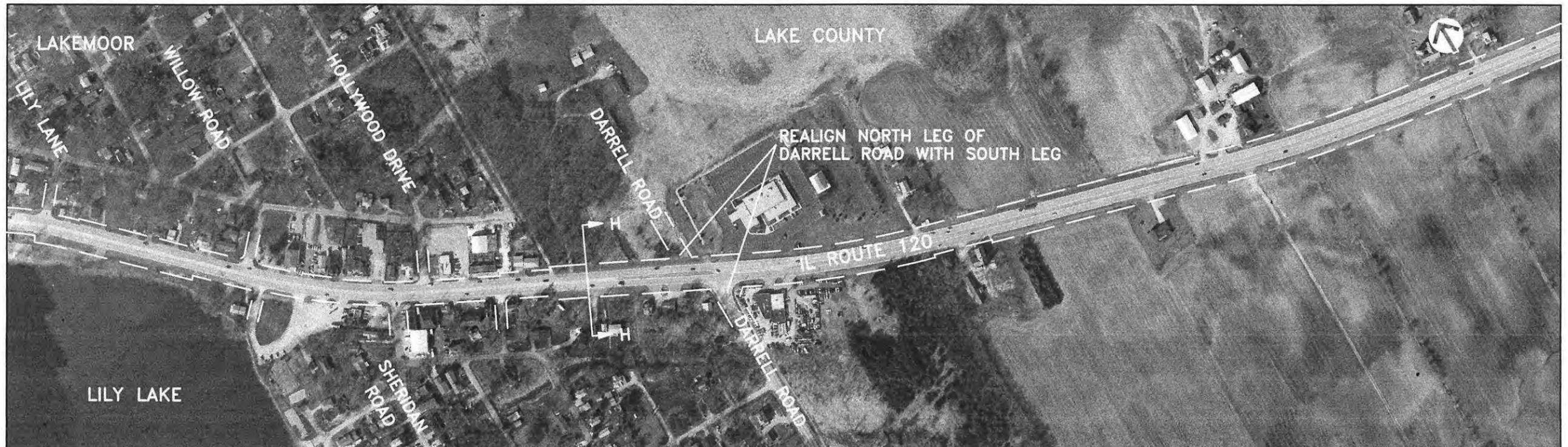
1.1 MILES

0.7 MILES

**PROPOSED ACCESS CONTROL**

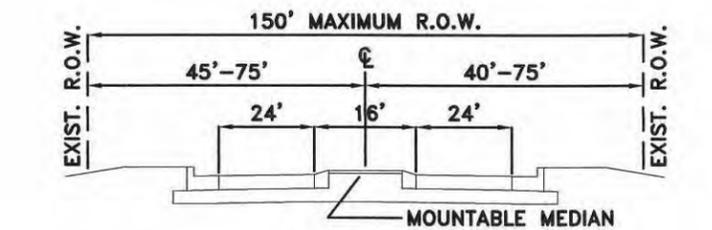
MAINTAIN EXISTING ACCESS

MAINTAIN EXISTING ACCESS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

**SEGMENT 5**

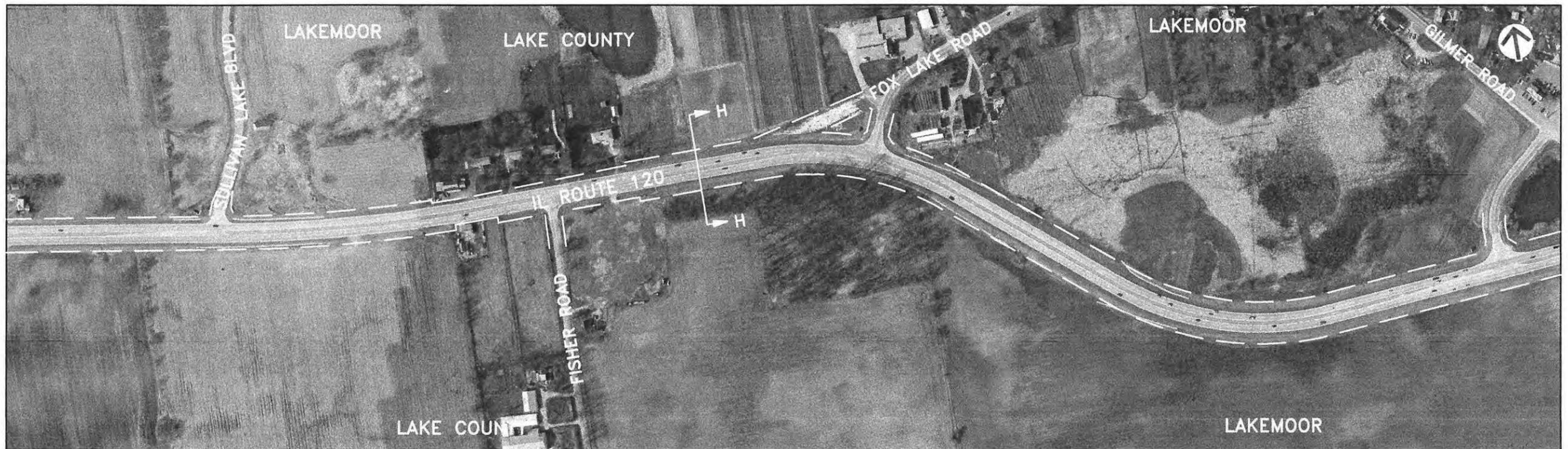
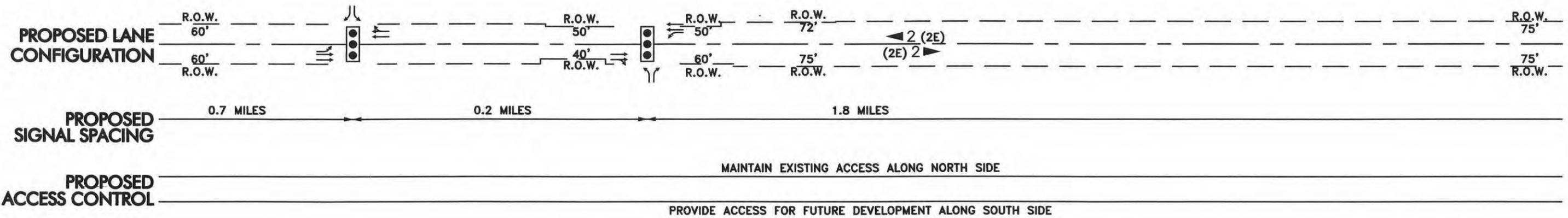


**SECTION H-H  
CHAPEL HILL ROAD TO WEST OF U.S. 12 / IL 59**

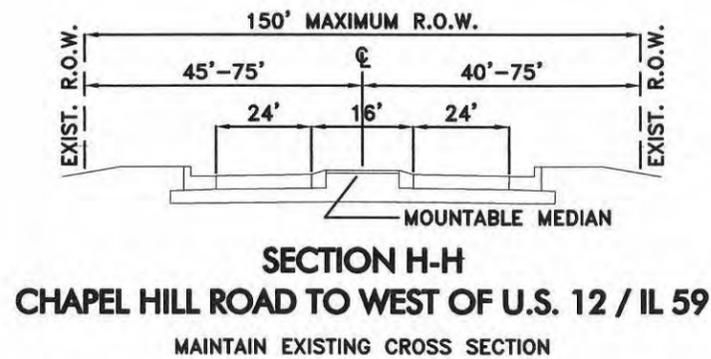
MAINTAIN EXISTING CROSS SECTION

**LEGEND**

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN
- BUS STOP



**SEGMENT 5**



LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN
	BUS STOP

## **IV. Public Involvement**

### **4.1 The Public Involvement Process**

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts centered around communities and jurisdictional agencies that would be directly affected by SRA improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with municipal leaders and/or staff members to sample community attitudes towards SRA goals and to identify concerns regarding potential improvement concepts. Interviews were also conducted with some jurisdiction agencies such as county transportation departments or forest preserve districts if their facilities would be directly affected.

Once data collection was completed and alternatives/design concepts were developed, communities were invited to attend an Advisory Panel meeting at which the SRA design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These will be presented at a second Advisory Panel meeting as well as at a public hearing which will be open to the general public.

Individual Community Interviews were conducted during February of 1996 and the first Advisory Panel meeting was held on May 5, 1999. The second Advisory Panel meeting was held on October 20 followed by the public hearing on October 27, 1999.

Copies of the meeting minutes, public hearing minutes and comments are included in Appendix A.

### **4.2 Individual Community Interviews**

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICI's) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes for Illinois Route 120 is as follows:

- City of Woodstock
  - The City stated that they would prefer to see the western limit of the SRA be extended west past Illinois Route 47 to ultimately intersect with U.S. Route 14.
  
- City of McHenry
  - The possibility of abandoning a railroad spur near Illinois Route 31 could create a new roadway to eliminate the segment of road shared by Illinois Route 31 and Illinois Route 120.
  - The western McHenry bypass, as indicated in the Illinois Route 31 SRA study, is on the McHenry County transportation plan. The City is currently only considering the portion south of Illinois Route 120.
  - Illinois Route 120 just east of Martin Road has a high accident history due in part to horizontal curves and cut-through traffic patterns from nearby residential areas.
  - Within the downtown area, the City suggested realigning or modifying several cross streets to improve access.
  
- Village of Lakemoor
  - The Village plans for the area along Illinois Route 120 to be commercially developed with a four to six lane roadway.
  - The Village stated that possible future developments could impact several key intersections; Lily Lake Road, Sullivan Lake Road, and Darrel Road.

Copies of the ICI meeting minutes are included in Appendix A.

### **4.3 Advisory Panel Meetings**

The first meeting of the SRA Advisory Panel was held on May 5, 1999 with a second meeting held on October 20, 1999. At the Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for Illinois Route 120/Charles Road were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

#### **4.4 Public Hearing**

A public hearing was held on October 27, 1999 to present recommended improvements to Illinois Route 120/Charles Road as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. This presentation will include the scope and objectives of the SRA system, the relation of Illinois Route 120/Charles Road to the overall system and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was also present during the hearing to take oral comments and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements are included in Appendix A.

## **APPENDIX A**

### **Public Involvement**

## **Individual Community Interview Meeting Minutes**



Meeting Minutes

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 10 - IL Route 120/Lamb/Charles

**Date:** February 08, 1996

**Time:** 3:00 P.M.

**Place:** City of Woodstock  
Public Works Building

**In Attendance:** Mr. John Isbell, Public Works Dir. City of Woodstock  
Mr. Gary Overbay, Civiltech Engineering, Inc.  
Ms. Dawn Marincic, Civiltech Engineering, Inc.  
Mr. Jon Vana, Civiltech Engineering, Inc.

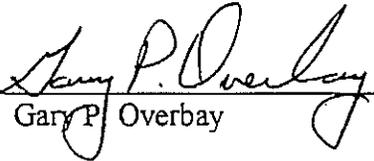
Mr. Overbay began the meeting by introducing the Consultant's project staff, and giving a brief history and description of the SRA planning study process. The City of Woodstock has had previous experience with the SRA process with IL Route 47.

SRA corridor 10 does not pass through the City limits of Woodstock, nor does the City have any active plans to annex land to the north of the current City limits. Mr. Isbell did state that Woodstock may consider land annexation to the north in the future, however he did not see a need for a SRA four lane rural cross section along Route 120/Lamb/Charles in the next 25 years.

The current terminus of the Route 120/Lamb/Charles SRA study is at IL Route 47. Mr. Isbell stated that the City of Woodstock would prefer to see this western limit extended to Route 14. The City will provide a letter stating their preference regarding this Corridor extension to the west, via Lamb Road. This extension is identified in McHenry County's long range transportation plan.

Mr. Overbay stated that one of the most beneficial community uses of the SRA study is to secure or reserve the necessary future R.O.W. required by the ultimate recommended improvement. He asked Mr. Isbell to keep this in mind during future annexations and developments.

The meeting adjourned at 3:30 P.M..

By:   
Gary P. Overbay

Date: 2/9/96



Meeting Minutes

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 10 - IL Route 120/Lamb/Charles

**Date:** February 15, 1996

**Time:** 3:00 P.M.

**Place:** City of McHenry  
City Hall

**In Attendance:** Mr. Fredric Batt, Director of Public Works, City of McHenry  
Mr. Daniel J. Marcinko, Engineering Inspector, City of McHenry  
Mr. Gary Overbay, Civiltech Engineering, Inc.  
Mr. Jon Vana, Civiltech Engineering, Inc.

Mr. Overbay began the meeting by introducing the Consultant's project staff, and giving a brief history and description of the SRA planning study process. The City of McHenry has had previous experience with the SRA process with IL Route 31.

The segment of Route 120 between the south and north legs of Route 31 is common to both the Route 31 SRA report and the Route 120 SRA report. The previous Route 31 SRA report did not propose any improvements be made to this section.

Mr. Batt indicated that the Chicago & Northwestern railroad property, if abandoned in the future, could be used as R.O.W. for a roadway to link the two legs of Route 31 directly. This is a possibility as there has been discussion about moving the commuter station to the south side of town. This road would hook up with Route 31 south of Route 120, and end at Route 31 north of town. This would take Route 31 thru traffic off the aforementioned congested section of Route 120 and Route 31. However, this railroad spur currently serves at least two businesses who would have to relocate or agree to discontinuation of service before the spur could be abandoned.

Mr. Batt stated that the western McHenry bypass, as indicated in the Route 31 SRA study, is on the McHenry County transportation plan. At the present time, the City is only considering the portion south of Route 120 as there has been some resident opposition to construction further north.

Mr. Batt stated that McHenry did not know the status of, but would be in favor of FAP 420. He

also felt that extending the western bypass north of Route 120 would be worthwhile, and that the intersection of FAP 420 and Route 31 would develop into a commercial area if FAP 420 was constructed.

Development to the west of McHenry would be dependent on the addition of a new water and sewer system according to Mr. Batt.

Mr. Batt expressed that the horizontal curvature of Route 120 just east of Martin Rd. has a high accident history. He stated that Martin Rd. passes through a residential area, and has served as a cut through street for southbound Ringwood Rd. traffic looking to go west on Route 120. This high volume of cut-through traffic, and Martin Rd. being located in the middle of a horizontal curve on Route 120 have contributed to the number of accidents at that intersection.

Access control on Route 120 east of Ringwood will be difficult due to the high number of existing access points to Route 120. Left turn lanes do not exist between Ringwood and Crystal Lake Rd., which causes many backups for thru traffic.

The traffic signals at Meadow Ln. and Industrial Rd. need to be updated.

It would be advantageous to realign Royal Dr. with Industrial Rd. to condense two access points into one signalized intersection. However, this may increase the volume of traffic on Royal Dr. because it connects with Crystal Lake Rd. to the south.

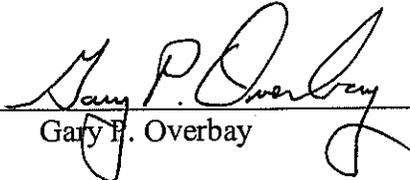
Mr. Batt expressed that the intersection of Crystal Lake Rd. and Route 120 would benefit if the south leg of the intersection was realigned to be perpendicular with Route 120. Northbound Crystal Lake Rd. traffic has a difficult time turning left onto Route 120 as the alignment exists now.

Waukegan Rd. intersects the south leg of Route 31 just south of Route 120. Mr. Batt felt that this was a poor alignment because it was so close to the intersection, and he would consider closing Waukegan Rd. at Route 31 or restricting movements.

Mr. Batt stated that the south leg of Green St. experiences significant delays turning onto Route 120 during P.M. peak hours. It was discussed that a second bridge crossing Boone Creek at Riverside Dr. would help move northbound traffic from that area onto Route 120.

Mr. Overbay stated that one of the most beneficial community uses of the SRA study is to secure or reserve the necessary future R.O.W. required by the ultimate recommended improvement. He asked Mr. Batt to keep this in mind during future annexations and developments.

The meeting adjourned at 4:15 P.M..

By:   
Gary P. Overbay

Date: 2/25/03



**Meeting Minutes**

**Subject:** Strategic Regional Arterial Study - Subset No. 5  
Individual Community Interview  
Corridor 10 - IL Route 120/Lamb/Charles

**Date:** February 16, 1996

**Time:** 8:00 A.M.

**Place:** Offices of Baxter & Woodman Consulting Engineers  
Engineering Consultants for the Village of Lakemoor

**In Attendance:** Mayor Gary Reakes, Village of Lakemoor  
Mr. Darrel R. Gavel, P.E., Baxter and Woodman Consulting Engineers  
Mr. Gary Overbay, Civiltech Engineering, Inc.  
Mr. Jon Vana, Civiltech Engineering, Inc.

Mr. Overbay began the meeting by introducing the Consultant's project staff, and giving a brief history and description of the SRA planning study process.

Mayor Reakes foresees Route 120 as a commercially developed four to six lane road through Lakemoor. The Mayor stated that the Village of Lakemoor would like to see the intersection of Route 12/59 and Route 120 develop into a commercial area within the Village limits. The southwest corner of the intersection is zoned for a regional shopping center previously planned by Homart. Mr. Overbay requested a copy of the development plans for the shopping center. Mayor Reakes also foresees residential development abutting the commercial development to the north and south.

Mayor Reakes would like to create easy access to the expressway system from Lakemoor. He believes that it would best serve Lakemoor if FAP 342 was extended further northwest. As this is not likely, he understands that Route 120 between Wilson Road and Route 12 will become

heavily traveled, and is concerned that providing this mobility function will adversely affect commercial access to Route 120 in the area of Route 12.

The intersection of Route 120 and Sullivan Lake Road will be developed commercially and need to be signalized.

Mayor Reakes stated that Darrell Rd. may be extended to the North in the future, and a large residential development is proposed to the northeast of this intersection. This would create a need for a traffic signal at Darrell Rd. and Route 120.

In addition, Lily Lake Rd. may be extended to the north to Bay Rd.. This will open new land for development north of Route 120.

Mr. Overbay noted that the SRA guidelines recommend traffic signals spaced at half mile intervals on suburban routes, and asked the Mayor to keep this in mind as the developments are proposed along Route 120.

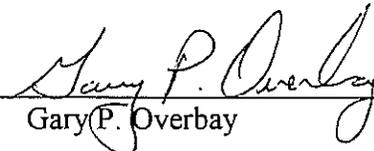
The Route 120 right-of-way through the older section of Lakemoor is constrained, and the ultimate six lane suburban SRA cross-section will not be possible to achieve. It was also noted that a bypass around the Village of Lakemoor was not possible due to the Volo Bog to the north and Moraine Hills State Park to the South.

The Mayor stated that Willow Rd. is the primary access point that the residents living north of Route 120 in "Old Town Lakemoor" have to Route 120. He therefore felt that a traffic signal would ultimately be necessary at that intersection. The residents living south of Route 120 have access to Route 120 by Darrell Rd. and Lily Lake Rd.

The planning area for the Village of Lakemoor ends at Chapel Hill Rd.. The Mayor stated that commercial development is planned along Route 120 west of the old town area

Mr. Overbay stated that one of the most beneficial community uses of the SRA study is to secure or reserve the necessary future R.O.W. required by the ultimate recommended improvement. He asked Mayor Reakes to keep this in mind during future annexations and developments.

The meeting adjourned at 9:15 A.M..

By:   
Gary P. Overbay

Date: 2/21/96

## **First Advisory Panel Meeting Minutes**



## **Meeting Minutes**

**Date:** May 5, 1999

**Subject:** Strategic Regional Arterial  
Illinois Route 120  
Advisory Panel Meeting

**Time:** 2:00 P.M.

**Place:** City of McHenry Municipal Building  
McHenry, Illinois

**In Attendance:** Bob Mihelich - McHenry County Highway Department  
Fred Batt - City of McHenry  
Dan Marcinko - City of McHenry  
John Lobaito - City of McHenry  
Joe Napolitano - City of McHenry  
Nancy Baker - City of Woodstock  
Lisa Heaven-Baum - Illinois Department of Transportation  
(IDOT-District 1)  
Gary Overbay - Civiltech Engineering, Inc.  
Matt Smith - Civiltech Engineering, Inc.

The purpose of this meeting was to discuss the proposed recommendations for the IL Route 120 SRA corridor and obtain input from the McHenry County municipal representatives regarding the plan. The limits for the IL Route 120 SRA study are from the IL Route 47 near Woodstock to U.S. Route 41 in Waukegan. Mr. Overbay explained that due to delay in the decision making process of the proposed FAP 342 extension this SRA corridor has been separated into two volumes. This meeting concentrated on the section of the study from IL Route 47 to U.S. Route 12/IL Route 59. By breaking the study into two volumes, the McHenry County portion of the study can continue while the other volume develops. The following is a summary of comments made at the meeting.

Mr. Overbay gave an overview of the SRA process and explained that the eventual completed SRA report can be a useful planning tool for local agencies. Mr. Overbay indicated that the people present at the meeting today would be invited to the next Advisory Panel Meeting.

It was noted that the right-of-way displayed on Exhibit C-8 was not correct. The proposed right-of-way should be 150 feet wide for the entire length of the sheet. Mr. Lobaito asked that full access be added at the gravel pit west of Martin Road. This access point for the gravel pit was recently relocated.

Mr. Smith mentioned adding a traffic signal at the intersection of Martin Road and IL Route 120 to address a comment mentioned during the Individual Community Interview in 1996. Mr. Batt cautioned this action may do more harm than good due to the steep grades along IL Route 120 east of Martin Road. He felt that heavy truck traffic may have difficulty moving through the intersection with a traffic signal. He indicated that a signal at this intersection may lead to similar problems like those at the intersection of IL Route 62 and IL Route 31.

The City of McHenry staff suggested that Royal Drive be re-aligned to intersect with Oak Drive on Exhibit C-10. It was also noted that Crystal Lake Road should be curved to create a better angle of intersection with IL Route 120. Corner right-of-way takes on the southwest corner of that intersection would be necessary.

Mr. Lobaito suggested removing the proposed cul-de-sac's from Borden Street. He stated that the intersection geometry at IL Route 120/Crystal Lake Road has westbound stop bars on IL Route 120 practically at Borden Street because of the Union Pacific Railroad crossing. He felt that the Borden Street intersection could be maintained.

Mr. Batt expressed concern about vehicles inability to proceed from the south to the west through various routes in the City Of McHenry. Intersection geometry on IL Route 31, Green Street and River Road provide little room for left turn storage. As a result, through and right turning traffic on the south legs experience excessive delay. He noted that the south leg of IL Route 120/IL Route 31 is one particular example where there is very little left turn storage. Because there is not a protected left turn signal phase, and there are little gaps to make left turns, the through movements and right turn movements at this intersection backup for great distances.

Mr. Overbay stated that because of existing access and limited right-of-way that IDOT has not recommended any significant changes in downtown McHenry. He noted that access points ought to be consolidated whenever possible.

Mr. Marcinko noted Exhibit C-12 should show access to the new Adams Drive along the north side of IL Route 120. In addition, a right-in/right-out access point is proposed. Mr. Smith asked Mr. Marcinko to provide him a copy of engineering plans showing these access points. Mr.

Marcinko will also provide Mr. Smith with plans for the intersection of IL Route 120 and Chapel Hill Road.

Ms. Baker asked about the possibility of extending the western terminus of this study from the intersection of Charles Road and IL Route 47 to U.S. Route 14 somewhere west of Woodstock. Mr. Overbay and Ms. Heaven-Baum stated that this would essentially constitute a IL Route 47 bypass of Woodstock, which was considered as part of the IL Route 47 SRA study in 1995. At that time, the City Administration of Woodstock endorsed keeping through traffic volumes on IL Route 47 and not considering a bypass. The SRA report was developed on this basis and IDOT would not be likely to re-examine this option as part of the IL Route 120 SRA report.

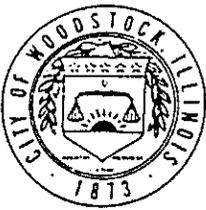
Ms. Baker provided Civiltech Engineering with a packet of correspondence regarding this issue, and requested that IDOT again consider this extension.

Mr. Overbay stated that there is a 30 day period for formal review of the exhibits presented at the meeting. Following that, the exhibits will be revised again to reflect the comments provided by the communities. After this a second Advisory Panel meeting and a Public Hearing would be scheduled sometime later this summer.

The meeting was adjourned at 3:30 P.M.

By: Matthew J. Smith  
Matthew J. Smith, P.E.

Date: May 7, 1999



*True to its past - Confident of its future*

City of Woodstock • P.O. Box 190 • 121 W. Calhoun Street • Woodstock, Illinois 60098 • 815/338-4300

**William A. Anderson**  
*Mayor*

February 19, 1996

Mr. Gary Overbay  
Civiltech Engineering  
1250 Arlington Heights Road, Suite 250  
Itasca, IL 60143

RE: Illinois Route 120 SRA

Dear Mr. Overbay:

The City of Woodstock does support the proposed designation of Charles Road from Greenwood Road to Illinois Route 47 as the planned SRA route for Illinois 120. This is consistent with the City of Woodstock planning goals and we believe would provide the best regional transportation route for the immediate area. However; the City does not agree that the SRA should be terminated at Illinois Route 47 as the westerly project limit for the SRA study.

In order to provide adequate regional traffic movement, we believe that it is necessary for the Illinois Route 120 SRA to extend farther to the west and to connect with Illinois Route 14 at some location on the westerly side of the City of Woodstock. Existing roadways that could be considered include Lamb Road or Rose Farm Road, which currently intersect with Illinois Route 14. This type of regional access was identified as a future planning goal by the City and was included with the City's current Comprehensive Plan. A map prepared as an exhibit to the Comprehensive Plan showing this roadway location is included for your information.

The City of Woodstock is requesting that the Illinois SRA study limits be amended to include the extension of Illinois Route 120 west of the intersection of Charles Road and Route 47 to connect with U.S. Route 14. If you have any questions or need any additional information, please contact this office.

Sincerely,

CITY OF WOODSTOCK

William A. Anderson  
Mayor

WAA/ml

enc.

RESOLUTION NO. 98-R-8

RESOLUTION REQUESTING THE ILLINOIS DEPARTMENT OF  
TRANSPORTATION TO EXPAND THE ILLINOIS ROUTE 120 STRATEGIC  
REGIONAL ARTERIAL STUDY TO INCLUDE AN EXTENSION OF ROUTE 120  
THAT WOULD PROVIDE A BYPASS OF DOWNTOWN WOODSTOCK

WHEREAS, McHenry County is the fastest growing county in the State of Illinois; and

WHEREAS, the City of Woodstock is very concerned with the increase in traffic through its downtown area resulting from this growth taking place in the Woodstock area; and

WHEREAS, Illinois Route 120, Illinois Route 47, and U.S. Route 14 are all major highways that run through the City of Woodstock carrying high volumes of traffic; and

WHEREAS, each of these major routes is a designated Strategic Regional Arterial by the Illinois Department of Transportation; and

WHEREAS, the Illinois Route 120 Strategic Regional Arterial is currently being studied by a consultant for the Illinois Department of Transportation; and

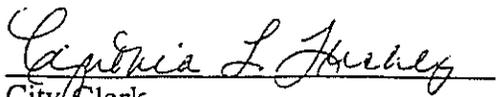
WHEREAS, the City of Woodstock desires a bypass route be studied so that north/south and east/west through traffic may bypass the downtown area away from existing Illinois Route 47.

NOW, THEREFORE, BE IT RESOLVED that the City of Woodstock requests the Illinois Department of Transportation expand the Illinois Route 120 Strategic Regional Arterial Study to include a bypass of Woodstock through the extension of Route 120 along Charles Road west of Illinois 47 to connect with U.S. Route 14 west of downtown Woodstock.

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to send a certified copy of this resolution to the Illinois Secretary of Transportation and the District Engineer of the Illinois Department of Transportation - District 1.

Dated this 7th day of April, 1998.

ATTEST:

  
Cynthia L. Hurley  
City Clerk

APPROVED:

  
Alan A. Cunniff  
Mayor

## **Second Advisory Panel Meeting Minutes**



## Meeting Minutes

**Date:** October 21, 1999

**Subject:** Strategic Regional Arterial  
Illinois Route 120  
Advisory Panel Meeting Number 2

**Time:** 2:00 P.M.

**Place:** City of McHenry Municipal Building  
McHenry, Illinois

**In Attendance:** See attached roster

The purpose of this meeting was to recap discussion issues from the first Advisory Panel Meeting. Mr. Overbay and Mr. Smith stated that all comments addressed at the previous meeting were incorporated into the draft report. Mr. Overbay gave a brief discussion about how the Draft Report is organized, and reviewed the recommended plans for the corridor from IL Route 47 to U.S. Route 12/IL Route 59.

Mr. Smith explained the process which will occur following the Panel Meeting. A public hearing will be held on Wednesday, October 27, 1999 from 2:00 P.M. to 7:00 P.M. where the public will have an opportunity to comment on the Draft Report. Mr. Starr stated that there is a 30-day comment period following the public hearing during which the public and the municipalities are allowed to suggest changes to the Draft Report. After this time, the Final Report will be prepared.

Mr. Stahlecker asked about the issue regarding of a bypass around the City of Woodstock. Mr. Starr stated that the City was approached about a bypass during the SRA study of IL Route 47 and there was no interest at that time. He stated that it is not in IDOT's interest to change the previous Village Boards recommendation.

The meeting was adjourned at 2:30 P.M.

By: Matthew J. Smith  
Matthew J. Smith, P.E.

Date: 10/25/99



## Public Hearing Record

# SRA

S T R A T E G I C   R E G I O N A L   A R T E R I A L

O P E R A T I O N   G R E E N L I G H T

*Illinois Route 120/Charles Road from  
Illinois Route 47 to U.S. Route 12/Illinois Route 59  
in McHenry and Lake County*

*Wednesday, October 27, 1999  
Ramada Inn  
Tamara Royale Conference Center  
4100 Shamrock Lane  
McHenry, Illinois*

Rich Starr - Highway Systems Engineer  
(847) 705-4095



Illinois Department of Transportation  
Division of Highways/District 1

## Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for Illinois Route 120/Charles Road. This portion of the Illinois Route 120 study extends from Illinois Route 47 to U.S. Route 12/Illinois Route 59. The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design

activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the Illinois Route 120 corridor passes through can the ultimate improvement plan be realized.

The Illinois Route 120/Charles Road SRA corridor was divided into five segments west of U.S. Route 12/Illinois Route 59 for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

**Segment 1: Illinois Route 47 to Greenwood Road**

- Provide two 12-foot travel lanes in each direction separated by a 28-foot open ditch median, with 6-foot left paved shoulders, 10-foot right paved shoulders, and open ditch drainage.
- Proposed R.O.W. width = 150' (5' to 45' of acquisition on each side).
- Side street improvements are recommended at specific locations.
- Future access should be restricted with a minimum of ½ mile spacing from existing or future cross streets.
- All other driveways restricted to right-in/right-out.
- Channelized left turn lanes should be provided at all cross streets.

**Segment 2: Greenwood Road to West McHenry Bypass**

- Provide two 12-foot travel lanes in each direction separated by a 28-foot open ditch median, with 6-foot left paved shoulders, 10-foot right paved shoulders, and open ditch drainage.
- Proposed R.O.W. width = 150' (5' to 45' of acquisition on each side).
- Side street improvements are recommended at specific locations.
- Future access should be restricted with a minimum of ½ mile spacing from existing or future cross streets.
- All other driveways restricted to right-in/right-out.
- Channelized left turn lanes should be provided at all cross streets.

**Segment 3: In Vicinity of West McHenry Bypass**

- Provide two 12-foot travel lanes in each direction separated by a 30-foot barrier median, with 10-foot right paved shoulders and open ditch drainage.
- Proposed R.O.W. width = 150' (0' to 45' of acquisition on each side).
- Side street improvements are recommended at specific locations.
- Future access should be restricted with a minimum of ½ mile spacing from existing or future cross streets.
- All other driveways restricted to right-in/right-out.

- Channelized left turn lanes should be provided at all cross streets.

**Segment 4: Park Lane to Chapel Hill Road**

- Provide 12-foot painted median and an enclosed drainage system between Park Lane and Illinois Route 31.
- Proposed R.O.W. width = 100' (0' to 13' of acquisition on the north side and 0' to 20' on the south side) between Park Lane and Illinois Route 31.
- Maintain existing roadway cross section and existing access between Illinois Route 31 and Chapel Hill Road.
- Restrict side streets to right-in/right-out in downtown McHenry from Green Street to Riverside Drive.
- Consolidate commercial driveways were feasible between River Road and Chapel Hill Road.

**Segment 5: Chapel Hill Road to U.S. Route 12/IL Route 59**

- Maintain existing roadway cross section and existing access.
- Realign north leg of Darrell Road with the south leg of the intersection.
- Consolidate commercial driveways were feasible.
- Along the south side of IL Route 120, east of Fisher Road, consolidate access for future development. Recommend full access point across from Fox Lake Road.

CIVILTECH ENGINEERING, INC.



**Illinois Department of Transportation**  
**PUBLIC HEARING**

You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning the long range plan of Charles Road/Illinois Route 120 from Illinois Route 47 to U.S. Route 12/Illinois Route 59 in McHenry County and Lake County

**Date:** Wednesday, October 27, 1999  
**Time:** 2:00 p.m. to 7:00 p.m.  
**Place:** Ramada Inn  
Tamara Royale Conference Center  
4100 Shamrock Lane  
McHenry, Illinois

**Purpose of the Meeting:**

- To present and discuss the proposed improvements of this project as part of the Strategic Regional Arterial (SRA) System.
- To obtain public input.

An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

**Illinois Department of Transportation**  
**Bureau of Programming**  
201 West Center Court  
Schaumburg, Illinois 60196-1096

# PUBLIC HEARING REGISTER

**Project:** ROUTE 120/CHARLES RD. FROM IL RTE. 47 to US RTE. 12/IL RTE. 59

**Location:** RAMADA INN

**Date:** 10/27/99

**Time:** 2-7 PM

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

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	Name	Address	Representing
1	Tom Hoven	10410 Charles Woods Fork IL Zip 60098	Self <input checked="" type="checkbox"/> Other
2	Mike Brown	8508 RT 120 WOODSTOCK IL Zip 60098	Self <input checked="" type="checkbox"/> Other
3	GENE SMITH	14126 W. SOUTH WOODSTOCK IL Zip 60098	Self _____ Other <input checked="" type="checkbox"/>
4	Dean Cunat	3200 W. Justen McHenry Zip 60050	Self <input checked="" type="checkbox"/> Other
5	JERRY WAGNER	755 S RAND RD <del>Mt Spring Grove</del> LIME ROCK IL Zip 60047	Self _____ Other
6	CURT JOHNSON	4308 McCullom JOHNSBURG IL Zip 60050	Self _____ Other <i>Johnsburg</i>
7	JOHN HUEMANN	8610 TIVOLI FR. JOHNSBURG IL Zip 60050	Self _____ Other <i>UNUSE OF BUSINESS</i>
8	Cindy Jankard	4520 W. Spaten Rd Richmond IL Zip 60671	Self <input checked="" type="checkbox"/> Other
9	C. H. Elbady	10510 main ST Richmond IL Zip 60071	Self _____ Other <i>Village of Richmond</i>
10	JOHN TREICHLER	5212 W. HUNTER RD McHenry Zip 60050	Self <input checked="" type="checkbox"/> Other
11	DICK HOOVER	1305 McHenry McHenry IL Zip 60050	Self <input checked="" type="checkbox"/> Other
12	<i>Melissa</i>	3215 BAY VIEW McHenry IL 60050 Zip	Self <input checked="" type="checkbox"/> Other

# PUBLIC HEARING REGISTER

ROUTE 120/CHARLES RD. FROM IL RTE. 47 to US RTE. 12/IL RTE. 59

**Project:** \_\_\_\_\_

**Location:** RAMADA INN \_\_\_\_\_

**Date:** 10/27/99 \_\_\_\_\_

**Time:** 2-7 PM \_\_\_\_\_

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

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	Name	Address	Representing
1	Wm Howenstein	4614 Pioneer Rd Mefferny Zip 60056	Self <input checked="" type="checkbox"/> Other _____
2	Alice Howenstein	4614 Pioneer Rd Mefferny IL Zip 60056	Self <input checked="" type="checkbox"/> Other _____
3	Tim Dugga	2137 1/2 Old Barn Lake Zurich Zip 60047	Self <input checked="" type="checkbox"/> Other _____
4	Edward Schrup	5222 Hilltop Dr Waukegan Lakes IL Zip 60097	Self _____ Other _____
5	JOE NAPOLITANO	333 S. GREEN ST McHENRY, IL Zip 60050	Self _____ Other CITY
6	Louise & Darlene Hoppa	P.O. Box 56 Woodstock Zip 60098	Self _____ Other _____
7	TOM MATHEWS	2615 MANITOWA TR McHENRY Zip 60050	Self <input checked="" type="checkbox"/> Other _____
8	John Swierk	400 S. Route 31 McHENRY IL Zip 60050	Self <input checked="" type="checkbox"/> Other _____
9	Darrel Gavle	Buxton/Woodman 8678 Ridgely Rd Crystal Lake Zip 60012	Self _____ Other <input checked="" type="checkbox"/> Lakemoor
10	Glenn Zika	6601 W. CHICKALOON McHenry IL Zip 60050	Self <input checked="" type="checkbox"/> Other _____
11	JOANNE LARSEN RALPH LARSEN	12111 Charles Road Woodstock Zip 60098	Self <input checked="" type="checkbox"/> Other _____
12	GY SATITE	7015 RED BARN CRYSTAL LK Zip 60012	Self _____ Other _____

# PUBLIC HEARING REGISTER

**Project:** ROUTE 120/CHARLES RD. FROM IL RTE. 47 to US RTE. 12/IL RTE. 59

**Location:** RAMADA INN      **Date:** 10/27/99      **Time:** 2-7 PM

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 P R I N T	1 BEV VERSTEGE	3916 W. WEST MCHENRY Zip IL	Self <input type="checkbox"/> Other
	2 RON VERSTEGE	3916 W. WEST MCHENRY Zip IL	Self <input type="checkbox"/> Other
	3 LEN SCHULTZ	11006 RT 120 WOODSTOCK IL Zip 60098	Self <input type="checkbox"/> Other
	4 CHRIS & SUE SELLERS	620 N. FLEMING RD WOODSTOCK, IL Zip 60098	Self <input checked="" type="checkbox"/> Other
	5 Katherine Schuschke	3014 Rb. 120 WOODSTOCK 60098 Zip	Self <input checked="" type="checkbox"/> Other
	6 JOE BURALLI	2923 PEGNER Zip 60050	Self <input checked="" type="checkbox"/> Other
	7	_____ _____ Zip	Self <input type="checkbox"/> Other
	8	_____ _____ Zip	Self <input type="checkbox"/> Other
	9	_____ _____ Zip	Self <input type="checkbox"/> Other
	10	_____ _____ Zip	Self <input type="checkbox"/> Other
	11	_____ _____ Zip	Self <input type="checkbox"/> Other
	12	_____ _____ Zip	Self <input type="checkbox"/> Other

# PUBLIC COMMENT

PROJECT: IL RTE 120 / CHARLES RD  
DATE: OCT. 27, 1999

RTE 120 HAS BEEN VERY  
POORLY MAINTAINED. ALL THE  
GRAVEL TRUCKS HAVE REALLY  
TAKEN A TOLL ON THIS RD,  
AND ALL OTHER ROADS IN  
THIS AREA.



Illinois Department of Transportation

NAME: RONALD VERSTEGE

ADDRESS: 3916 W. WEST AVE  
MA HENRY

# PUBLIC COMMENT

PROJECT: Route 120 SRA - Charles Road/RT. 42 - RT12/59  
DATE: 10/27/99

1. Planning should be undertaken to extend Rt. 120/Charles Road west beyond Rt. 47 to intersect Rt. 14 N of Woodstock.
2. A North by pass at McHenry should be undertaken with segment 4 of this proposal becoming a "business 120" through downtown McHenry from west at Ringwood Road to east of Chapel Hill - probably using the ~~proposed~~ Northern  $\frac{1}{3}$  of the West McHenry by pass and extending it east across the Fox River.
3. FAP 420 should be built in McHenry County from the State line to the Lake County line, which would take traffic off segments 4 and 5, as well as dramatically improving through traffic flow in Northeastern McHenry County.

4. Please send draft SRA report to the Village of Richmond at Village Hall - the address below



Illinois Department of Transportation

NAME: Charles H. Eldredge  
Transportation Committee - Village of Richmond

ADDRESS: 5600 Hunter Drive, Richmond, IL 60071

# PUBLIC COMMENT

PROJECT: McH - Rt. 120

DATE: 10-27-99

We appreciate the fact that  
IDOT is upgrading an existing  
road rather than cutting further  
into the agricultural land of  
McHenry County



Illinois Department of Transportation

NAME: Alice Howerton

ADDRESS: 4614 Pines Rd McHenry, IL 60050

# PUBLIC COMMENT

PROJECT: ILL RTE 120 S. RA

DATE: 10-27-99

SINCE CONSTRUCTION IS A LONG WAY AWAY -  
IT WOULD BE HELPFUL ~~IF~~ IF THE TRAFFIC  
LIGHTS FROM RIVERSIDE DR. TO CRYSTAL LAKE  
RD. BE ~~BY~~ TIMED BETTER TO PROMOTE TRAFFIC  
FLOW. AS IT IS NOW THERE IS NO FLOW.  
YOU CAN NOT MAKE TWO (2) LIGHTS IN A  
ROW -

THANK  
YOU



Illinois Department of Transportation

NAME:

JOHN REICHLER

ADDRESS:

5212 W. HUNTER DR. M<sup>C</sup>-HENRY

IN RE: )  
)  
STRATEGIC REGIONAL ARTERIAL )  
)  
OPERATION GREENLIGHT )  
)  
ILLINOIS ROUTE 120/CHARLES ROAD FROM )  
ILLINOIS ROUTE 47 TO U.S. ROUTE 12/ )  
ILLINOIS ROUTE 59 IN MC HENRY AND )  
LAKE COUNTY )

**MC HENRY, ILLINOIS, 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, the Ramada Inn, Tamara Royale Conference Center,  
4100 Shamrock Lane, McHenry, Illinois, on Wednesday,  
the 27th day of October, A. D. 1999, between the hours  
of 2:00 P. M. and 7:00 P. M.**

DICK HOOVER: My name is Dick Hoover. 1305 Matanuska, McHenry.

And I wanted to make comment on Route 120, west of McHenry, an entrance to a gravel pit. It is about a mile and a half west of town, I believe.

The entrance was formerly on the four-lane portion of 120. It has now been moved to a two-lane portion. There are no acceleration or deceleration lanes or turn lanes.

There must be literally hundreds of gravel trucks going in and out of that pit every day. There are skid marks for about the last hundred yards before the pit entrance, going both directions, where people have been sliding, trying to get stopped, and the trucks have been sliding.

We just need a widened highway with acceleration/decelerations lanes, left-turn lanes, et cetera. And we need them as soon as possible.

\* \* \* \* \*

GLENN ZIKA: My name is Glenn Zika. I live at 6601 Chickaloon Drive, McHenry, Illinois 60050.

A few comments on the drawings: It would be good if the drawings would have a date on them, of when they were drawn; and the aerial photos are 1995, which are quite outdated for something that is changing all the time.

It does not cost that much to have updated aerial views.

I have a comment on the intersection at Draper and Ringwood on Illinois 120. I think there should be a left-hand through lane and a right-hand turn on Draper and Ringwood and there should also be a right-hand deceleration lane on Illinois 120; especially, going to the east, coming down the large hill.

Oak Drive, in the middle of McHenry by the Jewel, I think is now called Industrial Drive. The bike trail, that is now there, is not shown and it should be shown on the drawings.

And there should be a right-turn through lane and left-hand turn lane at that intersection to alleviate the traffic problems there.

Also, on the segment at, I think it is Segment 5, at Darrell Road, there has been a right-hand turn lane added to Illinois 120 and the two roads north and south of Darrell have been straightened out to make one road and it needs to be updated on the drawings.

And the notice for this meeting, I would like to know when it was. I only saw it in the paper this morning and it was only by chance that I saw it. I would like to know how far in advance these meetings have to be put in advance.

And, if anyone could write back to me on this information, if any of these comments are going to be put into the design. That is it.

\*\*\*\*\*

**GY SATHE:** Gy Sathe, 7011 Red Barn in Crystal Lake.

I am surprised at the lack of new traffic signals along the route. And I think the whole project is a good idea and I hope they don't take as long with this one as they did with Route 53 because that has turned into a mess.

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**CHRISTOPHER SELLERS:** Christopher Sellers, 620 North Fleming Road, Woodstock, Illinois.

My comment is in support of the proposed plan primarily for the purposes of relief of congestion on the existing Illinois Route 120 from Illinois Route 47 through to Greenwood Road.

That current routing doesn't seem to be consistent with the traffic, the volume of traffic, specifically, or the nature of the intersection at 47 and 120. And the proposed program seems to be a positive improvement over the existing conditions. That is it.

(WHICH were all of the comments made  
at the above-captioned public hearing.)

STATE OF ILLINOIS )  
  )  
COUNTY OF DU PAGE )

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M., on Wednesday, the 27th Day of October, A. D. 1999, at the Ramada Inn, Tamara Royale Conference Center, 4100 Shamrock Lane, McHenry, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 12th day of November, A. D. 1999.

*Joan M. Kenny*  
\_\_\_\_\_  
Notary Public

