

Summary of the Route 120 Unified Vision Process and Outcomes

The Route 120 Unified Vision process identified alternative alignments, roadway configurations, and interchange types/locations for an improved Route 120 through central Lake County. The study area included on a 14.5 mile section of the existing Route 120 between U.S. Route 41 on the east and U.S. Route 12 on the west. The chosen alignment includes a nine-mile bypass (“Thruway”) between Almond Road in Grayslake and Fish Lake Road in Volo. The Thruway is envisioned as a four-lane boulevard with a grassy median, at-grade intersections with arterials, grade-separated crossings of railroads and local roads, and elevated sections near floodplains and wetlands. The existing Route 120 will still carry significant local traffic and improvements are outlined to address safety deficiencies and expand intersections.

Vision Process and Results

- Road Character
 - o Five alternatives were evaluated via a 22-point matrix
 - Alternate 1: No-Build
 - Alternate 2: Widen Existing Illinois Route 120
 - Alternate 3A: Illinois Route 120 Bypass, Four-Lane Roundabout Boulevard
 - Alternate 3B: Illinois Route 120 Bypass, Four-Lane Signalized Boulevard
 - Alternate 4: Illinois Route 120 Bypass, Six-Lane Signalized Arterial
 - Alternate 5: Illinois Route 120 Bypass, Six-Lane Expressway
 - o Alternate 3 was chosen, with intersection type(s) to be determined during the Phase I EIS
 - o The analysis states: “It is clear that if Illinois Route 53 is extended as an expressway that Illinois Route 120 would need to be an expressway due to the traffic volumes and connectivity to Interstate 94.”
- Road Placement & Design
 - o Evaluation of alternatives for the eastern and western termini and alignment of the bypass near the Big Sag Wetland Mitigation Bank
 - o Utilized 7 of the 22 criteria developed in the Road Character evaluation
 - o Design criteria:
 - Initial: 60 MPH design speed and minimum intersection spacing of ¼ mile on existing Route 120 and ½ mile on the Route 120 Bypass
 - Final: No MPH given and minimum intersection spacing of 1/8 mile on existing Route 120 and ¼ mile on the Route 120 Bypass
 - o Final road placement includes potential extension of three existing roads (Hainesville Road, Cedar Lake Road and Lake Street) as well as creation of a connector road to IL 83

Outstanding Analyses deferred to the Phase I EIS

- Potential grade separation of the Thruway at IL 83, IL 137, Metra and Canadian National railroad tracks
- Future intersection / interchange types for the nineteen recommended intersections:
 1. U.S. 12/IL 59
 2. Gilmer Road
 3. IL 60
 4. Fish Lake Road
 5. Full access ½ mile east of Fish Lake Rd
 6. Connect to existing IL 120 west of Wilson Road
 7. Wilson Road
 8. Fairfield Road
 9. Cedar Lake Road (extended)

10. Hainesville Road (extended)
11. Alleghany Road
12. Lake Street (extended)
13. Connector road to IL 83
14. U.S. 45

15. Connect to existing IL 120 west of U.S. 45
16. Almond Road
17. Hunt Club Road
18. River Road
19. O'Plaine Road

- Modifications to four existing interchanges: IL 21, I-94, Greenleaf Street, and U.S. 41
- Right-of-way acquisition needs
- Further evaluation of accommodations necessary for natural areas potentially affected by the locally preferred alignment:
 - o Sergeant's Marsh/Kettle Grove Forest Preserve
 - o Big Sag Wetland Mitigation Bank/Northbrook Sports Club
 - o Almond Marsh
- Preservation of emergency vehicle access across the Thruway and access to existing developments in Grayslake