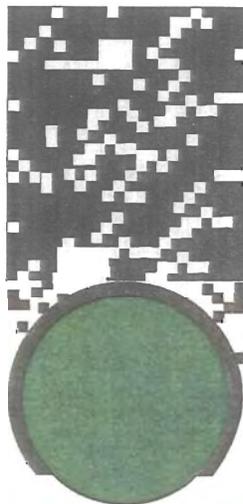


# **Strategic Regional Arterial**

***U.S. 45  
Illinois 120 to State Line Road***



**Operation  
GreenLight**

**Illinois Department of Transportation**

**May 1996**

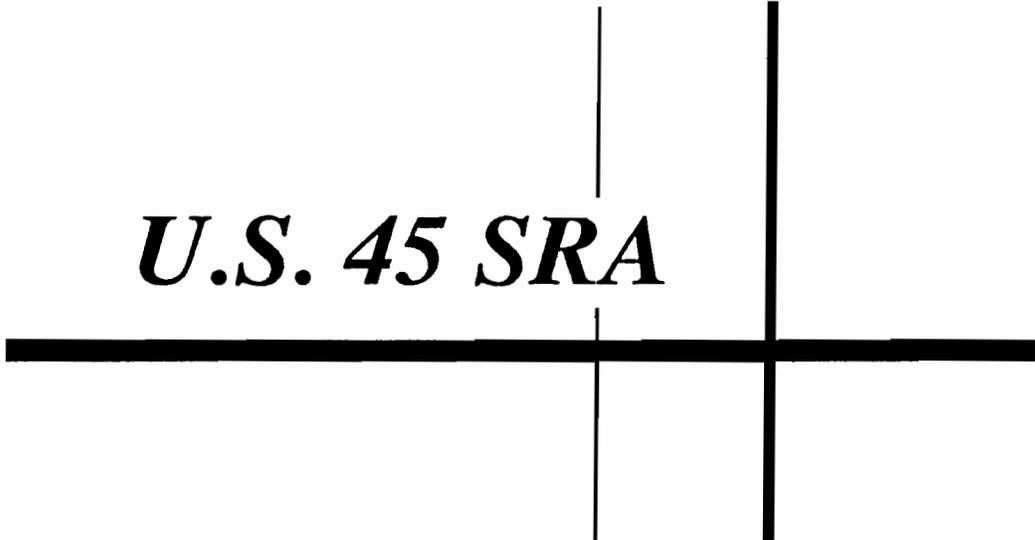
## **Foreword**

U.S. 45 is a Strategic Regional Arterial (SRA) from Illinois 120 (Belvidere Road) to State Line Road (the Illinois/Wisconsin border). Metro Transportation Group in association with CH2M HILL, Inc. has prepared this SRA report for the U.S. 45 corridor for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

As a SRA route, the U.S. 45 corridor is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

This report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and basic improvements, and documentation of the public involvement process including citizen comments.

*U.S. 45 SRA*



**Summary of  
Recommendations**



## **Summary of Recommendations**

For study purposes, the U.S. 45 Strategic Regional Arterial (SRA) was divided into three segments (see Exhibit S-1, attached following this section). The following is a summary of the major recommendations for each segment.

### **SRA Segment I: Illinois 120 (Belvidere Road) to Illinois 132 (Grand Avenue)**

- From Illinois 120 to Brae Loch Road, two through lanes in each direction with a 30-foot raised median within 90 to 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way which is consistent with the Phase I study currently underway
- From Brae Loch Road to Illinois 132, two through lanes in each direction with an 18 foot wide raised median within 100 to 150 feet of right-of-way requiring acquisition of up to 70 feet of additional right-of-way which is consistent with the Phase I study currently underway
- At full access intersections, intersection channelization and signalization improvements
- Full access to developing land along U.S. 45, only at specific intersection locations
- Potential future interchange south of Illinois 120 with proposed expressway 342
- Realignment of Knowles Road/Sunshine Avenue to intersect U.S. 45 at 90 degree angle

- Extension of Rollins Road by the Lake County Department of Transportation to intersect Illinois 132 east of U.S. 45

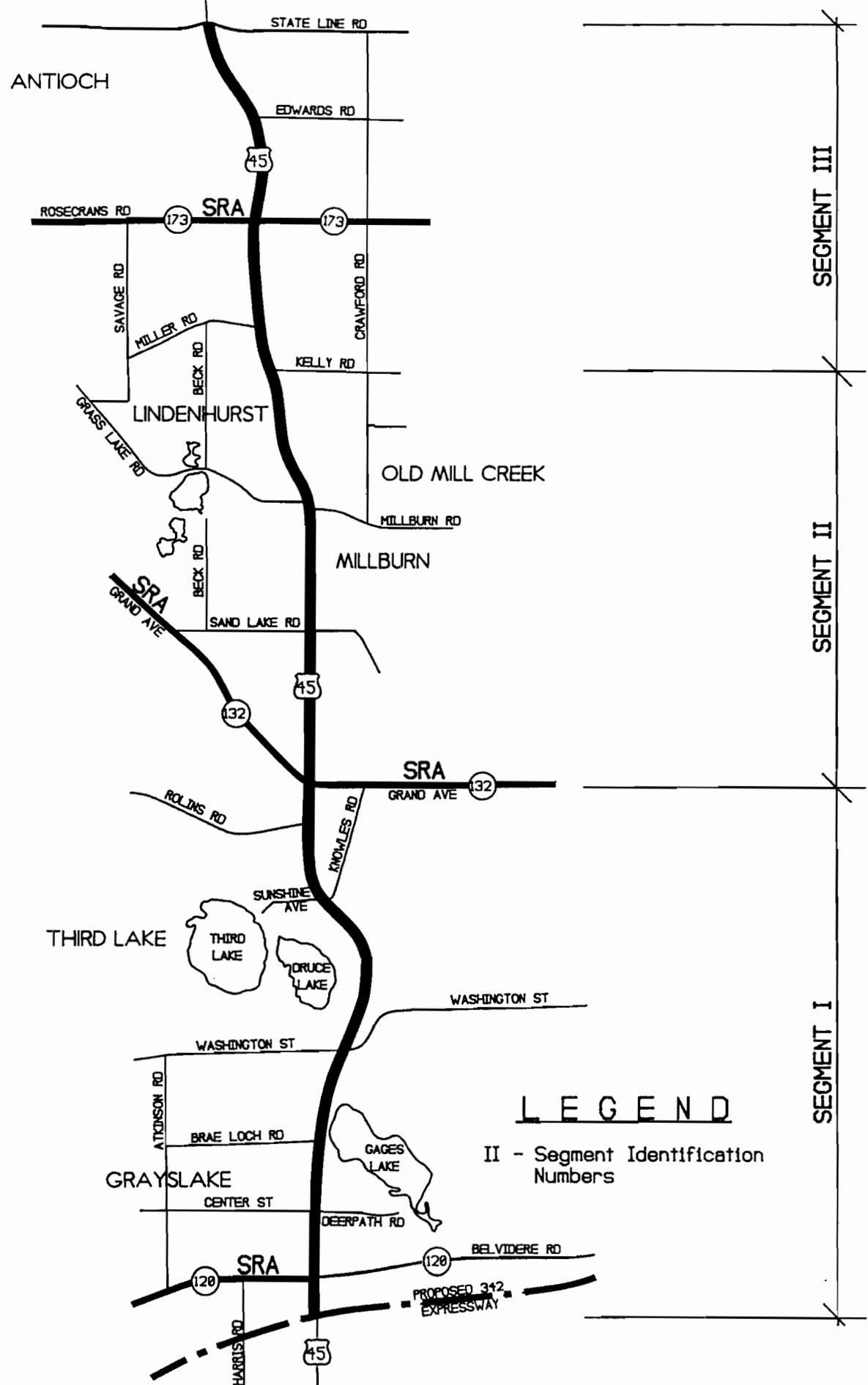
### **SRA Segment II: Illinois 132 (Grand Avenue) to Kelly Road**

- From Illinois 132 to Kelly Road, two through lanes in each direction with an 18 foot wide raised median within 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way
- At full access intersections, intersection channelization and signalization improvements
- Full access to developing land along U.S. 45, only at specific intersection locations
- Realignment and signalization of Illinois 132 to intersect U.S. 45 with less of a degree of curvature improving the geometrics of the intersection
- Around Millburn, a west bypass (see Appendix B) has been proposed by governmental agencies with the existing U.S. 45 becoming a more local roadway

### **SRA Segment III: Kelly Road to State Line Road (the Illinois/Wisconsin border)**

- From Kelly Road to Miller Road, two through lanes in each direction with an 18 foot wide raised median within 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way

- From Miller Road to Illinois 173, two through lanes in each direction with a divided 30 foot raised median within 150 feet of right-of-way requiring acquisition of up to 70 feet of additional right-of-way
- From Illinois 173 to State Line Road, two through lanes in each direction with an 18 foot wide raised median within 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way
- At full access intersections, intersection channelization and signalization improvements
- Full access to developing land along U.S. 45, only at specific intersection locations
- Realignment of Miller Road to tie into Kelly Road west of U.S. 45



# SEGMENT LOCATION MAP

## U.S. 45

# Strategic Regional Arterial Study U.S. 45

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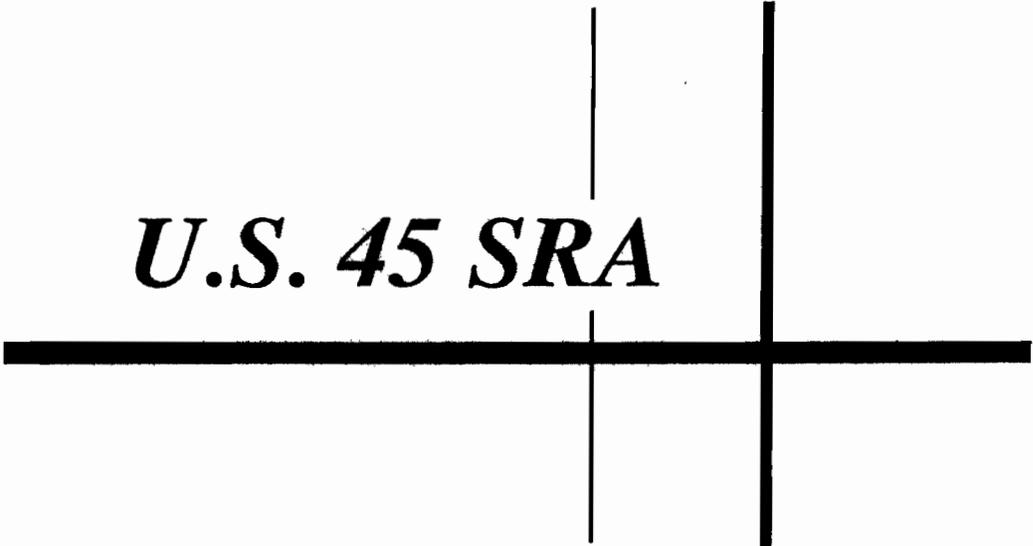
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*U.S. 45 SRA*

**Chapter I**

**Introduction**



## Chapter I

# Introduction

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system.

The SRA system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of sixty-six (66) routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and strategic regional arterials, is shown in **Exhibit 1**.

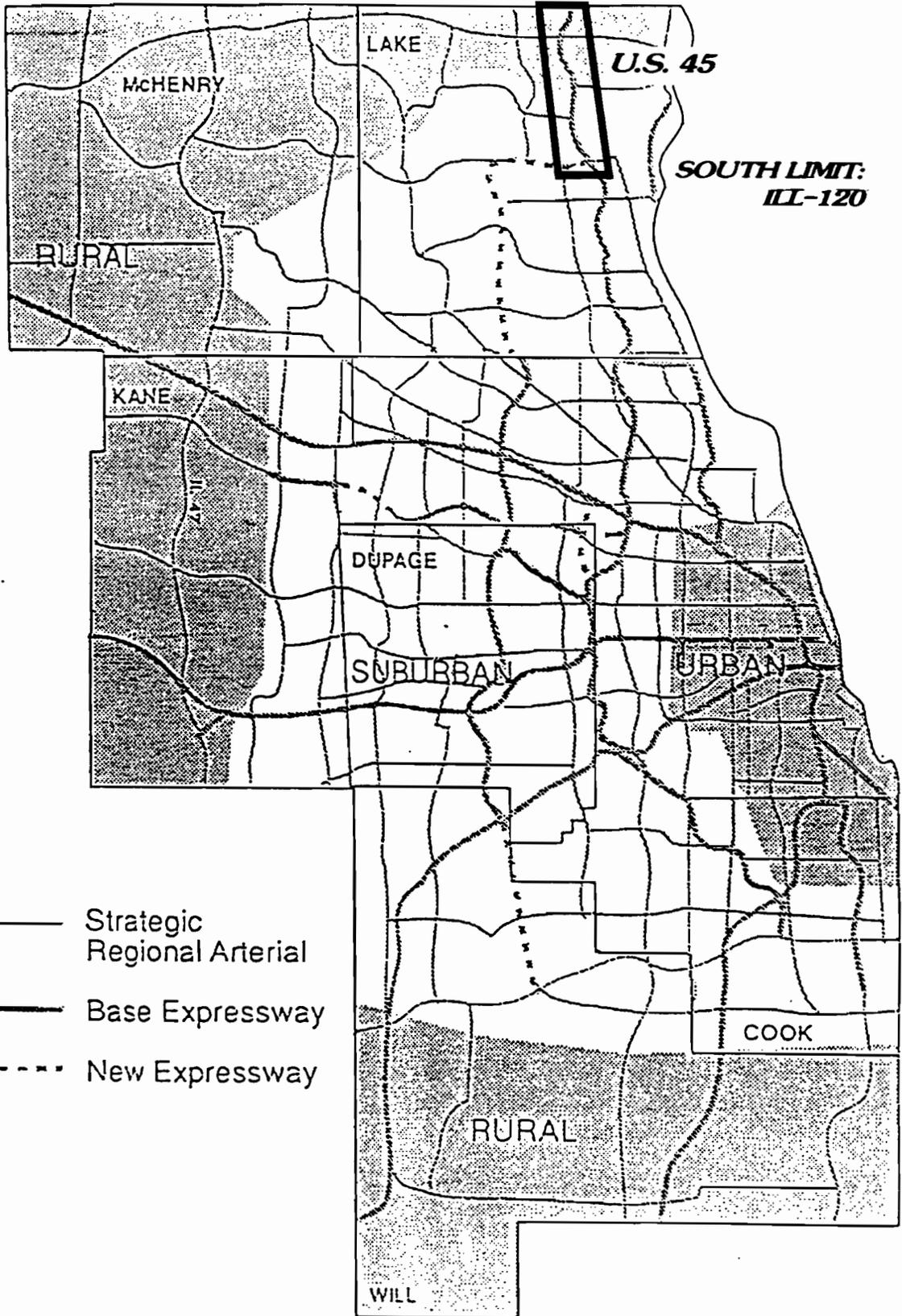
Identification of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, with spacing ranging from about three miles apart in the more densely developed areas to about eight miles apart in predominantly rural areas. Within this network, there are significant differences in the roadway environment which determines how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types within the overall SRA system reflects the expected density of long range development within the different portions of the region.

This report is concerned with U.S. 45, which has been designated a SRA corridor from south of IL 120 (Belvidere Road) to the Illinois/Wisconsin border. The corridor is highlighted in **Exhibit 1**. The U.S. 45 SRA corridor, which traverses Lake County, has been classified as suburban along its entire length.

**NORTH LIMIT: State Line**



# Route Types on the Strategic Arterial System

## U.S. 45

## **SRA Planning Objectives**

The SRA system is intended to accomplish certain specific objectives within the overall regional transportation system:

### **Supplement an expanded expressway system by:**

- Improving access to expressways
- Providing alternatives for some portions of expressway travel
- Providing a lower cost substitute for expressways in some corridors

### **Enhance public transportation and personal mobility by:**

- Improving access to rail transit stations
- Improving operating conditions for buses and other transit vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

### **Accommodate commercial vehicle traffic by:**

- Improving structural clearances
- Maximizing through traffic movement

## **SRA Design Concept**

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee. These concepts have been used as a guide, but not as a policy, in developing the improvement plan for the U.S. 45 corridor that is described in this report.

### **Organization of the Report**

This report presents a summary of the SRA planning study for the U.S. 45 corridor. It is organized as follows:

#### **Existing Conditions (Chapter II)**

- A description of the existing physical characteristics, traffic operations, safety, transit operations, environmental concerns and land uses along the U.S. 45 corridor.

#### **Planning Framework (Chapter III)**

- A description of the framework in which the recommended SRA plan will be situated. This includes a description of route design characteristics, design criteria, travel forecasts, future land use zoning and development, future roadway and transit planning, future areas of concern, and a summary of the roadway recommendations.

## **Recommended SRA Plan (Chapter IV)**

- A description of recommended SRA corridor plan including lane arrangement, right-of-way, an arterial operations and level of service summary, intersection capacity planning analysis, construction and right-of-way costs, and short term recommendations.

## **Public Involvement (Chapter V)**

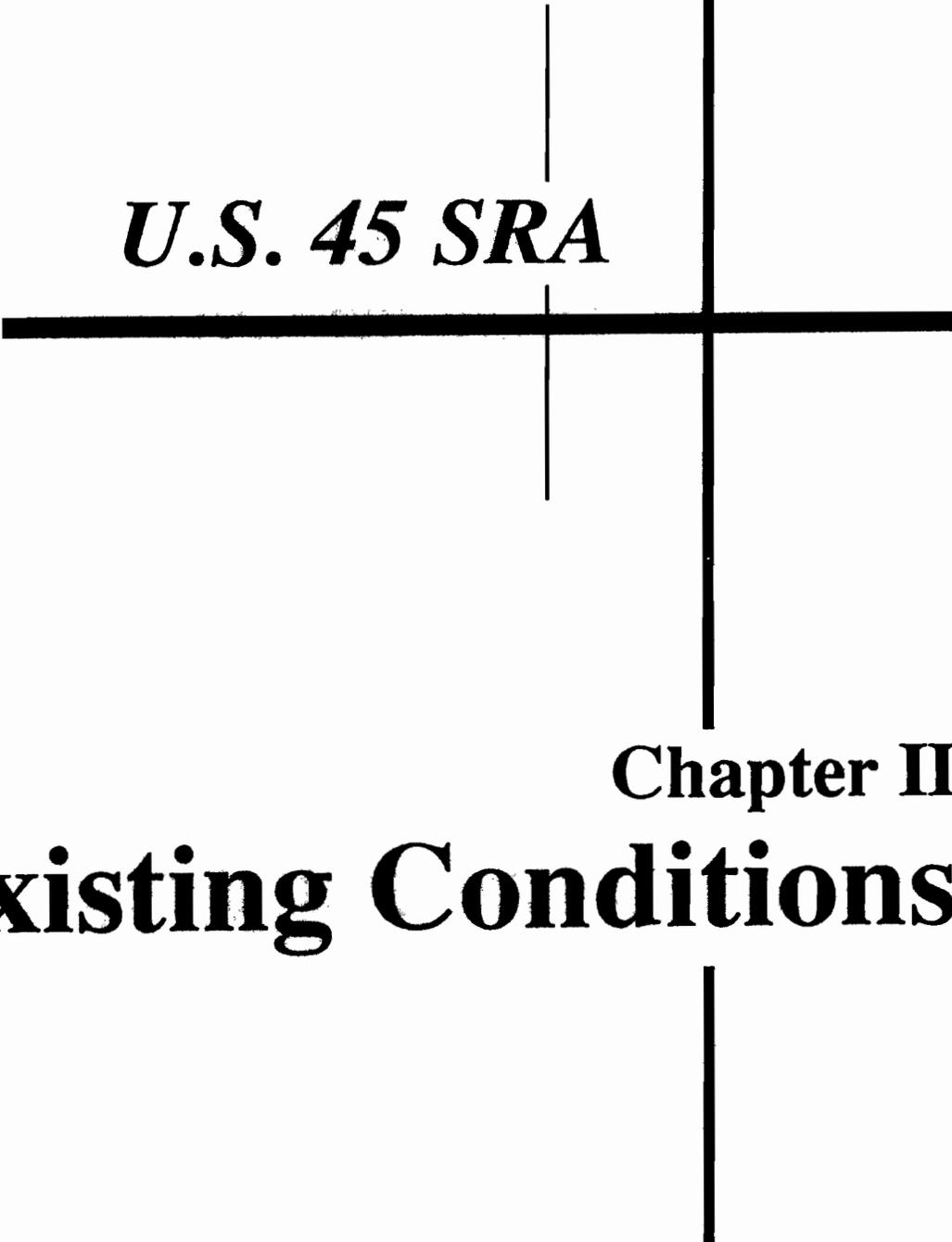
- This section contains minutes from the Advisory panel meetings, newsletters and other information related to the public involvement program.

## **Time Frame**

The SRA study of the U.S. 45 corridor began in May, 1991 and continued into calendar year 1994. Conclusions and recommendations are based on conditions existing during the study period as well as known developments and plans by others that were current at that time.

SRA planning for the U.S. 45 corridor involved the Illinois Department of Transportation, the Chicago Area Transportation Study, the Lake County Division of Transportation, the communities of Grayslake, Third Lake, Millburn, Lindenhurst, Old Mill Creek and Antioch, as well as many representatives of parcels that served and/or were affected by the route. Input was received through a series of three meetings and a workshop which were held with the SRA Advisory Panel.

Also, a public hearing was held on October 20, 1994 to present the draft recommendations. The Appendix to this report contains minutes from the Advisory Panel meetings, and other information on the public involvement program.



*U.S. 45 SRA*

**Chapter II**

**Existing Conditions**

## Chapter II

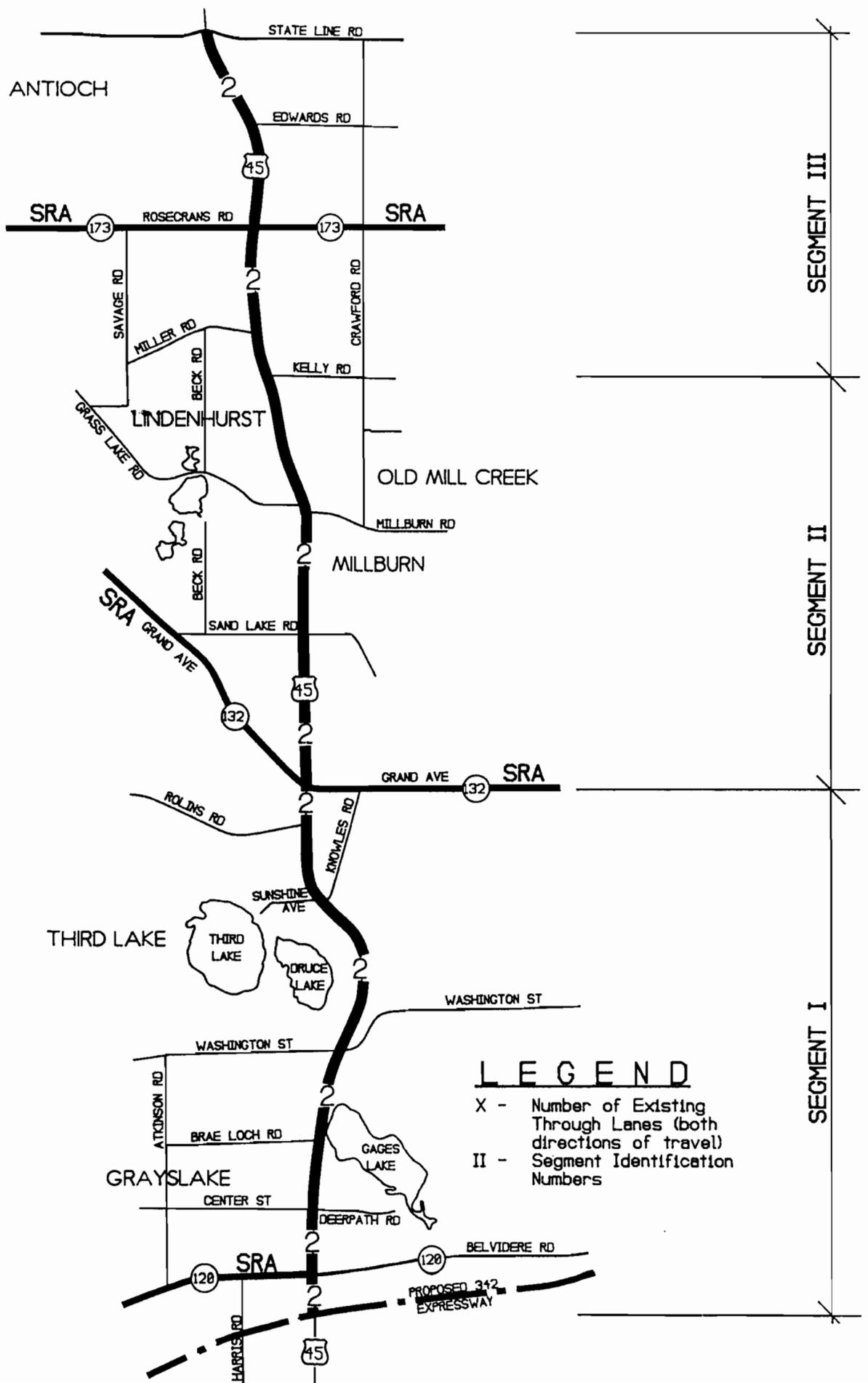
### Existing Conditions

The U.S. 45 SRA corridor study area extends from south of IL 120 to State Line Road through Lake County, a distance of approximately 11 miles. As shown in **Exhibit 2**, the corridor has been divided into three segments for purposes of analysis and planning:

- Segment I - Grayslake (IL 120 to IL 132)
- Segment II - Millburn (IL 132 to Kelly Road)
- Segment III - Antioch (Kelly Road to State Line Road)

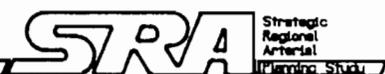
The U.S. 45 corridor serves as a north/south connection between the states of Illinois and Wisconsin. This SRA corridor supplements the north/south traffic movements of I-94 located approximately three miles east. The regional importance of U.S. 45 is emphasized by the fact that it is crossed by two other SRA routes (IL 132 and IL 173), intersected by one other SRA route (IL 120 to the west) and an interchange of FAP 342 is proposed with U.S. 45 at its southern end. The U.S. 45 corridor serves as a major arterial roadway and has numerous access points within the cities and villages it bisects. Therefore, it serves both local and regional trips.

Existing physical characteristics along with safety, traffic, and transit data for each of the analysis segments was collected from numerous sources (see **Table 1**). Information was also obtained from field reconnaissance, as well as discussions with state, county, village, and city officials at the Advisory Panel meetings.



# CORRIDOR MAP

## U.S. 45



**Table 1**  
**Sources of Data Describing Traffic and Transportation Characteristics of**  
**U.S. 45 in 1991/1992**

<b>Item</b>	<b>Data Source</b>
<b>Traffic Volumes</b> <ul style="list-style-type: none"> <li>• <b>Average Daily Traffic</b></li> </ul>	- 1988 Lake County Traffic Map
<b>Accidents</b>	- Illinois Department of Transportation Division of Traffic Safety. Collision Diagram Information (1987, 1988, 1989)
<b>Transit</b> <ul style="list-style-type: none"> <li>• <b>Routes</b></li> <li>• <b>Ridership</b></li> </ul>	- Regional Transit Authority - PACE
<b>Traffic Control</b> <ul style="list-style-type: none"> <li>• <b>Signalized Intersection Locations</b></li> <li>• <b>Other Traffic Control</b></li> </ul>	- Field Reconnaissance
<b>Cross Section</b> <ul style="list-style-type: none"> <li>• <b>Lane Widths and Arrangements</b></li> <li>• <b>Shoulder Widths</b></li> <li>• <b>Type of Section</b></li> </ul>	- As Built Plans-Illinois Department of Transportation, and Field Reconnaissance - Field Reconnaissance - Field Reconnaissance
<b>Right-of-Way</b>	- Illinois Department of Transportation
<b>Curb/Roadside Use</b> <ul style="list-style-type: none"> <li>• <b>Parking</b></li> <li>• <b>Bus and Loading Zones</b></li> </ul>	- Field Reconnaissance

## Corridor Overview

In general, the existing U.S. 45 corridor consists of two undivided travel lanes (one in each direction) with shoulders and ditches for its entire length. At the southern end of the corridor, for an approximate one-half mile segment between IL 120 and Center Street, U.S. 45 has been widened to three lanes. The center lane provides a protected left turn lane for the numerous access locations in this area. U.S. 45 has also been widened to a three lane cross-section between Rollins Road and IL 132 to accommodate the diversion of traffic between IL 132 (east) and Rollins Road (west). No parking restrictions are in place along the corridor.

The existing right-of-way varies from 80 to 100 feet throughout the corridor. Between IL 120 and IL 132, the right-of-way is typically 80 feet. The wider right-of-way exists north of IL 132, in the more rural section of the corridor. The right-of-way varies with no definite pattern in this area. There are few locations where the existing R.O.W. meets or exceeds the desired minimum of 120 feet.

Due to the location of this route, in the primarily undeveloped northern portion of the state, there is limited access control. The majority of the intersecting roadways operate under control of stop signs. Very few signalized intersections are in place. There are only a total of ten signal locations along the entire eleven mile corridor.

The corridor is intersected by three SRA routes which include IL 120 (west), IL 132 and IL 173, and paralleled by the I-94 Tollway, approximately three miles to the east.

### ***Average Daily Traffic***

**Table 2** shows that existing traffic demand on U.S. 45 ranges from 18,400 to 5,300 ADT. North of IL 120 to IL 132, the U.S. 45 existing traffic demand ranges from 18,400 to 11,800 ADT. The existing traffic demand north of IL 132 to State Line Road ranges from 8,200 to 5,300 ADT.

As noted in the volumes, the major shift in existing traffic flow occurs at the IL 132/U.S. 45 intersection. Traffic volumes south of this intersection are substantially higher than the traffic volumes to the north. This can be attributed to direct connection of IL 132 with I-94 which is west of the study area and the substantial volume of traffic accessing U.S. 45 at this location.

Table 2 Average Daily Traffic Volumes Along U.S. 45 in 1988/1989	
Location	ADT (vpd)
<b>U.S. 45</b>	
IL 120	18,400
Center Street	18,400
Brae Loch Road	15,900
Washington Street	11,800
Cottage Street	11,800
Park Place	11,800
Sunshine Avenue/Knowles Road	11,800
Rollins Road	16,500
IL 132	8,200
Sand Lake Road	8,700
Grass Lake Road/Millburn Road	6,000
Kelly Road	5,600
Miller Road	5,600
IL 173	5,600
Edwards Road	5,300
State Line Road	5,300

### ***Transit Operations***

**Table 3** lists transportation facilities that cross or are adjacent to the corridor. One Pace bus route runs along the southern end of the corridor serving Lake County College and Washington Street. No other transit lines exist north of Washington Street along U.S. 45.

### ***Physical and Environmental Constraints***

There are no physical constraints such as structures or railroad crossings along the U.S. 45 corridor which will require special attention. Limited right-of-way is a major concern in several areas along U.S. 45 where natural areas are directly adjacent to the corridor. Gages Lake, the College of Lake County Designated Natural Area and Brae Loch Country Club are adjacent to U.S. 45, in the vicinity of Brae Loch Road, and constrain the 80 feet of existing right-of-way. There is also a potential right-of-way constraint between IL 132 and Rollins Road where the Rollins Savana Forest Preserve borders U.S. 45 on the west. The MacDonald Woods Forest Preserve and the Millburn Historic District, located adjacent to U.S. 45 in Millburn, may also limit right-of-way. In addition, there are a few locations where wetlands on one or both sides of the corridor may cause a constraint. Sources for this information are located in **Table 4**.

Table 3  
Existing Transit Facilities and Rail Operation Along  
U.S. 45

Facility	Frequency	Location of Facility	Number of Weekday Boardings
Pace Bus Routes <sup>1</sup>			
Pace 572	Wkdy: 11-12 northbound, 11-12 southbound Saturday: 8-9 northbound, 8-9 southbound No Sunday or Holiday service	Uses U.S. 45 from Brae Loch Road to Washington Street	Not Noted

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<sup>1</sup> Sources: Pace, "Future Agenda for Suburban Transportation" (April 1992), and Pace, "Quarterly Route Review: January-March, 1992" (June 1992)

**Table 4**  
Sources of Environmental and Land Use Data Along U.S. 45

Item	Data Source
<b>Parkland and Other Open Space</b>	<p>Listing of Land and Water Conservation Fund (LAWCON) Projects; U.S. Department of the Interior, National Park Service</p> <p>1985 Bikeways Plan; Northeastern Illinois Planning Commission</p> <p>Illinois Natural Areas Inventory; Illinois Department of Transportation, District 1, Project and Environmental Studies</p> <p>Visual Survey 7/91</p> <p>Illinois Nature Preserves System 1987-1988 Report and 1990 Update; Illinois Nature Preserves Commission</p> <p>Lake County Forest Preserve Maps</p>
<b>Wetlands</b>	National Wetlands Inventory Map, U.S. Department of the Interior, U.S. Fish and Wildlife Service
<b>Floodplains</b>	<p>FIRM, Flood Insurance Rate Map, Federal Emergency Management Agency</p> <p>FLOODWAY, Flood Boundary and Floodway Map, U.S. Department of Housing and Urban Development</p>
<b>Hazardous Materials</b>	<p>Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) Listing, 5/91; U.S. EPA Superfund Program</p> <p>Leaking Underground Storage Tank (LUST) Listing, 12/88; Illinois Department of Transportation Environmental Division Files</p>
<b>Historic Sites</b>	<p>The National Register of Historic Places, 1990; U.S. Department of the Interior</p> <p>Illinois State Historical Markers Text Book, 1973; Illinois Historic Structures Survey</p> <p>Inventory of Historic Structures and Historic Landmarks, 1973; Illinois Historic Structures Survey</p>
<b>Existing and Future Land Use</b>	Visual Survey, 7/91, Communities & County Planning Depts.

## **Current Planning, Design, and Construction Activity**

There are current planning, design, and construction activities that have a direct bearing on the corridor. The following activities, because of their current status, were considered existing conditions for the U.S. 45 SRA study. The projects in progress or proposed along U.S. 45 for the next five years include FAP 342, the Rollins Road extension and a Phase I study of U.S. 45 from IL 176 to IL 132. The FAP 342 project, currently underway, evaluates the planned extension of IL 53 and a proposed interchange with U.S. 45 at the southern end of the corridor.

A Phase I study of U.S. 45 from IL 176, located south of IL 120, to IL 132 is also currently underway. This study, which encompasses a portion of the U.S. 45 SRA corridor, will review the potential widening of U.S. 45 to a four lane roadway within its boundaries.

Lake County Department of Transportation also plans to extend Rollins Road east from U.S. 45 to an intersection with IL 132 opposite Oakwood Drive. An alignment for this extension has been established. These projects were taken into account in the recommended plan presented in Chapter IV.

## Summary of Findings

The existing physical characteristics, traffic operation, safety, public transportation, environmental concerns, and land use in the three segments defined along the U.S. 45 corridor are presented below.

### Segment I - Grayslake (IL 120 to IL 132)

Segment I of the U.S. 45 SRA is approximately 3.50 miles long, extending from south of IL 120 to IL 132. Segment I includes portions of the communities of Grayslake and Third Lake.

#### *Physical Characteristics*

The roadway cross-section is typically a two lane undivided roadway (one lane in each direction) with shoulders and ditches. At the southern end of the corridor, for an approximate one-half mile segment between IL 120 and Center Street, U.S. 45 has been widened to three lanes. The center lane provides a protected left turn lane for the numerous access locations in this area. U.S. 45 has also been widened to a three lane cross-section between Rollins Road and IL 132 to accommodate the diversion of traffic between IL 132 (east) and Rollins Road (west).

The alignment of U.S. 45 shifts horizontally slightly to the east between the Washington Street and Sunshine Avenue/Knowles Road intersections with U.S. 45 so as not to conflict with Druce Lake and the surrounding residential developments.

The existing right-of-way in this segment is typically 80 feet. The areas of limited right-of-way are in the vicinity of Brae Loch Road and Rollins Road. Near Brae Loch Road, Gages Lake, on the east, and the College of Lake County Designated Natural Area and the Brae Loch Country Club, on the west, are adjacent to U.S. 45. Between Rollins Road and IL 132, on the west side of U.S. 45, is the Rollins Savana Forest Preserve which also limits right-of-way. The existing right-of-way information is shown in **Exhibits A-1 and A-2**.

### ***Traffic Control, Operations and Safety***

Due to the location of this route, in the primarily undeveloped northern portion of the state, the majority of the intersecting roadways operate under stop control. Very few signalized intersections are in place. There are a total of ten signal locations along the entire eleven mile corridor. Seven of these signal locations are located south of IL 132 in this segment. They include Center Street, Brae Loch Road, Gages Lake Road, Washington Street, and Rollins Road. The remaining two signal locations, in this segment, are at intersections with IL 120 (west) and IL 132, both designated as SRA routes. In general, separate left turn lanes are in place at each of the signalized intersections. No right turn lanes exist along the corridor segment at any of the aforementioned intersections with the exception of Rollins Road.

This section of the corridor has limited access control with numerous unsignalized intersections currently intersecting U.S. 45 in the section from IL 120 to Brae Loch Road. These roadways, located on the east side of U.S. 45, include Old Plank Road, Indian Lane, Sears Street and Orchard Lane. Thirty (30) private driveways also access the east side of U.S. 45 between IL 120 and Brae Loch Road. Between Brae Loch Road and Washington Street there is an intersection with a local street, Wright Avenue, and numerous access locations all of which will inhibit the through movement along U.S. 45. Another set of intersecting roadways can be found on the west side of U.S. 45 between Washington Street and IL 132, and these include Cottage Street, Park Place, Sheridan Drive and Sunshine Avenue/Knowles Road. This section also has numerous private access locations.

No parking restrictions are in place along the corridor. The speed limit ranges from 40 mph to 50 mph through most of this section and the entire length of the corridor is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Existing traffic demand, based on 1988 Lake County Average Daily Traffic (ADT) maps, varies from approximately 18,000 to 12,000 vehicle per day. North of IL 132, the daily traffic volumes are significantly lower than traffic volumes to the south. This can be attributed to direct connection of IL 132 with I-94 which is west of the study

area and the substantial volume of traffic accessing U.S. 45 at this location. See **Exhibits A-1 and A-2**.

Accident data (see **Exhibits A-1 and A-2**) was obtained for 1987, 1988 and 1989. The maximum calculated intersection accident rate is 2.40 accidents per million entering vehicles (MEV) at Washington Street. The accident rates at the remaining intersections ranged between 1.55 MEV and 0.65 MEV. Segment accident rates ranged from 0.74 accidents per million vehicle miles (MVM) between IL 120 and Brae Loch Road to 3.62 MVM between Rollins Road and IL 132.

### ***Public Transportation***

There are no rail transportation facilities (see **Table 3**) that operate in this segment of U.S. 45. Pace bus route 572 serves Lake County College and Washington Street in this segment. (see **Exhibits A-1 and A-2 and Table 3**).

### ***Environmental Constraints and Land Use***

The environmental concerns within this segment are summarized on the Planning Focus Area Exhibits (see **Exhibits B-1 and B-2**) and in **Table 5**. They include a leaking underground storage tank (L.U.S.T.) site at the Amoco in the southeast corner of the U.S. 45/Washington Street intersection.

Table 5 Summary of Environmentally Sensitive Land Uses and Sites Along Segment I on U.S. 45			
Item	Exhibit No.	Reference	Description
Historic Sites			None Noted
CERCLIS Sites <sup>1</sup>			None Noted
L.U.S.T. Sites <sup>2</sup>	B2	L-1	Amoco U.S. 45 & Washington Street

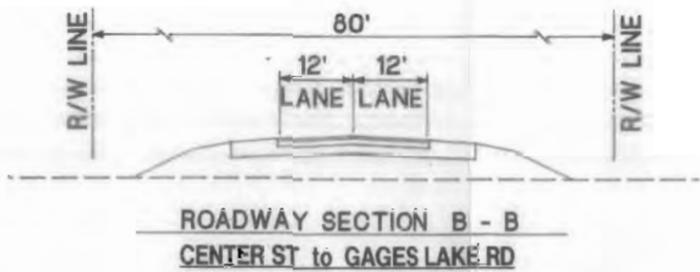
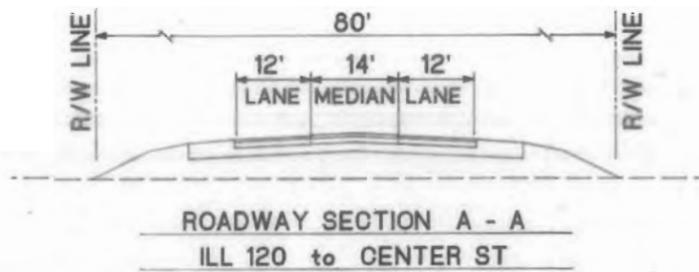
<sup>1</sup> Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites which have reportedly accepted hazardous substances or possess a record of accidental or illegal dumping

<sup>2</sup> Leaking underground storage tanks

The existing land use through Section I is primarily commercial uses adjacent to U.S. 45 with some residential development.

Other environmental concerns along this segment of the corridor include Gages Lake, the College of Lake County Designated Natural Area and the Brae Loch Country Club under the jurisdiction of the Lake County Forest Preserve District. These areas are located in the vicinity of the Brae Loch Road/U.S. 45 intersection. The Rollins Savana Forest Preserve also borders U.S. 45 between Rollins Road and IL 132.

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



	12,300	18,400	15,900	11,800
1988-1990 AVERAGE DAILY TRAFFIC				
ACCIDENT RATE	1.65/MEV	0.74 / MVM	0.73/MEV	2.40/MEV
TRANSIT ROUTES		PAGE BUS ROUTE 672		
SHOULDER USE		NO PARKING RESTRICTIONS		

## U.S. 45 - EXISTING CONDITIONS

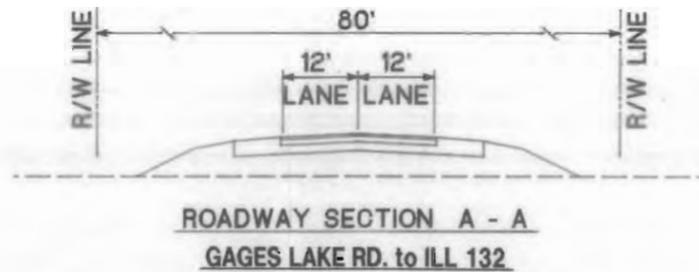


Prepared by CH2MHILL in association with METRO Transportation Group and EIM Engineering

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Scale: 0 200' 400' 600' 800' feet

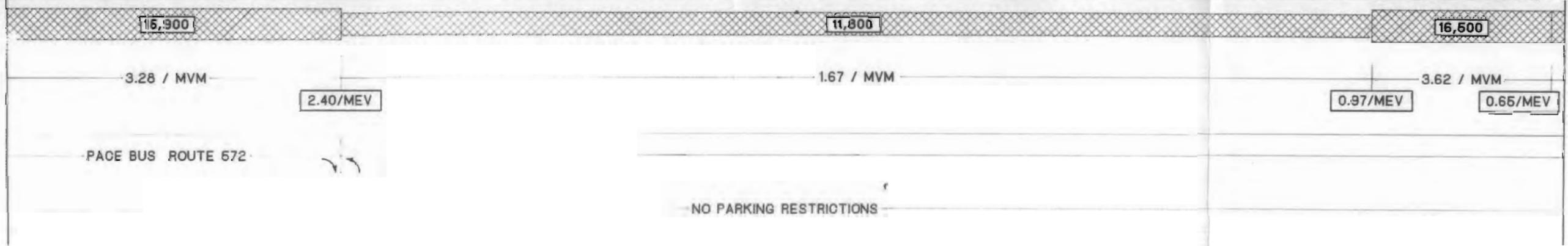
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990  
AVERAGE  
DAILY  
TRAFFIC  
ACCIDENT  
RATE

TRANSIT  
ROUTES

SHOULDER  
USE



## U.S. 45 - EXISTING CONDITIONS



A) SOUTH OF ILL. 120

- Future interchange with proposed F.A.P. 342 freeway

B) OLD PLANK RD TO ORCHARD LANE

- Five local street intersections
- Multiple access drives may contribute to poor operations.

C) VICINITY OF BRAE LOCH RD INTERSECTION

- Future right-of-way requirements may conflict with Gages Lake, Brae Loch Country Club, and the College of Lake County Designated Natural Area.



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY  
(DESIRABLE)

LEGEND

- A Planning Focus Area I.D.
- (C) Hazardous Waste Site
- (L) Leaking Underground Storage Tank
- (H) Historic Building/District
- \* Wetland
- † Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- //// Floodplain/Floodway

U.S. 45 - PLANNING FOCUS AREA

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Scale:  
0 200 400 600 800 feet

**SRA** Strategic  
Regional  
Arterial  
Planning Study  
Exhibit B-1

**A) SUNSHINE AVE TO ILL 132**

- Intersection geometrics at Sunshine Ave may contribute to accidents
- Roadway geometry between ILL. 132 and Rollins Rd may contribute to poor operations
- Future right-of-way requirements may conflict with Rollins Savana Forest Preserve



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

**LEGEND**

- Planning Focus Area i.D.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- Floodplain/Floodway

**U.S. 45 - PLANNING FOCUS AREA**



## **Segment II - Millburn (IL 132 to Kelly Road)**

Segment II of the U.S. 45 SRA is approximately 4.2 miles long extending from IL 132 (south) to Kelly Road (north). This segment is located in Lake County and includes portions of the communities of Millburn, Old Mill Creek and Lindenhurst.

### ***Physical Characteristics***

The roadway cross-section is typically a two lane undivided roadway (one lane in each direction) with shoulders and ditches. The alignment of U.S. 45 in this segment is fairly straight.

The existing right-of-way varies in this segment from 80 to 120 feet. The area of limited right-of-way is located in the vicinity of Millburn Road. The McDonald Woods Forest Preserve and the Millburn Historic District are located adjacent to U.S. 45 in Millburn. The existing right-of-way information is shown in Exhibits A-3 and A-4.

### ***Traffic Control, Operations and Safety***

Very few major intersecting roadways are located within this segment of the corridor, due to its location in the primarily undeveloped portion of the state. Three signalized intersections are located in this segment of the corridor; IL 132, a designated SRA route, Millburn Road and Grass Lake Road. All other intersecting roadways operate under stop control. Separate left turn lanes are in place at the signalized intersection at IL 132. No right turn lanes exist along this segment of the corridor. No parking restrictions are in place along the corridor. The speed limit through this section of the corridor is 55 mph and the entire length of the corridor is under the jurisdiction of the Illinois Department of Transportation (IDOT).

The existing traffic demand along this segment is approximately 8,200 - 6,000 ADT. This volume is based on mechanical twenty-four hour counts as indicated on the Lake County 1988 Traffic Map. North of IL 132, the daily traffic volumes are substantially lower than traffic volumes to the south. This can be attributed to direct connection of

IL 132 with I-94 which is west of the study area and the substantial volume of traffic accessing U.S. 45 at this location. See Exhibits A-3 and A-4.

Accident data (see Exhibits A-3 and A-4) was obtained for 1987, 1988 and 1989. The maximum calculated intersection accident rate was 0.65 accidents per million entering vehicles (MEV) at IL 132. The accident rates at the remaining intersections ranged between 0.55 MEV and 0.46 MEV. Segment accident rates ranged from 1.22 accidents per million vehicle miles (MVM) between Grass Lake Road/Millburn Road and Kelly Road to 0.61 MVM between Sand Lake Road and Grass Lake Road/Millburn Road.

### ***Public Transportation***

There are no public transportation facilities located within this segment. There are no Pace routes along this segment.

### ***Environmental Constraints and Land Use***

The environmental concerns within this segment from south to north (see Exhibits B-3 and B-4) consist of wetlands and floodplains at several locations. Wetlands have been identified on both sides of U.S. 45 while floodplains have been identified north of Sand Lake Road and south of Kelly Road.

There are no CERCLIS, or leaking underground storage tank (L.U.S.T.) sites located along this segment. However, the Millburn Historic District is located adjacent to both the east and west sides of U.S. 45 near the Millburn Road/Grass Lake Road intersection (see Table 6.)

Table 6 Summary of Environmentally Sensitive Land Uses and Sites Along Segment II on U.S. 45			
Item	Exhibit No.	Reference	Description
Historic Sites	B4	H-1	Millburn Historic District; Millburn
CERCLIS Sites <sup>1</sup>			None Noted
L.U.S.T. Sites <sup>2</sup>			None Noted

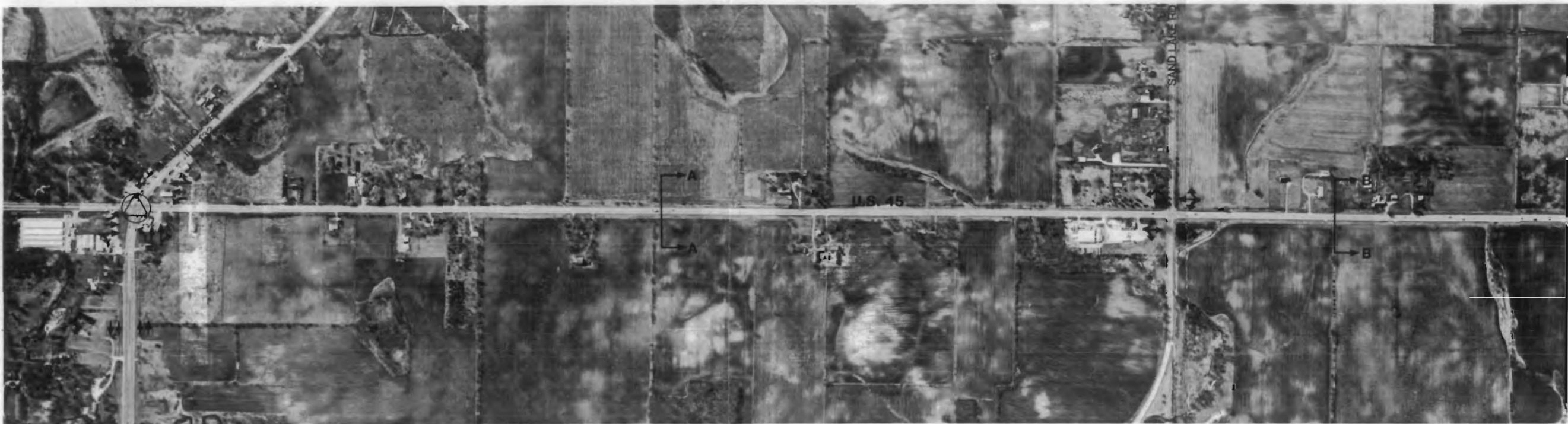
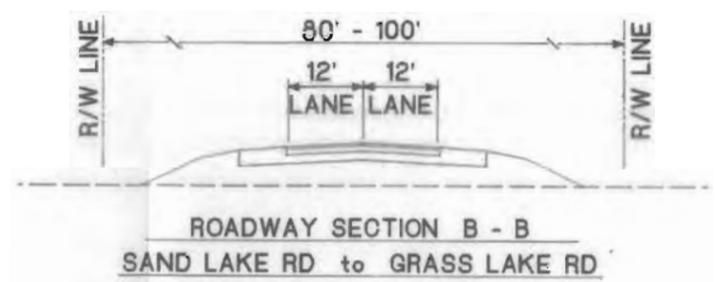
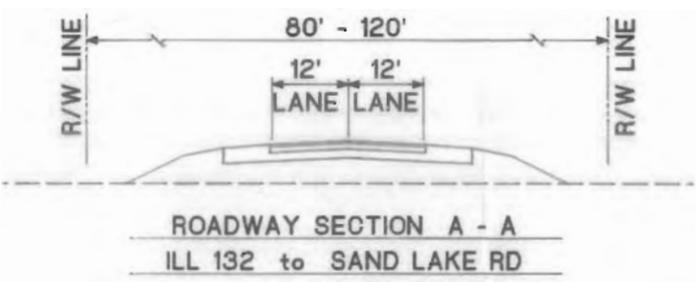
<sup>1</sup> Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites which have reportedly accepted hazardous substances or possess a record of accidental or illegal dumping

<sup>2</sup> Leaking underground storage tanks

The primary existing land use through Section II is agricultural with some residential homes through the Millburn Historic District.

Other environmental concerns along this segment of the corridor include MacDonald Woods Forest Preserve under the jurisdiction of the Lake County Forest Preserve District. This area is located on the west side of U.S. 45, south of Millburn.

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990  
AVERAGE  
DAILY  
TRAFFIC  
ACCIDENT  
RATE  
  
TRANSIT  
ROUTES  
  
SHOULDER  
USE

16,500	8,200	8,700
3.62 / MVM	1.19 / MVM	0.61 / MVM
0.66/MEV		0.46/MEV
	NO PARKING RESTRICTIONS	

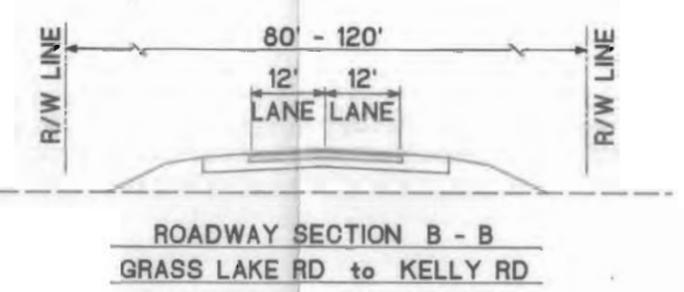
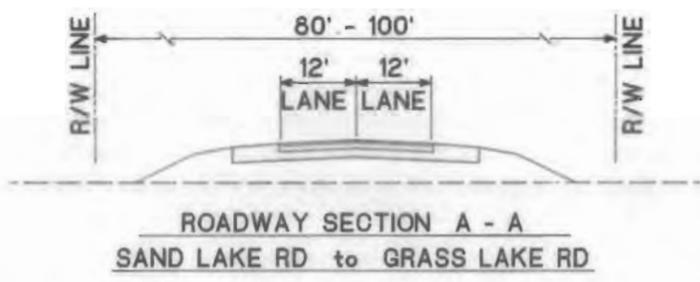
## U.S. 45 - EXISTING CONDITIONS



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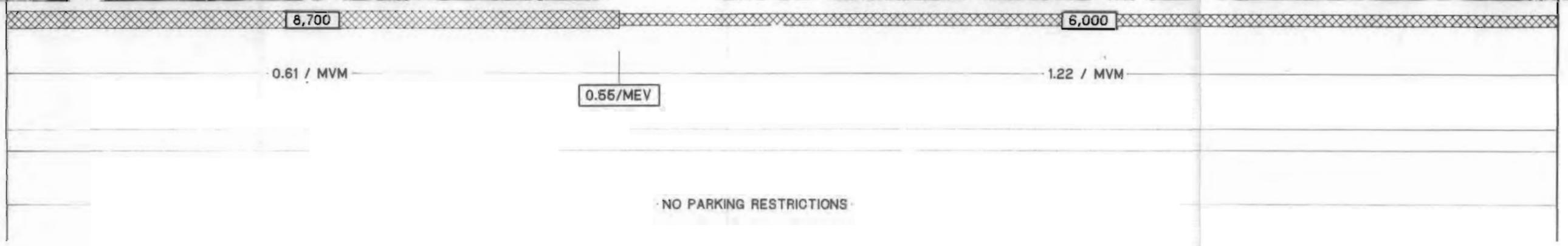
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990  
AVERAGE  
DAILY  
TRAFFIC  
ACCIDENT  
RATE

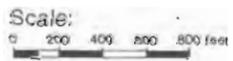
TRANSIT  
ROUTES

SHOULDER  
USE



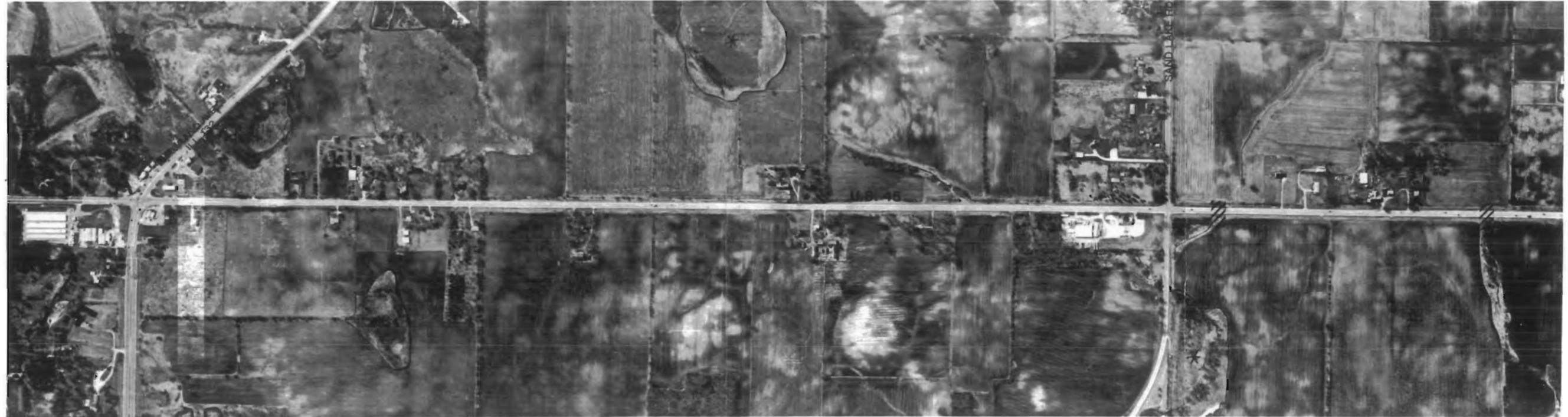
## U.S. 45 - EXISTING CONDITIONS

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A) ILL. 132

- Poor intersection angle



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

LEGEND

- A Planning Focus Area I.D.
- ⚠ Hazardous Waste Site
- ⚠ Leaking Underground Storage Tank
- Ⓜ Historic Building/District
- \* Wetland
- † ⚡ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- /// Floodplain/Floodway

# U.S. 45 - PLANNING FOCUS AREA



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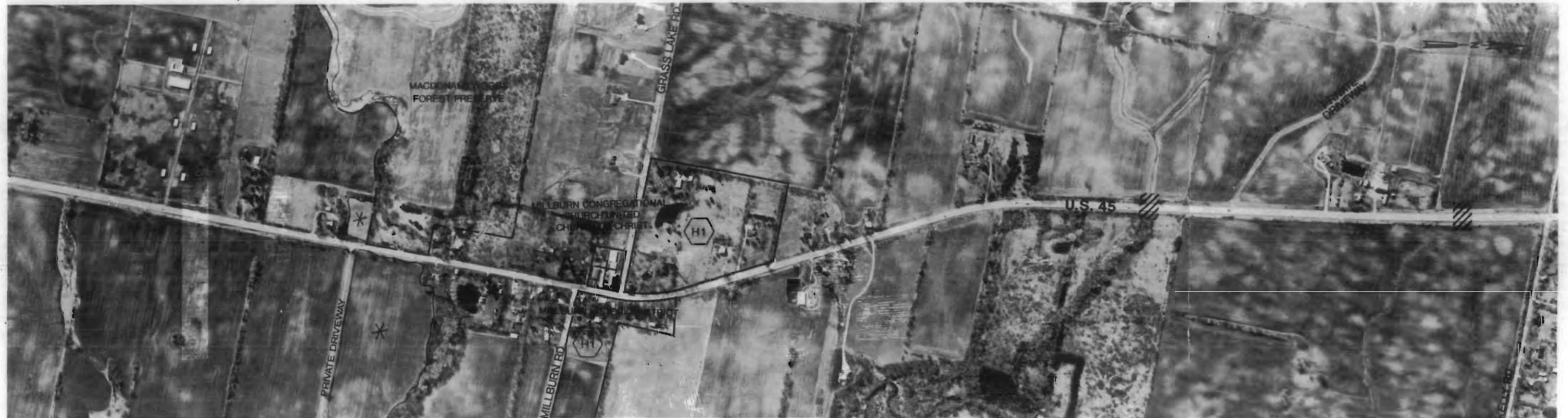
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Exhibit: B-3

A) MILLBURN AREA

- Future right-of-way requirements may conflict with adjacent forest preserve and Millburn Historic District

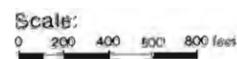


SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

LEGEND

- A Planning Focus Area I.E.
- Hazardous Waste Site
- Leaking Underground Storage Tank
- Historic Building/District
- \* Wetland
- Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- Floodplain/Floodway

U.S. 45 - PLANNING FOCUS AREA



### **Segment III - Antioch (Kelly Road to State Line Road)**

Segment III of the U.S. 45 SRA is approximately 3.8 miles long extending from Kelly Road (south) to State Line Road (north), the Illinois/Wisconsin border. This segment is located in Lake County and includes portions of the community of Antioch.

#### ***Physical Characteristics***

The roadway cross-section is typically a two lane undivided roadway (one lane in each direction) with shoulders and ditches. The alignment of U.S. 45 has a slight horizontal shift to the east north of IL 173. Otherwise, the alignment of U.S. 45 in this segment is fairly straight. The existing right-of-way varies in this segment from 80 to 120 feet with no definite pattern. The existing right-of-way information is shown in **Exhibits A-5 and A-6**.

#### ***Traffic Control, Operations and Safety***

Very few major intersecting roadways are located within this segment of the corridor, due to its location in the primarily undeveloped portion of the state. One signalized intersection is located in this segment of the corridor at IL 173, a designated SRA. The other intersecting roadways operate under stop control. The signalized intersection includes left turn lanes on all approaches.

No parking restrictions are in place along the corridor. The speed limit through this section of the corridor is 55 mph and the entire length of the corridor is under the jurisdiction of the Illinois Department of Transportation (IDOT).

The existing traffic demand along this segment is approximately 6,000 - 5,300 ADT. This volume is based on mechanical twenty-four hour counts as indicated on the Lake County 1988 Traffic Map. See **Exhibits A-5 and A-6**.

Accident data (see **Exhibits A-5 and A-6**) was obtained for 1987, 1988 and 1989. The intersection accident rate was calculated to be 0.46 accidents per million entering vehicles (MEV) at IL 173. Segment accident rates ranged from 1.52 accidents per

million vehicle miles (MVM) between Kelly Road and Il 173 to 0.98 MVM between Il 173 and State Line Road.

***Public Transportation***

There are no public transportation facilities located within this segment. There are no Pace routes along this segment.

***Environmental Constraints and Land Use***

The environmental concerns within this segment from south to north (see Exhibits B-5 and B-6) consist of wetlands and floodplains at several locations. Wetlands have been identified on both sides of U.S. 45 along this segment of the corridor while floodplains have been identified in the vicinity of Burr Hollow Road.

Within this segment is a leaking underground storage tank (L.U.S.T.) site (Johnny’s) in the southeast corner of the U.S. 45/State Line Road intersection and a historic marker in the southwest corner of this intersection. See Table 7.

<p style="text-align: center;"><b>Table 7</b>  <b>Summary of Environmentally Sensitive Land Uses and Sites Along</b>  <b>Segment III on U.S. 45</b></p>			
<b>Item</b>	<b>Exhibit No.</b>	<b>Reference</b>	<b>Description</b>
Historic Sites	B6	H-2	Historic Marker
CERCLIS Sites <sup>1</sup>			None Noted
L.U.S.T. Sites <sup>2</sup>	B6	L-2	Johnny’s State Line Tavern; Antioch

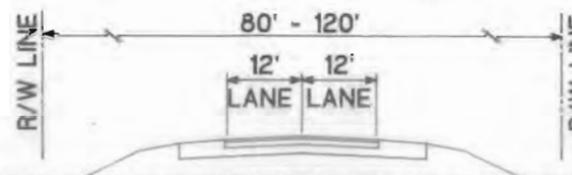
<sup>1</sup> Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites which have reportedly accepted hazardous substances or possess a record or accidental or illegal dumping

<sup>2</sup> Leaking underground storage tanks

The primary existing land use through Section III is agricultural. However, a parcel in the southeast corner of the U.S. 45/IL 173 intersection was recently rezoned for research/office development as part of the Abbott - Old Mill Creek development.

**LEGEND**

-  SIGNALIZED INTERSECTION
-  LANE ARRANGEMENTS AT KEY INTERSECTIONS
-  PARKING ALLOWED
-  PARKING PROHIBITED
-  NO PARKING RESTRICTIONS
-  DESIGNATED BUS STOP
-  RAPID TRANSIT STATION
-  METRA STATION



ROADWAY SECTION A - A  
KELLY RD to ILL 173

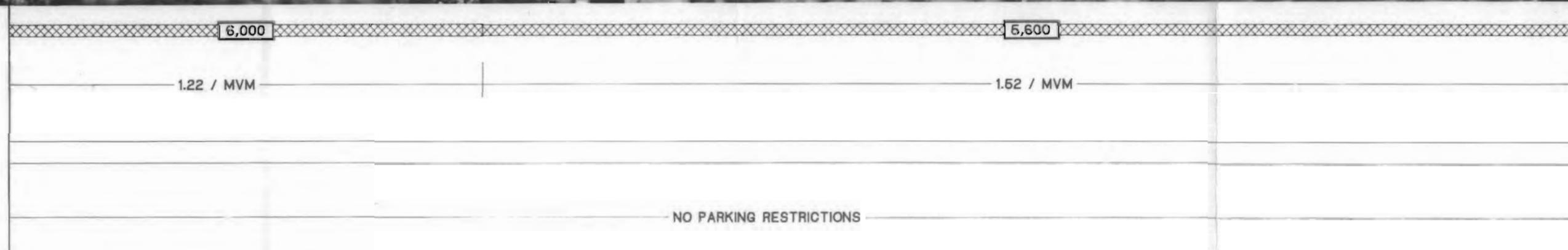


1988-1990  
AVERAGE  
DAILY  
TRAFFIC

ACCIDENT  
RATE

TRANSIT  
ROUTES

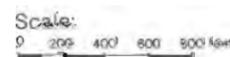
SHOULDER  
USE



**U.S. 45 - EXISTING CONDITIONS**

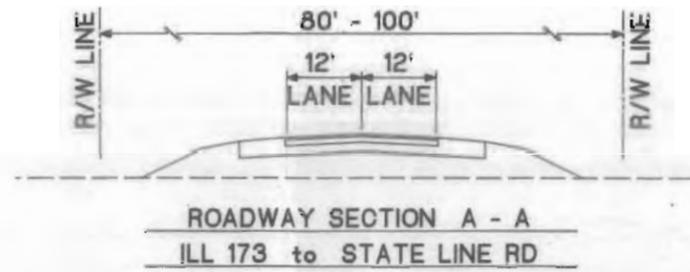
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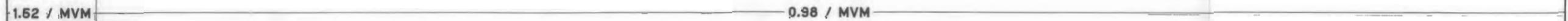


**SRA** Strategic  
Regional  
Arterial  
Planning Study  
Exhibit A-5

LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	PARKING PROHIBITED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION



1988-1990  
AVERAGE  
DAILY  
TRAFFIC  
ACCIDENT  
RATE



0.46/MEV

TRANSIT  
ROUTES

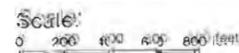
SHOULDER  
USE

NO PARKING RESTRICTIONS

## U.S.45 - EXISTING CONDITIONS

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**SRA** Strategic  
Regional  
Arterial  
Planning Study  
Exhibit: A-6



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY (DESIRABLE)

LEGEND	
A	Planning Focus Area I.D.
⬇	Hazardous Waste Site
⬇	Leaking Underground Storage Tank
⬇	Historic Building/District
*	Wetland
†	Church/Synagogue/Religious Institution
—	Agricultural Land
—	Special Use Areas
—	Major Utility Lines
////	Floodplain/Floodway

## U.S. 45 - PLANNING FOCUS AREA

**SRA** Strategic Regional Arterial Planning Study  
Exhibit: B-5

Prepared by CH2M HILL in association with  
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ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale:  
0 200 400 600 800 feet

A) STATE LINE RD AND U.S. 45 INTERSECTION

- Future right-of-way may conflict with adjacent historical site



SUBURBAN SRA -- 120' TO 150' RIGHT OF WAY  
(DESIRABLE)

LEGEND

- A Planning Focus Area I.D.
- (C1) Hazardous Waste Site
- LI Leaking Underground Storage Tank
- (HI) Historic Building/District
- \* Wetland
- † ⚙ Church/Synagogue/Religious Institution
- Agricultural Land
- Special Use Areas
- Major Utility Lines
- //// Floodplain/Floodway

U.S. 45 - PLANNING FOCUS AREA



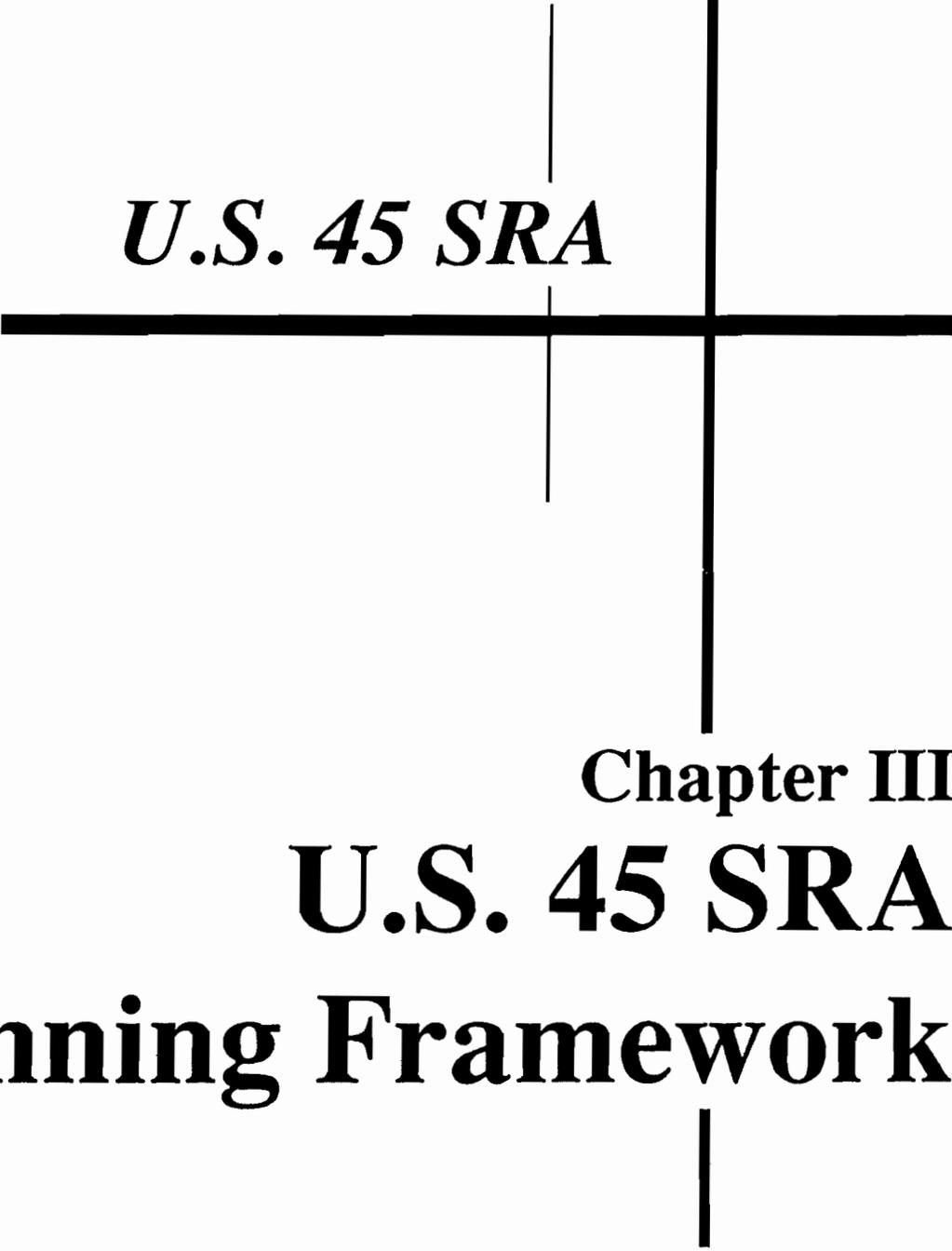
## Summary

The U.S. 45 corridor, which is approximately 11 miles in length, is characterized by many different land uses and environmental concerns. The character of the roadway changes dramatically from its southern terminus at IL 120 to its northern terminus at State Line Road, although its cross section is generally the same throughout the corridor.

The area north of IL 132, although currently undeveloped, is not expected to remain undeveloped for long due to the recently rezoned parcel and the trend of development of rural type developments. The area in the vicinity of IL 120 has been developed with primarily commercial/retail development. However, the environmental concerns along the entire segment required special consideration in development of the plan.

The planning framework, within which the recommended plan was developed, is explained in Chapter III. Topics discussed in Chapter III include route design considerations, expected 2010 transportation system changes and traffic volumes, 2010 land use planning and development information, and any future areas of concern identified during improvement planning.

✓



*U.S. 45 SRA*

**Chapter III**

**U.S. 45 SRA**

**Planning Framework**

**Chapter III**  
**U.S. 45**  
**SRA Planning Framework**

Long range planning for the U.S. 45 corridor must be based on a range of transportation, land use and community concerns. Regional transportation needs require balancing with local interests, plans, and constraints.

This chapter outlines the planning framework within which the U.S. 45 corridor should be viewed. It includes both existing problems and conditions, as well as expected or forecasted conditions for the long range. The following is a summary of the important elements of the U.S. 45 planning framework.

- Functional classification (The roles of SRAs in general, and U.S. 45 specifically, in serving regional transportation needs.)
- SRA route design considerations and characteristics
- Long range forecasts of highway traffic activity along U.S. 45
- Other planned transportation improvements within, crossing, or near the U.S. 45 corridor
- Long range land use plans for the communities and Lake County
- Existing safety and traffic operational problems along U.S. 45
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

These comprehensive, and often conflicting inputs were used to establish a basic plan for U.S. 45. The following is specified in the plan:

- 1) The number of continuous through lanes in each direction along U.S. 45
- 2) Locations of future major signalized intersections
- 3) Locations of special intersection design needs, e.g., possible interchanges
- 4) A general approach to access management
- 5) The need for and locations of special or unique highway solutions

## Functional Classification

Previous planning efforts by Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) have established U.S. 45 as a Strategic Regional Arterial (SRA). Furthermore, the U.S. 45 corridor is classified as suburban for its entire length, from south of IL 120 to State Line Road. As a suburban SRA, the desirable characteristics of U.S. 45 include a six through lane continuous facility (three in each direction) with a raised median for access control (see **Exhibit 3**). The six lane desirable feature is an initial goal in planning, with recognition that it may not be achievable in some areas. However, it is essential that any SRA be planned for a minimum of four continuous through lanes (two in each direction).

## Route Design Considerations

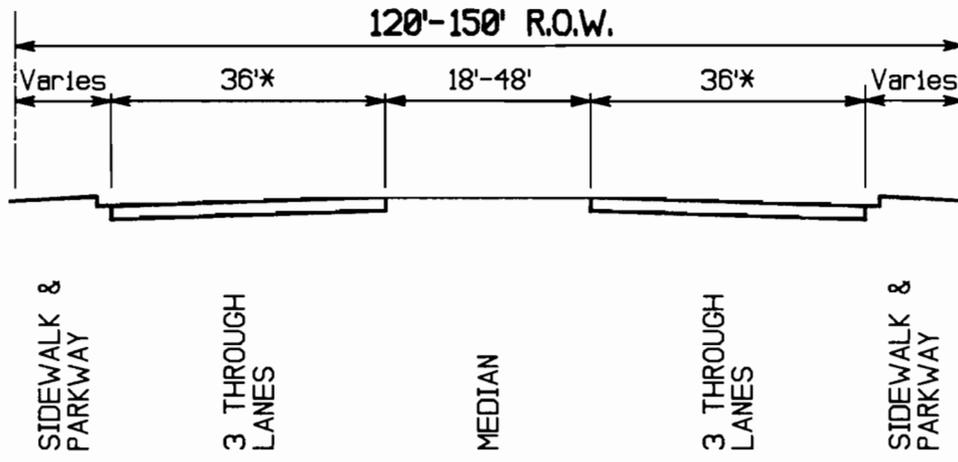
The SRA Design Concept Report, which serves as a guide in the planning of the SRA system, presents desirable cross sections for each SRA route designation in order to ensure adequate traffic service and geometric design within the right-of-way width indicated. The desirable SRA cross section for the suburban designation is shown on **Exhibit 3**.

The desirable suburban SRA concept cross section includes 120 to 150 feet of right-of-way. This width accommodates a six lane (three in each direction) roadway with a 18-46 foot raised median. The typical cross section implies a closed drainage system by including curb and gutter at the pavement edge. Other information about the desirable route characteristics of a suburban SRA are listed in **Table 8**.

Note that the existing two-lane, open drainage cross section along U.S. 45 is considerably different than the desirable SRA cross section. Right-of-way is significantly less than the maximum 150-foot desirable suburban SRA right-of-way.

**Table 8**  
**2010 Desirable Route Characteristics**  
**Suburban Strategic Regional Arterials**

Right-of-Way	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' width paved
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 pre-emption and HOV potential
Number of Traffic Signals per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New Structures: 16' - 3" Existing Structures: 14' - 6"
Loading	Off-street loading



\* AN ADDITIONAL 1 FT. COULD BE ADDED TO ACCOMODATE BICYCLE DEMAND WHERE R.O.W. IS NOT CONSTRAINED OR WHERE PARKWAY WIDTH CAN BE REDUCED.

**SRA DESIRABLE SUBURBAN CROSS SECTION**



**U.S. 45**

SOURCE: Design Concept Report for SRA Corridor Planning.

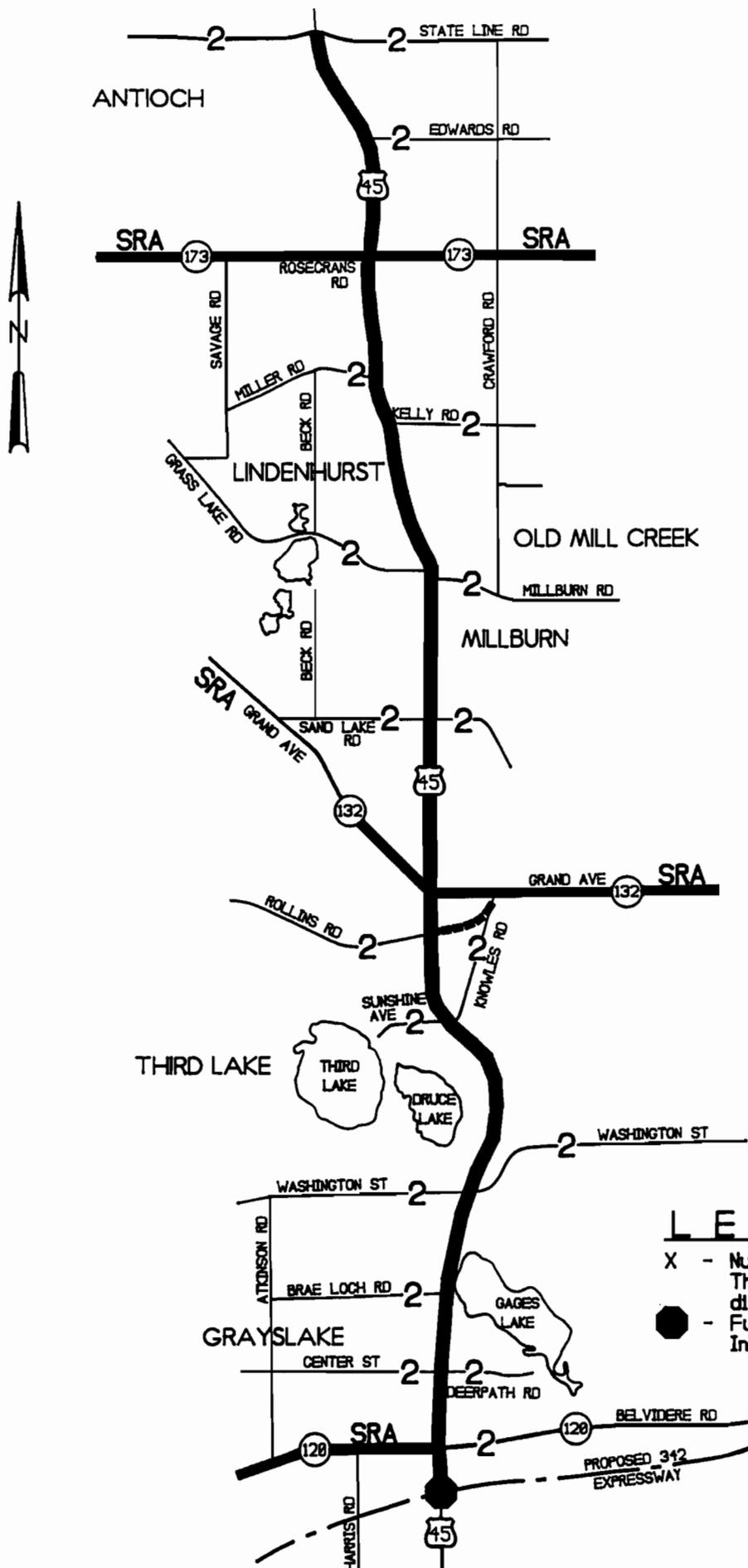
## The 2010 Transportation Network

**Exhibit 4** illustrates U.S. 45 in a more regional context. The corridor is crossed by three other SRA routes (IL 120 (west), IL 132 and IL 173). These routes, in combination with U.S. 45, form a network of roadways intended to serve regional travel in the area. The proposed area highway, FAP 342, is proposed to connect with the planned extension of IL 53 at the southern end of the corridor which will also help serve regional travel. Other important roadways that cross this SRA include Washington Street, Rollins Road and Millburn Road/Grass Lake Road. These non-SRA routes will also have a significant impact on the operation of the U.S. 45 corridor.

The U.S. 45 corridor is paralleled by one other highway, the I-94 Tollway, which is approximately three miles east. Other lower class roads parallel U.S. 45 at much closer distances, but none have the necessary continuity or functional classification to act as an alternative route for the regional trips the U.S. 45 SRA is intended to serve.

**Exhibit 4** also shows a planned expressway (FAP 342) through Lake County. As of early 1994, this expressway is in the route location and environmental impact statement phase. Because FAP 342 is part of the CATS year 2010 transportation plan, it is considered to be part of the long-range network assumed for this study. Its effect on U.S. 45 travel patterns could be substantial, given that its plan assumes an interchange of FAP 342 with U.S. 45.

Currently, no railroad facilities cross the U.S. 45 corridor. However, Metra plans to extend its commuter line northwards along the Wisconsin Central Line according to the "2010 Transportation System Development Plan" by CATS, sometime in the future. The railroad line is approximately 3.5 miles west of the corridor. The PACE bus line utilizes U.S. 45 to serve Washington Street and Lake County College.



**LEGEND**

- X - Number of Future Through Lanes (both directions of travel)
- - Future Potential Interchange

**FUTURE TRANSPORTATION NETWORK  
IN THE VICINITY OF U.S. 45**

## Year 2010 and Existing Traffic

Forecasts of traffic volumes were prepared by CATS to illustrate the level and pattern of traffic under expected future conditions. The forecasts were based on regional land use assumptions furnished by the Northeastern Illinois Planning Commission (NIPC). They assume a network as specified in the year 2010 plan, with the full SRA system in place. Specific to U.S. 45, the forecast also assumes that FAP 342 is in place.

The traffic forecasts are used as a reference only - not as a primary tool in corridor sizing. They provide a means, particularly when compared to existing traffic, of judging the long range need for corridor improvements. In short, traffic volumes can be expected to increase over the next 20 years. Employment and population growth will continue to be significant in Lake County.

As **Table 9** shows, the projected volume of traffic along U.S. 45 varies from less than 10,000 vehicles per day (vpd) to 30,000 vpd. It is forecast that the traffic volumes across the entire U.S. 45 SRA are expected to increase though at a different rate along the corridor.

The CATS forecasts show a demand on the order of 20,000 to 30,000 vehicles per day (vpd) for the areas between Sunshine Avenue/Knowles Road and IL 132. The forecasts show that 10,000-20,000 vpd are projected between IL 120 and Park Place with less than 10,000 vpd projected between Sand Lake Road and State Line Road.

**Table 9**  
**Year 2010 Average Daily Traffic (ADT) Forecast for Strategic Regional Arterial Route**  
**U.S. 45<sup>1</sup>**

Location	Existing ADT (1988)	2010 ADT Forecast
<b>U.S. 45</b> IL 120 to Center Street Center Street to Brae Loch Road Brae Loch Road to Washington Street Washington Street to Cottage Street Cottage Street to Park Place Park Place to Sunshine Avenue/Knowles Road Sunshine Avenue/Knowles Road to Rollins Road Rollins Road to IL 132 IL 132 to IL 132 (realigned) IL 132 (realigned) to Sand Lake Road Sand Lake Road to Millburn Road/Grass Lake Road Millburn Road/Grass Lake Road to Kelly Road Kelly Road to IL 173 IL 173 to Edwards Road Edwards Road to State Line Road	18,400 18,400 15,900 11,800 11,800 11,800 11,800 16,500 - 8,200 8,700 6,000 5,600 5,600 5,300	10,000-20,000 10,000-20,000 10,000-20,000 10,000-20,000 10,000-20,000 10,000-20,000 20,000-30,000 20,000-30,000 20,000-30,000 < 10,000 < 10,000 < 10,000 < 10,000 < 10,000 < 10,000
<sup>1</sup> Source: Chicago Area Transportation Study		

## Other Corridor Planning Activities

### *Roadway Improvements*

Previous and concurrent planning information was obtained for the U.S. 45 SRA corridor from the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Lake County, as well as surrounding communities. Several of the projects mentioned in these documents were considered as existing conditions, and are discussed in Chapter II. These projects were expected to be completed within the next five years.

Other concurrent studies of particular interest have been discussed by the Lake County and the surrounding communities. The studies identify the need for roadway improvements, based on the development of a substantial parcels of land. In the southeast quadrant of the IL 173/U.S. 45 intersection an approximate 1,000 acre parcel is planned for research/office development by Abbott Laboratories sometime in the future. Old Mill Creek currently is developing a comprehensive plan for the surrounding countryside of approximately 6,000 acres. Other communities in the vicinity, including Antioch, are also currently evaluating their comprehensive plans. At the time of this report, these studies are still in their initial stages. However, it should be noted that meetings have been held with these communities and Lake County so that this report coordinates with the preliminary results of these studies.

### *City and Village Comprehensive Plans*

Information regarding local transportation plans, land use plans, and community objectives was gathered from the comprehensive plans of the villages and cities along the corridor. **Table 10** lists these plans that were reviewed in conjunction with overall corridor planning.

Table 10  
Summary of Previous and Concurrent Planning Studies Relevant to  
U.S. 45

Land Use and Comprehensive Plans	Source
<ul style="list-style-type: none"> <li>• Comprehensive Plan</li> <li>• Comprehensive Plan</li> <li>• Comprehensive Plan</li> <li>• Comprehensive Plan</li> </ul>	Village of Grayslake Village of Third Lake Village of Lindenhurst Village of Antioch
Study, Plan and Report	
<ul style="list-style-type: none"> <li>• FAP 342 Right-of-Way</li> <li>• Rollins Road Extension</li> <li>• Phase I Study - IL 176 to IL 132</li> <li>• By-pass Study</li> </ul>	IDOT Lake County DOT IDOT Historic Millburn Community Association

### ***Transit Improvements***

As stated previously, Metra plans to extend its commuter line northwards along the Wisconsin Central Line at such time as ridership warrants. The railroad line is located approximately 3.5 miles west of the corridor. Locations for stations are still under evaluation by Metra.

Metra also has provided information on a possible proposed extension of the Milwaukee North Line. This proposed extension, if implemented, would reinstate an existing station at Rondout, located at IL 176 halfway between the I-94 Tollway and IL 43. This station would serve as a transfer location between the Metra-Milwaukee North Line and this proposed extension.

While PACE has no current plans, increasing growth to the study area indicates that the future demand could require the addition of transit service to these areas. At this time, no finalized routes have been identified.

## **Future Land Use and Development**

Information regarding existing and future land use plans was obtained from field observations, input from the U.S. 45 Advisory Panel, and from the various communities, regional organizations, and counties (See Table 10).

### ***Future Conditions***

In general, the land use adjacent to the southern portion of the U.S. 45 corridor is expected to be primarily residential, with several areas of commercial/retail development. North of IL 132, the land use adjacent to U.S. 45 is expected to remain primarily agricultural with the notable exception of the planned Abbott Laboratories office/research development. The following describes notable areas where land use is changing, or where particularly intensive development is expected. Significant areas of development have already occurred and are also noted.

- From IL 120 to Brae Loch Road, the available land, adjacent to U.S. 45, will continue to be developed as commercial/retail development. Residential land use exist east and west of U.S. 45 in this area and are completely built-out. Numerous access drives including local streets intersect U.S. 45 in this segment.
- In the vicinity of Brae Loch Road, the boundaries of the natural areas (Gages Lake, Brae Loch Country Club, and the College of Lake County Designated Natural Area) are located directly adjacent to the U.S. 45 corridor.
- From Brae Loch Road to IL 132, the land use focuses on residential development. Commercial uses exist at the intersections with the major cross streets such as Washington Street and IL 132. In the vicinity of Rollins Road, the Rollins Savana Forest Preserve abuts U.S. 45 on the west.

- North of IL 132, the land use is primarily agricultural with some randomly spaced farm houses and existing or planned residential developments. A large office/research development is planned in the next twenty to twenty-five years at the IL 173/U.S. 45 intersection.
- The Millburn Historic District and the MacDonald Woods Forest Preserve are located adjacent to U.S. 45 in Millburn.

### **Existing Environmental Constraints, Unique Conditions, and Areas of Concern**

#### ***IL 120 to Brae Loch Road***

This segment includes intersections with local streets along with access to the shopping center in the northeast quadrant of the U.S. 45/IL 120 intersection and multiple private access drives from the residential buildings, along the east side of U.S. 45 from Old Plank Road to Orchard Lane which all affect the operations of U.S. 45. The right-of-way in this area could be limited due to the proximity of the residential buildings. Gages Lake, Brae Loch Country Club and the College of Lake County Designated Natural Area, located in the vicinity of the Brae Loch Road/U.S. 45 intersection could also conflict with future right-of-way requirements. The boundaries of all three natural areas are located directly adjacent to U.S. 45.

#### ***Brae Loch Road to IL 132***

Intersections with several local streets along this segment including Cottage Street, Park Place, and Sunshine Avenue/Knowles Road affect the operation of U.S. 45. The sharp angle of the Sunshine Avenue/Knowles Road intersection with U.S. 45 and the proximity of the Grand Avenue/Sunshine Avenue intersection to U.S. 45 contribute to poor traffic operations. The poor alignment of IL 132 (west) through the U.S. 45 intersection is also an area of concern since these two intersecting SRA routes may ultimately require an interchange. The Rollins Savana Forest Preserve located adjacent

to the west side of U.S. 45 between Rollins Road and IL 132 could potentially limit the right-of-way.

### ***IL 132 to State Line Road***

This section has wetlands that exist on one or both sides of the road as well as retention and detention areas located near the corridor. Also, this segment of the U.S. 45 corridor bisects the Millburn Historic District, located in the vicinity of the Grass Lake Road/Millburn Road intersection. The MacDonald Woods Forest Preserve is also located in this area. Right-of-way may be limited along this portion of the U.S. 45 SRA corridor. Also, Grass Lake Road and Millburn Road are off-set from one another as they "tee" into U.S. 45. This off-set roadway alignment currently contributes to safety and operational problems along U.S. 45. At the corridor terminus at State Line Road, a historical marker exists in the vicinity of U.S. 45.

## **Community Concerns, Interests, and Attitudes**

The interest of the communities through which the U.S. 45 SRA passes are important factors in arriving at a reasonable consensus plan for the corridor. A Corridor Advisory Panel was established, and is comprised of elected officials and technical staff from the communities along and affected by the SRA corridor. Three panel meetings and one workshop were held to present SRA concepts, discuss the corridor, and provide the IDOT consultant with background on community interests and concerns.

Chapter V of this report contains minutes from the four meetings, held on September 10, 1991, February 21, 1992, December 8, 1992 and October 5, 1994. The following is a summary of key concerns discussed at these meetings:

- 1) The SRA study should be formally adopted by the various municipalities along the corridor to ensure that development along the corridor is aware of the guidelines set forth in the final report.
- 2) Concern was raised about the availability of funding to implement the proposed plan. IDOT indicated that there currently is no funding set aside for this SRA corridor, but right-of-way acquisition, access control, etc. would be requested to be provided by the various agencies that control this corridor.
- 3) There was concern about the proposed design of U.S. 45 through the historic area of Millburn. It was asked if a by-pass, preferably to the west, had been considered.
- 4) It was mentioned that the SRA study should coordinate with any Phase I study conducted.

## **Recommended SRA Corridor Concept for U.S. 45**

Based on the above input, the recommended corridor concept illustrated in **Exhibit 5** was established for the U.S. 45 corridor. The concept includes number of through lanes, intersection and interchange requirements, access control, median treatments, and special design features.

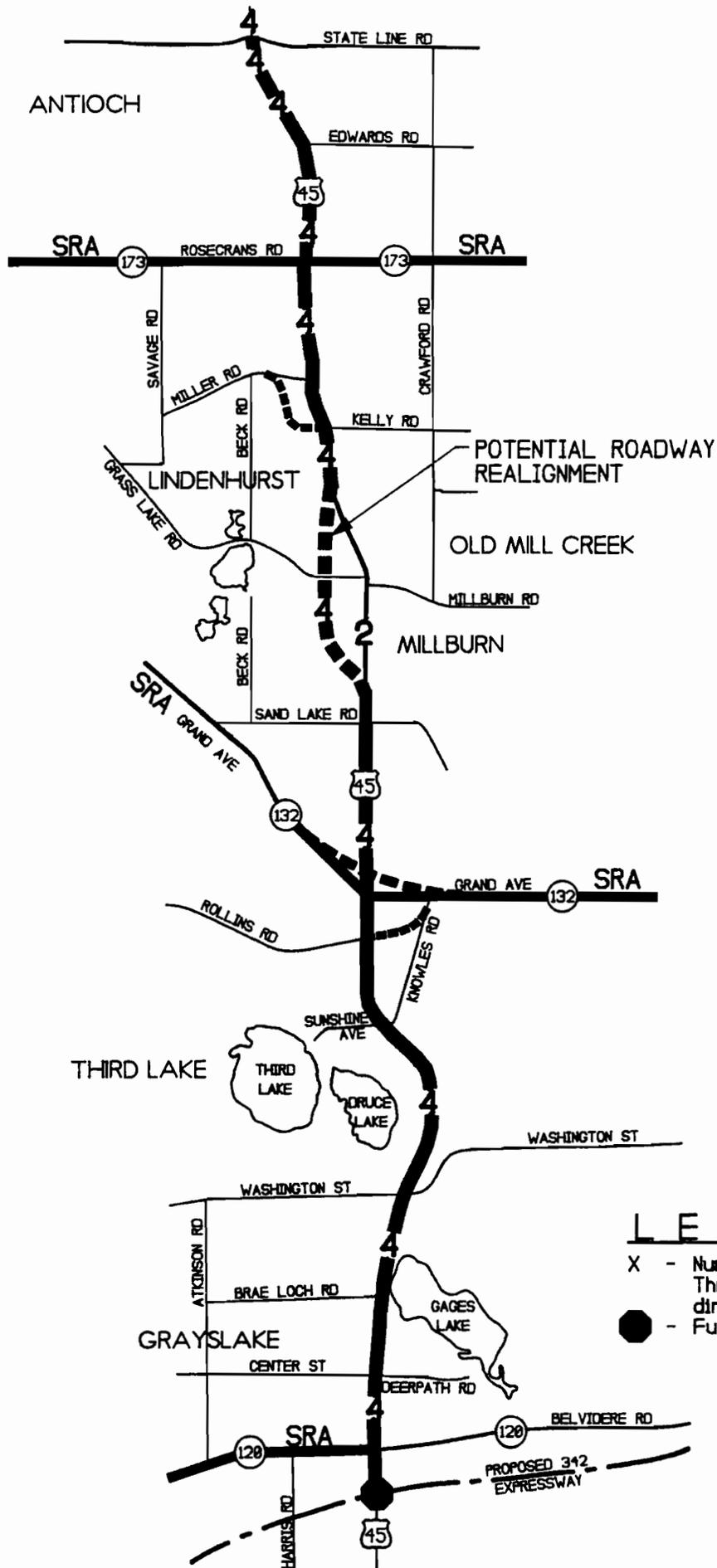
### ***Number of Lanes***

The importance of U.S. 45, which forms a north/south arterial between Il 120 and the state of Wisconsin, is heightened by the lack of other continuous facilities serving the same region. Also, future development of non-developed land will result in substantial increases in traffic over the long term.

From a regional transportation perspective, the need for a continuous six-lane arterial will be evident in the future. Development of a feasible corridor concept, however, must be based on the effects of its implementation on adjacent land use, environmental consideration, and other non-transportation factors.

Through most of the corridor, existing right-of-way is 80-100 feet. This is considerably less than the 150 feet necessary for a full six-lane arterial. While the 150 foot dimension is achievable in some locations, primarily along the northern undeveloped portion of the corridor, it is not possible in the southern end of the corridor.

With consideration of the above points, it is the recommendation of this study that the U.S. 45 corridor be planned as a four-lane arterial for its entire length. North of Edwards Road, it is recommended that the plan be developed with the Wisconsin Department of Transportation enabling for a transition to a similar Wisconsin cross-section.



**LEGEND**

- X - Number of Future Through Lanes (both directions of travel)
- - Future Interchange

**RECOMMENDED SRA CORRIDOR CONCEPT**

**U.S. 45**



It is also recommended that a closed cross section (i.e., curb and gutter) be implemented over the entire length of U.S. 45 corridor.

### ***Intersection and Interchange Improvements***

A more cost-effective and less disruptive strategy (in terms of overall effects) for SRA corridor improvements focuses on the major intersections. Maintaining reasonable average speeds and achieving peak period levels-of-service per SRA criteria will require capacity upgrading for the intersections along the corridor. Spot widening (requiring additional right-of-way) for double left-turn lanes and right-turn lanes will be essential elements of an overall corridor concept, particularly at the U.S. 45 intersections of SRAs and other major roadways (see Exhibit 5).

At the U.S. 45/FAP 342 intersection, a potential interchange has been proposed. Also, special consideration has been given to a bypass in the Millburn area. These are presented in further detail in Chapter IV.

### ***Access Control***

The frequency and spacing of full access points and the locations of signalized intersections are important considerations in operating the recommended four-lane arterial section. The U.S. 45 corridor concept calls for implementing a raised 18 to 30 foot median wherever physically feasible. The raised median enables strict and safe control over left turn in/out movements, thereby optimizing arterial operations. It also offers the opportunity to provide for landscaped median treatments.

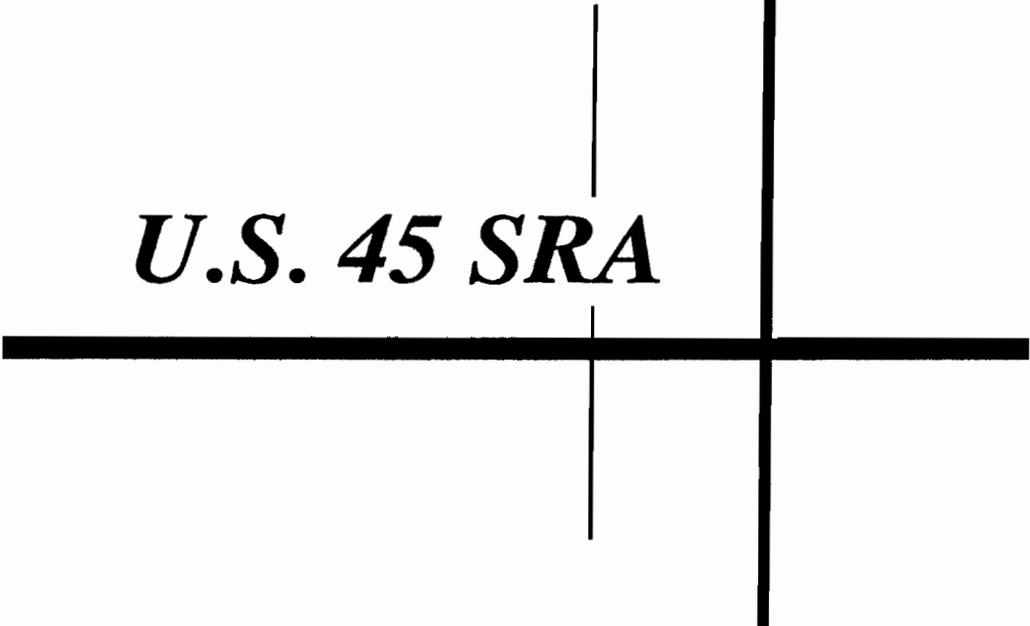
Maintaining a median of sufficient width to shelter left-turn movements is essential throughout the corridor. Where a raised median would be difficult to implement, flush medians are recommended.

### ***Special Design Features - Millburn By-pass***

Improving U.S. 45 to a four lane suburban SRA cross section would create adverse impacts of a continuous and significant magnitude along the main arterial through Millburn since adjacent to both sides of this roadway is the Millburn Historic District. The U.S. 45 corridor concept specifies that an alternative route for U.S. 45 be identified around the Millburn area.

The need for a bypass to carry through traffic already has been recognized by the Historic Millburn Community Association, which as conducted a separate study of two alternatives (see Appendix B). One alternative bypasses Millburn to the east with a second alternative bypassing Millburn to the west. The east bypass would bisect the Millburn Historic District while the west bypass would be routed through a parcel in Lindenhurst planned for development as well as a portion of the MacDonald Woods Forest Preserve. Based on further study by IDOT and in coordination with the Lake County Division of Transportation and the Forest Preserve, the west bypass has been recommended.

Chapter IV discusses in detail the proposed plan for implementing the SRA concept for U.S. 45.



*U.S. 45 SRA*

Chapter IV

**Recommended  
U.S. 45 SRA Plan**



## Chapter IV

# Recommended U.S. 45 SRA Plan

This chapter details the recommended concept for the U.S. 45 SRA corridor. For clarity, the discussion is organized according to the segments described in Chapter II (see Page II-1). For each segment, this chapter presents specific geometric and/or operational recommendations, and unique features or special roadway designs.

The plan is supplemented by an evaluation of the operational characteristics of the plan (i.e., level of service and operating speed under future traffic conditions). In addition, a planning level opinion of potential construction and right-of-way acquisition costs is presented for each segment of the corridor. All costs are based on unit, generalized costs as furnished by IDOT for SRA planning purposes. In addition, the drainage design has been evaluated for the proposed plan.

Right-of-way costs are based on a general magnitude of the proposed SRA relative to the proposed typical section, existing right-of-way, and current unit costs of right-of-way acquisition as furnished by IDOT. In general, specific building acquisitions and/or damages are not identified. Actual right-of-way acquisition, damages, or both would be determined during Phase I studies.

Construction costs reflect the general magnitude of the proposed SRA relative to the existing roadway. Quantities were estimated on a per-mile basis, with provisions for major items such as new bridges, interchanges, and major intersection improvements.

The drainage improvement concept which consists of closing the existing open drainage system along certain areas of the corridor, cross section refinement, intersection design and interchange design can adequately be accomplished based on evaluation. There are no specified problems associated with transitioning between open and closed drainage system. A detailed review of the Lake County Stormwater Runoff Ordinance should be performed with the design of the roadway.

The exhibits that accompany each segment discussion present a design of the proposed roadway in relation to the existing roadway. The traveled way (i.e., edge of pavement to edge of pavement) is highlighted on the exhibit. Additional right-of-way requirements, lane arrangements at intersections, locations of proposed and existing signals, and the proposed typical SRA cross section are also shown. Appendix A provides a summary of signalized intersection capacity analyses. Also included within each segment are diagrams of key intersections showing lane arrangements, channelization, and special details.

## **Segment I - Grayslake (IL 120 to IL 132)**

Segment I of the U.S. 45 SRA is approximately 3.50 miles long, extending from south of IL 120 to IL 132 where agricultural land use becomes more prevalent. Segment I includes the communities of Grayslake and Third Lake (see Exhibits C-1 and C-2).

### ***Cross Section and Geometric Characteristics***

The recommended cross section (see Exhibits C-1 and C-2) within this segment includes four basic through lanes (two in each direction) and closed drainage (i.e., curb and gutter). A 30-foot raised median is recommended from IL 120 to Brae Loch Road in order to be consistent with the roadway improvements proposed with the Phase I study in this area. This median width will also accommodate dual left turn lanes at the IL 120/U.S. 45 intersection. North of Brae Loch Road, the median is recommended to taper to an 18-foot raised median. This median width will still provide adequate width for left turn lanes at specified intersections. From IL 120 to Brae Loch Road the cross section can be constructed within 90 to 120 feet of right-of-way and continuing north to IL 132 the cross section can be constructed within 100 to 150 feet of right-of-way. These right-of-way dimension should provide sufficient border area for grading, profile ties to crossroads, placement of closed drainage structures and sidewalks. The roadway cross section includes 12-foot lanes and a full width raised median. The median, themselves, offer the possibility of special landscaping treatments to offset the aesthetic effects of a wider roadway.

Exhibits C-1 and C-2 show the recommended widening scheme which is in accordance with Phase I plans currently underway by IDOT. Beginning at the southern terminus of the corridor (south of IL 120), the right-of-way requirements for four basic through lanes (two in each direction) and a 30-foot raised median are identified as well as a proposed future interchange with FAP 342. This cross section and right-of-way requirements are carried north to Brae Loch Road in order to provide consistency along the corridor as well as provide adequate width for dual left turn lanes on the south approach of the U.S. 45/IL 120 intersection. It is recognized that the two intersecting SRA routes generally terminate at this

intersection (the eastern terminus of IL 120 and the southern terminus of U.S. 45). As suggested in the Phase I plans, an additional 70 feet of right-of-way required could result in the acquisition of a portion of the College of Lake County Natural Area (see **Exhibit C-1**).

North of Brae Loch Road, the widening narrows to form an 18-foot median width. The median transition occurs north of Brae Loch Road. The widening scheme continues in accordance with the Phase I plans, with acquisition occurring on both sides of U.S. 45 with the exception of the segment from Park Place to Rollins Road. In this segment, acquisition occurs on the east side of U.S. 45 to minimize the potential impact to residences, farms and the Forest Preserve. This lane arrangement continues north until south of IL 132 where the median widens to a 30-foot median to accommodate dual left turn lanes at IL 132 (see **Exhibit C-2**).

Also shown on **Exhibit C-2** is the recommended realignment of the Knowles Road/Sunshine Avenue intersection. This realignment will improve the operations at this intersection by improving the angle of intersection. Further north, the Lake County Department of Transportation has proposed the extension of Rollins Road to intersect IL 132 opposite Oakwood Drive. This will provide a more direct connection to the west via Rollins Road.

Details of the proposed intersection plans at IL 120 and Washington Street are provided on **Exhibits D-1** and **D-2**.

### ***Traffic Control, Operations, and Safety***

Much of the land use and local street system in Segment I is well established. However, it is essential that the SRA corridor plan for this segment establish a long range framework that reinforces the operational and safety objectives of the SRA system. The keys to this are the location of future traffic signals, and the maintenance of median access control.

The traffic control diagrams at the top of each exhibit depict locations of existing and potential signalized intersections, the lane arrangements at these locations, and spacing to adjacent signals. As noted on the exhibits, all crossing roadways that are not recommended for traffic

signalization would be stop-controlled. The exhibits also indicate locations of proposed median openings. Median openings are shown relative to existing land uses given these criteria. Where an existing driveway or intersection intersects with U.S. 45 and no opening is shown, it is the intent of the plan that vehicles entering or exiting the driveway or other existing or future intersections be restricted to function only as right in/right out.

The traffic control plan for Segment I calls for the retention of existing signals at IL 120, Center Street, Washington Street, Brae Loch Road, Gages Lake Road and Rollins Road. Additional proposed signalized intersections are also noted. In locating these future potential signals, SRA guidelines for signal spacing were referenced, and local network considerations and future land uses were reviewed to fix the locations.

The traffic control and geometric plan for Segment I should result in significant improvements to safety as well as traffic operations. Signal locations meet suburban SRA spacing guidelines of ¼ mile or greater between IL 120 and IL 132. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal warrants be met. Also, the intent of the plan is to provide direction to adjacent communities and property owners regarding acceptable local circulation and access schemes.

As noted on the exhibits, all other crossing roadways are stop-sign controlled. Care should be taken to ensure that sufficient intersection sight distance is afforded for all stop-controlled intersections. Profile adjustments may also be necessary along with the relocation of cross street intersections. Improvements to signalized intersections, such as the addition of right- and left-turn lanes are also incorporated at signalized intersections (see Exhibits C-1 and C-2 and Exhibits D-1 and D-2).

The addition of a raised median and turn lanes should also improve safety along this segment of U.S. 45. The raised median allows left turns only at selected locations and reduces the number of conflict points between cars. Thus, the number of opportunities for most severe accident types is reduced. The addition of turn lanes at intersections also reduces the possibilities of accidents by removing the turning vehicles from through traffic lanes. The addition of turn lanes also reduces the number of cars accelerating and braking, which should improve air quality.

**Table 11** summarizes a planning-level intersection capacity analysis that was performed for all existing and future signalized intersections along U.S. 45. The analysis used the "Year 2010" ADT SRA forecasts provided by CATS as a guide in the analysis of these intersections. As noted on the table, assumptions for minor crossroad volumes were made. A complete list of capacity analyses and assumptions are detailed in Appendix A. The capacity analyses indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios of less than 1.0 for all intersections within Segment I. This in turn should result in reasonable levels of service during peak periods.

With respect to safety, the existing two-lane roadway functions in a typical manner, with total segment accident rates ranging from 0.74 to 3.62 accidents per MVM (see **Exhibits A-1** and **A-2**). Rates for four lane divided roadways are typically 40 to 50 percent lower, with severe head-on and passing related accidents reduced significantly. The improvements to U.S. 45 should improve safety considerably.

Table 11 Evaluation of Signalized Intersection Operations Along Segment I-Grayslake (IL 120 to IL 132)					
Intersection of U.S. 45 and:	Lane Arrangements <sup>1</sup>		Year 2010 ADT (vpd)		V/C for Intersection <sup>4</sup>
	SRA	Crossroad	SRA <sup>2</sup>	Crossroad <sup>3</sup>	
IL 120*	LL-TT-R	LL-TT-R	18,300	24,000	0.55
Center Street	L-T-TR	L-TR	19,200	5,000	0.50
Brae Loch Road	L-TT	L-R	21,500	5,000	0.54
Gages Lake Road	L-T-TR	L-TR	24,500	5,000	0.61
Washington Street	L-TT-R	LT-TR	23,000	15,000	0.74
Park Place	L-TT-R	L-TR	19,400	5,000	0.47
Sunshine Avenue	L-T-TR	L-TR	20,500	5,000	0.53
Rollins Road	L-TT-R	LL-T-R	22,500	12,000	0.52

Note: \* Denotes SRA corridor  
<sup>1</sup> L=Left turn lane; T=Through lane; R=Right turn lane; and TR=Through and right turn lane  
<sup>2</sup> ADT volumes provided by Chicago Area Transportation Study  
<sup>3</sup> Assumptions for two-way ADT volumes on crossroad:  
20,000 ADT for four lane roadway  
12,000 ADT for two lane major roadway  
5,000 ADT for two lane minor roadway  
<sup>4</sup> V/C=Volume to capacity ratio

### ***Public Transportation***

A bus route currently exist in the southern portions of the corridor. There are no recommended rail facilities or bus route additions for this section of the corridor in the near future. As population and development increases, more bus routes may be warranted. Future bus turnouts can be provided within the recommended 120 feet of right-of-way. Consideration should be given to bus shelters and paved sidewalks for pedestrians. The appropriate standards for locating and marking bus stops should be followed.

## ***Construction and Right-of-Way Costs***

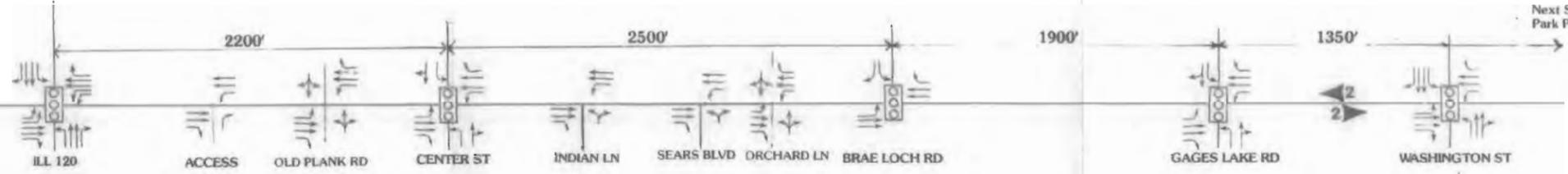
The Phase I report currently underway by IDOT for this portion of the route reports the total cost of the recommended plan for Segment I to be \$24.2 million in 1994 dollars (see **Table 12**). This total includes construction costs, right-of-way acquisition, and reconstruction of structures. (In Segment I, there are no structures that need reconstructed.)

The construction cost is estimated to be \$19.2 million, which includes improving U.S. 45 from a two lane roadway to a four lane roadway with an 30-foot raised median and closed drainage from IL 120 to Brae Loch Road and from a two lane roadway to a four lane roadway with an 18-foot raised median and closed drainage from Brae Loch Road to IL 132.

Right-of-way costs in 1994 dollars are estimated to be \$5.0 million. These costs are consistent with the Phase I study and its conditions prepared by IDOT.

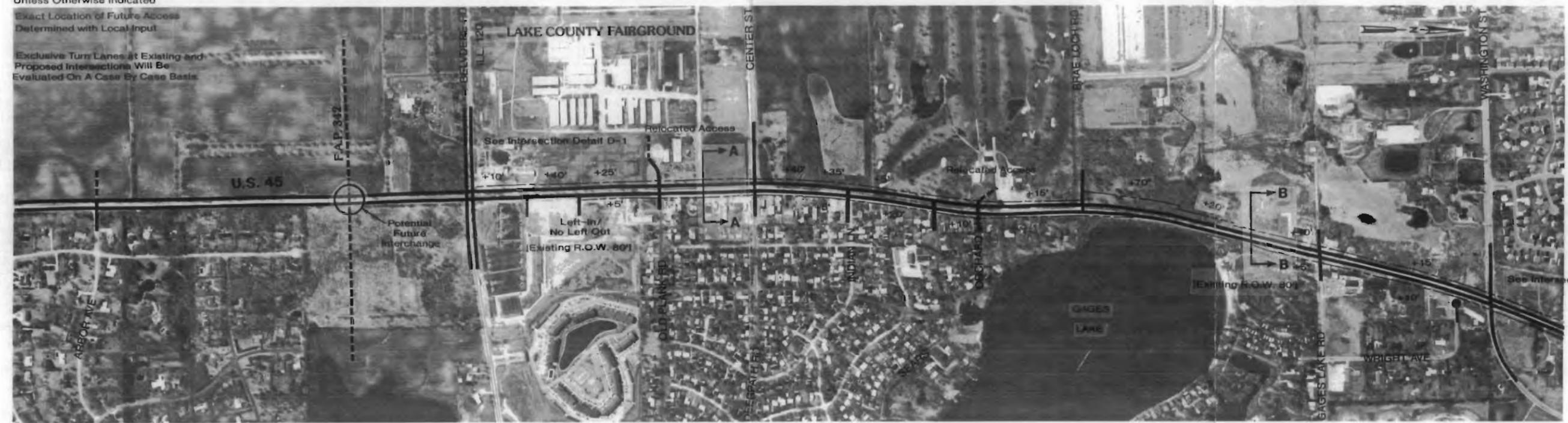
Roadway Reconstruction	\$19,200,000
Intersections/Interchanges	0
Structures and Retaining Walls	0
Other	0
Subtotal	\$19,200,000
Right-of-Way	5,000,000
<b>TOTAL</b>	<b>\$24,200,000</b>

TRAFFIC CONTROL AND LANE ARRANGEMENT



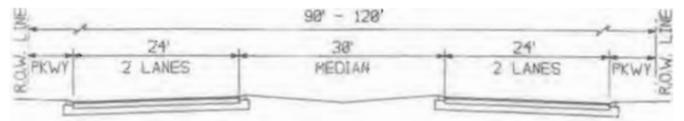
Next Signal At Park Place (0.48 Miles)

All Crossroads Stop Controlled Unless Otherwise Indicated  
 Exact Location of Future Access Determined with Local Input  
 Exclusive Turn Lanes at Existing and Proposed Intersections Will Be Evaluated On A Case By Case Basis

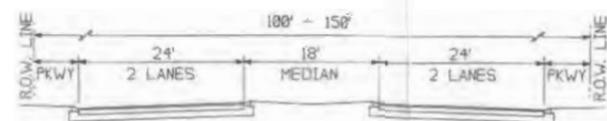


**Legend**

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- ADDITIONAL RIGHT OF WAY
- PROPOSED GRADE SEPARATION
- BUS STOP



ROADWAY SECTION A - A  
 IL 120 to BRAE LOCH RD



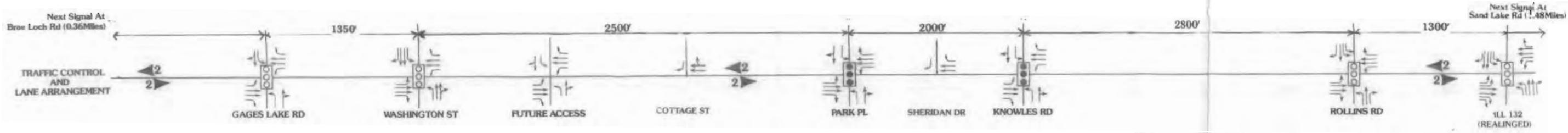
ROADWAY SECTION B - B  
 BRAE LOCH RD TO ILL-132

# U.S. 45 - PROPOSED PLAN

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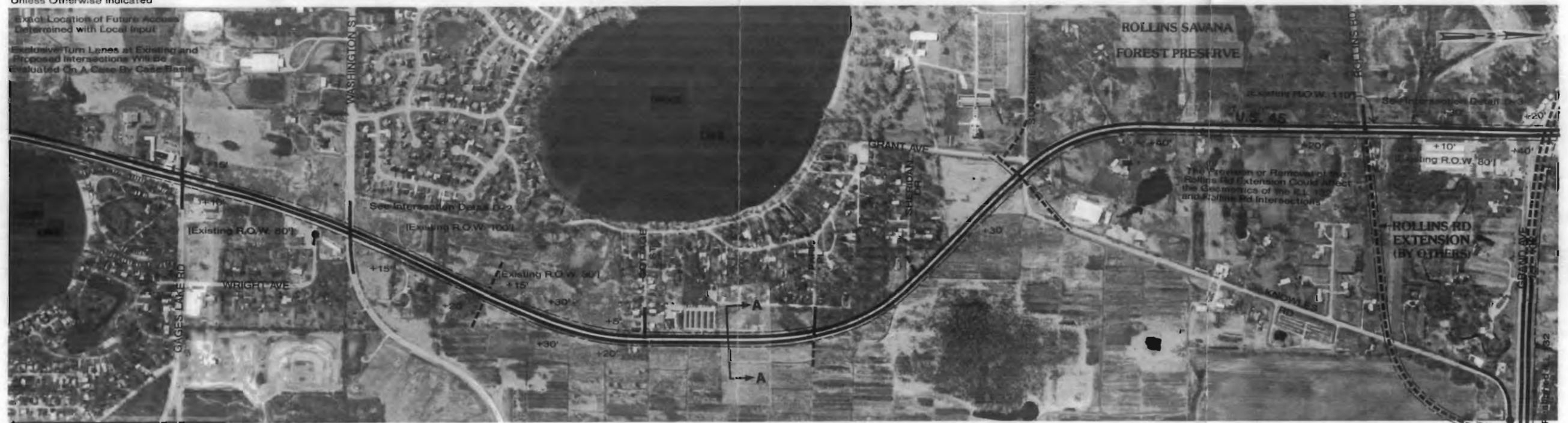


**SRA** Strategic Regional Arterial Planning Study  
 EXHIBIT C-1



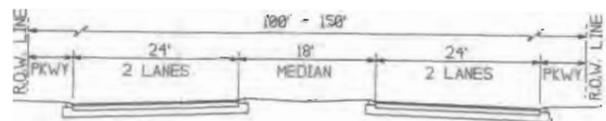
All Crossroads Stop Controlled Unless Otherwise Indicated

Exact Location of Future Access Determined with Local Input  
 Exclusive Turn Lanes at Existing and Proposed Intersections Will Be Evaluated On A Case By Case Basis



**Legend**

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- ADDITIONAL RIGHT OF WAY
- PROPOSED GRADE SEPARATION
- BUS STOP



ROADWAY SECTION A - A  
 BRAE LOCH RD TO ILL-132

# U.S. 45 - PROPOSED PLAN

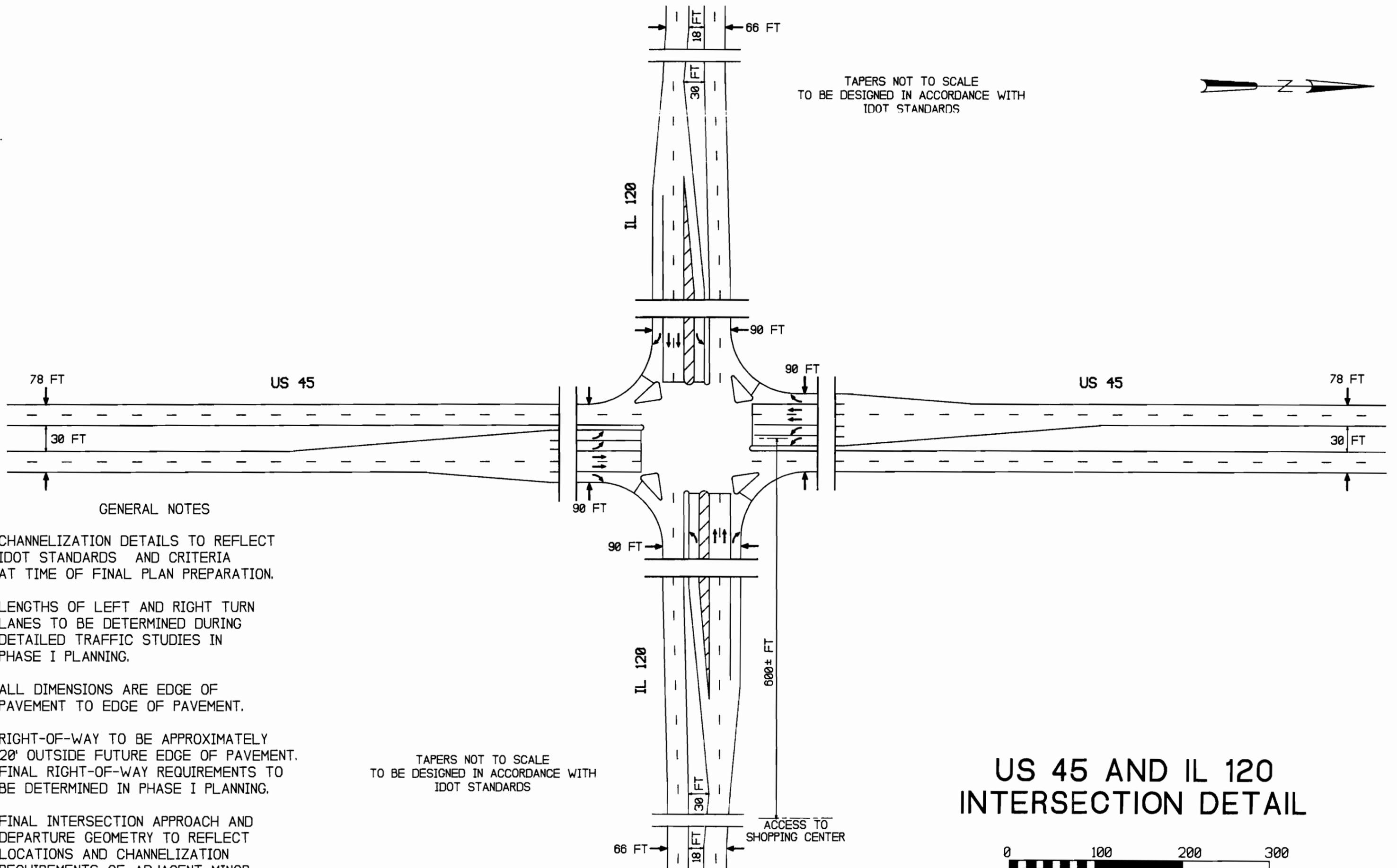


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GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT  
IDOT STANDARDS AND CRITERIA  
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN  
LANES TO BE DETERMINED DURING  
DETAILED TRAFFIC STUDIES IN  
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF  
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY  
20' OUTSIDE FUTURE EDGE OF PAVEMENT.  
FINAL RIGHT-OF-WAY REQUIREMENTS TO  
BE DETERMINED IN PHASE I PLANNING.

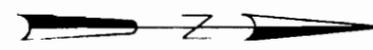
FINAL INTERSECTION APPROACH AND  
DEPARTURE GEOMETRY TO REFLECT  
LOCATIONS AND CHANNELIZATION  
REQUIREMENTS OF ADJACENT MINOR  
INTERSECTIONS.

TAPERS NOT TO SCALE  
TO BE DESIGNED IN ACCORDANCE WITH  
IDOT STANDARDS

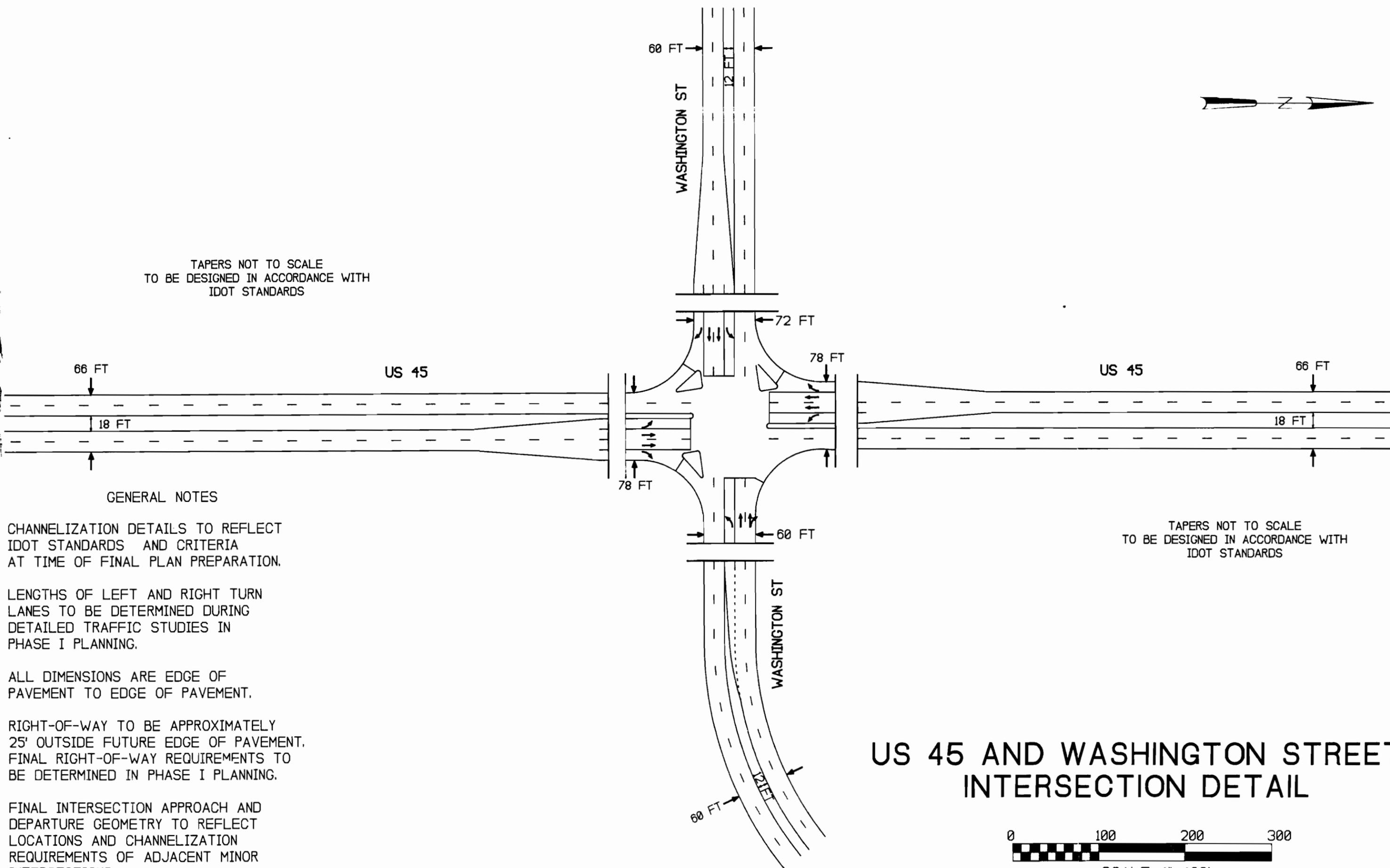
# US 45 AND IL 120 INTERSECTION DETAIL



SCALE 1"=100'



TAPERS NOT TO SCALE  
TO BE DESIGNED IN ACCORDANCE WITH  
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT  
IDOT STANDARDS AND CRITERIA  
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN  
LANES TO BE DETERMINED DURING  
DETAILED TRAFFIC STUDIES IN  
PHASE I PLANNING.

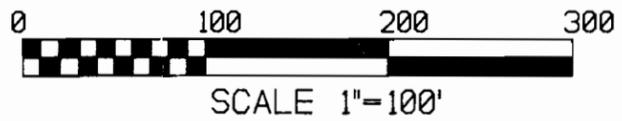
ALL DIMENSIONS ARE EDGE OF  
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY  
25' OUTSIDE FUTURE EDGE OF PAVEMENT.  
FINAL RIGHT-OF-WAY REQUIREMENTS TO  
BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND  
DEPARTURE GEOMETRY TO REFLECT  
LOCATIONS AND CHANNELIZATION  
REQUIREMENTS OF ADJACENT MINOR  
INTERSECTIONS.

TAPERS NOT TO SCALE  
TO BE DESIGNED IN ACCORDANCE WITH  
IDOT STANDARDS

# US 45 AND WASHINGTON STREET INTERSECTION DETAIL



## **Segment II - Millburn (IL 132 to Kelly Road)**

Segment II of the U.S. 45 SRA is approximately 4.2 miles long, extending from IL 132 to Kelly Road. Segment II is entirely within Lake County, and includes the communities of Millburn, Old Mill Creek and Lindenhurst (see **Exhibits C-3 and C-4**).

### ***Cross Section and Geometric Characteristics***

The recommended cross section (see **Exhibits C-3 and C-4**) within this segment includes four basic through lanes (two in each direction), an 18-foot raised median between IL 132 and Kelly Road and closed drainage (i.e., curb and gutter). A by-pass, utilizing this same cross-section, is also recommended to the west of the existing U.S. 45 around Millburn. The cross section with an 18 foot raised median can be constructed within 120 feet of right-of-way which should provide a sufficient border area for grading, profile ties to crossroads, placement of closed drainage structures, and sidewalks. The roadway dimensions includes 12-foot lanes and a full width raised median. The median itself offers the possibility of special landscaping treatments to offset the aesthetic impacts of a wider roadway.

There are specific locations within Segment II where the above dimensions require modification. At the U.S. 45 intersection with IL 132, a 30 foot wide median should be provided to accommodate dual left turn lanes on U.S. 45.

**Exhibits C-3 and C-4** show the recommended widening scheme. Beginning at the southern end of Segment II (IL 132), the right-of-way requirements for four basic through lanes (two in each direction) and an 18-foot raised median are identified. This cross section is modified at the IL 132/U.S. 45 intersection to include a 30-foot raised median which is consistent with the IDOT Phase I study currently underway. The 30-foot raised median width will provide adequate width for dual left turn lanes to be provided at the intersection. It is also recommended that IL 132 be realigned in order to improve the degree of curvature of the IL 132/U.S. 45 intersection.

The widening in this segment from IL 132 to Miller Road is recommended to be centered about the center line (see **Exhibits C-3 & C-4**). An additional 20 feet of right-of-way should be acquired from both the east and west side of U.S. 45 in order to obtain the necessary 120 feet of total right-of-way.

As shown on **Exhibit C-4**, a bypass of the Millburn area is recommended in order to avoid the adverse impacts that a continuous four lane suburban SRA cross section would cause through the main arterial through Millburn since adjacent to both sides of U.S. 45 is the Millburn Historic District. The U.S. 45 concept specifies that a western by-pass for U.S. 45 be identified around Millburn.

The need for a bypass to carry through traffic has been recognized by the Historic Millburn Community Association, which has conducted a separate study of two alternatives (see Appendix B). One alternative bypasses Millburn to the east with a second alternative bypassing Millburn to the west. The east bypass would bisect the Millburn Historic District while the west bypass would be routed through a parcel in Lindenhurst planned for development as well as a portion of the MacDonald Woods Forest Preserve. Based on the study by IDOT in coordination with the Lake County Division of Transportation and Forest Preserve, a by-pass to the west of Millburn is noted as preferred. The by-pass will improve the traffic flow on U.S. 45, and retain the character of the Millburn area by shifting through traffic to a separate route. The introduction of a bypass of the Millburn area is essential to the ability of U.S. 45 to operate as a SRA.

Areas of concern, in this segment, include at least two areas of U.S. 45 within this segment that lie within or adjacent to floodplains. These two locations are located north of Sand Lake Road and south of Kelly Road. The effects of the U.S. 45 improvements on these floodways/floodplains would primarily be due to the filling of the Regulatory floodplain, the consideration of local ordinances in mitigating the effects, the potential increase in the backwater due to roadway geometrics, and the opening up of structures where the backwater results in flood damages.

The filling of a Regulatory floodplain generally can be accomplished within the project right-of-way or by slight increases near the drainage structure. This is based on the Division of Water Resources (DOWR) requirements where only the fill in any regulatory floodway needs compensatory storage. In Lake County, the application of the Stormwater Commission,

Watershed Development Ordinance (WDO) could significantly increase the storage requirements.

If the existing roadway is overtopped, the U.S. 45 profile would need to be raised and the structure enlarges to compensate for the loss of flow over the road. All structures over the Regulatory floodplain that are new or improved (other than maintenance-type improvements) could be required to have a larger waterway opening. Nearly all floodplain crossing structures have a backwater that could potentially damage an upstream building or structure. These areas would need to be investigated further in more detailed design studies.

Details of the proposed intersection plans at IL 132 and a typical suburban intersection detail such as at Sand Lake Road are provided on Exhibits D-3 and D-4.

### ***Traffic Control, Operations, and Safety***

Much of the land use and local street system in Segment II is yet to be developed. It is essential that the SRA corridor plan for this segment establish a long range framework that reinforces the operational and safety objectives of the SRA system. The keys to this are the location of future traffic signals, and the maintenance of median access control.

The traffic control diagrams at the top of each exhibit depict locations of existing and potential signalized intersections, the lane arrangements at these locations, and spacing to adjacent signals. As noted on the exhibits, all crossing roadways that are not recommended for traffic signalization would be stop-controlled. The exhibits also indicate locations of proposed median openings. Median openings are shown relative to existing land uses given these criteria. Where an existing driveway or intersection intersects with U.S. 45 and no opening is shown, it is the intent of the plan that vehicles entering or exiting the driveway or other existing or future intersections be restricted to function only as right in/right out.

The traffic control plan for Segment II calls for additional proposed signalized intersections which are noted. In locating the future potential signals, SRA guidelines for signal spacing were referenced, and local network considerations and future land uses were reviewed to fix the locations.

The traffic control and geometric plan for Segment II should result in significant improvements to safety as well as traffic operations. Signal locations meet suburban SRA spacing guidelines of ¼ mile or greater between IL 132 and Kelly Road. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal warrants be met. Also, the intent of the plan is to provide direction to adjacent communities and property owners regarding acceptable local circulation and access schemes.

As noted on the exhibits, all other crossing roadways are stop-sign controlled. Care should be taken to ensure that sufficient intersection sight distance is afforded for all stop-controlled intersections. Profile adjustments may also be necessary along with the relocation of cross street intersections. Improvements to signalized intersections, such as the addition of right- and left-turn lanes are also incorporated at signalized intersections (see Exhibits C-3 and C-4 and Exhibits D-3 and D-4).

The addition of a raised median and turn lanes should also improve safety along this segment of U.S. 45. The raised median allows left turns only at selected locations and reduces the number of conflict points between cars. Thus, the number of opportunities for most severe accident types is reduced. The addition of turn lanes at intersections also reduces the possibilities of accidents by removing the turning vehicles from through traffic lanes. The addition of turn lanes also reduces the number of cars accelerating and braking, which should improve air quality.

**Table 13** summarizes a planning-level intersection capacity analysis that was performed for all existing and future signalized intersections along U.S. 45. The analysis used the "Year 2010" ADT SRA forecasts provided by CATS as a guide in the analysis of these intersections. As noted on the table, assumptions for minor crossroad volumes were made. A complete list of capacity analyses and assumptions are detailed in Appendix A. The capacity analyses indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios of less than 1.0 for all intersections within Segment II. This in turn should result in reasonable levels of service during peak periods.

With respect to safety, the existing two-lane roadway functions in a typical manner, with total segment accident rates ranging from 0.61 to 1.22 accidents per MVM (see Exhibits A-3 and

**A-4).** Rates for four lane divided roadways are typically 40 to 50 percent lower, with severe head-on and passing related accidents reduced significantly. The improvements to U.S. 45 should improve safety considerably.

<b>Table 13</b> <b>Evaluation of Signalized Intersection Operations Along</b> <b>Segment II - Millburn (IL 132 to Kelly Road)</b>					
Intersection of U.S. 45 and:	Lane Arrangements <sup>1</sup>		Year 2010 ADT (vpd)		V/C for Intersection <sup>4</sup>
	SRA	Crossroad	SRA <sup>2</sup>	Crossroad <sup>3</sup>	
IL 132 (realigned)*	LL-TT-RR	LL-TT-R	22,900	34,000	0.83
Sand Lake Road	L-TT-R	L-TR	10,000	5,000	0.29
Grass Lake Road	L-TT-R	L-TR	10,000	12,000	0.43
Kelly Road	L-TT-R	L-TR	7,500	5,000	0.24

Note: \* Denotes SRA corridor  
<sup>1</sup> L=Left turn lane; T=Through lane; R=Right turn lane; and TR=Through and right turn lane  
<sup>2</sup> ADT volumes provided by Chicago Area Transportation Study  
<sup>3</sup> Assumptions for two-way ADT volumes on crossroad:  
20,000 ADT for four lane roadway  
12,000 ADT for two lane major roadway  
5,000 ADT for two lane minor roadway  
<sup>4</sup> V/C= Volume to capacity ratio

### ***Public Transportation***

No bus routes currently exist along this portion of the corridor. There are no recommended rail facilities or bus route additions for this section of the corridor in the near future. As population and development increases, more bus routes may be warranted. Future bus turnouts can be provided within the recommended 120 feet of right-of-way. Consideration should be given to bus shelters and paved sidewalks for pedestrians. The appropriate standards for locating and marking bus stops should be followed.

## *Construction and Right-of-Way Costs*

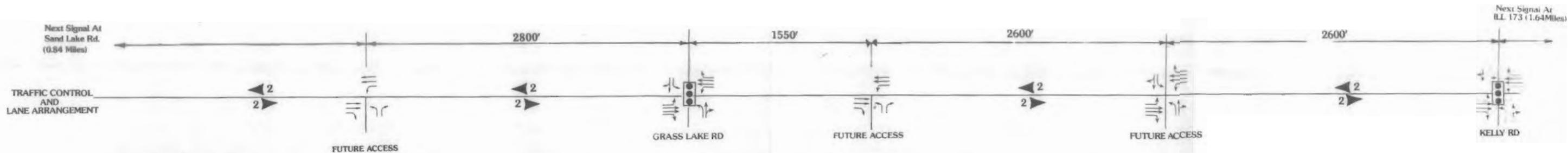
The consultant's opinion of the total cost of the recommended plan for Segment II is \$16.3 million in 1991 dollars (see **Table 14**). This total includes construction costs, right-of-way acquisition, and reconstruction of structures. (In Segment II, there are no structures that need reconstructed.)

The construction cost is estimated to be \$14.5 million, which includes improving U.S. 45 from a two lane roadway to a four lane roadway with an 18-foot raised median and closed drainage from IL 132 to Kelly Road.

Right-of-way costs in 1991 dollars are estimated to be \$1.3 million.

Roadway Reconstruction	\$14,490,000
Intersections/Interchanges	300,000
Structures and Retaining Walls	0
Other	0
Subtotal	14,790,000
Right-of-Way	1,271,000
<b>TOTAL</b>	<b><u>\$16,261,000</u></b>





All Crossroads Stop Controlled Unless Otherwise Indicated

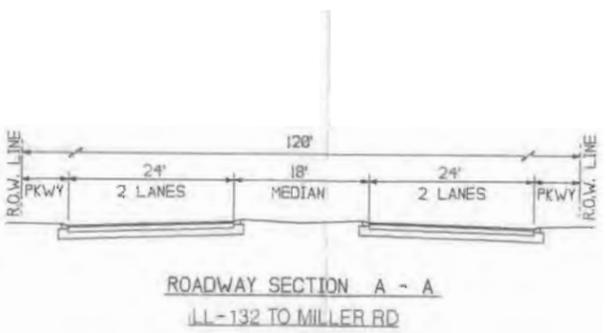
Exact Location of Future Access Determined with Local Input

Exclusive Turn Lanes at Existing and Proposed Intersections Will Be Evaluated On A Case By Case Basis



**Legend**

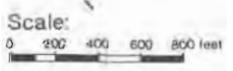
- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- ADDITIONAL RIGHT OF WAY
- PROPOSED GRADE SEPARATION
- BUS STOP



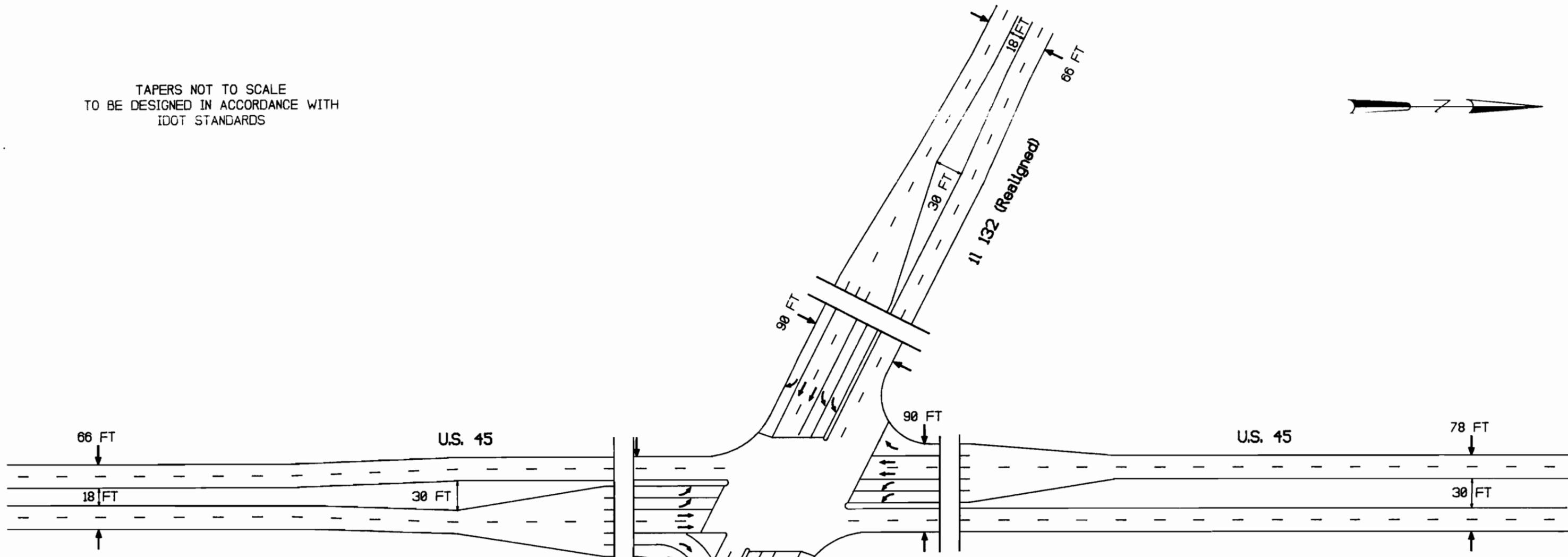
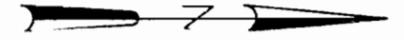
# U.S. 45 - PROPOSED PLAN



Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



TAPERS NOT TO SCALE  
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 IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT  
 IDOT STANDARDS AND CRITERIA  
 AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN  
 LANES TO BE DETERMINED DURING  
 DETAILED TRAFFIC STUDIES IN  
 PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF  
 PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY  
 25' OUTSIDE FUTURE EDGE OF PAVEMENT.  
 FINAL RIGHT-OF-WAY REQUIREMENTS TO  
 BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND  
 DEPARTURE GEOMETRY TO REFLECT  
 LOCATIONS AND CHANNELIZATION  
 REQUIREMENTS OF ADJACENT MINOR  
 INTERSECTIONS.

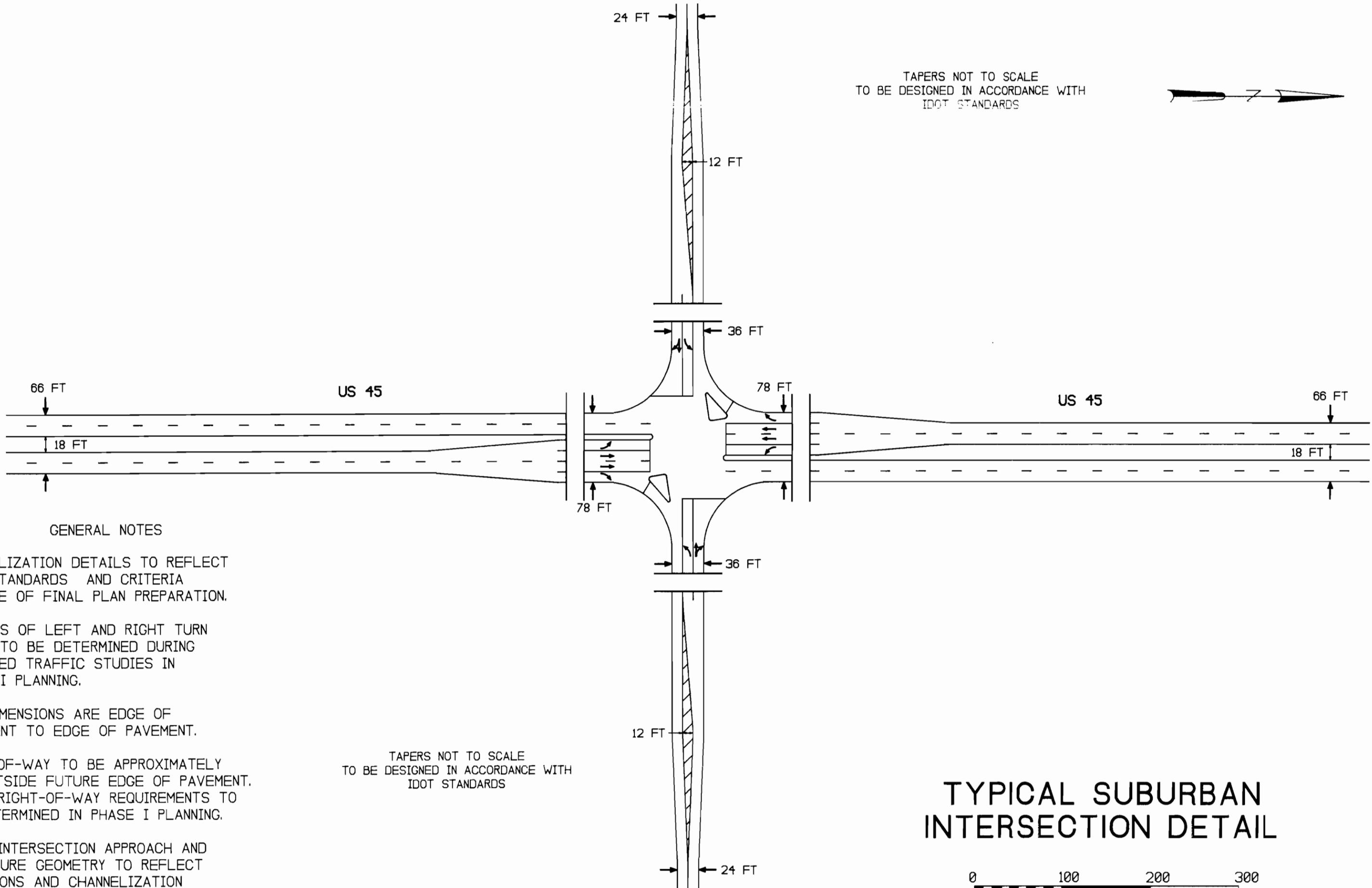
TAPERS NOT TO SCALE  
 TO BE DESIGNED IN ACCORDANCE WITH  
 IDOT STANDARDS

U.S. 45 AND IL 132  
 INTERSECTION  
 DETAIL



SCALE 1"=100' EXHIBIT D-3

TAPERS NOT TO SCALE  
 TO BE DESIGNED IN ACCORDANCE WITH  
 IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT  
 IDOT STANDARDS AND CRITERIA  
 AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN  
 LANES TO BE DETERMINED DURING  
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ALL DIMENSIONS ARE EDGE OF  
 PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY  
 25' OUTSIDE FUTURE EDGE OF PAVEMENT.  
 FINAL RIGHT-OF-WAY REQUIREMENTS TO  
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 DEPARTURE GEOMETRY TO REFLECT  
 LOCATIONS AND CHANNELIZATION  
 REQUIREMENTS OF ADJACENT MINOR  
 INTERSECTIONS.

TAPERS NOT TO SCALE  
 TO BE DESIGNED IN ACCORDANCE WITH  
 IDOT STANDARDS

TYPICAL SUBURBAN  
 INTERSECTION DETAIL



SCALE 1"=100'

## **Segment III - Antioch**

### **(Kelly Road to State Line Road)**

Segment III of the U.S. 45 SRA is approximately 3.8 miles long, extending along U.S. 45 from Kelly Road to State Line Road, the Illinois/Wisconsin border. The segment is located in the northern part of Lake County and includes the community of Antioch.

#### ***Cross Section and Geometric Characteristics***

The recommended cross section (see **Exhibits C-5** and **C-6**) within this segment includes four basic through lanes (two in each direction) and closed drainage (i.e., curb and gutter). A 18-foot raised median is recommended from Kelly Road to Miller Road and from Il 173 to State Line Road. A 30-foot raised median is recommended from Miller Road to Il 173 in order to accommodate future turns lanes as development occurs. The cross section, from Kelly Road to Miller Road and from Il 173 to State Line Road, can be constructed within 120 feet of right-of-way with the segment of roadway between Miller to Il 173 being constructed within 150 feet of right-of-way. The proposed right-of-way dimensions should provide a sufficient border area for grading, profile ties to crossroads, placement of closed drainage structures, and sidewalks. The roadway dimensions reflect 12-foot lanes and a full width raised median. The median itself offers the possibility of special landscaping treatments to offset the aesthetic impacts of a wider roadway.

**Exhibits C-5** and **C-6** show the recommended widening scheme. The right-of-way requirements of four basic through lanes (two in each direction) and either an 18 or 30-foot raised median are identified along Segment III. Most of the widening of U.S. 45 along this segment is recommended to be centered about the center line. An additional 20-35 feet of right-of-way should be acquired from both the east and west side in order to obtain the necessary 120 or 150 feet of total right-of-way.

Shown on **Exhibit C-5**, is the recommended alignment of Miller Road with Kelly Road. This alignment will allow for a signal at Kelly Road and thus minimize the number of full signalized curb cuts along this segment of U.S. 45.

The four basic through lanes (two in each direction) and an 18-foot median cross section is recommended to be modified at Miller Road continuing north to the IL 173/U.S. 45 intersection. This segment will continue with the four basic through lanes and a 30-foot median. The larger median width will provide adequate width for additional turn lanes along the segment and dual left turn lanes at the IL 173/U.S.45 intersection (see **Exhibit C-6**). The cross section will return to an 18 foot median north of IL 173 to State Line Road.

Areas of concern, within this segment, include at least one area of U.S. 45 that lie within or adjacent to floodplains. This location is located north of IL 173 near Burr Hollow Road. The effects of the U.S. 45 improvements on this floodway/floodplain would primarily be due to the filling of the Regulatory floodplain, the consideration of local ordinances in mitigating the effects, the potential increase in the backwater due to roadway geometrics, and the opening up of structures where the backwater results in flood damages.

The filling of a Regulatory floodplain generally can be accomplished within the project right-of-way or by slight increases near the drainage structure. This is based on the Division of Water Resources (DOWR) requirements where only the fill in any regulatory floodway needs compensatory storage. In Lake County, the application of the Stormwater Commission, Watershed Development Ordinance (WDO) could significantly increase the storage requirements.

If the existing roadway is overtopped, the U.S. 45 profile would need to be raised and the structure enlarges to compensate for the loss of flow over the road. All structures over the Regulatory floodplain that are new or improved (other than maintenance-type improvements) could be required to have a larger waterway opening. Nearly all floodplain crossing structures have a backwater that could potentially damage an upstream building or structure. These areas would need to be investigated further in more detailed design studies.

Details of the proposed intersection plans at IL 173 and Edwards Road are provided on **Exhibits D-5 and D-6**.

## ***Traffic Control, Operations, and Safety***

Much of the land use and local street system in Segment III is yet to be developed. It is essential that the SRA corridor plan for this segment establish a long range framework that reinforces the operational and safety objectives of the SRA system. The keys to this are the location of future traffic signals, and the maintenance of median access control.

The traffic control diagrams at the top of each exhibit depict locations of existing and potential signalized intersections, the lane arrangements at these locations, and spacing to adjacent signals. As noted on the exhibits, all crossing roadways that are not recommended for traffic signalization would be stop-controlled. The exhibits also indicate locations of proposed median openings. Median openings are shown relative to existing land uses given these criteria. Where an existing driveway or intersection intersects with U.S. 45 and no opening is shown, it is the intent of the plan that vehicles entering or exiting the driveway or other existing or future intersections be restricted to function only as right in/right out.

The traffic control plan for Segment III calls for the retention of the existing signal at IL 173. Additional proposed signalized intersections are also noted. In locating these future potential signals, SRA guidelines for signal spacing were referenced, and local network considerations and future land uses were reviewed to fix the locations.

The traffic control and geometric plan for Segment III should result in significant improvements to safety as well as traffic operations. Signal locations meet suburban SRA spacing guidelines of  $\frac{1}{4}$  mile or greater between Kelly Road and State Line Road. The intent of the plan is to show new signals at locations where they can be implemented efficiently should accident or other signal warrants be met. Also, the intent of the plan is to provide direction to adjacent communities and property owners regarding acceptable local circulation and access schemes.

As noted on the exhibits, all other crossing roadways are stop-sign controlled. Care should be taken to ensure that sufficient intersection sight distance is afforded for all stop-controlled intersections. Profile adjustments may also be necessary along with the relocation of cross street intersections. Improvements to signalized intersections, such as the addition of right-

and left-turn lanes are also incorporated at signalized intersections (see Exhibits C-5 and C-6 and Exhibits D-5 and D-6).

The addition of a raised median and turn lanes should also improve safety along this segment of U.S. 45. The raised median allows left turns only at selected locations and reduces the number of conflict points between cars. Thus, the number of opportunities for most severe accident types is reduced. The addition of turn lanes at intersections also reduces the possibilities of accidents by removing the turning vehicles from through traffic lanes. The addition of turn lanes also reduces the number of cars accelerating and braking, which should improve air quality.

Table 15 summarizes a planning-level intersection capacity analysis that was performed for all existing and future signalized intersections along U.S. 45. The analysis used the "Year 2010" ADT SRA forecasts provided by CATS as a guide in the analysis of these intersections. As noted on the table, assumptions for minor crossroad volumes were made. A complete list of capacity analyses and assumptions are detailed in Appendix A. The capacity analyses indicates that the recommended plan should produce acceptable volume to capacity (V/C) ratios of less than 1.0 for all intersections within Segment III. This in turn should result in reasonable levels of service during peak periods.

With respect to safety, the existing two-lane roadway functions in a typical manner, with total segment accident rates ranging from 0.98 to 1.52 accidents per MVM (see Exhibits A-5 and A-6). Rates for four lane divided roadways are typically 40 to 50 percent lower, with severe head-on and passing related accidents reduced significantly. The improvements to U.S. 45 should improve safety considerably.

Table 15  
 Evaluation of Signalized Intersection Operations Along  
 Segment III - Antioch (Kelly Road to State Line Road)

Intersection of U.S. 45 and:	Lane Arrangements <sup>1</sup>		Year 2010 ADT (vpd)		V/C for Intersection <sup>4</sup>
	SRA	Crossroad	SRA <sup>2</sup>	Crossroad <sup>3</sup>	
Kelly Road	L-TT-R	L-TR	7,500	5,000	0.24
IL 173*	LL-TT-R	LL-TT-R	10,000	20,000	0.47
Edwards Road	L-TT-R	L-TR	7,500	5,000	0.24
State Line Road	L-TT-R	L-TR	7,500	5,000	0.24

Note: \* Denotes SRA corridor

<sup>1</sup> L=Left turn lane; T=Through lane; R=Right turn lane; and TR=Through and right turn lane

<sup>2</sup> ADT volumes provided by Chicago Area Transportation Study

<sup>3</sup> Assumptions for two-way ADT volumes on crossroad:

20,000 ADT for four lane roadway

12,000 ADT for two lane major roadway

5,000 ADT for two lane minor roadway

<sup>4</sup> V/C=Volume to capacity ratio

### ***Public Transportation***

No bus routes currently exist along this portion of the corridor. There are no recommended rail facilities or bus route additions for this section of the corridor in the near future. As population and development increases, more bus routes may be warranted. Future bus turnouts can be provided within the recommended 120 feet of right-of-way. Consideration should be given to bus shelters and paved sidewalks for pedestrians. The appropriate standards for locating and marking bus stops should be followed.

## ***Construction and Right-of-Way Costs***

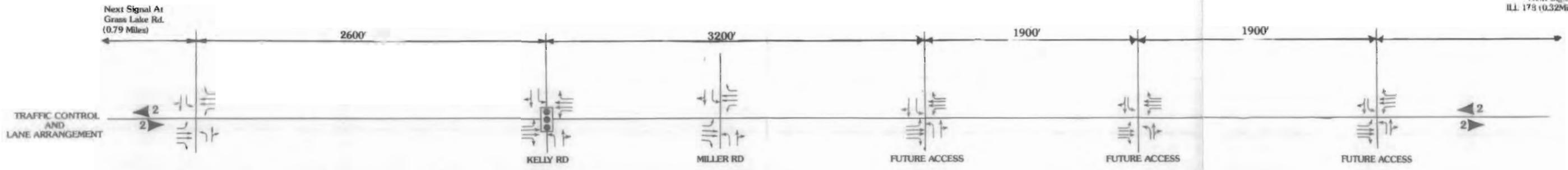
The consultant's opinion of the total cost of the recommended plan for Segment III is \$17.6 million in 1991 dollars (see Table 16). This total includes construction costs, right-of-way acquisition, and reconstruction of structures. (In Segment III, there are no structures that need reconstructed.)

The construction cost is estimated to be \$13.1 million, which includes improving U.S. 45 from a two lane roadway to a four lane roadway with an 18-foot raised median and closed drainage from Kelly Road to Edwards Road and maintaining the existing roadway cross section between Edwards Road and State Line Road.

Right-of-way costs in 1991 dollars are estimated to be \$3.34 million.

<b>Roadway Reconstruction</b>	<b>\$13,055,000</b>
<b>Intersections/Interchanges</b>	<b>1,200,000</b>
<b>Structures and Retaining Walls</b>	<b>0</b>
<b>Other</b>	<b>0</b>
<b>Subtotal</b>	<b>14,255,000</b>
<b>Right-of-Way</b>	<b>3,340,500</b>
<b>TOTAL</b>	<b><u>\$17,595,000</u></b>

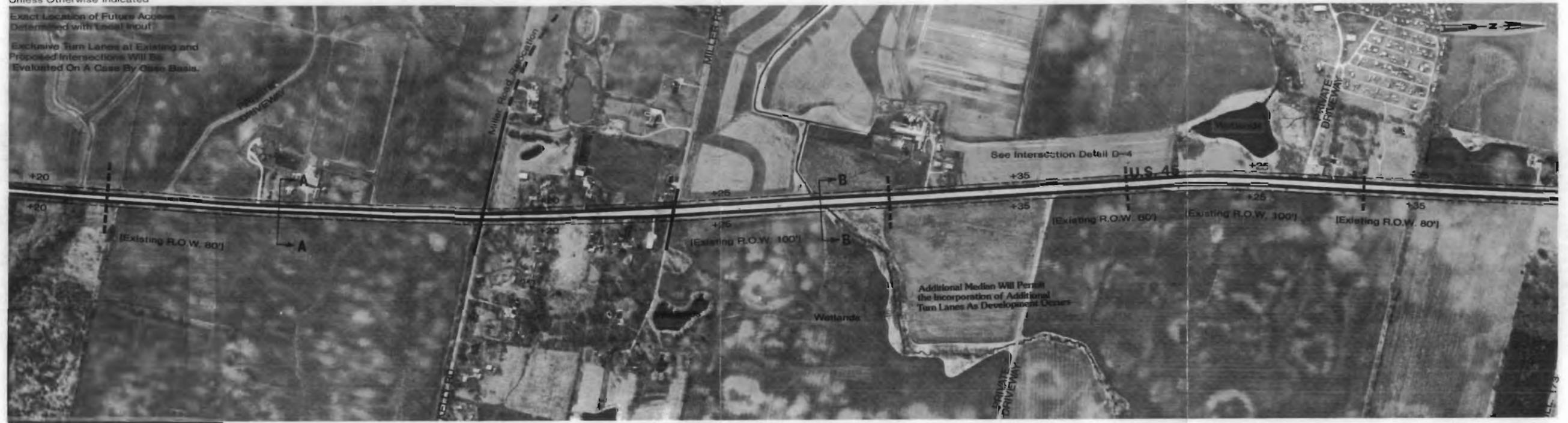
Next Signal At  
ILL. 173 (0.32 Miles)



All Crossroads Stop Controlled  
Unless Otherwise Indicated

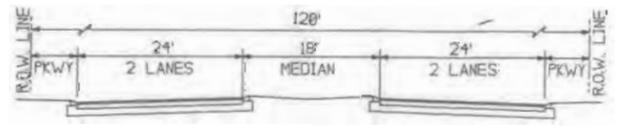
Exact Location of Future Access  
Determined with Local Input

Exclusive Turn Lanes at Existing and  
Proposed Intersections Will Be  
Evaluated On A Case By Case Basis.

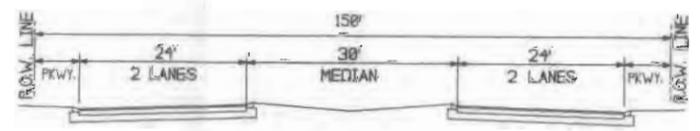


**Legend**

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- #-NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- ADDITIONAL RIGHT OF WAY
- PROPOSED GRADE SEPARATION
- BUS STOP



ROADWAY SECTION A - A  
ILL-132 TO MILLER RD



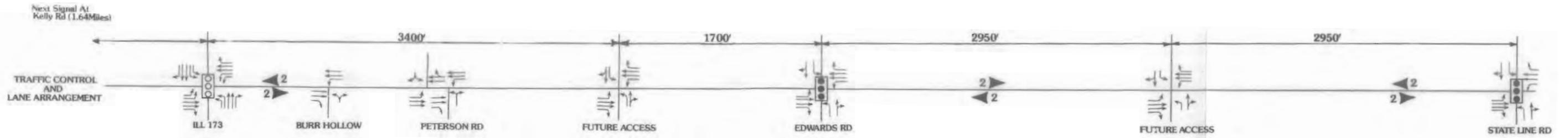
ROADWAY SECTION B - B  
MILLER RD to ILL-173

# U.S. 45 - PROPOSED PLAN



Prepared by CH2M HILL in association with  
METRO Transportation Group and EJM Engineering  
ILLINOIS DEPARTMENT OF TRANSPORTATION





All Crossroads Stop Controlled Unless Otherwise Indicated

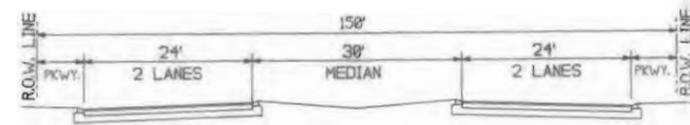
Exact Location of Future Access Determined with Local Input

Exclusive Turn Lanes at Existing and Proposed Intersections Will Be Evaluated On A Case By Case Basis

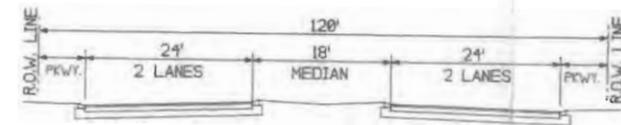


**Legend**

- EXISTING SIGNAL
- POTENTIAL SIGNAL
- SIGNAL TO BE REMOVED
- PROPOSED LANE ARRANGEMENT
- NUMBER OF LANES
- FUTURE RIGHT OF WAY LINE
- ADDITIONAL RIGHT OF WAY
- PROPOSED GRADE SEPARATION
- BUS STOP



ROADWAY SECTION A - A  
MILLER RD to ILL-173



ROADWAY SECTION B - B  
ILL-173 to STATE LINE RD

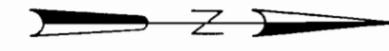
# U.S. 45 - PROPOSED PLAN



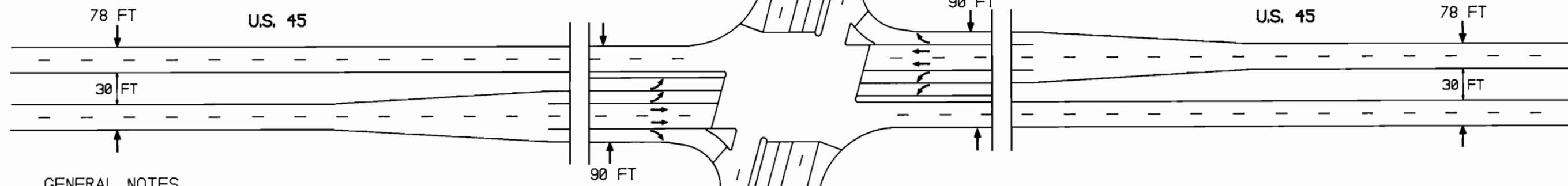
Prepared by CH2M HILL in association with METRO Transportation Group and EJM Engineering

ILLINOIS DEPARTMENT OF TRANSPORTATION





TAPERS NOT TO SCALE  
TO BE DESIGNED IN ACCORDANCE WITH  
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT  
IDOT STANDARDS AND CRITERIA  
AT TIME OF FINAL PLAN PREPARATION.

LENGTHS OF LEFT AND RIGHT TURN  
LANES TO BE DETERMINED DURING  
DETAILED TRAFFIC STUDIES IN  
PHASE I PLANNING.

ALL DIMENSIONS ARE EDGE OF  
PAVEMENT TO EDGE OF PAVEMENT.

RIGHT-OF-WAY TO BE APPROXIMATELY  
25' OUTSIDE FUTURE EDGE OF PAVEMENT.  
FINAL RIGHT-OF-WAY REQUIREMENTS TO  
BE DETERMINED IN PHASE I PLANNING.

FINAL INTERSECTION APPROACH AND  
DEPARTURE GEOMETRY TO REFLECT  
LOCATIONS AND CHANNELIZATION  
REQUIREMENTS OF ADJACENT MINOR  
INTERSECTIONS.

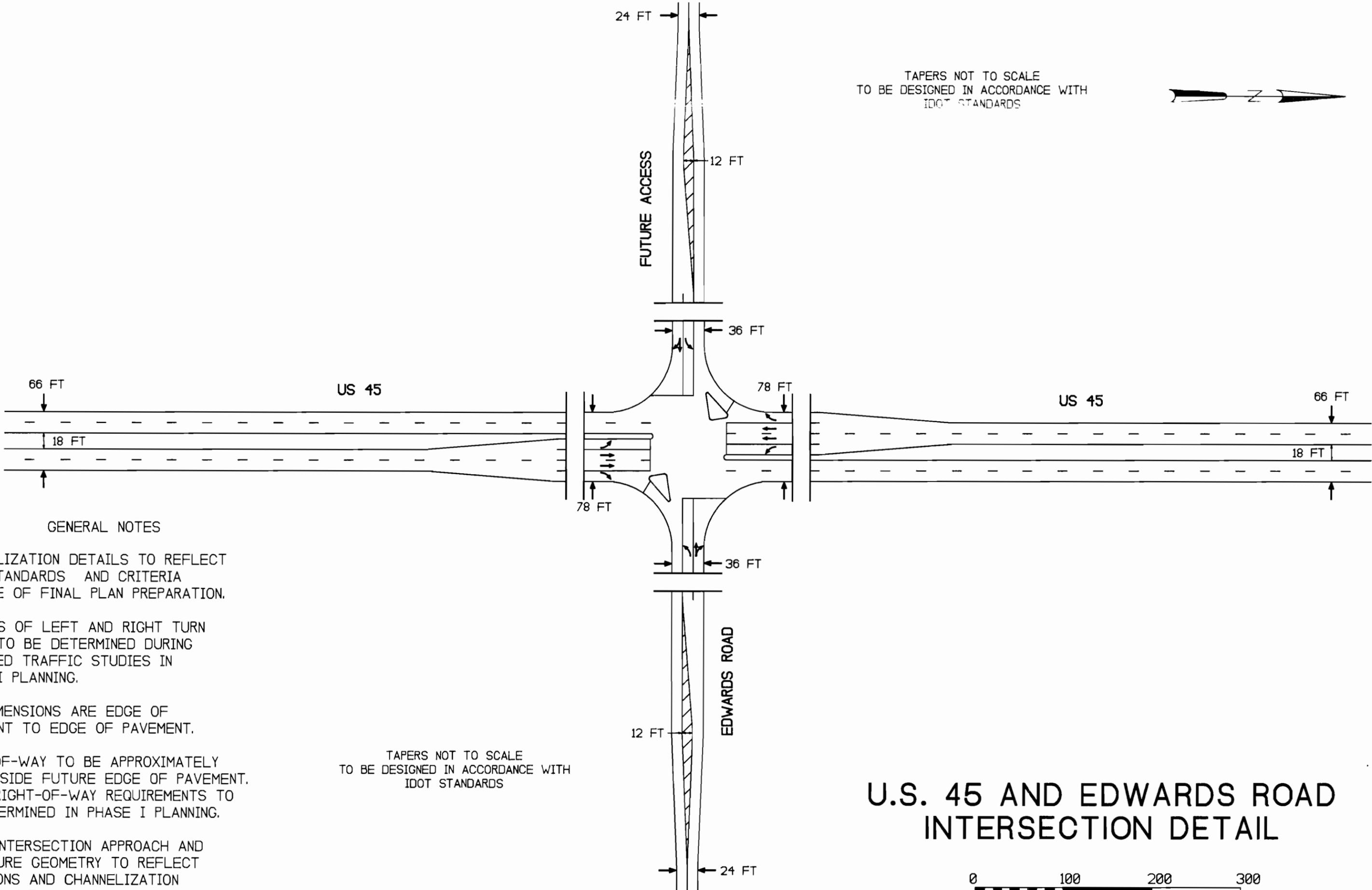
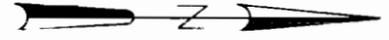
TAPERS NOT TO SCALE  
TO BE DESIGNED IN ACCORDANCE WITH  
IDOT STANDARDS

# U.S. 45 AND IL 173 INTERSECTION DETAIL



SCALE 1"=100' EXHIBIT D-

TAPERS NOT TO SCALE  
TO BE DESIGNED IN ACCORDANCE WITH  
IDOT STANDARDS



GENERAL NOTES

CHANNELIZATION DETAILS TO REFLECT  
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INTERSECTIONS.

TAPERS NOT TO SCALE  
TO BE DESIGNED IN ACCORDANCE WITH  
IDOT STANDARDS

# U.S. 45 AND EDWARDS ROAD INTERSECTION DETAIL



SCALE 1"=100'

## U.S. 45 Corridor Operation and Cost Summary

This study addresses long-range transportation needs along the U.S. 45 SRA. The following paragraphs summarize the expected operations and capacity of the U.S. 45 corridor under future conditions. The summary also includes an opinion of the total costs to implement the plan as recommended. In addition, because of the significant investment required for implementing the recommended plan, a prioritization scheme was developed and is discussed below.

### *Operation Analysis of the U.S. 45 Corridor*

An evaluation of traffic operations during high demand (peak) periods was performed for the entire corridor. Techniques, procedures and assumptions consistent with the *1985 Highway Capacity Manual* (Transportation Research Board Special Report 209) were used. The corridor was evaluated as a suburban, multi-lane highway from the southern terminus at IL 120 to State Line Road.

The 2010 CATS SRA traffic forecast was used to develop theoretical peak period traffic volumes for analysis purposes. Assumptions were made for the general volumes of crossroad traffic and for patterns of turning movements. Other assumptions for signalization (G/C, cycle lengths, effects of progression) were made consistent with the intersection analyses. These are documented in Appendix A. All data requirement or assumptions were compatible with the SRA plan, and guidelines in the HCM.

The quality of operation of the U.S. 45 corridor is a function of the character of the arterial (which affects the safe operating speed under free flow conditions), the number and spacing of signalized intersections, and the delay and level of service at those intersections.

Appendix A shows a planning analysis of each signalized intersection along the corridor. Table A-2 in Appendix A summarizes the operational assumptions that were used to generate the arterial analysis for each intersection and arterial segment.

Table 17 summarizes the arterial analysis of the entire U.S. 45 SRA corridor. The 2010 CATS forecast traffic can be accommodated at level of service of D or better with reasonable speeds for the entire length of the corridor with the exception of the segment of road between IL 132 and Rollins Road. This segment has low average travel speed and a level of service below level of service D. This can be attributed to the attraction of this area providing a connection between east/west traffic patterns.

**Table 17**  
**Summary of U.S. 45**  
**Suburban Arterial Analysis**

Segment	Segment Length (Miles)	Number of Signalized Intersection	Free Flow Operating Speed (MPH)	CATS "2010" Forecast	
				Average Peak Period Speed (MPH)	LOS
<b>U.S. 45:</b>					
IL 120 to Center Street	0.42	2	40	34	B
Center Street to Brae Loch Road	0.47	2	40	35	B
Brae Loch Road to Gages Lake Road	0.36	2	40	31	B
Gages Lake Road to Washington Street	0.26	2	40	19	D
Washington Street to Park Place	0.47	2	40	34	B
Park Place to Sunshine Avenue	0.38	2	40	33	B
Sunshine Avenue to Rollins Road	0.53	2	40	35	B
Rollins Road to IL 132 (realigned)	0.24	2	40	15	E
IL 132 (realigned) to Sand Lake Road	1.48	2	40	31	B
Sand Lake Road to Grass Lake Road	1.38	3	40	29	B
Grass Lake Road to Kelly Road	1.28	3	40	31	B
Kelly Road to IL 173	1.65	3	40	29	B
IL 173 to Edwards Road	0.97	2	40	36	A
Edwards Road to State Line Road	1.12	2	40	37	A
<b>Overall Average Arterial Speed (MPH)/LOS</b>				31	B
LOS = Level of Service per definition in 1985 Highway Capacity Manual					

## ***Implementation Costs***

A total investment for Segment I in 1994 dollars was indicated by IDOT to be \$24.2 million to implement all of the recommended plan with \$33.9 million necessary in 1991 dollars to implement the recommended plan for the remainder of the corridor. These estimate of cost include intersection improvements and right-of-way acquisition. The estimate of costs does not include construction costs for right-of way. Because of the significant investment required for implementation, a prioritization scheme was developed and is discussed below. The total cost was divided into short-term, basic, and post-2010 recommendation sections.

## ***Project Prioritization***

The SRA plan will require construction over many years. **Table 18** presents a suggested program of implementing the recommended improvements, categorized in three areas.

Table 18  
U.S. 45 SRA Implementation Plan

Exhibit No.	Description of Improvement	Implementation of Improvements			Comments
		Short Term	Basic "2010" Plan	Post "2010"	
<b>Segment I:</b> C1	Reserve R.O.W. along corridor Implement recommended cross section Signalize/channelize various intersections Proposed interchange with FAP 342	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	Will be necessary to accommodate future improvements Basic design feature Basic design feature Long range area traffic growth should determine timing for interchange
C2	Reserve R.O.W. along corridor Implement recommended cross section Signalize/channelize various intersections Realign Knowles Rd/Sunshine Ave intersection	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> </ul>		Will be necessary to accommodate future improvements Basic design feature Basic design feature Eliminates off-set intersection
<b>Segment II:</b> C3	Reserve R.O.W. along corridor Implement recommended cross section Signalize/channelize various intersections Realign IL 132	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	Will be necessary to accommodate future improvements Basic design feature Basic design feature Long range area traffic growth should determine timing for realignment
C4	Reserve R.O.W. along corridor Implement recommended cross section	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	Will be necessary to accommodate future improvements Basic design feature

Table 18  
U.S. 45 SRA Implementation Plan

Exhibit No.	Description of Improvement	Implementation of Improvements			Comments
		Short Term	Basic "2010" Plan	Post "2010"	
Segment III: C5	Signalize/channelize various intersections Millburn bypass		• •		Basic design feature Improvement required to implement SRA through lane capacity
	Reserve R.O.W. along corridor Implement recommended cross section	•	•		Will be necessary to accommodate future improvements Basic design feature
	Signalize/channelize various intersections Realign Miller Road		• •		Basic design feature Eliminates off-set intersection
	Reserve R.O.W. along corridor Implement recommended cross section	•	•		Will be necessary to accommodate future improvements Basic design feature
	Signalize/channelize various intersections		•		Basic design feature
	C6			•	

### ***Short Term Recommendations***

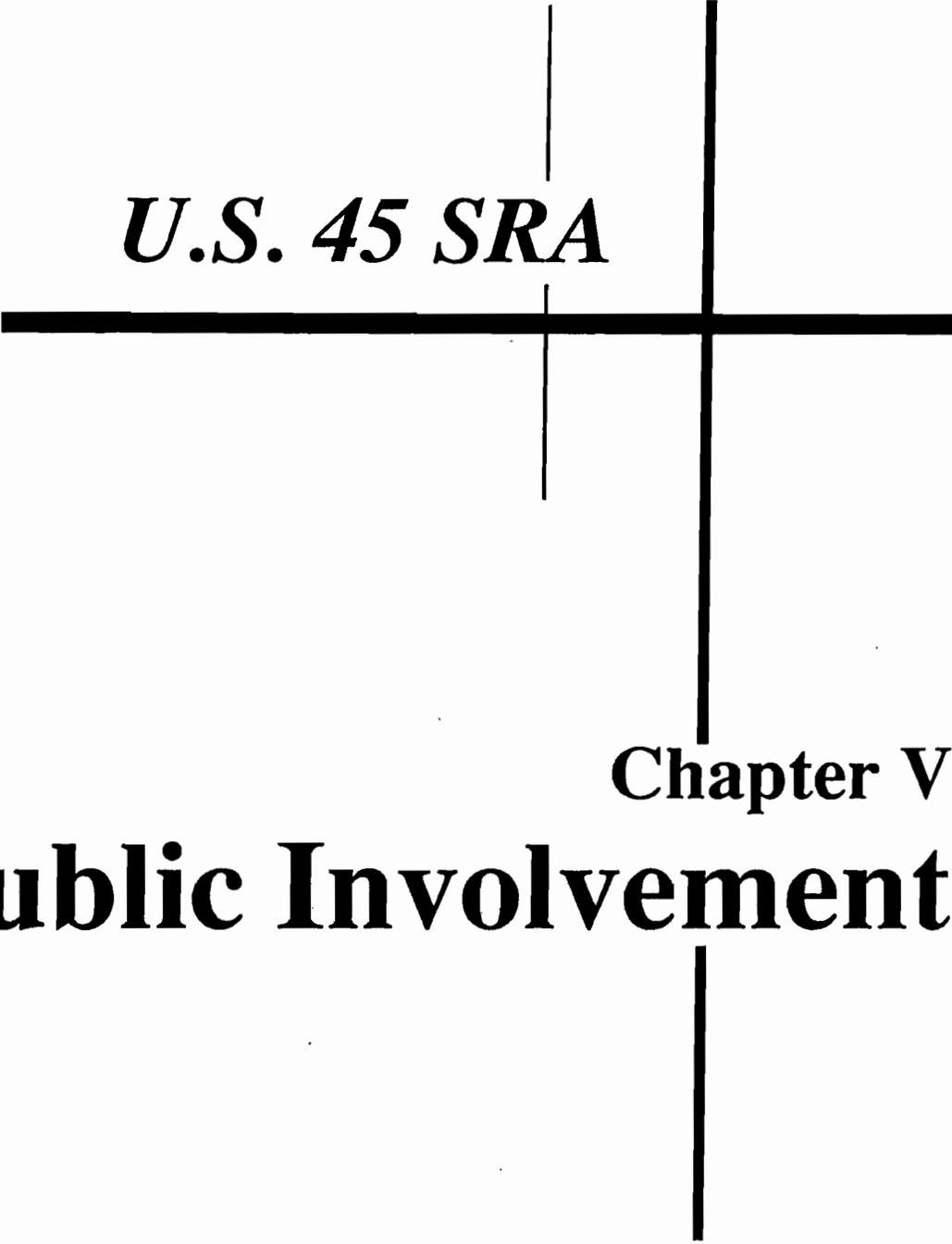
Short-term implementation recommendations represent plan elements or projects that address immediate problems and/or needs that are generally low cost in nature; or that are intended to reflect specific known plans, activities, etc. that are expected to occur well before 2010. Examples of short-term improvements along U.S. 45 include reservation of right-of-way to accommodate future improvements.

### ***Basic SRA Plan***

Basic SRA Plan recommendations represent those elements or projects to be constructed within the normal course of prioritization for any SRA project. These will generally include most plan elements not designated as short-term, with only notable exceptions specified as post-2010 recommendations. Although some recommendations are considered as part of the basic SRA plan, they may include plan elements that should await implementation of other improvements.

### ***Post 2010 Plan***

Post 2010 Plan Recommendations represent elements of the SRA plan that are considered lower priority for a number of reasons. They may include high cost elements (e.g., new interchanges, etc.) for which operational needs may not occur for many years. A small portion of the U.S. 45 SRA plan represents such long term needs. The primary post-2010 recommendations (see **Table 18**) shown on the plan include the FAP 342 interchange with U.S. 45 and the realignment of IL 132.



*U.S. 45 SRA*

**Chapter V**

**Public Involvement**

## Chapter V

# Public Involvement

The public hearing process includes three elements: The SRA Advisory Panel Meetings, the Bimonthly Newsletter and the Public Hearing.

### *Advisory Panels*

An advisory panel was established to assist/comment on the study of the U.S. 45 Corridor. The panel included community officials from Grayslake, Third Lake, Old Mill Creek, Lindenhurst and Antioch. In addition, representatives from Lake County and the Lake County Forest Preserve participated in this process. Three Advisory Panel Meetings were held at key junctures throughout the study. The first Advisory Panel meeting was held on September 10, 1991. At this meeting, the existing conditions and concerns along the corridor were presented. The second Advisory Panel meeting was held on February 21, 1992. Overall long-range alternatives were discussed at this meeting. The third Advisory Panel meeting was held on October 5, 1994. The draft final report was reviewed with panel members at this meeting. In addition, a workshop was held on December 8, 1992 to discuss the redesignation of the corridor from half suburban/half rural to an all suburban designation.

### *Newsletters*

Bimonthly newsletters were published and distributed to panel coordinators, panel members, and local community officials.

### *Public Hearing*

A public hearing was held on October 20, 1994. This hearing was held prior to final publishing of the SRA corridor report to allow public comment on the recommended plan.

Copies of the meeting minutes for each of the Panel Advisory meetings, Advisory Panel correspondence, and Public Hearing minutes are contained in this chapter. A copy of each of the newsletters is also included.

## **Advisory Panel Meeting Minutes**

## MEMORANDUM

**TO:** Eugene Ryan (CATS)  
Rich Starr (IDOT)

**DATE:** September 19, 1991

**SUBJECT:** Minutes of the September 10, 1991  
SRA Panel Meeting #1  
Corridor #3 - U.S. 45

**ATTENDEES:** Lisa Weesner - Metro Transportation Group  
Mark Schmidt - Lake County  
John Reilly - CATS  
Tim Neuman - CH2M Hill  
Mike Lee - CH2M Hill  
Rich Starr - IDOT  
Dave Miller - Metro Transportation Group  
Frank "Bud" Koepke - Metro Transportation Group

As noted by the list of attendees, no panel members, excluding Lake County, were present for Panel Meeting #1. Mark Schmidt called to request their attendance at future meetings and will send the Panel Meeting #1 summary report to their attention.

### I. INTRODUCTION

- A. John Reilly opened the meeting stating the intentions of the SRA corridor reviews.
- B. Rich Starr explained that the SRA Corridor reviews were in the second year of a 5 year schedule. Three panel meetings and a public hearing in each County are scheduled for each corridor.

- C. Tim Neuman introduced CH2M Hill and their position in the study as well as the team in charge of Corridor #3, U.S. 45.
- D. Dave Miller introduced the corridor and its related characteristics to be discussed at this panel meeting. The 11 mile corridor has suburban and rural characteristics and is intersected by 3 other SRA routes. It was also stated that the 2nd newsletter is scheduled to be mailed next week.

## II. PRESENTATION

- A. Frank "Bud" Koepke presented the corridor and the initial review information that Metro had gathered.
  - 1. Existing right-of-way (ROW) along the corridor varies from 80 to 120 feet. The Design Concept Report indicates that 120 to 150 feet of ROW is desirable on suburban SRA routes. ROW will need to be acquired if these ROW guidelines are deemed appropriate.
  - 2. Areas of concern, include Gages Lake and Millburn.
  - 3. Intersecting SRA routes include IL 120 (west), IL 132 and IL 173. The poor alignment of IL 132 (west) was indicated as an area of concern.
  - 4. The general list of criteria in the summary report was reviewed. This information will be analyzed for the next panel meeting.

## III. QUESTIONS

- A. Bud questioned IDOT's policy on realignment and the acquisition of right-of-way (ROW). Rich responded by stating that if IDOT is currently in the process of acquiring ROW along a SRA corridor then the ROW limits desired by the SRA Design Concepts Report will be acquired.

- B. Dave questioned what provisions will need to be made for school buses, drop-off/pick-up, along a rural SRA route. Metro will take this into consideration when developing alternatives.
- C. Bud questioned the process for total realignment of a corridor. Rich stated that by-passes are part of the study process, but if total realignment of a corridor needs to be considered, then it should be discussed with IDOT as soon as possible.

#### **IV. ITEMS TO BE RESOLVED**

- A. Since no representatives of the adjacent communities along the corridor were present at the meeting, Mark will look into expanding the panel by contacting (1) Lindenhurst, (2) Old Mill Creek, and (3) Antioch to see if they are interested. He will supply this information to Tim.
- B. It was discussed whether a representative from the Forest Preserve should also be invited to join the panel. Tim will discuss this with Rich/John.
- C. Bud requested that the second panel meeting not be scheduled during TRB, January 12-16, 1992. Rich stated that this would be taken into account as the schedule was completed.
- D. FAP 342 is currently planned to intersect U.S. 45 south of IL 120, the southern study limits. Bud asked if the study limits should be extended to include this proposed interchange. Rich will look into this and let Metro know.
- E. A Phase I study is currently underway on U.S. 45 within the SRA study limits. Bud requested that information on this project be provided to Metro. Rich/Tim will look into this and let Metro know the status of the Phase I study.
- F. Bud asked how coordination with WISDOT will be handled. Tim/Rich will discuss and let Bud know.
- G. Rich stated that an update to the Design Concept Report may be beneficial. He will review and let Tim know.

- H. Tim said that the compilation of the technical specialist reports is almost complete. It will be supplied to all pertinent parties upon its completion.

**V. NOTES FOR FUTURE MEETINGS**

- A. Rich requested that several items be discussed at future meetings.
  - 1. A discussion of the legend, indicating its representation of the best collection of existing conditions.
  - 2. The SRA corridor studies are pre-Phase I studies.
  - 3. Basis for review is the Design Concept Report.
  - 4. Traffic volumes along the corridor will be discussed in subsequent meetings.
- B. Rich will supply IDOT map showing rural/suburban/urban areas for future meetings.

\* \* \* \* \*

If you have any comments or questions regarding these minutes, or if you have any changes, please contact Lisa Weesner.

pr



113 Fairfield Way  
Bloomington, Illinois 60108-1577  
Telephone 708 351-8100  
Fax 708 351-8164

MEMORANDUM

TO: Eugene Ryan  
CATS

DATE: February 25, 1992

SUBJECT: Corridor #3 - U.S. 45  
SRA Panel Meeting #2  
Minutes of the February 21, 1992

ATTENDEES:

Wes Welsh, Village of Lindenhurst  
Reva Konefes, Historic Millburn Community Assoc.  
Dorothy Fettinger, Historic Millburn Community Assoc.  
Kathleen Rodi, CATS  
J.J. Stephens, Central Lake County TMA  
Emery Allison, Old Mill Creek  
Norman Drummond, Old Mill Creek  
Rich Starr, IDOT  
Dusty Powell, Lake County DOT  
Mark Schmidt, Lake County DOT  
Lisa Weesner, Metro Transportation Group  
Dave Miller, Metro Transportation Group  
Tim Neuman, CH2M Hill  
Michael Fogarty, Tempel Steel Company  
Bob Silhan, Village of Antioch  
Robert Neal, Lake County Forest Preserve

I. INTRODUCTION

- A. Tim Neuman (CH2M Hill) opened the meeting stating the intentions of the SRA corridor reviews.



- B. Tim Neuman then introduced the SRA team which included himself as SRA project coordinator, Dave Miller (Metro) as SRA assistant project coordinator and Lisa Weesner (Metro) as the U.S. 45 corridor engineer.
  - C. All present introduced themselves.
- II. Dave Miller presented the corridor which included panel exhibits on the Existing Conditions, the Planning Framework and the Alternatives Being Considered.
- A. Existing Conditions
    - 1. Intersecting SRA routes include IL 120 (west), IL 132 and IL 173.
    - 2. Average daily traffic (ADT) volumes were shown.
    - 3. An existing two lane cross section can be found along the majority of the route.
    - 4. The areas of concern that might interfere with SRA design parameters were noted (ie: right-of-way, multiple access locations etc.)
  - B. Planning Framework
    - 1. The cross sections and associated right-of-way presented in the *Design Concept Report* were discussed.
    - 2. Average daily traffic (ADT) volumes for the year 2010, prepared by CATS, were shown.
    - 3. The land use, as shown in the various Comprehensive Plans for communities adjacent to U.S. 45, was presented.



C. Alternatives Being Considered

1. Suburban-Segment I (IL 120 to IL 132)

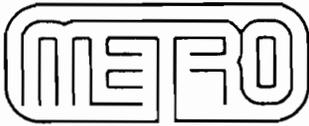
- a. Two cross section alternatives were proposed. *Alternative One* presented a four lane divided cross section with a two-lane frontage road. This alternative would allow local access to be consolidated. The frontage road would require additional ROW and would alternate between the east/west side of the existing U.S. 45.

*Alternative Two* is a four lane divided cross section which expands the existing cross section on the existing alignment. Without the frontage road the multiple local access drives along U.S. 45 will require further study.

- b. FAP 420 is currently planned to intersect U.S. 45 south of IL 120. Dave Miller asked whether the study limits should be extended to include this proposed interchange.
- c. It was proposed that IL 132 (a designated SRA) be realigned and potentially grade separated from U.S. 45.
- d. New possible signal locations are shown approximately every one-half mile.

2. Rural - Segment II (IL 132 to State Line Road)

- a. A rural four lane cross section was proposed for the length of this segment.



- b. Three alternative routes were proposed through Millburn. One alternative would be to continue through the community with alternatives two and three being by-passes to the east or west of the community. The east by-pass would cross the historical district while the west by-pass would cross the forest preserve.
- c. It was proposed that Millburn Road and Grass Lake Road be aligned to provide only one intersection with U.S. 45.
- d. It was proposed that Miller Road at Kelly Road be aligned to provide only one intersection with U.S. 45.
- e. The intersection of U.S. 45 with IL 173 would ultimately be an expanded intersection not an interchange.
- f. The transition to the Wisconsin cross section should be reviewed in more detail as more information becomes available from WISDOT.
- g. The State Line Historical Area should be reviewed in more detail as more information becomes available from WISDOT regarding the Wisconsin cross section.

### III. QUESTIONS/COMMENTS

- A. Dave Miller questioned if the U.S. 45 SRA designation should be carried to the FAP 420/U.S. 45 proposed interchange. It was asked if FAP 420 was a tollway. Rich Starr (IDOT) said no. It was asked if this interchange would increase traffic along U.S. 45. Rich Starr stated that FAP 420 will go to the Tri-State and traffic should not increase to any substantial degree along U.S. 45.



- B. It was questioned whether the Gurnee Mills traffic generations were taken into account when the future traffic volumes were estimated. Dave Miller stated that the future volumes took into account the entire SRA system and development. Tim Neuman explained that the estimation of traffic is not like a classical approach. An SRA route should have certain characteristics. Rich Starr said Gurnee Mills was taken into account.
- C. An interchange is proposed at IL 132, it was questioned why not at IL 120. Dave Miller explained that the IL 120 is in close proximity to the FAP 420 proposed interchange. Tim Neuman further explained that IL 120 is only designated as an SRA to the west of U.S. 45.
- D. Two alternative roadway cross sections were proposed for Segment I, with and without a frontage road. Concern was raised due to additional right-of-way that would be required to access a frontage road system. The Lake County Fairgrounds, Forest Preserve property and the Brae Loch Golf Course would be impacted. It was suggested that the commercial accesses on U.S. 45 (between IL 120 and Brae Loch Road) be served off the cross streets.
- E. Lake County requested that the proposed Rollins Road extension be reviewed and incorporated into the overall plan.
- F. Three alternative roadway alignments for the Millburn community were proposed. Millburn prefers the by-pass to the west in order to not divide the historic district or impact the cemetery or grade school located to the east. Lindenhurst noted that a by-pass to the west would divide property planned for residential development. The Forest Preserve stated that even though the by-pass to the west intersects the McDonald Woods Forest Preserve, it is the logical possibility and they would be cooperative to the by-pass, especially with community pressure. They would request that IDOT identify the by-pass corridor.



Due to the favorable reaction of the parties involved, more detailed analyses will be concentrated on the existing and western by-pass around Millburn.

- G. Concern was raised by Millburn regarding the alignment of Grass Lake Road and Millburn Road. They do not envision a heavy east/west movement. Lake County; however, stated that they continue to see a heavy east/west movement and requested the study address this east/west alignment.
- H. It was questioned whether the rural cross sections should have a narrower ROW to account for aesthetics. Dave Miller stated that rural cross section was consistent with rural characteristics. The larger ROW is necessary due to drainage. Through the forest preserve; however, a narrower cross section could be considered.
- I. Dave Miller commented that ROW does not have to be equal on both sides of the roadway.

#### IV. ITEMS TO BE RESOLVED

- A. The Forest Preserve representative stated that he would provide Tim Neuman with a coordination person.
- B. Millburn stated that the Historic District shown on the Planning Framework exhibit to be too large. They will provide more exact dimensions.
- C. Old Mill Creek will provide a copy of their Comprehensive Plan.
- D. Tim Neuman requested that written input be submitted to Mark Schmidt (LCDOT) in the next two weeks.

\* \* \* \* \*



These minutes were prepared by Lisa Weesner (Metro). If you have any comments or questions, please contact the aforementioned.



113 Fairfield Way  
Bloomington, Illinois 60108-1577  
Telephone 708 351-8100  
Fax 708 351-8164

MEMORANDUM

**TO:** Eugene Ryan (CATS)  
Rich Starr (IDOT)

**FROM:** Elizabeth H. Weesner  
Metro Transportation Group, Inc.

**DATE:** December 21, 1992

**SUBJECT:** Minutes of the December 8, 1992  
SRA Workshop  
Corridor #3 - U.S. 45

**ATTENDEES:**

Rich Starr - IDOT  
Mike Matkovic - IDOT  
Frank Koepke - Metro Transportation Group, Inc.  
Dave Miller - Metro Transportation Group, Inc.  
Lisa Weesner - Metro Transportation Group, Inc.  
Marty Buehler - Lake County Department of Transportation  
Dusty Powell - Lake County Department of Transportation  
Mark Schmitt - Lake County Department of Transportation  
Sharon Beal - Village of Millburn/Abbott Laboratories  
Wolf Batrhold - Village of Millburn  
Harry Pettengill - Abbott Laboratories  
Willard Helander - Lake County TMA  
Wesley Welsh - Lindenhurst  
David Zarattero - CRSS  
Ruth White - Village of Millburn  
Dorothy Fettinger - Historic Millburn Community Association, Inc.  
Norman Drummond - Old Mill Creek  
Robert P. Neal - Lake County Forest Preserve  
Bob Silhan - Village of Antioch  
John Lamotte - Lohan Associates/Tempel Steel  
Tim Neuman - CH2M Hill

**COPIES TO:**

Tim Neuman - CH2M Hill  
Dave Miller - Metro Transportation Group, Inc.  
Frank Koepke - Metro Transportation Group, Inc.

With the decision by IDOT to redesignate SRA Corridor #3, U.S. 45, from a combination of suburban and rural to suburban for its entire length, a workshop for the U.S. 45 corridor was held at 2:00 PM on Tuesday, December 8, 1992 at the Lake County Division of Transportation offices. The workshop was intended to provide an opportunity for panel members, local officials and surrounding property owners to express their concerns, update material, as well as present a clear description of the design criteria guidelines for a suburban corridor.

**I. INTRODUCTION**

Rich Starr from IDOT opened the meeting with a brief explanation of the redesignation of the northern segment of the corridor from rural to suburban. He indicated that the workshop was being held in order to gather information and input was encouraged.

**II. PRESENTATION**

Frank "Bud" Koepke from Metro Transportation Group, Inc. presented a more detailed overview of the corridor. Bud noted the changes in design criteria due to the redesignation of the corridor, for example the desired cross-section for the corridor will now require less right-of-way (reduced from 180 feet to 110-140 feet). Signalized intersection spacing can also be reduced to ¼ mile instead of the ½ mile spacing previously proposed. An interchange was originally proposed at the IL 132/U.S. 45 intersection, primarily due to the change in route designation at this point. Since, the entire corridor will now be designated as suburban, Bud noted that we envision an intersection instead of an interchange at this location. Furthermore, the corridor will also now consider the design ramifications of the future interchange with U.S. 45 south of IL 120, due to the FAP 342 roadway plans.

It was noted that the principal reason of this workshop was to discuss what changes would be necessary due to the redesignation of the corridor. Since this primarily concerns the northern portion of the corridor, the discussion concentrated on the

section of the corridor from IL 132 north to the Illinois/Wisconsin state line. Bud discussed the proposed number of lanes for the corridor. From IL 120 to IL 173, a four lane cross-section is contemplated with a 54 foot median. This would allow an additional through lane to be incorporated into the cross-section if a six lane cross-section is deemed necessary in the future. North of IL 173, only a four lane cross-section is proposed which would be reduced to two lanes in each direction as the roadway approaches the Wisconsin border.

The three previously considered alternatives for the Millburn area are still under consideration. These included: (1) to remain on the existing U.S. 45 alignment through Millburn, (2) to by-pass Millburn on the east, or (3) to by-pass Millburn on the west. Also, in this area, the plan may propose an alignment of Millburn Road/Grass Lake Road at their intersections with U.S. 45. A continuous alignment of Kelly Road and Miller Road is also being considered.

### III. DISCUSSION

John Lamotte from Lohan Associates explained the Old Mill Creek plan that his firm has been designing. A main objective of the plan was to preserve the rural character of the area. In order to accommodate the estimated traffic volumes John indicated that the plan incorporated a six lane cross-section on IL 173. On U.S. 45, the plan considered four through lanes between Grass Lake Road and IL 173 and six through lanes between Grass Lake Road and IL 132. The alignment of Grass Lake Road/Millburn Road and Kelly Road/Miller Road were not considered in the plan. Lohan believed the west by-pass of Millburn to be the best since it would not bisect the Millburn historic district and there were less wetlands along this proposed corridor. The only drawback is that the west by-pass would intersect just a corner of the MacDonald Woods Forest Preserve. With the western by-pass, the plan proposed that Grass Lake Road, from the west, "tee" into the by-pass and traffic be diverted around Millburn. Bud questioned this arrangement of Grass Lake Road with respect to east-west traffic movement through the Millburn area. How would the east/west movement of traffic be handled? John stated that the trips would be diverted to the major thoroughfares, IL 173 and IL 132.

Dorothy Fettinger from the Historic Millburn Community Association, Inc. agreed with the consideration of the west by-pass. She continued that to go to the east around Millburn, the by-pass would also encounter wetlands, a school and cemetery. She stated that she believed the west by-pass alignment could be worked out with the forest preserve district.

Ruth White from Millburn, returning to the Grass Lake Road/Millburn alignment issue, stated that with all the new development in the area, there would be more pressure on Grass Lake Road/Millburn Road intersections. The west by-pass and the subsequent proposed "tee" of Grass Lake Road would reduce the traffic impact of new development in the area of Millburn.

Tim Neuman of CH2M Hill then asked if all parties present agree that the west by-pass would be the best. All agreed, but Tim explained that even with a majority in agreement, there is still a lot more work to do in regards to any by-pass.

Bud Koepke from Metro Transportation Group, Inc. questioned Lohan's roadway network of only four through lanes between Grass Lake Road and IL 173. Since IL 173 is a SRA route and a major east/west arterial, Bud thought that the plan should provide for the ability to, if necessary in the future, provide six through lanes along this segment. John Lamotte from Lohan stated that he thought differently before, but agrees now. The 54 foot proposed median still provides the rural "feel" for which their plan was striving.

Harry Pettengill of Abbott Laboratories was questioned as to whether Abbott had planned for adequate right-of-way along their property in the southeast quadrant of IL 173 and U.S. 45. Harry said that he believed they had. Marty Buehler from Lake County DOT continued that he thought there might be a problem with right-of-way along the west side of U.S. 45, north of Grass Lake Road. Wesley Welsh from Lindenhurst remarked that this property has been annexed to Lindenhurst, but not platted. He thought that the time limit for submittal of the development plans had also expired.

Robert Neal from the Lake County Forest Preserve district commented that the forest preserve is trying to work out the details in order to allow a by-pass of Millburn to the west.

Marty Buehler from the Lake County DOT asked what the next step is in determining the recommended plan. Tim Neuman asked all communities for new or updated information and said that it should be sent to Mark Schmitt of Lake County DOT, the SRA coordinator. That information will then be assimilated and a recommended plan established. In the plan, the west by-pass will probably be established as the preferred by-pass, but it should be noted that the by-pass study is for planning purposes only. The by-pass study does not include environmental issues, especially in regards to the forest preserve. Rich Starr continued that IDOT maybe spending money in 1993 on Phase I studies for critical areas along some of

the SRA routes, but there were no guarantees. Tim Neuman said that the by-pass could be one of these areas.

David Zarattero from CRSS stated that his firm was currently involved in the IL 173 SRA corridor. Due to the information presented today, he asked if IL 173 should be redesignated as a suburban SRA. Rich Starr answered that possibly it should be redesignated at least to its intersection with U.S. 45 and they would discuss this issue in more detail later.

#### **IV. CLOSING**

Marty Buehler summed up the workshop by stating that the suburban cross-section appeared adequate and the western by-pass around Millburn was preferred. He stated that the quicker right-of-way can be obtained for the by-pass the more secure Millburn and the surrounding land owners will feel.



METRO TRANSPORTATION GROUP, INC  
1300 GREENBROOK BOULEVARD  
HANOVER PARK, ILLINOIS 60103-5482  
TELEPHONE 708 213-1000  
FAX 708 213-3227

METRO TRANSPORTATION GROUP, INC.

TRANSPORTATION PLANNING,  
ENGINEERING AND DESIGN

MEMORANDUM

TO: Eugene Ryan - CATS  
Rich Starr - IDOT

FROM: Lisa Weesner - Metro Transportation Group, Inc.

DATE: October 6, 1994

SUBJECT: Corridor #3 - U.S. 45  
SRA Panel Meeting #3  
Minutes of the October 5, 1994 Meeting

ATTENDEES:

- Marty Buehler - Lake County DOT
- Harry Pettengill - Abbott Laboratories
- Bryan Gannis - CH2M Hill
- Dick Stafford - CH2M Hill
- Dan Drake - Metro Transportation Group
- Kathleen Rodi - CATS
- Mark Schmidt - Lake County DOT
- Marsi Quigley - Third Lake
- Wes Welsh - Lindenhurst
- Rich Starr - IDOT
- Bill Dineen - Libertyville
- Ann Nesbitt - Representative of Rep. Andrea Moore
- Ray Boller - Old Mill Creek
- Jill Balluck - Millburn
- William Revenaugh - Old Mill Creek
- Sharon Beal - Millburn
- Reva Konefes - Millburn
- Dorothy Fettinger - Millburn
- Norman Drummond - Old Mill Creek

COPY: Tim Neuman - CH2M Hill  
Dave Miller - Metro Transportation Group, Inc.



## I. INTRODUCTION

Dick Stafford from CH2M Hill opened the meeting with a brief explanation of the information presented in the first and second panel meetings. Dick introduced the project team including himself and Lisa Weesner as project engineer. He indicated that the objective of this meeting was to receive feedback on the draft plan which was to be presented. This plan would be presented for public comment at the public hearing scheduled for October 20, 1994 from 2:00 to 7:00 PM at the Lake County Fairgrounds. All present introduced themselves.

## II. PRESENTATION

Lisa Weesner of Metro Transportation Group, Inc. noted that the lengthy time frame for review of this corridor was due to several factors: (1) the corridor was redesignated from half rural and half suburban to an all suburban designation. This affected the design of the proposed cross section (2) due to proposed development in the area, it was decided by IDOT that a center line for the proposed Millburn by-pass should be determined and (3) during this process, a Phase I study by IDOT for a portion of U.S. 45 was concurrently underway. These factors were evaluated and incorporated into the proposed plan that was presented at the meeting.

Lisa presented an overview of the proposed plan for the U.S. 45 corridor indicating that the overall plan basically consisted of two through lanes in each direction with a raised median. The median width, however, would vary from 18 to 30 feet along the corridor depending on various parameters. Exclusive turn lanes are indicated on the plan at each existing and proposed intersection, but these lanes would be reviewed on a case by case basis in the design process. And finally, a by-pass to the west is proposed around Millburn. The corridor was divided into three segments which were discussed in more detail.

### **Segment I - IL 120 to IL 132**

The proposed plan presented for this segment is consistent with the Phase I study recently completed by IDOT. It was noted that the right-of-way (ROW) varied from 90 to 150 feet throughout this segment, but was



designed to accommodate the two through lanes in each direction and a raised median. The median width would vary from 30 feet between IL 120 and Brae Loch Road to 18 feet between Brae Loch Road and IL 132. The wider median permits dual left turn lanes to be incorporated if necessary in the future. ROW is proposed to be acquired from both sides of the roadway except near Gages Lake and the Rollins Savanna Forest Preserve. These physical constraints cause ROW to only be acquired from one side of U.S. 45 and relocated access locations, proposed signal locations and the Rollins Road extension, proposed by Lake County DOT, were noted.

#### **Segment II - IL 132 to Kelly Road**

The proposed plan for this segment of the corridor was shown to be two through lanes in each direction and an 18 foot wide raised median. ROW was indicated to be 120 feet in this segment and would be acquired on both sides of the roadway. A realignment of the IL 132/U.S. 45 intersection was noted on the proposed plan in order to remove the existing skewed angle as was a by-pass to the west around Millburn. The by-pass shown on the plan was consistent with the centerline study recently completed by IDOT. The study was conducted in order to preserve this section of the corridor. Proposed signal locations and and future access locations were also noted.

#### **Segment III - Kelly Road to State Line Road**

The cross section for this segment of the corridor was indicated to continue the two through lanes in each direction with an 18 foot wide raised median in 120 feet of ROW with the exception of the area between Miller Road and IL 173. This section of the corridor is proposed to be widened to a 30 foot wide median in 150 foot of ROW. The widening would allow for dual left turn lanes to be implemented which would accommodate future growth in this currently undeveloped area. A realignment of Miller Road to tie into Kelly Road is also proposed. Kelly Road is shown as a future signalized intersection with U.S. 45 and this realignment would provide for another east/west route through the area. The proposed cross section at the state line was also indicated to be preliminary since the roadway cross section would ultimately have to be coordinated with the WISDOT. Proposed signal locations and future access locations were also noted.



### III. QUESTIONS/COMMENTS

A question was raised as to the time frame for these improvements. Lisa noted that this was a twenty year planning project and IDOT currently does not have funds allocated for any of the SRA improvements. There are 1300 miles of SRA routes and once the studies are complete than IDOT will prioritize the routes and segments within each route. Rich Starr of IDOT also indicated that the section of this route between IL 120 and IL 132 is funded and a Phase I study is currently underway. However, the remainder of the route is not currently funded and IDOT has no time frame for these improvements.

Marsi Quigley of the Village of Third Lake asked what improvements are proposed for the Cottage Avenue intersection. Lisa said that this intersection is proposed to be limited to right-in/right-out maneuvers only and that a signal is proposed at the Park Place/U.S. 45 intersection. This is the next intersection to the north. Marsi Quigley stated that commercial development is planned near the Center Street/U.S. 45 intersection and a full access intersection may be necessary between Center Street and Cottage Avenue in order to provide left turning access to the proposed development since vehicles would now not be permitted to make a u-turn at Cottage Avenue to return to the commercial development. Lisa stated that this could be evaluated prior to the production of the final plan.

Dorothy Fettinger of Millburn asked whether the by-pass shown was representative of the inner or outer alignments that were reviewed in the process of determining the center line. Rich Starr said that the alignment shown on the proposed plan was consistent with the inner alignment.

Marty Buehler of Lake County DOT questioned how or if ROW for the corridor, specifically the by-pass, would be preserved. Rich Starr stated that one of the purposes of the SRA system was to identify areas where advance ROW acquisition would be beneficial and IDOT will use advance ROW acquisition in order to preserve the west by-pass alignment as shown on the proposed plan.

Finally, Dorothy Fettinger thanked IDOT and the consultants for working to preserve the flavor of Millburn.



#### IV. CLOSING

Dick Stafford closed the meeting with a reminder of that the public hearing for U.S. 45 is scheduled for October 20, 1994 from 2:00 to 7:00 PM at the Lake County Fairgrounds.

**U.S. 45 Meeting Correspondence**

November 16, 1994

VIA FEDERAL EXPRESS



Ms. Elizabeth H. Weesner, P.E.  
Senior Transportation Engineer  
METRO TRANSPORTATION GROUP, INC.  
1300 Greenbrook Boulevard  
Hanover Park, Illinois 60103-5482

RE: U.S. 45 SRA Corridor  
Between Route 132 and Sand Lake Road

Dear Ms. Weesner:

Thank you for your letter of November 8, 1994. We have reviewed the two sheets (Exhibits C-3 and C-4) of the draft SRA report which were forwarded to us with your November 8, 1994 letter. In connection therewith, please note that we are in the process of final platting approximately 138 acres on the eastside of Route 45 which is depicted on Exhibit C-3.

During the preliminary platting process, we received the enclosed March 17, 1994 and July 8, 1994 letters from the Illinois Department of Transportation preliminarily approving two access points to our property. Also enclosed please find a copy of the preliminary plat and preliminary engineering plan which have been approved by Lake County.

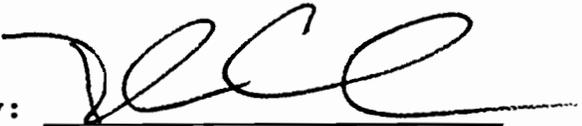
Our engineer, Robert Gudmundson of Cowhey Gudmundson & Leder, will be forwarding final improvement plans to the Illinois Department of Transportation for their approval within the next week. Your current draft SRA, Exhibit C-3, only depicts one access point for our property. Could you please revise the draft SRA to include both access points as shown on the preliminary plan and as preliminarily approved by the Illinois Department of Transportation pursuant to the enclosed letters.

Ms. Elizabeth H. Weesner, P.E.  
METRO TRANSPORTATION GROUP, INC.  
November 16, 1994  
Page 2

Please do not hesitate to telephone if you should have any questions or comments.

Very truly yours,

MADISON REALTY GROUP, INC.

By:   
David H. Galowich  
Vice President

DHG/das  
Enclosures

cc: Mr. Robert Gudmundson  
Rich Starr (via federal express)



# Illinois Department of Transportation

Division of Highways/District 1  
201 West Center Court/Schaumburg, Illinois/60196-1096

## PERMITS

File No: Preliminary

Location: US 45 n/o Il 132 - Deerpath Subdivision

July 8, 1994

Mr. David Galowich  
Madison Realty Group, Inc.  
200 West Madison Street, Suite 2800  
Chicago, Illinois 60606-3416

Dear Mr. Galowich:

Thank you for your revised plat for the subject subdivision. Based on a review of the revised plat, it appears that the proposed southern access point has been moved south in accordance with our 4th comment in our letter of March 17, 1994 (attached herein).

Therefore, both the northern and southern proposed access points are at acceptable locations and would be approved points of access provided all other conditions noted in our letter of March 17, 1994, are met.

We will need to see sight construction plans before we will provide any further comments.

If you have any questions regarding this matter, please contact Tom Gallenbach of my staff at (708) 705-4131.

Very truly yours,

Duane P. Carlson, P. E.  
District Engineer

By:   
Daniel R. Ehart, P. E.  
Traffic Permit Engineer

TG/sms



# Illinois Department of Transportation

Division of Highways/District 1  
201 West Center Court/Schaumburg, Illinois/60196-1096

## PERMITS

File No.: Preliminary  
Location: U.S. Route 45 N/O 132

March 17, 1994

Mr. David Galowich  
Madison Realty Group, Inc.  
200 West Madison Street - Suite 2800  
Chicago, Illinois 60606-3416

Dear Mr. Galowich:

Based on our field review of the site conditions on March 10, 1994 and our conversation with our SRA consultant representative, Ms. Lisa Weisner of METRO, we have the following comments with regard to your preliminary request for access off of Illinois Route 132:

- . The northernmost location requested for access appears to have good sight distance.
- . U.S. Route 45 is a Strategic Regional Arterial (SRA) Route. As such, 400 meters + (1/4 mile) full access and 150 meters + (500 feet) right-in, right-out access guidelines should be met.
- . As an SRA, a left turn widening will have to be provided extending through both requested full access points. Resurfacing, thermoplastic, strip reflective crack control, and raised reflective pavement markers will be required.
- . Based on our field review of your southernmost proposed access, that access should be moved at least 300 to 500 feet further south to obtain better sight distance.
- . Lisa Weisner has indicated that 120 feet is the current SRA right-of-way requirement in this area. The study for U.S. Route 45 in this area is not yet complete and this information is subject to change.
- . Please review the enclosed State Statutes with respect to berms and detention facilities. Please follow this Statute with respect to the SRA right-of-way requirements.

If you have any questions regarding this matter, please contact Mr. Tom Gallenbach of my staff at 708/705-4131.

Very truly yours,

Duane P. Carlson, P. E.  
District Engineer

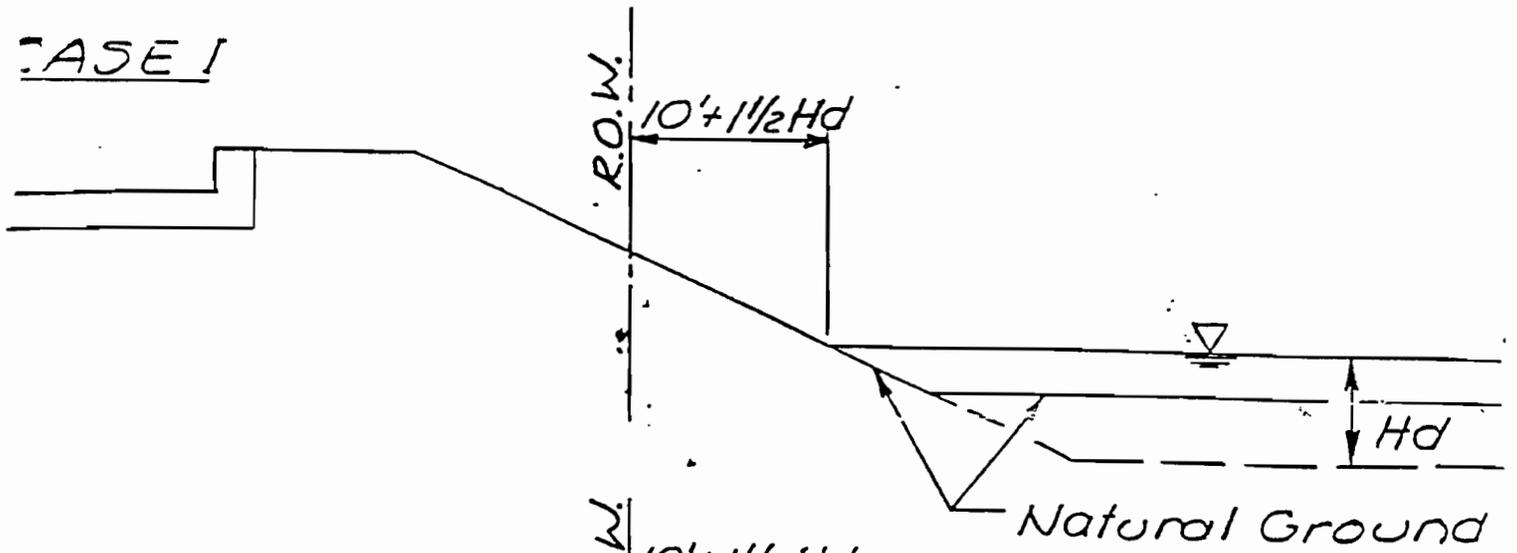
By:   
Daniel R. Enart, P. E.  
Traffic Permit Engineer

Section 9-115.1 - "It is unlawful for any person to construct or cause to be constructed any drainage facility for the purpose of the detention or retention of water within a distance of 10 feet plus one and one-half times the depth of any drainage facility adjacent to the right-of-way of any public highway without the written permission of the highway authority having jurisdiction over the public highway.

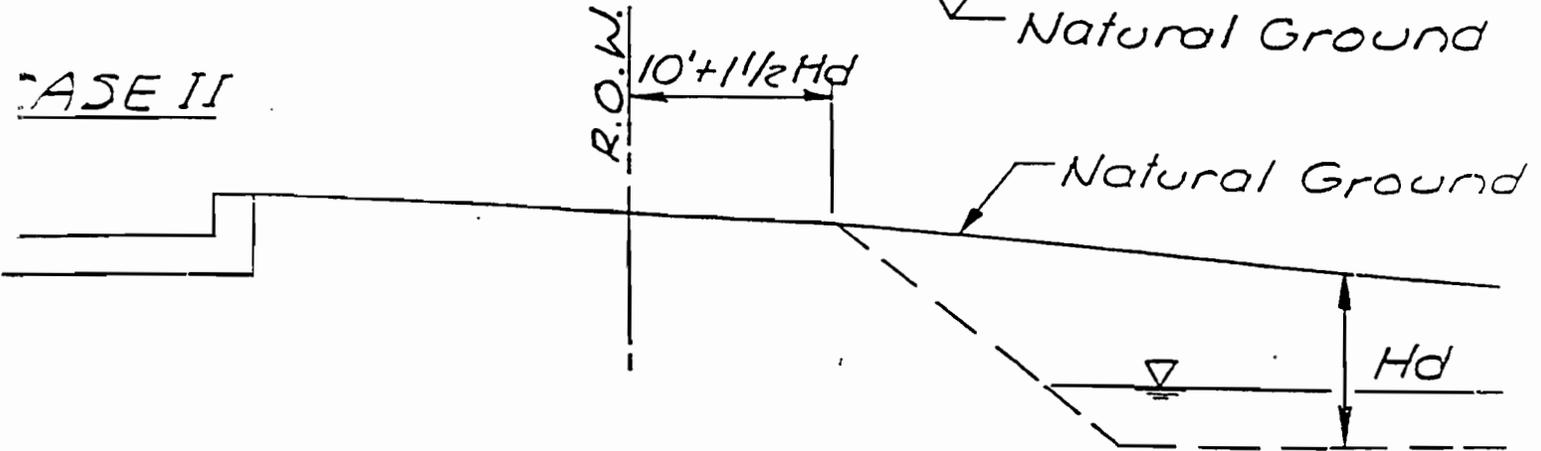
It is unlawful for any person to construct or cause to be constructed any earthen berm such that the toe of such berm will be nearer than 10 feet to the right-of-way of any public highway without the written permission of the highway authority having jurisdiction over the public highway."

DRAINAGE FACILITIES & EARTHEN BERM  
CONSTRUCTED ADJACEN TO THE  
HIGHWAY R.O.W.

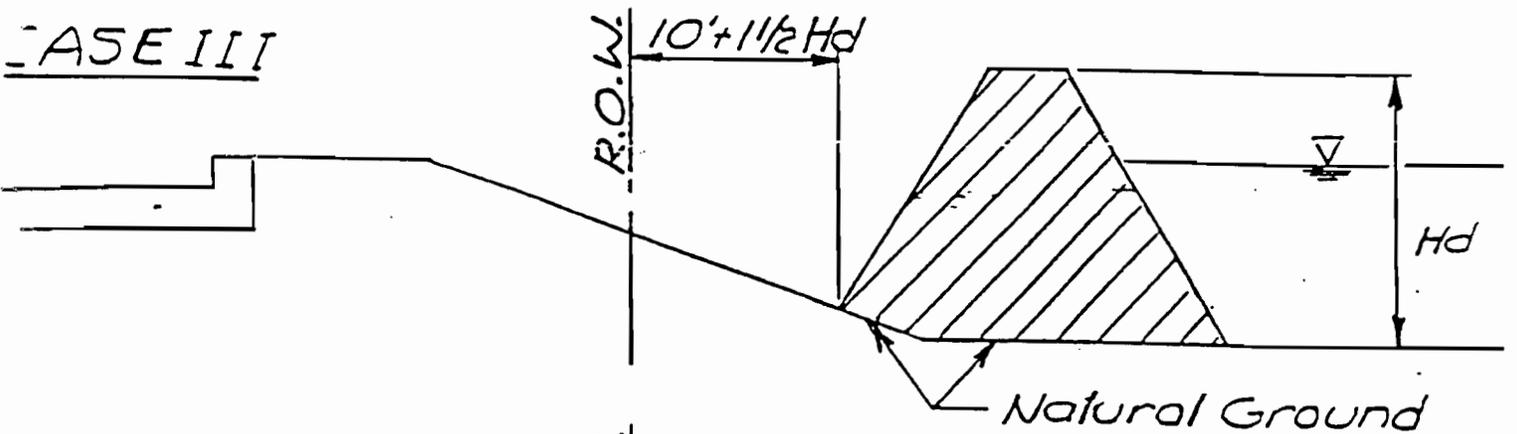
CASE I



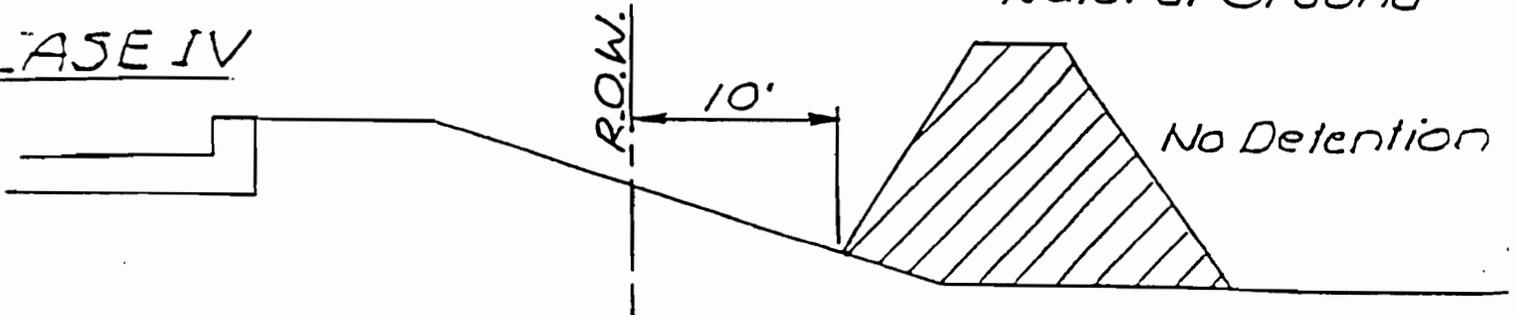
CASE II



CASE III



CASE IV



( Hereby Granted, conveyed  
and warranted )

on  
the  
plat

THESE ARE THE DOCUMENTS REQUIRED BY  
LAND ACQUISITION, IN ORDER TO CONVEY R.O.W.  
TO THE DEPARTMENT.

The Bureau of Land Acquisition has reviewed the plat for conveyance for the referenced property which you submitted on April 28, 1990. The following documents are required for the conveyance of right of way:

1. Plat of highway, legal description and title commitment letter.
2. Executed warranty deed.
3. Release of any title encumbrances.
4. Complete & Return the attached RPTA Form, relative to the land being conveyed. Provide two copies each of all these documents for our review and approval.

If you have any questions regarding this matter, please contact Mr. John Conte of the Bureau of Land Acquisition at 705-4292.

Very truly yours,

James C. Slifer, P.E.  
District Engineer

By: DR  
Daniel R. Ehart, P.E.  
Traffic Permit Engineer

AK/kas

cc: John Friedrich - Land Acquisition

Permittee or Owner: \_\_\_\_\_

Location: \_\_\_\_\_

Permit File No: \_\_\_\_\_ County: \_\_\_\_\_

RPTA (Realestate Property Transfer Act)

1. Identify the type of business or industrial operation being conducted on the property: \_\_\_\_\_

2. Has the property been subject to a completed environmental clean-up supervised by IEPA. YES \_\_\_\_\_  
NO \_\_\_\_\_

If "YES" the parcel to be conveyed is not subject to RPTA procedures.  
If "NO", complete responses to Questions 3 thru 6.

3. Is the parcel being conveyed part of a property identified on a reporting form used to report to ESDA under Section 312? YES \_\_\_\_\_  
NO \_\_\_\_\_

If "YES" obtain a copy of the report from the owner. A RPTA disclosure is required for the parcel being conveyed.

4. If the answer to question 3 is "NO", has the owner prepared or have available a material safety data sheet for a hazardous chemical under OSHA regulations for the business' employees? YES \_\_\_\_\_  
NO \_\_\_\_\_

If "NO" complete responses to questions 5 and 6.  
If "YES":

(a) Identify all chemicals presently stored on the property: \_\_\_\_\_

(b) Identify the quantities of those chemicals , i.e., (gallons, pounds, barrels): \_\_\_\_\_

If the quantity of any of those chemicals is more than 30 gallons or 200 pounds, a RPTA disclosure is required for the parcel to be acquired.

5. Are there any underground storage tanks on the property that are registered with the State Fire Marshall? YES \_\_\_\_\_  
NO \_\_\_\_\_

If "YES" obtain registration information from the State Fire Marshall. If the parcel being conveyed is part of a property containing underground storage tanks, this parcel shall be subject to RPTA procedures.

6. Are there any underground storage tanks on the property which should be registered with the State Fire Marshall but have not been registered? YES \_\_\_\_\_  
NO \_\_\_\_\_

YES", the parcel being conveyed is subject to RPTA.

(Attach available documentation for this answer.)

The RPTA procedure must be used if any one of questions 3, 5, or 6 is answered "YES". If you are still uncertain, call The District Bureau of Land Acquisition at 708/705-4321 for advice.

RPTA Procedure required.

\_\_\_\_\_ YES \_\_\_\_\_  
Date

\_\_\_\_\_ NO \_\_\_\_\_  
Property Owner

(NOTE: The term "property" as used herein means the "whole property".)

Comments, Permit Field Engineer or Tech: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Initials \_\_\_\_\_



**Russ Gwaltney Real Estate**

33860 North Highway 45  
Gages Lake, Illinois 60030  
(708) 223-4800 / (708) 223-0826

RECEIVED NOV 17 1994

NOV 11-17-94  
BUREAU OF PROGRAMMING  
**RECEIVED**  
NOV 17 1994  
**DISTRICT #1**

Illinois Department of Transportation  
Division of Highways/District 1  
201 West Center Court  
Schaumburg, IL 60196-1096

LISA  
File

Attn: Rich Starr  
Hiway Systems Engineer

November 11, 1994

Dear Mr. Starr,

My office is located at 33860 N. Hwy 45 and my residence is adjacent on the south at 33840 N. Hwy 45 in Gages Lake, IL. The College of Lake County adjoins my property on the south and on the west.

I have lived at this location sinse 1963 and also operated my Real Estate Office here the past 31 years.

I am concerned about the Illinois Department of Transportation's proposed improvement to U.S. Route 45 and how it will affect my property and other people's property up and down Route 45.

I.D.O.T. has stated U.S. Route 45 is designated as a Strategic Regional Arterial (SRA) Roadway and as such, will be improved to one level below an expressway.

From Mundelein to Route 120 there are numerous stop lights and from Route 120 past my place to Washington Street there are presently 5 stop lights and 5 side streets with more planned. From Washington Street north to Grand Avenue (Route 132) there are presently 3 stop lights with more planned. This strip of road also has 2 dangerous curves and several side streets. How could Route 45 improved as proposed ever be considered to be one level below an expressway is beyond my comprehension.

I.D.O.T.'s stated concern with safety and the number of accidents along the segment of U.S. Route 45 from Route 120 north. Near my property, the accidents have basically all been either to the north at Gages Lake Road or the the south at Brae Loch Road intersection yet I.D.O.T. proposes that my family, employees, and customers make U-turns at these hazardous intersections.

In the 30 odd years I have lived at 33840 and had my office at 33860, there has been one accident at my full access driveway. This involved a south-bound vehicle that had pulled out of the gas station to the north after dark and failed to turn on the head lights and collided with a north-bound vehicle turning into my driveway. Neither party was hospitalized.

In regard to the I.D.O.T.'s proposed improvements, the concrete barrier curbed median limiting access to only right-in, right-out is a major concern.

The following is a brief outline of some of the critical issues:

1. Lack of access for Emergency Vehicles. The resulting longer response time to access my property could be disastrous to both life and property. This could affect the safety and welfare of my family as well as all of the office employees.
2. The hazards of making U-turns at Brae-Loch and Gages Lake Road. Neither one is a cross street. Plus Gages Lake Road and U.S. Route 45 has the added confusion of the gas station and mini-mart traffic attempting to get in and out. Both intersections have a long history of accidents.
3. There is no network of dedicated local streets in the area of either Brae Loch or Gages Lake Road intersections to turn onto, as I.D.O.T. proposes.
4. No left turn lane or stacking lane is proposed at Brae Loch Road southbound to await your turn for a U-turn and therefore one could be forced through the intersection with the traffic flow. The next two cross-overs are not signalized. This additional traffic, if forced on to other residential streets to find a place to turn around to get to their destination will create even more safety hazards and other problems.
5. A U-turn is difficult and very hazardous in traffic at any intersection.
6. The barrier median will jeopardize safety and cause more traffic and congestion creating a grid-lock.

The land for the 18 to 30 foot wide raised barrier median could much better be used to provide full access with turn lanes in and out of adjoining businesses and residences.

Where the 18 to 30 foot barrier median strip is to be installed, the space could be much better used as a 5th lane for turning and stacking where needed with the balanced hash-marked off, as required. Thus the business and property owners could enjoy full access with much less cost and more safety that is presently proposed by I.D.O.T.

The plans to develop with a barrier median will be devastating to business and property. No customer is going to go through all of this hassle and inconvenience to patronize my business or any other business along Route 45. This will put my employee's jobs in jeopardy.

In the first public meeting on November 16, 1993 an I.D.O.T. representative stated no additional right of way along my property would be needed. They had previously taken 10 additional feet in 1954 for the anticipated widening to 4 lanes. Thus they had 50 feet from the center line on my side and 40 feet on the other side.

In the second public meeting of October 20, 1994, I.D.O.T. presented a different strip map showing an additional 70 feet of right-of-way to be taken to the west of the present right-of-way off of my property. This makes the right-of-way 150 feet wide from Brae Loch Road across the college and my property. It would drop back from there on north.

I donated land to the College of Lake County, Lake County Housing Authority and Lake County Public Works. The remainder I intended to develop for my retirement.

My property consists now of approximately 10 acres. I have on the property sanitary sewer, public water, and commercial zoning along with plans for a commercial development. The development of this property is now being held up due to the uncertainty of what the final outcome will be in regard to access and the right-of-way to be taken for the Route 45 proposed improvement.

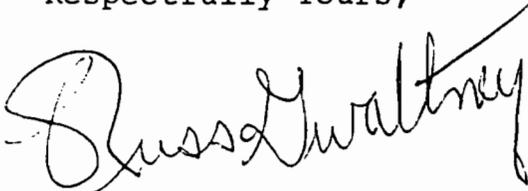
Should I.D.O.T. proceed to take an additional 70 feet of right-of-way from property and along with the raised barrier median it would be devastating to my home and property.

1. It would destroy our family home of 32 years. The original section of the house dates back to 1843.
2. It would put my business of 35 years in jeopardy of survival and therefore the jobs of my staff and employees.
3. It would literally wipe out my plans for a commercial development and therefore an additional economic loss of income, jobs, and employment to the community.
4. The raised barrier median alone would create a tremendous inconvenience and safety hazard for my family to access our residence as well as my employees at my place of business.
5. It would have a devastating effect on my property and its value. Plus it may not be cost effective to I.D.O.T., considering the 'takin' and the damage to the remainder of my property.
6. I realize everyone is just "doing his job", but there is an old saying "It depends on who's ox is being gored." I respectfully ask that the decision makers, whoever they may be, put themselves in my shoes and deliberate from that position. I believe this may

- help put the project in proper perspective and hopefully a more logical and practical solution evolve.
7. New 4 lane roads with a 5th lane for turning are being built in heavy traffic areas all around the country. They seem to keep traffic moving effeciently while people make turns and access their property.
  8. Assuming I.D.O.T. did a stripped median to permit access to all the business and further lowered the speed limit from the proposed 40 miles per hour to 30 miles per hour, the time lag from Route 120 to Washington Street would only be 45 seconds for the distance of 7950 feet. This is a small price to pay for all of the benefits the property owners would receive.

I conclude by respectfully asking for the indulgence and consideration of each and everyone in I.D.O.T. involved in the decision-making process to read this letter with my concern with the U.S. Route 45 improvement project and further take under advisement my plea for consideration and positive relief in this matter.

Respectfully Yours,

A handwritten signature in cursive script that reads "Russell R. Gwaltney". The signature is written in dark ink and is positioned below the typed name.

Russell R. Gwaltney  
Broker/Owner

cc: Kirk Brown, Secretary  
Bill Fleishli, Director of Inter-Governmental Affairs

I am very pleased with Planning Commission maps and that Millburn Historical on Rt. 45 will not be destroyed.

Margaret Paulsen  
38635 N. Hwy. 45  
Old Mill Creek, 60083

I completely agree

J. Green White  
38510 Hwy 45  
Old Mill Creek, 60083

I was pleased with the planning commission's study for the proposed RTE 45 bypass. It (the plan) would be better if some form of berming for noise abatement was also proposed.

At present the noise level on RTE 45 literally cracks windows on houses close to the street (present 45). Without some form of berming, the noise will only be shifted west towards (residential) housing areas.

Bill Paulsen  
2443 Penn, Lindenhurst 60046

It would have been nice to have a comparison map  
of the new road compared to the old road as part of  
the "Operation Green Light" operation information.

GILBERT KUZERA  
33103 N. COVE RD  
WILDWOOD, IL 60030  
708-223-3263

REPRESENTING: WILDWOOD PARK DISTRICT AND GAGES LAKE  
CONSERVATION COMMITTEE.

AREA OF CONCERN: PORTION OF 45' FROM BRAE LOOK TO  
GAGES LAKE ROAD.

RESPONSIBILITIES: RECREATIONAL AND WATER QUALITY OF  
GAGES LAKE.

REQUEST: WOULD LIKE TO BE INVOLVED IN DESIGN  
PHASE OF ABOVE AREA OF 45' IN ORDER  
TO MAXIMIZE BENEFITS TO GAGES LAKE.

SUGGESTIONS: CONTROL OF ROAD RUN-OFF AREA: SALT, OIL  
INTO LAKE  
SOUND CONTROL (POSITION) FROM LOSS  
OF VEGETATION ALONG SHORELINE.  
POSSIBILITIES OF PLACING FISH SPAWNING  
BEDS ALONG SHORELINE BY PROPER  
SELECTION AND PLACEMENT OF RIPRAP.

PLEASE FORWARD ME INFORMATION ON HOW TO GET  
INVOLVED IN DESIGN PROCESS. (WHO TO CONTACT ETC)

10-20-94

To whom it may concern,

I am writing in Reference to the South East Corner of U.S. Rte 45 and Gages Lake Rd. I own the Business (Tavern & Fast Food Facility) on the Corner. I am curious if any decisions have been made in reference to acquiring property or not acquiring property. I have been to 2 meetings in the past few years and everyone has been very informative. But opinions have differed.

Please keep me informed of what F.D.O.T. is looking to do with that particular corner.

Thank you for your time

Susan H. Hseltor

33977 N. Hwy 45

Gages LAKE IL. 60030



JOHN E. WOLF  
President

October 20, 1994

Illinois Department of Transportation

**Re: Route 45 Project**

Dear Sir:

It has come to our attention that your department plans for the widening of Route 45 from Route 120 to Rollins Road including a restrictive raised median. This median would limit the access now available to our bank customers and would also severely limit our ability to provide convenient banking to the community as a whole.

Before our decision to open the Bank at our present location we contacted I.D.O.T. to discuss the future plans for Route 45 and were informed that the plans were to widen the highway to five lanes with the center lane being a turning lane. Had we been informed that there was to be a raised median that would restrict access to the property, an alternative site would have been considered.

The viability of the Bank is dependent on convenient access and any restriction could jeopardize the success of the Bank and the community it serves.

I request that you reconsider the construction of a raised median as it would restrict commerce and cause financial burdens on the business's located along the highway.

The State of Illinois and all it's departments should be focusing on improving commerce and industry not on restricting it.

Sincerely,

  
John E. Wolf  
President

JW:kk

Mr. Starr, my name is Milton Anderson, I am the owner of a home located west of Millburn along one of the proposed alternate routes of Highway 45. The address is 19176 W. Grasslake Road. My family and I have lived in this home for more than 35 years. We have been citizens of the Millburn Community supporting through voting and taxes the various governmental entities and educational systems. It is my firm belief that we have been good citizens, and respect the American, democratic way administered with integrity.

Not too many years ago we, along with others in the community had a mortgage burning ceremony, our home was paid off too. Times were good, but my wife took ill, and shortly after departed from us, and the home she loved. It has been a wonderful home and location with the enjoyment of many friends and neighbors. My intentions have always been to retire and continue to live in this beautiful community of northeastern Illinois.

For the past few years I, and other members of the community, have been troubled by a proposal of establishing a US Highway 45 Bypass in Millburn. It was reportedly the Historic Millburn Association's intention of alerting the Illinois Department of Transportation (IDOT) of the increasing traffic densities in the community, and the need for early planning of an alternate route around Millburn to relieve the projected traffic. The intention was to provide a route that would be prospectively acceptable to homeowners and future developments., i.e., a proposed bypass that would improve the community and be least disruptive to its residents.

It would appear that they have achieved their goal of finding at least two alternate routes around Millburn, both in the western sector of the community. Although I am a firm believer that the bypass should not be placed in this sector, <sup>but rather east of Millburn</sup> of the two choices that IDOT has presented, <sup>here today</sup> the most westerly center line, in my opinion, is clearly the least disruptive. It traverses property, most of which has existed as vacant fields since this planet was formed. The IDOT engineers I am sure could generate, starting from the north of Millburn, a safe bypass center line through these fields that could rejoin Highway 45 to the south without taking down a single home.

There had been some statements made which had proposed the easterly route as being the most desirable. With this I disagree. Appearing in The News Sun issue of July 3, 1994, the Superintendent of Highways for Lake County said:

The two major factors in selecting the (eastern) route are the impact to the forest preserve and traffic flow on Grass Lake Road, which runs west from Route 45 for 2,250 feet and then curves to the northwest.

I assume the Superintendent's concern was the line of sight distance, or the driver's awareness time in noticing Route 45, the further the distance the safer. In the article it also stated that the western route is 1,080 feet from existing Route 45 and the eastern route is 913. ft. Traveling east on Grasslake Road and coming out of the "northwestern" curve, a straight away distance of 1,170 ft exits. At 45 miles an hour (the speed limit), a time of 18 seconds

would be required before reaching the most western bypass; for the easterly bypass 20 seconds; not a great deal of difference.

Comparing a similar intersection which is relatively close to Millburn, but at a much more hazardous location, i.e. Sand Lake Road and Route 45: Traveling west on Sand Lake Road from the Hunt Club Road intersection, in approaching Route 45, the final straight away distance before reaching the highway is approximately 800 ft.; at 45 mph, a driver's awareness time of twelve seconds. It could be said, based on these factors that the proposed westerly bypass on Grasslake Road would, in this respect be six seconds longer, or 150% safer, than the relatively recent installation of the straight away on Sand Lake Road.

The Superintendent reportedly continued to state:

The eastern route is better for both those concerns, since it is farther from the northwestern curve of Grass Lake Road and cuts through a smaller portion of McDonalds Woods.

With respect to the eastern bypass cutting through a smaller portion of McDonalds Woods, this argument is totally incredulous. If the proposed center line at the easterly bypass is 913 feet from the current center line of Route 45, along Grasslake Road, and the proposed westerly by pass is 1,080 ft., the difference of these two parallel running center lines is 167 ft. It would appear relatively simple that IDOT could maneuver both bypass proposed center lines

to run contiguously southeast in their remaining transition in rejoining Route 45, south of Millburn. It should not be necessary then for either bypass to occupy dissimilar portions of the Forest Preserve.

It is my request and that of others, that IDOT review these comments, and that they find the most westerly route as being clearly the least disruptive bypass for most of the families who have resided in this sector of the Millburn community.

I object totally to the easterly <sup>bypass</sup> of these two <sup>westerly sector</sup> choices. My overall preference is to place the bypass east of Millburn,   
 Thank you, <sup>within the Old Millbrook Community.</sup>

Milton A. Anderson



Village of Third Lake  
87 North Lake Avenue  
Third Lake, Lake Villa, Illinois 60046

(708) 223-8422

October 20, 1994

RE: ADDITIONAL MEDIAN CUT ON ROUTE 45

The Village of Third Lake would like to formally request a median opening between Washington Street and Cottage Avenue. This would allow left hand turns into Anchor Bank and any future commercial development north of the bank. Anchor Bank and any future businesses would share a common drive to be accessed from the median cut. Without this median cut, Third Lake will not be able to attract commercial development for this area of Route 45. A U-turn at Park Place is too far north for businesses located south of Cottage Avenue.

Your cooperation on this matter is greatly appreciated. If I can be of any further assistance, please don't hesitate to contact me.

  
Marsi Quigley  
Village Administrator  
Village of Third Lake



Village of Third Lake  
87 North Lake Avenue  
Third Lake, Lake Villa, Illinois 60046

(708) 223-8422

BUREAU OF PROGRAMMING  
**RECEIVED**  
OCT 17 1994  
**DISTRICT #1**

October 12, 1994

*I gave cc: to Nathan & Edler  
two 10-17-94*

Mr. Richard Starr, P.E.  
Technical Studies and Highway Systems Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Il. 60196-1096

RE: Additional Median Cut - Route 45

Dear Mr. Starr:

Pursuant to our conversation on October 5 at the meeting on U.S. Route 45, the Village of Third Lake would like to formally request a median opening between Washington Street and Cottage Avenue. This would allow left hand turns into Anchor Bank and any future commercial development north of the bank. Anchor Bank and any future businesses would share a common drive to be accessed from the median cut. Without this median cut, Third Lake will not be able to attract commercial development for this area of Route 45. A U-turn at Park Place is too far north for businesses located south of Cottage Avenue.

Your cooperation on this matter is greatly appreciated. If I can be of any further assistance, please don't hesitate to contact me.

Sincerely,

Marsi Quigley  
Village Administrator  
Village of Third Lake

cc: Mark Schmidt

**VILLAGE OF OLD MILL CREEK**  
**OLD MILL CREEK, ILLINOIS 60083**

Rich Starr  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

October 5, 1994

**Re: *SRA Route 45 Draft Final Report***

Dear Mr. Starr:

On behalf of the Board of Trustees and Plan Commission of the Village of Old Mill Creek, Illinois, I am sending this letter to indicate our continued support for the western by-pass of Route 45 around the Millburn Historic District. More specifically we support the inner alignment of the western by-pass as recently delineated by IDOT in the Strategic Regional Arterial Study of Route 45.

However, we are recommending that this right-of-way be slightly modified so that its southern most segment is located further west along the west edge of the Anderson property rather than through its middle. We feel that this would be a more efficient layout in regards to the current and future use of this specific property.

Please note that we are incorporating the inner alignment right-of-way with a revised southern segment into our plan for the Millburn area. We will present the draft Millburn Area Plan at the IDOT SRA Route 45 public hearing on October 20 for review by your engineering team.

Should you need further information from Old Mill Creek please contact our village planner, John LaMotte of The Lakota Group at 312-654-6440. We would like to thank IDOT and the Lake County Department of Transportation for the assistance provided to us in regards to the preservation of Millburn and the long-range planning of our overall Village.

Sincerely:



Paul Koppen  
Village President



**Lake County**

**Division of Transportation**

U. S. Route 45 Relocation at Millburn  
Grass Lake Road/Millburn Road

Martin G. Buehler, P.E.  
Director of Transportation/  
County Engineer  
600 West Winchester Road  
Libertyville, IL 60048

General Office 708/362-3950  
Facsimile 708/362-5290  
Maintenance 708/362-3960  
Sign Shop 708/362-3962

August 2, 1994

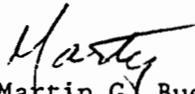
Mr. Duane Carlson  
District Engineer, District #1  
Division of Highways  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Dear Duane:

Attached please find a certified copy of a County Board resolution dealing with the County's endorsement of the proposed westerly by-pass of historic Millburn of a future relocated U. S. Route 45. We have received the copy of your study that recommends this alignment.

We recognize that this alignment is some years off however we wish to go on record regarding the connectivity of Grass Lake Road and Millburn Road, both County highways, to the future relocation. The County Board in the attached resolution has authorized execution of future jurisdictional transfer documents for that portion of "old U. S. Route 45" that will be left between Grass Lake Road and Millburn Road when the relocation is ultimately constructed. For constructing a paperwork trail can you kindly insert this resolution in your appropriate files for future reference?

Very truly yours,

  
Martin G. Buehler  
Director of Transportation

MGB:ds

enc.



R E S O L U T I O N

WHEREAS, the Strategic Regional Arterial System is a designated 1,340 mile network of major roads in Northeastern Lake County as contained in the approved Chicago Region Year 2010 Transportation System Development Plan; and

WHEREAS, U. S. Route 45 is classified as a Strategic Regional Arterial and is part of said plan; and

WHEREAS, it is in the best public interest that the historic area of Millburn be preserved and protected to the extent possible; and

WHEREAS, in order to preserve and protect the historic Millburn area and to ensure the safety of motoring public and the free flow of traffic it is desirous that U. S. Route 45 eventually be relocated to the west of the existing Millburn historic town; and

WHEREAS, the Illinois Department of Transportation has underway a study for the mathematization for the said future western by-pass with two (2) identified centerlines presented to the County Engineer to date: Alignment A, the most easterly of the western by-passes and Alignment B, the most westerly of the western by-passes, as depicted on Exhibit A attached hereto; and

WHEREAS, the County Engineer has examined said realignments and does recommend Alignment A, it being better from a traffic flow standpoint on Grass Lake Road (County Highway 18) and impacts on Forest Preserve property; and

WHEREAS, the traffic operation of Grass Lake Road/Millburn Road needs to be provided for in said future relocation.

NOW, THEREFORE BE IT RESOLVED that this County Board of Lake County, Illinois, endorses Alignment A (the more easterly of the westerly by-pass of U. S. Route 45 of the historic Millburn town), as depicted on Exhibit A attached hereto.

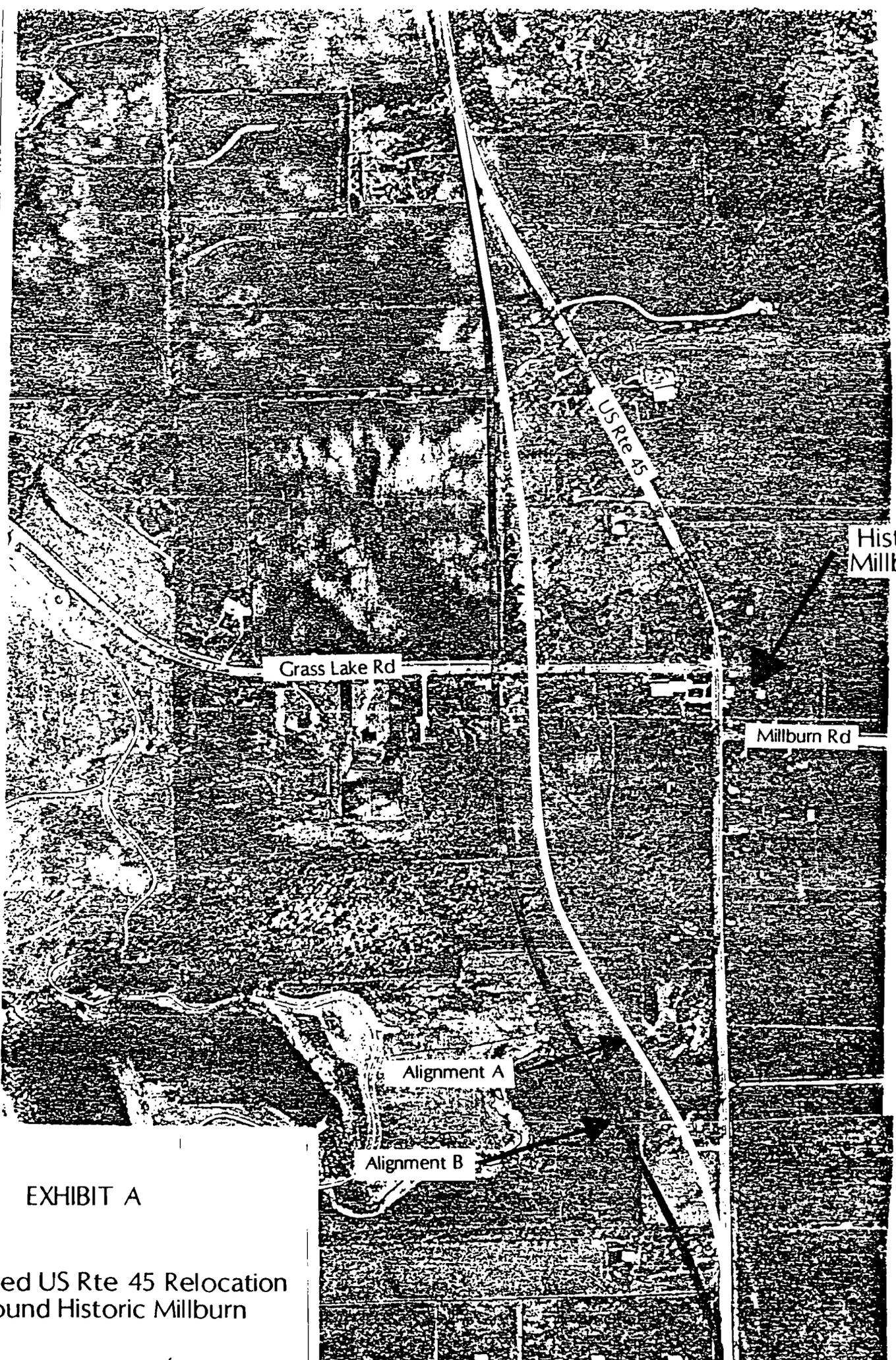


EXHIBIT A

Proposed US Rte 45 Relocation  
Around Historic Millburn



LAKE COUNTY FOREST PRESERVE

Preservation, Restoration, Education, and Research

July 6, 1994

Mr. Duane Carlson, District Engineer  
Illinois Department of Transportation  
Division of Highways/District 1  
201 West Center Court  
Schaumburg, IL 60196-1096

Re: Millburn Historic District/Route 45 By-Pass

Dear Mr. Carlson:

On July 1, 1994, the District's President's Advisory and Finance and Administrative Committees met jointly to review the proposed widening of Route 45 at the above referenced location. During this meeting Mr. Martin Buehler, County Engineer, discussed the proposed center line for the relocation of Route 45 around the Millburn Historic District through McDonalds Woods.

Based on County and Forest Preserve staff review of the alignment alternatives, the Lake County Forest Preserve District recommends that the most easterly route be considered for the center line. This will have the least amount of impact upon Forest Preserve property and would provide a higher degree of safety.

Please contact Steven Messerli, Executive Director to coordinate any planning efforts for this request.

Sincerely,

Colin L. McRae  
President

CLMcR:cm

cc: Honorable Board of Commissioners  
Martin Buehler

mcrac\rt45by1

# VILLAGE OF OLD MILL CREEK

Rich Starr  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

BUREAU OF PROGRAMMING

RECEIVED

May 31, 1994

JUN 14 1994

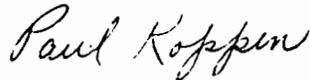
DISTRICT #9

Dear Rich:

On behalf of the Village of Old Mill Creek I would like to thank you for providing our Plan Commission's Millburn Committee with an update on the Route 173 and Route 45 SRA corridor studies and in particular on the western by-pass of Route 45 around the Millburn Historic District. As was discussed, it is important that the Village and IDOT continue to cooperate on planning issues in our area. We are glad to see that a more formal assessment of the western by-pass is in the works and look forward to seeing the more detailed right-of-way location in late June.

Thank you again for your interest in our community and for IDOT's support for long-range planning in North Central Lake County.

Sincerely:



Paul Koppen  
Village President

VILLAGE HALL  
40870 HUNT CLUB ROAD  
OLD MILL CREEK, ILLINOIS 60083  
708-838-0275

Bur. Chief			
Proj. Studies			
Prog. Dev.			
Hydraulics			
Data Bank			
Public Info.			

May 4, 1994

The Honorable Pat Carey  
 Mayor  
 Village of Grayslake  
 33 South Whitney Street  
 Grayslake, IL 60030

Dear Mayor Carey:

We appreciated the opportunity to meet with you on April 7, 1994 to discuss the proposed improvement of U.S. Route 45 from Illinois Route 176 to Illinois Route 132, and in particular through the Village of Grayslake. We are writing to follow-up on our discussions in that meeting and also to address your letter of March 9, 1994 (copy attached).

As discussed in our meeting, we feel the barrier median concept has a high level of merit as a means to improve safety and mobility along not only U.S. Route 45, but all other Strategic Regional Arterial (SRA) roadways in District One. The SRA routes are heavily traveled non-expressway routes which need to be held to higher standards to the extent possible. The barrier median allows control of cross access by limiting this maneuver to dedicated cross streets. Given the substantial projected increase in traffic along this section of Route 45 and the higher than average accident history, we feel this is a prudent design feature for the benefit of all motorists (local or through traffic) utilizing Route 45.

At the same time, we certainly appreciate the concerns you raised in our meeting and we desire to work with the Village of Grayslake to arrive at an acceptable improvement plan. We have reevaluated the proposed median design at the entrance to the Country Faire Village Apartments and the Country Faire Plaza. We agree that it would be desirable to allow direct access to this property for southbound Route 45 traffic as opposed to requiring this traffic to go through the intersection at Illinois Route 120. As such, we have modified our plan to allow left-in, and right-in/right-out access at this location. We are forwarding the attached exhibits of the proposed improvement plan along this section of Route 45 which depicts this change. We are still recommending that the left-out maneuver, across northbound Route 45 traffic into southbound traffic, should be disallowed. Southbound Route 45 traffic from the Apartments and/or the Plaza can utilize the exits on Illinois Route 120 without restriction. We have employed this similar design on other SRA routes recognizing the need to service major traffic generators.

District one	Int.	Int.	Int.
Dist. Engr.			12
Engr. Prog. Imp.			
Construction			
Local Roads			
Materials			
EEO			
Engr. Prog. Dev.			
Design			
Land Acq.			
Programming			
Public Info.			
Engr. Oper.			
Elect. Oper.			
Maintenance			
Traffic			
Administration			
To:			
To:			

Q

The Honorable Pat Carey  
May 4, 1994  
Page two

With regard to the Route 45 median between Old Plank Road and Indian Lane, we still maintain that the barrier median design should not be compromised for this relatively short stretch. We will be modifying our plan, as depicted on the attached, to incorporate U-turn channelization in the median at Center Street/Deerpath Road. We recognize the Village's concerns regarding accessibility to the businesses in this area and that the barrier median will result in a change in past access travel patterns in this area. However, as we discussed, the U-turn maneuver is an allowable and safe maneuver, particularly at signalized intersections where it can be made as a protected/isolated maneuver through the intersection. With proper education on these travel pattern modifications, they would be quickly and easily assimilated into daily travel along this stretch of Route 45. We want to work with you on this education process as required over the next several years, prior to any construction along Route 45.

As you are aware, the portion of Route 45 from the Illinois Route 120 intersection, southward, through the proposed interchange with FAP 342 (Route 53 extension) is being studied as part of the FAP 342 project. The Department remains actively involved in the planning study even though the Illinois State Toll Highway Authority has been given authorization to implement this project in the future. We can assure you that if Route 45 construction begins prior to FAP 342, the necessary improvements through the Illinois Route 120 intersection would be implemented to ensure a continuous section of roadway along Route 45. We also continue to work with the Prairie Crossings development, south of the FAP 342 interchange, to ensure a coordinated design along Route 45, including the equestrian underpass just south of the entrance to the subdivision.

We understand that you will be discussing this matter with the Village Board and we hope the attached exhibits are useful in that regard. We would certainly be available to attend a Village Board meeting in the future to discuss this matter. If you have any questions or require additional information, please give me a call or Mike Matkovic at 708/705-4087.

Very truly yours,

Duane P. Carlson, P.E.  
District Engineer

bcc: Les Swieca  
Knight AEP, Inc.  
Pete Harmet

	Init.	Inf.	Act
Chief			
P. J. Studies			
Prog. Dev.			
Hydraulics			
Data Bank			

September 23, 1993

Mr. Martin G. Buehler  
 Director of Transportation  
 County Engineer  
 Lake County Division of Transportation  
 600 West Winchester Road  
 Libertyville, IL 60048

Dear Mr. Buehler:

This is in response to your letter dated August 20, 1993 regarding the US Route 45 Millburn by-pass. The location of a proposed by-pass of Millburn is being investigated through our Strategic Regional Arterial (SRA) study of US 45. While concerns regarding the Historic District and conflicts with the comprehensive plan for Old Mill Creek argue against an eastern by-pass, opposition by Lindenhurst and impacts to the forest preserve are negatives to the western by-pass.

The third panel meeting and public hearing on the US 45 SRA Study are tentatively scheduled for early 1994. At that time the recommendation for a westerly by-pass will be presented. Based on input from the panel meeting, public hearing, and written comment a final SRA report with a by-pass recommendation will be issued.

Purchase of right of way to preserve a by-pass corridor cannot be accomplished until this report is finalized. Additionally, a detailed by-pass study to determine a mathematized centerline must also be undertaken.

If you have any questions or desire further information, please feel free to call me.

Very truly yours,

Duane P. Carlson, P.E.  
 District Engineer

By:  
 Wally S. Kos, P.E.  
 Bureau Chief of Programming

WSK/ct/8187d

DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
District one	Init.	Inf.	Act
Dist. Engr			
Engr. Prog. Imp.			
Construction			
Local Roads			
Materials			
EEO			
Engr. Prog. Dev.	RM		✓
Design			
Land Acq.			
Programming	WSK		
Public Info.			
Engr. Oper.			
Elect. Oper.			
Maintenance			
Traffic			
Administration			
To:			
By:			



*Lake County*

*Division of Transportation*

U. S. Route 45  
Millburn By-Pass

Martin G. Buehler, P.E.  
Director of Transportation/  
County Engineer  
600 West Winchester Road  
Libertyville, IL 60048

General Office 708/362-3950  
Facsimile 708/362-5290  
Maintenance 708/362-3960  
Sign Shop 708/362-3962

August 20, 1993

**BUREAU OF PROGRAMMING  
RECEIVED**

**AUG 26 1993**

**DISTRICT #1**

Mr. Duane Carlson  
District Engineer, District #1  
Division of Highways  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Dear Mr. Carlson:

The Public Service Committee of the Lake County Board at its meeting of August 18, 1993, voted to reaffirm their support for the western by-pass route of Millburn. They have also previously requested IDOT to program protective right-of-way acquisition in this westerly corridor as conveyed to Mr. Wally Kos in the March 24, 1993 letter.

We have not received any reply to that letter and since some development has been platted in the corridor, we think some protective acquisition is in order.

Very truly yours,

Martin G. Buehler  
Director of Transportation

MGB:ds



The Historic  
Millburn Community  
Association, Inc.

Village of Millburn

38757 North Highway 45 Lake Villa, IL 60046

708 366 6744

September 23, 1992

Mr. Timothy R. Neuman P.E.  
SRA Project Manager  
CH2M Hill  
1890 Maple Avenue  
Suite 200  
Evanston, IL 60201

RE: SRA-Highway 45 - Village of Millburn

Dear Mr. Neuman:

I am sure that you saw the enclosed article about the purchase by Abbott Laboratories, of 1,000 acres at the southeast corner of U.S. Highway 45 and U.S. Highway 173. But just in case you did not I have enclosed a copy for you. This corner is located just three miles north of Millburn.

I know that you share our concerns about how to preserve this Historic Village. Right now is the time to plan for future expansion of Highway 45 whether it be done by re-routing or what ever. Planning needs to be done and while some of the surrounding area is still farm land. The owner of the land annexed into Lindenhurst and platted for a subdivision, north of Millburn on Highway 45 has not yet started construction of homes.

I noticed in the Number 5 SRA Newsletter, that the draft plan for this area is being reviewed by IDOT and will be scheduled to be presented at the third panel meeting in the near future. We look forward to this next meeting.

Sincerely,

Dorothy Fettingler, Chairman

DF/dj

enc:

cc: Mr. Mark Schmidt ✓

Please address correspondence to me  
at 19610 W. Grass Lake Road, Lake Villa,  
IL 60046. The above address is our  
Museum and we do not have a mail box.

COMMUNITY

# Abbott to add 2,500 jobs

By Christi Parsons  
and Steven Morris

Abbott Laboratories, already Lake County's largest private employer, announced Monday that it will add 2,500 workers as part of a major expansion plan that could bolster two diverse areas of the county.

The pharmaceutical company unveiled two project sites where it

plans to add research and office parks over the next decade, creating as many jobs as any project under way in the state.

The economic boost stands to touch two dramatically different faces of Lake County—the struggling urban cities of the lakefront and the most pristine open space of its undeveloped north central region.

Work will begin right away to

build three buildings next to Abbott's corporate headquarters, at Illinois Highway 43 and Buckley Road (Illinois Highway 137), near North Chicago.

There, as in neighboring Waukegan, community leaders are hungry for new jobs to offset losses in the manufacturing sector. In addition to making drugs, Abbott is a dominant supplier of HIV blood test products.

That facility will call for 1,400 new permanent workers, including laboratory technicians, researchers and office workers. Company officials said many would be hired locally by the time the buildings are completed in five years.

The work also would bring construction jobs for the \$100 million building project.

A second, much larger facility

See Abbott, pg. 15

# Abbott

Continued from page 1

will be built on a huge tract near the village of Old Mill Creek, at the southeast corner of U.S. Highway 45 and Illinois Highway 173 in north central Lake County sometime in the next 10 years. About 1,100 employees would work there.

The 1,000 acres is owned by two of Lake County's largest landowners, the families of industrialist Tempel Smith and Arlington International Race Course owner Richard Duchossois.

State and local officials praised Abbott for the move, and hailed Monday "Victory Day" because local government was able to entice the company into doing its expanding within the state.

Gov. Jim Edgar, who offered a stepped-up \$20 million road fix-up program to persuade Abbott to stay in Illinois, joined company and other officials in making the announcement.

"We agreed to accelerate infrastructure improvements that were long overdue," Edgar said. "But this will benefit everyone, not just Abbott."

Edgar compared the impact of Abbott's planned expansion on the local work force with that of a proposed multi-casino and entertainment complex in Chicago.

"They are better jobs [than the casino] and they don't take jobs away from something else and they are really going to happen," the governor said in a news con-

ference at the State of Illinois Center in Chicago.

Lake County Board Chairman Robert Depke (R-Gurnee) and State Rep. Robert Churchill (R-Lake Villa) have been talking with Abbott for nine months to get them to locate their new sites in Lake County, a company spokesman said.

Abbott looked at spots in McHenry and Cook Counties, as well as in Wisconsin, said Dale Johnson, director of state government affairs for Abbott.

The plan was kept under tight wraps for most of this year. When bits began to leak out in recent days, state and local officials who hadn't been let in on the secret spoke out against Abbott and Depke for being collusive and timing the announcement close to the Nov. 3 elections.

When it was fully unveiled Monday, local officials scrambled to find out what it means for them and their communities. Reactions were as diverse as the two areas the projects will affect.

Elected officials from Lake County's urban areas embraced the Abbott expansion near North Chicago.

"This is a victory for Waukegan and North Chicago," said County Board member Angelo Kyle (D-Waukegan). "This is going to mean new jobs in the most economically distressed area of Lake County. That's what we needed in these cities."

One assured bonus to the immediate area will be the addition of two ramps onto the Tri-State Tollway at Buckley Road and im-

provement of the interstate's intersection with U.S. Highway 41, as promised by the state in the deal.

School officials also were optimistic about the idea of Abbott growing bigger, particularly because it means more tax revenue to seven school districts.

"I can't even imagine how many dollars we're talking about," said Edward Gonwa, the Lake County school superintendent.

But at least some of those new dollars likely will have to go toward building classrooms to accommodate more children moving into the area, he said.

The new site in the northern part of the county may mean more development there, perhaps spurring support businesses and neighborhoods for the new employees, said Emery Allison, mayor of the tiny village of Old Mill Creek, which borders the northern site.

But plans for that land troubled some environmentalists. In the heart of one of the last great expanses of green space in Lake County, the 1,000 acres is home to a large stand of oak trees and once was targeted by the Forest Preserve District for acquisition.

"It is altogether one of the hugest, most beautiful pieces of land in the county," said Larry Leafblad, (R-Grayslake). "I hate going to sound anti-Abbott, but we're going to end up giving away taxes and [public services] again."

Others were concerned that its development would bring too much traffic to the rural area be-

fore the roads are ready. County Board member Suzi Schmidt (R-Lake Villa) said she hoped the county would look into mass transit to ease the problems.

"This is going to open up that whole end of the county for development," she said.

The Abbott expansion into northern Lake County will have to be approved by the County Board because the land will have to be rezoned for an office and research facility.

Despite environmental and transportation concerns, however, County Board members were predicting the promises Depke made to Abbott will be kept, largely because of the number of jobs involved.

Depke vowed that in addition to the road improvements, the county would build a \$10 million sewage treatment plant to serve the Old Mill Creek site. He said the county would issue bonds to pay for the project.

The county also will purchase the right-of-way for the interstate improvements near North Chicago, Depke said. He said he did not yet know how much that would cost.

Edgar and Abbott Chairman Duane Burnham denied allegations by area Democratic officials that Democratic Party leaders were excluded from the process in order to enhance any positive political effects for Republicans during this election year.

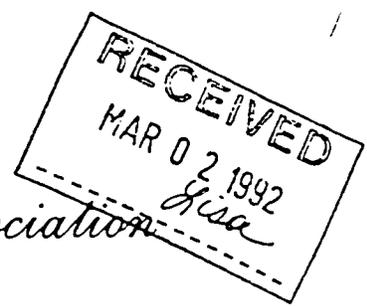
Burnham said that "this whole thing is driven by our business needs. We've been on a schedule for this for almost a year."



Beatrice Anderson Residence

Drawing By: Laurie Wirsing  
Student at Millburn School

# Historic Millburn Community Association



19610 W. Grass Lake Road  
Lake Villa, Illinois 60046  
Phone 312-356-5744

February 27, 1992

Mr. Timothy R. Neuman, P. E.  
SRA Project Manager  
CH2M Hill  
1890 Maple Avenue Suite 200  
Evanston, IL 60201

Dear Mr. Neuman:

First of all, again thank you for your informative talk and your company at our annual meeting. It was also a pleasure to meet with you again last Friday.

Our understanding from the meeting is that you desired written comments from the attendees, thus this letter.

Our Association was formed to enhance, preserve and protect the historic area of Millburn. Our early research indicated that Highway 45 might need to be widened to 4 lanes in the future. Since 18 of the structures in the Village are listed on the National Register of Historic Landmarks and one home, also is listed on the Illinois Register, we believed that Highway 45 could not be enlarged through the Historic District. Thus, there would appear to be three alternatives, leave the highway as it is, construct a by-pass east of the District or construct a by-pass west of the District.

If no change is made, eventually traffic will proceed bumper to bumper through the Village. An east by-pass would split off from the District a very important structure, the one also on the Illinois Register, and involve Mill Creek, Millburn Cemetery and Millburn School. To by-pass these one would need to go over a mile east of the present Highway 45. The third alternative of a by-pass 1400' to the west of Highway 45 would involve existing land annexed to Lindenhurst for development, 6 parcels of separately owned vacant land, one house and a quarter mile (corridor of approximately 3+ acres) through Lake County Forest Preserve Land. Installation of a traffic light on Grass Lake Road and Highway 45 by-pass could permit traffic to flow safely.

It appears that Lake County Forest Preserve members would give consideration to protecting this 140 year old Village which is a portion of our County history. Robert Neal, Chairman of Restoration and Planning Committee, Lake County Forest Preserve has indicated that he will be contacting you.



Beatrice Anderson Residence

# Historic Millburn Community Association

19610 W. Grass Lake Road  
Lake Villa, Illinois 60046  
Phone 312-356-5744

We understand that SRA planning is long range. We, also are looking to the future when additional traffic, noise and pollution on a two lane road through Millburn would destroy an irreplaceable still-preserved portion of Illinois history. Designation of a by-pass now would hopefully prevent the construction of homes and businesses on land that will be needed in the future for the by-pass.

Again, thank you, for giving us an opportunity to attend your meeting. We look forward to the next meeting.

Sincerely,

Dorothy Fettinger, Chairman

DF/di

cc: David Miller, President, Metro Transportation Group, Inc.  
Senator Adeline Jay Geo-Yaris  
Representative Robert Churchill  
Robert Neal, Lake County Forest Preserve  
Emery A. Allison, Mayor, Old Mill Creek  
Paul Baumunk, Mayor, Lindenhurst  
Norman Drummond, Planner, Old Mill Creek  
Douglas Stiles, Attorney, Association  
Mark Schmidt, Lake County Highway Department  
✓ Lisa Weesner, Metro Transportation Group, Inc. (Map of District)  
HMCA, Inc. Selectmen

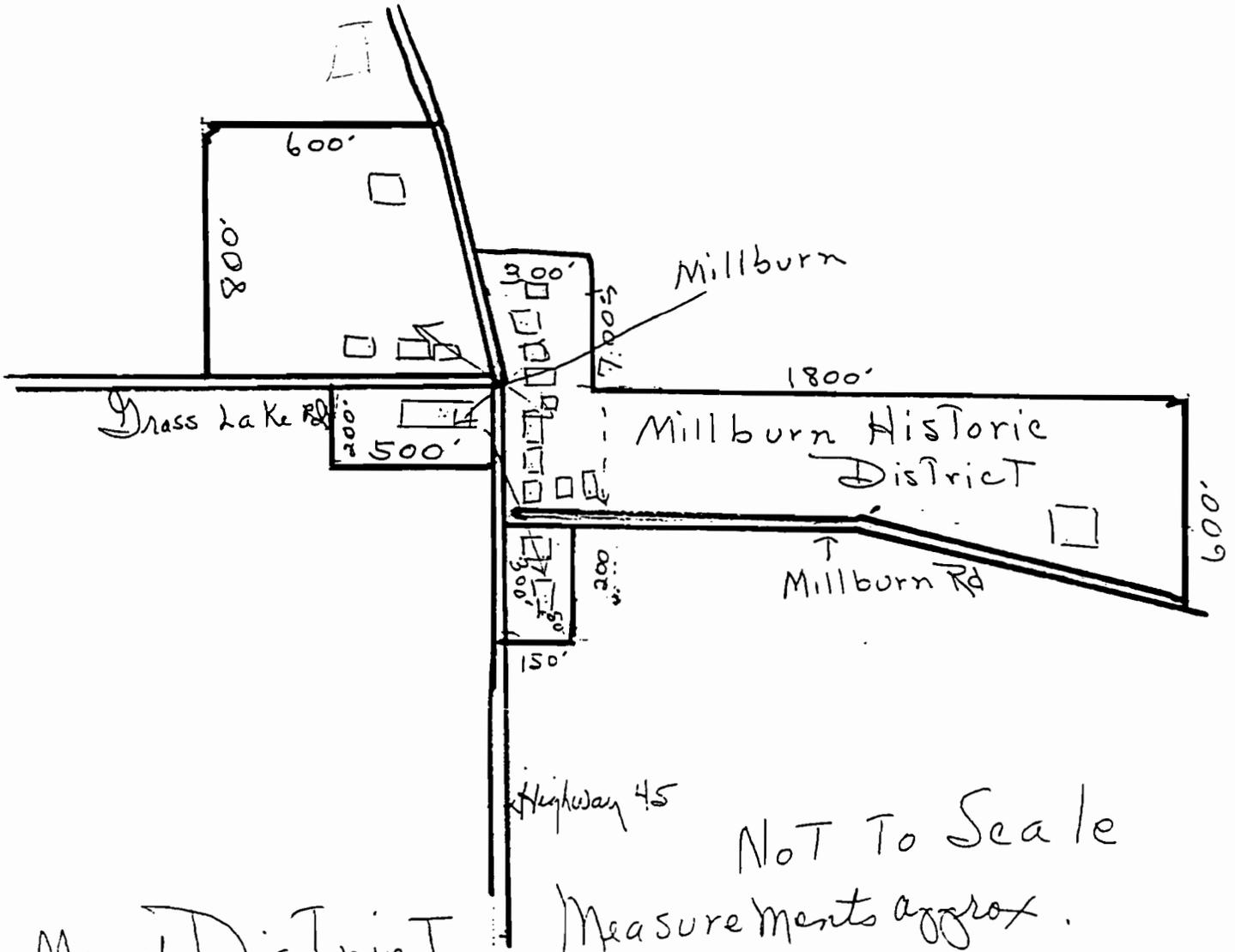


# Historic Millburn Community Association

Beatrice Anderson Residence

Drawing By: Laurie Wirsing  
Student at Millburn School

19610 W. Grass Lake Road  
Lake Villa, Illinois 60046  
Phone 312-356-5744



Map of District  
on National Register

1" = 5'



**LAKE URBANIZED COUNCIL of MAYORS**  
 600 West Winchester Rd. Libertyville, Illinois 60048  
 (708) 362-3950

**COPY**  
**FILE COPY**

*Originals  
 sent to*

*B. Koepke  
 MET*

**RECEIVED**  
 JAN 21 1992

CHICAGO AREA TRANSPORTATION STUDY  
 300 West Adams Street - Chicago Illinois 60606

January 13, 1992

- BARBARA WILLIAMS**  
Council Chairman  
President, Village of Vernon Hills
- RICHARD A. WELTON**  
Council Vice-Chairman,  
Mayor, Village of Gurnee
- W. TRUCKENBROD**  
President, Village of Bannockburn
- THEODORE J. FORSBERG**  
President, Village of Barrington
- SIDNEY H. MATHIAS**  
President, Village of Buffalo Grove
- BERNARD FORREST**  
President, Village of Deerfield
- JAMES M. PETERSON**  
President, Village of Deer Park
- ELAINE PALMER**  
President, Village of Green Oaks
- GLENN H. GRIESHABER**  
President, Village of Hawthorn Woods
- DANIEL M. PIERCE**  
Mayor, City of Highland Park
- FIDEL GHINI**  
Mayor, City of Highwood
- JOHN BRANDT**  
President, Village of Indian Creek
- DAVID GRAF**  
President, Village of Lake Bluff
- CHARLES F. CLARKE, JR.**  
Mayor, City of Lake Forest
- JAMES W. KAY**  
Mayor, Village of Lake Zurich
- JO ANN ECKMANN**  
Mayor, Village of Libertyville
- BARBARA LAPIANA**  
Mayor, Village of Lincolnshire
- GEORGE G. DICKSON**  
President, Village of Long Grove
- JULIUS ABLER**  
President, Village of Mettawa
- MARILYN SINDLES**  
Mayor, Village of Mundelein
- BOBBY E. THOMPSON**  
Mayor, City of North Chicago
- ROBERT ALLEN**  
Mayor, City of Park City
- CHARLES M. SMITH**  
Mayor, Village of Riverwoods
- DONALD CRAFT**  
President, Village of Wadsworth
- HAIG PARAVONIAN**  
Mayor, City of Waukegan
- ROBERT MARABELLA**  
Mayor, Village of Winthrop Harbor
- BILLY J. McCULLOUGH**  
Mayor, City of Zion
- MARTIN G. BUEHLER**  
Superintendent of Highways, Lake County
- MARK SCHMIDT**  
Council Liaison  
Lake County Division of Transportation

Mr. Dick Stafford  
 CH2M HILL  
 1033 University Place, Suite 300  
 Evanston, IL 60201

Dear Mr. Stafford:

Enclosed is some information we received, for use in the U.S. Route 45 SRA study, regarding a U.S. Route 45/ IL Route 173 Corridors Task Force that has been formed in north central Lake County. This task force is an effort by local governmental agencies and property owners to encourage coordinated development planning in the corridor area.

I have brought this information to the attention of Mr. Tim Neuman and told him that I would send the information to you.

Please let me know if you have questions.

Very truly yours,

*Mark Schmidt*

Mark Schmidt,  
 Panel Coordinator - U.S. Rte. 45 SRA



*Magnetic Steel Laminations for the Electronic and Electrical Industries*

CORPORATE HEADQUARTERS  
5990 WEST TOUHY AVENUE  
NILES, ILLINOIS 60648  
(312) 282-9400

MICHAEL J. FOGARTY  
GENERAL COUNSEL

December 13, 1991

Mr. Mark Schmidt  
SRA Coordinator  
Chain O' Lakes Council  
of Mayors  
600 West Winchester Rd.  
Libertyville, IL 60048

Re: Route 45 SRA Project

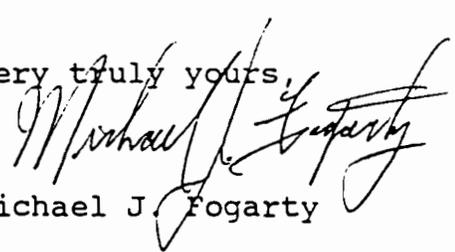
Dear Mr. Schmidt:

This is to formally accept your invitation to become a member of the Advisory Panel for the SRA Study of U.S. Route 45 from Illinois Route 120 to the Wisconsin State Line. Please be sure to inform me, at the above address, when the next meeting of the Plan is scheduled which you have indicated will probably be in January or February of 1992.

As the owner of in excess of 6,000 acres of land in the corridor bounded by Route 45, I-294, Route 132 and Route 173, Tempel Steel Company has a vital interest in this particular study, as well as the entire 2010 Transportation System Development Plan. In that regard we have participated in assisting the Village of Old Mill Creek in developing a Comprehensive Land Use Plan. I am including with this letter a copy of the Plan which was adopted by the Village on November 11, 1991. You may wish to pass this on to the project consultant.

At this time it is suggested, in order to avoid possible overlap or conflict, that the SRA Project be coordinated with the Route 45/173 Corridors Task Force. For your information, as well as for the consultant, I am enclosing copies of the Task Force Mission and other documents relating to issues and prior activities of the Task Force.

Very truly yours,

  
Michael J. Fogarty

MJF/jmc

cc: Howard Simpson/Tempel Farms  
Chris Stephan/Huron Partners  
John LaMotte/Lohan Associates, Inc.

ROUTES 45/173 CORRIDORS TASK FORCE  
LAKE COUNTY, ILLINOIS

TASK FORCE MISSION

Future Conflicts or Current Opportunity?

North central Lake County is mostly undeveloped and is beginning to experience the large scale development that is now occurring in the east and south sectors of the County. In some areas, development has been organized and planned, but usually on a project by project basis. In many locations, especially along major arterial roadways and across municipal boundaries, new growth has often been unplanned. What has resulted is a fragmented, uncoordinated mix of land uses and a development pattern that does not serve the long-range interests of the County, affected municipalities or property owners.

U.S. Route 45 and State Route 173 (Rosecrans Road) are major arterial roads located in north central Lake County. These corridors are undeveloped and include several large properties that have potential for large-scale building projects. As the area grows, they are also vulnerable to the fragmented, poor quality retail strip development that often occurs along such roadways.

The municipalities located near these roadways north of Grand Avenue have recently completed or are in the process of completing comprehensive land use plans to guide community growth. The County Planning Department has recently begun to update the Lake County Comprehensive Plan.

To avoid the costly development mistakes and community conflicts that have occurred along other road corridors, these individual planning efforts should be considered as a unique opportunity for a cooperative planning approach between the municipalities, County, property owners and other interested parties. The Route 45/173 Corridors Task Force has been organized to begin this process of anticipating change, coordinating corridor growth and "planning ahead".

Mission Statement

The Task Force has been established to promote coordinated planning actions by affected government agencies and property owners so that individual development decisions by one do not adversely affect the long-range growth of the overall corridors. The Task Force will serve as an open forum for positive dialogue, sharing of information and ideas, and resolving conflicts regarding future development of the Route 45 and Route 173 corridors.

## Task Force Goals

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### Land Use

Encourage cooperative and complementary intergovernmental planning efforts which harmoniously address the cultural, environmental, aesthetic and social character of the corridors area. In particular, coordinate the borders or "edges" of the individual municipal plans as they relate to Routes 45 and 173.

Organize a coordinated land use plan and set of guidelines for the corridors which efficiently and responsibly accommodates future growth.

### Transportation

Address the traffic problems which currently exist on Route 45 at the Grass Lake Road and Millburn Road intersection.

Address the future traffic needs of Route 45 and Route 173, considering the overall traffic network and projected growth of the area.

Address traffic issues at the junction of Route 173 and I-94.

### Economic Development

Plan for the reasonable and responsible economic development of the corridors.

### Environmental

Protect and preserve the corridors' sensitive natural resources.

Promote land uses and development patterns that maintain the environmental character of the area.

### Infrastructure

Plan for a coordinated and efficient system of roads, sewers, and water lines within the corridors. Minimize duplication and unnecessary costs.

### Public Facilities/Services

Consider the long-range public facilities and services needs of the area.

## Historic Preservation

Protect the special character of the Millburn Historic District.

## Scenic Character

Encourage quality development that maintains the natural beauty of the area.

## Task Force Process

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The following is an outline of the steps the Task Force would like to take to promote coordination and cooperation:

### Phase 1

#### Step 1: Communication

Begin discussions on the development issues and future planning direction of the corridors.

Review the comprehensive planning efforts of each municipality.

Participate in the Lake County Comprehensive Plan update process.

Review the Illinois Department of Transportation studies of Route 45.

#### Step 2: Cooperation

Achieve voluntary, mutual consensus on the issues important to the future of the area.

#### Step 3: Issues Paper

Prepare a list of planning and development issues for review by the plan commissions of the affected municipalities and Lake County.

#### Step 4: Move Forward

The plan commissions decide to support the cooperative effort and participate in Phase 2.

### Phase 2

#### Step 1: Land Use Plan

Prepare a coordinated land use plan for the corridors that will be used by the municipalities and County to guide growth in the corridors.

Step 2: Development Guidelines

Prepare a set of guidelines or standards that more specifically address the quality of development, including building setbacks, vehicular access, landscaping, signage, architecture and resource protection.

Step 3: Plan Commission Review

Submit plan and guidelines to the plan commission of the affected municipalities and County.

Step 4: Move Forward

The plan commissions decide to continue the cooperative effort and participate in Phase 3.

Phase 3

Step 1: Infrastructure Plan

Prepare an infrastructure plan that addresses future coordinated road, sewer and water systems.

Step-2: Boundary Agreement

Prepare an intergovernmental boundary agreement that addresses infrastructure construction and annexation of unincorporated land.

Step 3: Village Review & Approval

Submit infrastructure plan and boundary agreement to each village and the County for approval.

Corridor Municipalities/Groups

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The following have been invited to participate on the Task Force. These entities have been asked to send representatives who are familiar with local planning efforts and issues.

Municipalities

Village of Antioch  
Village of Gurnee  
Village of Lindenhurst  
Village of Old Mill Creek  
Village of Wadsworth

Lake County  
Planning Department  
Transportation Division  
Forest Preserve District  
School Districts

Associations/Organizations  
Millburn Historic District  
Hunt Club Farms Home Owners Association  
Newport Environmental Action Team

Corridor Boundaries

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Route 45:

North: Winsconsin Border  
South: Rollins Road

Route 173:

East: Route 41  
West: Savage Road

ROUTES 45/173 CORRIDORS TASK FORCE  
LAKE COUNTY, ILLINOIS

Preliminary Outline of Issues  
(For Discussion at April 30, 1991 Task Force Meeting)

Land Use

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- The five municipalities within the impact area of the Corridors have completed or will soon complete comprehensive planning efforts. There is a need to coordinate the "edges" of each plan along the corridors and to balance land uses.
- There is a need to avoid "border disputes" in the future between the municipalities regarding the comprehensive plans, annexations, specific development projects, etc.
- Development pressures are increasing from the south and east, and growth is moving toward the Corridors.
- Land west of the Route 45 Corridor along Grass Lake Road is experiencing significant development activity, which is affecting the function of area roads.
- There is a concern about the area's quality of life, and whether its special "country character" can be maintained.
- Small, isolated developments are beginning to be proposed in the Corridors, without an overall plan for adjacent properties.
- There is a concern that both Corridors are vulnerable to unplanned development of strip shopping centers, which negatively affect traffic movement, pedestrian movement and the overall image and quality of the area.

Transportation

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- There are no road improvements currently planned for the Corridors by the County or State.
- The confluence of Route 45, Grass Lake Road and Millburn Road, is a dangerous intersection. It is not signalized and has limited sight distance along Route 45.
- The Route 45/Grass Lake/Millburn intersection is especially dangerous for school buses traveling to Millburn School.
- Large truck convoys with wide loads travel often use Route 45 as an alternative to the Tollway.

- There is a need to control curb-cuts and new access points to Route 45.
- Route 45 will eventually need to be widened.
- The intersection of Route 173 and Route 41 may become a problem because of Wisconsin traffic traveling to Gurnee Mills.
- There is a need to define where traffic is currently coming from and to project where new traffic generation will occur, i.e. local, area or Wisconsin.

#### Economic Development

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- There is a desire by the municipalities to diversify tax bases with office, business park, industrial and retail development.

#### Environmental

---

- There is concern about air quality.
- There is concern about the drainage impacts on the area from land uses in Wisconsin.
- There are extensive wetlands, woodlands and floodplains in the area, which require sensitive development and conservation.

#### Infrastructure

---

- There is concern about the impact on the area's sewer, water and road systems of all the development occurring in or planned for the area.

#### Public Facilities/Schools

---

- Area schools will not have the capacity to accommodate much more growth.
- Existing district boundaries may not be appropriate to accommodate each municipality's planned development and expansion.
- A coordinated facilities plan is needed to accommodate the future educational needs of the area.

- The State of Illinois may be addressing capacity of area schools in the near future.

#### Historic Preservation

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- There is a need to address the future of the Millburn Historic District.
- The unique character of the District will be mostly eliminated if Route 45 is widened.

#### Scenic Character

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- There is concern about the potential loss of the scenic character of the area, especially since the corridors are the major entries or gateways into most of the municipalities.
- A uniform setback line may be needed.
- Along with setbacks, there is a need to control signage.
- There is also concern about the quality of architectural design and landscaping of new development.

This outline prepared by Lohan Associates for the Corridors Task Force.

# Routes 45-173 corridor group formulating goals

By Meta L. Levin  
News-Sun Correspondent

The Routes 45-173 Corridors Task Force is trying to define issues in its quest to unite municipalities, school districts, home owners associations, county departments and the Forest Preserve district in a comprehensive plan.

"We're trying to work toward cooperation in government," said Anna McNallie, senior planner in the Lake County Planning Department and project coordinator.

The group's goal is to develop a master plan for an area along a corridor bordered by Route 173 on the north, Route 45 on the west, Grand Avenue (Route 132) on the south, and Route 41 on the east.

It has attempted to include representatives from five municipalities in the process — Antioch, Gurnee, Lindenhurst, Old Mill Creek and Wadsworth.

In addition, the Lake County Planning and Transportation departments, the Forest Preserve District, school districts, the Millburn Historic District, Hunt Club Farms Home Owners Association, the Newport Environmental Action Team, and Temple Smith Farms have been invited to participate.

The group hopes through cooperation to solve potential traffic problems and eliminate future land use conflicts, McNallie said.

However, McNallie believes it will be a long, slow process.

The Corridor Task Force is in the first stages of what she expects to be a three-phase process. The group has been hampered somewhat by varying membership, Bob Mosteller, deputy director of the Lake County Planning Department, said.

"It seems like we get a few new people every meeting," McNallie said.

Twenty-four people, including representatives from Lindenhurst, Antioch, the Forest Preserve District, Millburn School District, Wadsworth, Old Mill Creek, Temple Smith Farms, the Newport Environmental Action Team, and Wadsworth, attended a meeting Wednesday at the Temple Smith Farms Guest House, which illustrated how slow the process can be. Only Gurnee was missing.

John LaMotte Jr., AICP, vice president of planning with Lohan Associates, a Chicago architectural, planning and interior design firm, distributed maps of the area, then asked groups to identify specific concerns. In addition, the group had to approve a mission statement, review information showing that the Illinois Department of Transportation was not interested in the area because there were no immediate traffic problems there.

There was one, brief break to hear President George Bush's speech announcing a cease fire in Persian Gulf, but the meeting went from 7:30 p.m. to nearly 10 p.m. The group decided to send information to IDOT, approved its mission statement. It set its next meeting for 7:30 p.m., March 19, at Temple Farms.

The rest of the time was discussion of issues.

Concerns were as diverse as the entities represented. They included school bus safety,

defining a development style and keeping new development within that (i.e. - rural or historical flavor), controlling traffic, especially on Route 45, establishing a cooperative relationship with Wisconsin communities on the border, and ways to keep the Millburn Historic District a unit, instead of pieces of several communities.

"We want to work to keep the environment the way it is now," said Ruby Holmquist of Antioch, a representative of the Newport Environmental Action Team. "We want to keep the same character of the properties."

# Plan would protect corridor

By BARBARA BELL  
STAFF WRITER

Planner John La Motte thinks Roosevelt Road is a nightmare not to be repeated locally.

To prevent just such a traffic and aesthetic mess on the U.S. 45 and Ill. 173 corridor in north Lake County, a task force is seeking the cooperation of neighboring municipalities.

"Maybe this is a golden opportunity for all of us," said La Motte, vice president of planning at Lohan Associates, a Chicago firm hired to for the planning.

Currently, most of the land along the U.S. 45 and Ill. 173 corridor is undeveloped. The task force, which recently adopted a mission statement, is trying to plan for the future by cooperating on long-range plans for retail, residential and office/research development.

## Preserve history

Preserving the historic Millburn community on U.S. 45 is another objective of the task force.

Municipalities asked to participate are Lindenhurst, Gurnee, Antioch, Old Mill Creek and Wadsworth. At the last task force meeting, Lindenhurst was the only municipality not represented.

If all the municipalities located on the U.S. 45/173 corridor would work together, they could reach a balanced plan for the future, La Motte said.

"If we can just get Lindenhurst to come to the table, we'd be in good shape," La Motte said.

Lindenhurst Mayor Robert Ratch told the village plan commission chairwoman, Kris Volodka, to stop attending 45/173 meetings last fall when they were unclear about the plans being discussed. Ratch wondered if plans were being made for the development of Tempel

Farms, home of the Lipizan stallions.

## Ratch wary

Ratch said if planning for the future of the 45/173 corridor is indeed occurring, Lindenhurst should be part of the process. But he asked why the task force is meeting at Tempel Farms' guest house if it is making comprehensive plans for a traffic corridor.

Howard Simpson, Tempel Farms general manager, said the guest house is centrally located to the parties involved. "It's no other reason other than it's available. I would be glad to meet at Lindenhurst," he added.

## "No covert plan"

Simpson said there is no "covert" plan for Tempel Farms. However, he added, "It will not always be a farm."

Simpson said he does not understand why Ratch is suspicious of Tempel Farms.

The task force evolved from Old Mill Creek's efforts to complete a comprehensive plan. Because most of Tempel Farms' lies within Old Mill Creek, it joined in the planning.

"They thought, 'Let's get everybody together,'" La Motte said of Old Mill Creek.

La Motte is concerned

about a development planned for Lindenhurst

6  
Preserving the historic Millburn community on U.S. 45 is another objective of the task force

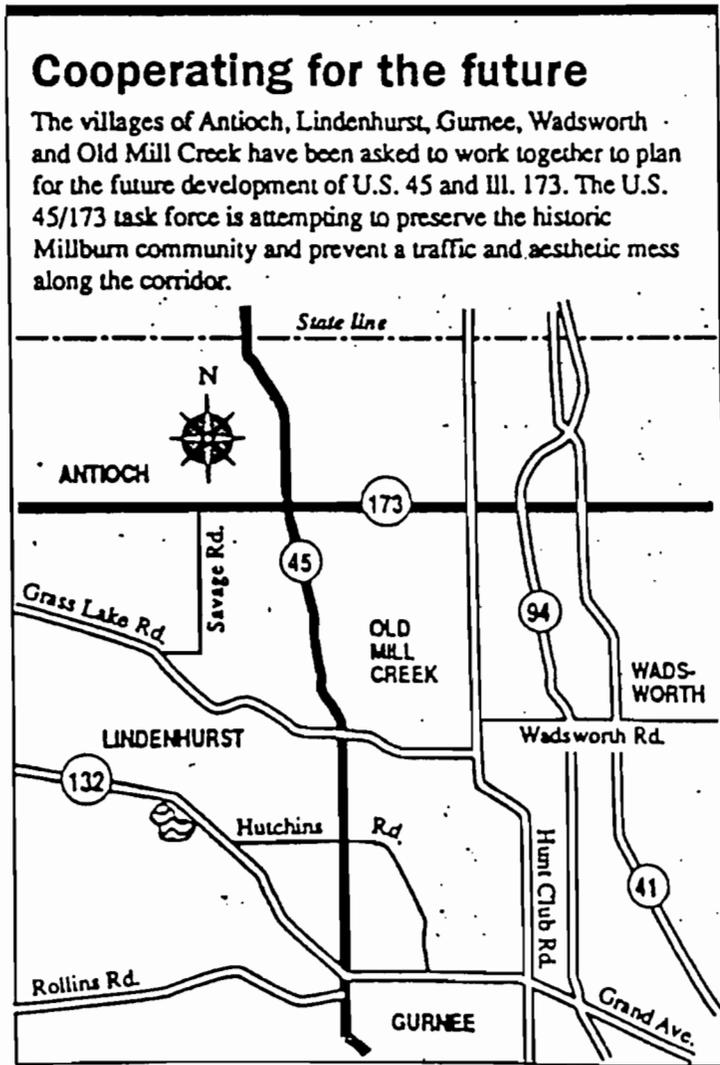
9  
that includes a commercial center along U.S. 45. The development was planned before the task force was formed, but La Motte does not think good planning consists of developing small chunks of land as is the case with the Lindenhurst development. "That might not be the place for it," said.

## No planning

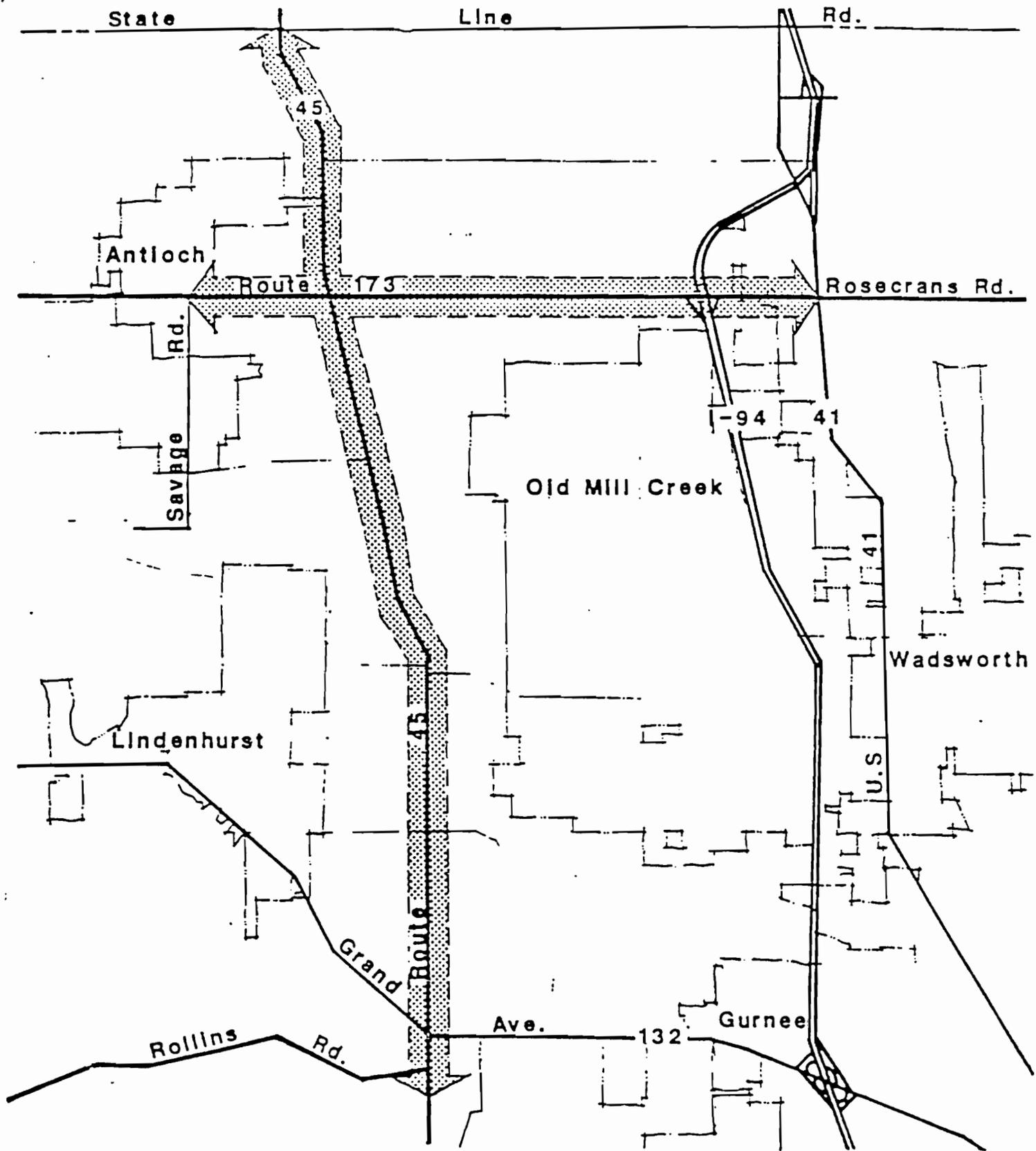
La Motte points to Roosevelt Road in Cook County as an example of uncoordinated planning that occurred because it passed through multiple municipalities.

Roosevelt is completely developed, heavily congested, he said, and retail businesses and fast food restaurants located there are difficult to enter because of poor planning. "It's a mess," La Motte said.

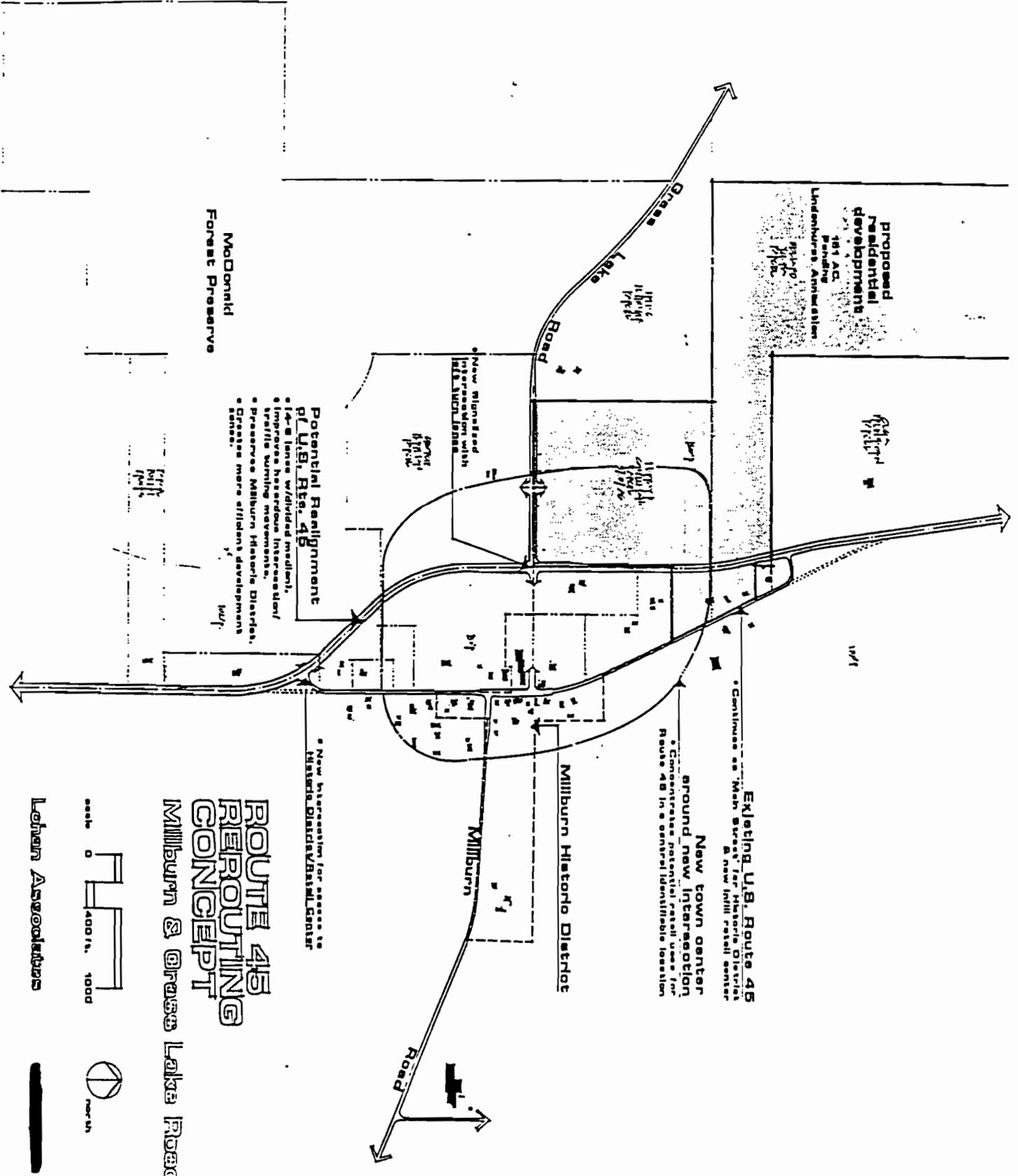
"I'm very optimistic," La Motte replied when asked what he thought the chances were of getting affected local municipalities to cooperate on 45/173. He said the timing is right because all the municipalities and the county are working on land-use plans. "It can be done," he said. "To me it isn't that large an area."



Felicia McCurran / Pioneer Press



**Routes 45 & 173 Corridors**



proposed residential developments  
10.1 AC  
pending  
Lindenhurst Annexation  
11.1 AC

**Potential Realignment of U.S. Hwy. 413**

- 14-ft lanes w/divided medians.
- Improve hazardous intersections/traffic turning movements.
- Preserve Millburn Historic District.
- Create more efficient development sense.

**Exiting U.S. Route 413**

- Continue as "Main Street" for Historic District & new Infill retail center
- New town center around new intersection
- Consider potential retail use for Route 413 in a central identifiable location

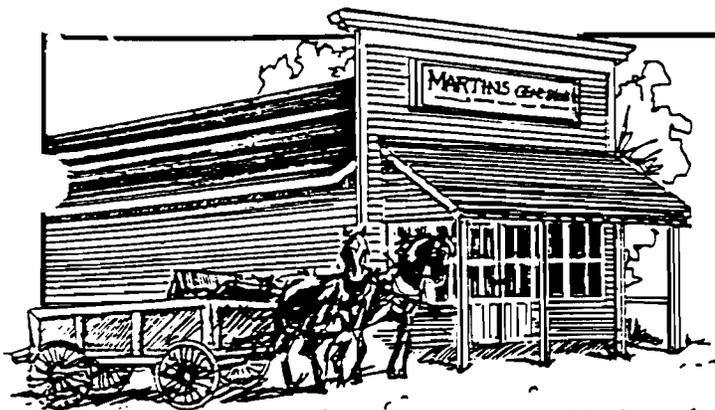
**ROUTE 413  
REROUTING  
CONCEPT  
MILLBURN & GRASS LAKE ROADS**

SCALE 0 400 FT. 1000



Lehan Associates





## The Historic Millburn Community Association, Inc.

Village of Millburn

708 356-5744

38757 North Highway 45 Lake Villa, IL 60046

October 24, 1991

Ms. Lisa Weesner  
Metro Transportation Group  
113 Fairfield Way  
Bloomington, IL 60108

RE: Highway 45-Millburn, Lake County

Dear Ms. Weesner:

We were very delighted to hear from you and to know that planning on Highway 45 will consider methods of preserving the Historic Village of Millburn. I have enclosed a map indicating the Historic District and surrounding area. Also a sketch which was prepared for us to use for discussion and voting purposes when our Association presented the Highway problems and possible solutions to our membership.

The brochure that you have we put together after much research and many meetings. For your information additional color photos like the one in the brochure are available showing Highway 45 from Highway 132 to Highway 173. I understand that these color photos can be enlarged to meet requirements for a highway survey should you desire them.

I have talked with Mr. Schmidt, Lake County Highway Dept., and have given him a brochure and these maps. He mentioned that the next meeting will be sometime in January and that he already had our Association on the list to contact.

Please call if there is any information that we can furnish to you.

Sincerely,

Dorothy Fettinger, Chairman

DF/dj  
enc:

BECK RD

25

This distance is 2640 feet

← Annexed  
To Lindenhurst  
↓



**LINDENHURST**

GRASS LAKE RD

CTY A10

Possible  
Bypass ↓

Historic District

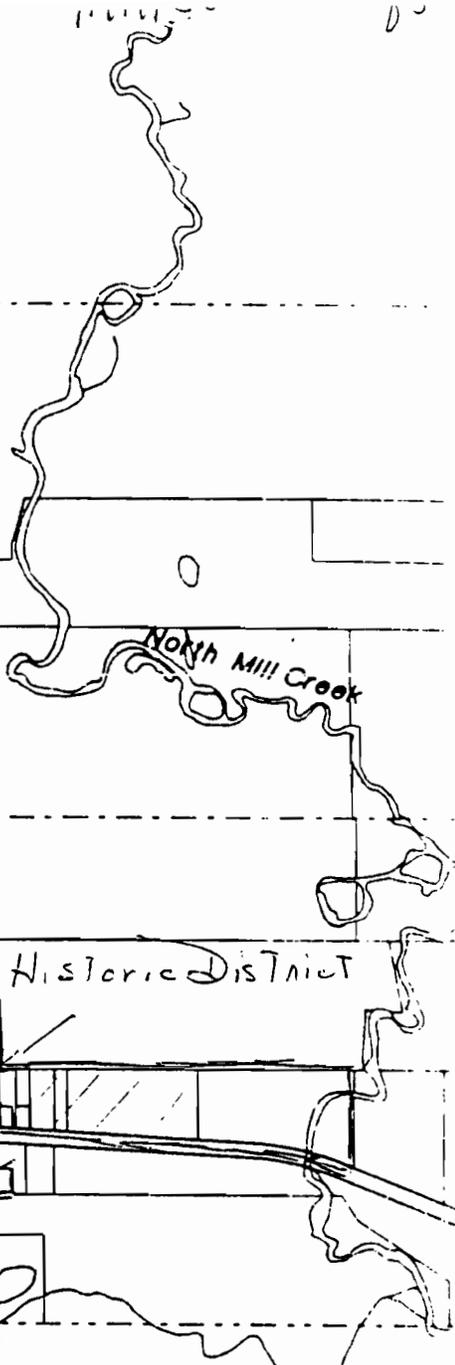
North Mill Creek

36

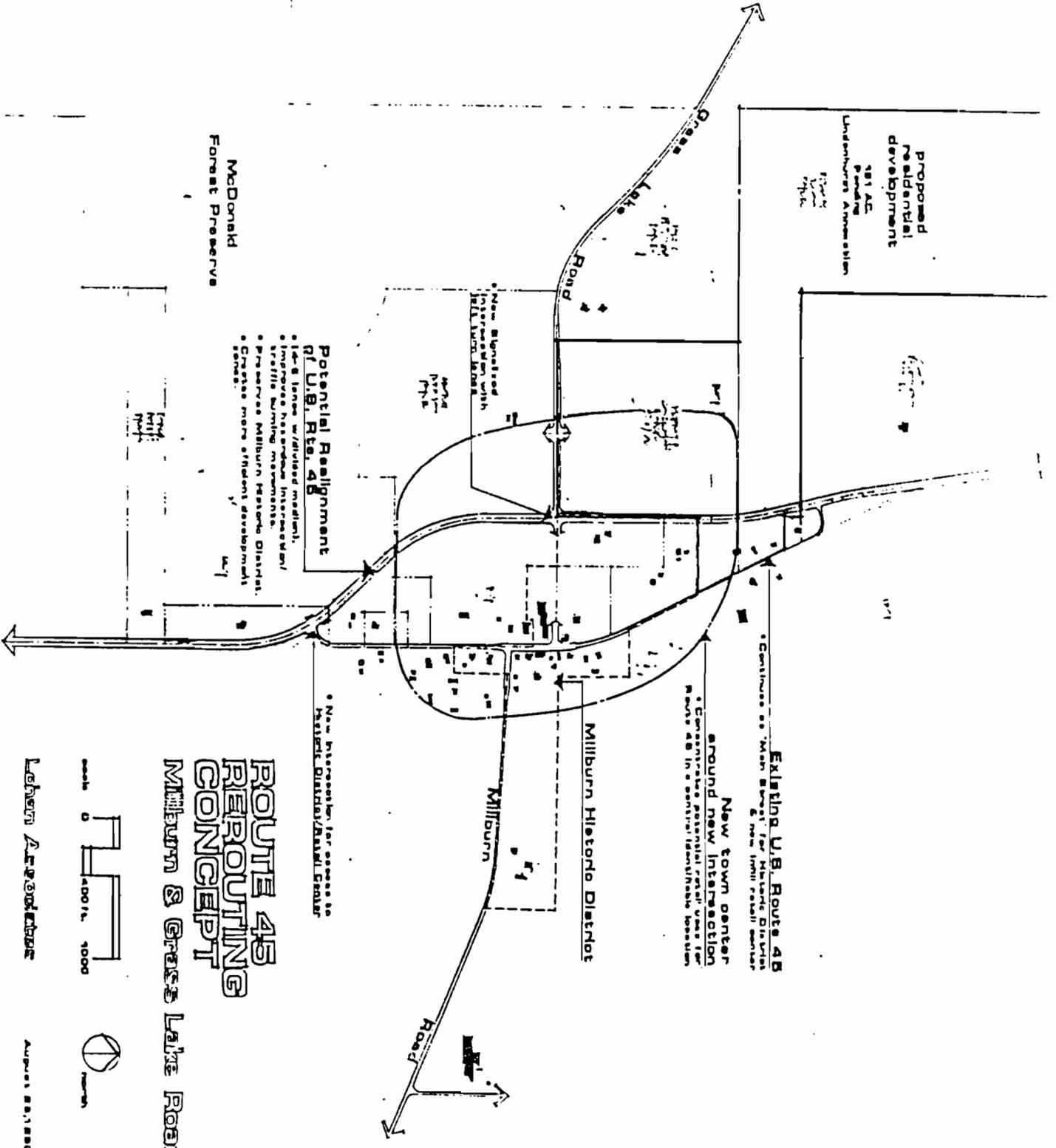
MCDONALD LAKE

Lake Country  
Forest District

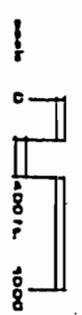
See 2<sup>nd</sup> page for sketch  
of Bypass



Millburn



**ROUTE 4B  
REROUTING  
CONCEPT  
MILLBURN & GREESE LAKE ROADS**



Leburn Associates

August 28, 1980

RECEIVED SEP 26 1991

# VILLAGE OF GRAYSLAKE

164 HAWLEY STREET  
GRAYSLAKE, ILLINOIS 60030  
PHONE: (708) 223-8515  
FAX: (708) 223-4821



Marvin E. Smith  
Mayor

September 20, 1991

TRUSTEES

Robert Russell  
Pat Carey  
Randall Bussone  
Tim Rafferty  
Ken Hubbard  
Melinda Willen

Timothy R. Neuman, P. E.  
SRA Project Manager  
CH2M Hill  
1890 Maple Avenue, Suite 200  
Evanston, Illinois 60201

SEP 24 1991

one copy kept  
in CH2M Control  
File

Adell Laurin  
Village Clerk

Dear Mr. Neuman:

Pursuant to the request from Mark Schmidt dated July 12, 1991, please find enclosed the following information:

Michael J. Ellis  
Village Manager

Matthew T. O'Beirne  
Assistant to the  
Village Manager

Walter Stang  
Building Commissioner

Kevin D. McCrory  
Assistant to the  
Building Commissioner

Kirk Smith  
Assistant to the  
Building Commissioner

Roy Wickersheim, Jr.  
Supt. of Public Works

Jeffrey S. Schroeder  
Assistant to the  
Supt. of Public Works

Helen Jastrab  
Dir. of Acctg. Operations

Marilee Hart  
Collector & Treasurer

Joan H. Annesser  
Deputy Village Clerk

1. Two copies of our current Zoning Map
2. Current Comprehensive Land Use Plan
3. A list of developments in the SRA Corridor
4. Traffic Studies for developments in the SRA Corridor
5. Traffic & Accident Data from the Department of Transportation

If you need additional information or assistance, please contact Mr. Kirk Smith in our Building Department at (708) 223-2323.

Sincerely,

VILLAGE OF GRAYSLAKE

Michael J. Ellis  
Village Manager

Forwarded to  
B. Koepke (metro)  
9-25-91  
BKB

MJE:jha  
Enclosures  
CC: Kirk Smith

PROPOSED CONSTRUCTION ALONG RT. 45 SRA  
RESIDENTIAL

<u>Subdivision</u>	<u>No. of Units</u>	<u>Status</u>	<u>Location</u>
Atkinson Farm	97 Single Family	Under Construction	Atkinson Rd.
College Trail	937 Single Family	Under Construction	Atkinson Rd.
Hunter's Ridge	95 Single Family	Under Construction	Rt. 120
Prairie Towne	38 Single Family 24 Townhomes	Under Construction	Rt. 120 & Harris Rd.
Chesapeake Farms	837 Single Family & Townhomes	Under Construction	Washington & Rt. 83
South Creek	94 Single Family	Under Construction	Rt. 120 & Lincoln Ave.
West Trail #3	78 Single Family	Under Construction	Rt. 120
Haryan Farm	234 Single Family	Under Construction	Washington
English Meadows	840 Single Family & Townhomes	Under Construction	Lake St. & Rt. 83
Country Faire	144 Apartments	Under Construction	Rt. 120 & Rt. 45
Washington Village	111 Single Family & Townhomes	Proposed	Rt. 45 & Washington



Village of Third Lake  
87 North Lake Avenue  
Third Lake, Lake Villa, Illinois 60046

(708) 223-8422

August 28, 1991



Forward to

B. Koepke  
(METRO)

Mr. Timothy R. Neuman, P.E.  
SRA Project Manager  
CH2M Hill  
1890 Maple Avenue Suite 200  
Evanston, IL 60201

AUG 29 1991

Dear Mr. Neuman:

In response to the letter from Mark Schmidt of the U.S. Route 45 SRA, I have enclosed the following:

- 1. 2 copies of our current zoning map
- 2. Copy of our comprehensive land use plan

Anchor bank is currently being constructed along Route 45 just north of Washington St.

We have not had any traffic or parking studies done relating to the corridor nor do we have information on high-accident locations along the corridor.

I am sorry for the delay in forwarding this information to you. I was waiting for new zoning maps to be printed up. If you need anything further please contact me.

Sincerely,

*Donna J. Golchert*

Donna J. Golchert  
Village Clerk  
Village of Third Lake

/djg  
enc.

One copy of  
zoning map  
kept at CH2M Hill  
Central File

## **Bi-monthly Newsletters**

# SRA SPOTLIGHT

U.S. 45 CORRIDOR ADVISORY PANEL

## THE SRA PROJECT

### Introduction

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system.

The SRA system is a 1,340-mile network of existing roads in the Northeastern Illinois region. They create a network of 66 routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned expressways and strategic regional arterials is shown on the map to the right.

Spacing of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, ranging from about 3 miles apart in the most densely developed areas to about 8 miles apart in predominantly rural areas. CATS estimates travel in the year 2010 will be 23 percent more than for 1980.

### Design Concepts

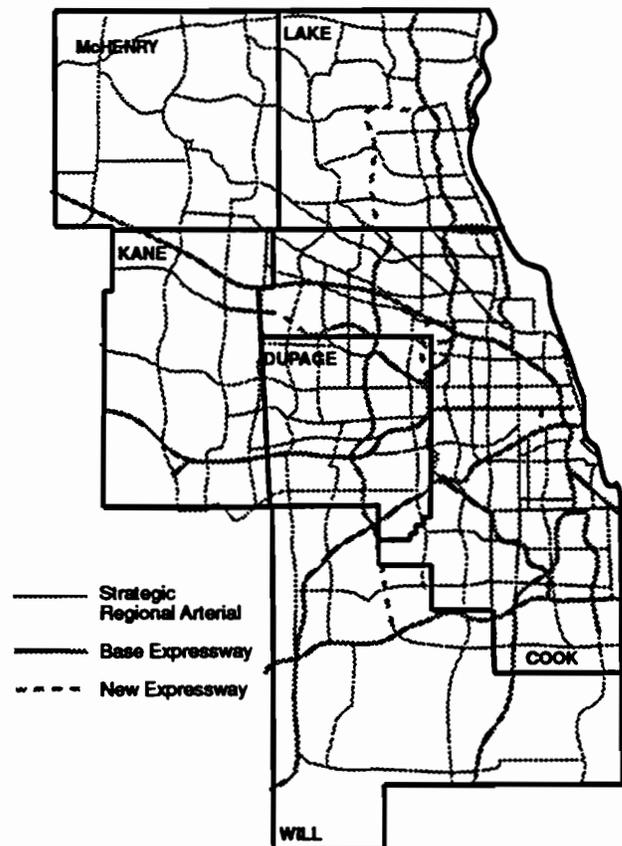
A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc., was endorsed by the CATS Policy Committee on January 31, 1991, for use as a guide but not policy in the planning of the SRA system. Some of the design techniques and concepts recommended for use in implementing the objectives of the SRA system are:

- **Signalization**—Including provision of new signals, interconnection of signals, and signal timing;

- **Intersection Improvements**—Consisting of provision of turn lanes, channelization, and restriction of certain movements;
- **Adding Lanes**—To achieve a desirable cross section for urban, suburban, and rural areas;
- **Bus Service Improvements**—Including bus stops and traffic signal preemption;

(Continued on Page 4)

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



# SRA—ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: Operation Green Light. Other activities are outlined below.

## Develop Major Transit/Highway Facilities

This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

## Improve Other Key Arterial Roadways

If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

## Identify Strategic Transit Improvements

There are two goals for this element: (1) to make

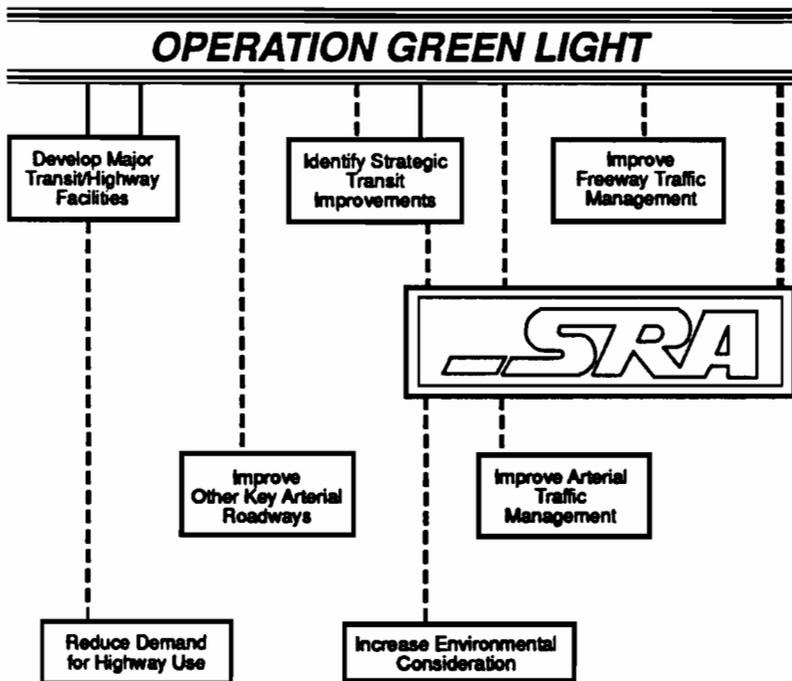
transit more convenient and swift and (2) to encourage more pedestrian and bicycle routes.

## Improve Freeway Traffic Management

Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation of new toll collection equipment.

## Improve Arterial Traffic Management

Like freeways, better information systems for these routes will reduce congestion. Providing this information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.



## Reduce Demand for Highway Use

This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strategies. Ride-sharing and mass transit offer ways that commuters can help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

## Increase Environmental Consideration

Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.

# STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

As shown in the illustration below, the two most important factors that define the classification of a street are its access function and movement function. Street classifications range from the freeway, which has complete access control and carries mostly through traffic, to local streets with unrestricted access and no through traffic.

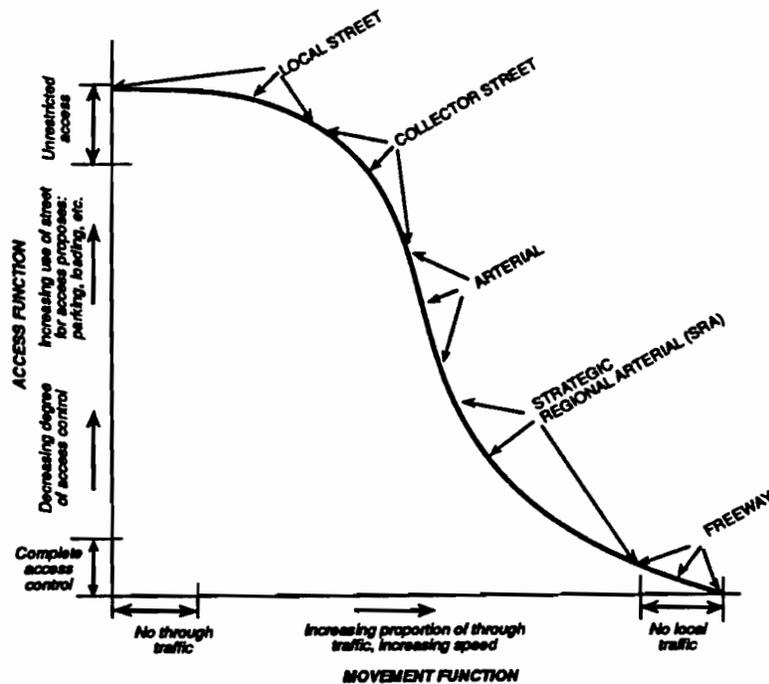
**Freeway**—The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, superhighway, parkway, and tollway are all terms used to describe freeway-like roads.

**Strategic Regional Arterial (SRA)**—A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long-distance traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to ensure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, lane additions, and intersection widening are examples of typical improvements.

**Arterial**—An arterial has two functions: (1) the primary purpose of an arterial road is to carry traffic within the region; and (2) it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are connected directly. Usually, the roadway is not separate from the land around it.

**Collector**—The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and office developments. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

**Local**—A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

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

## THE SRA PROJECT (Continued from Page 1)

- Access Management—To reduce conflicts and improve safety;
- Median Control—To provide for left-turning vehicles, direct turning movements to desired locations, and reduce centerline conflicts;
- Structural Clearance Improvements—Both vertical and horizontal clearances;
- Traffic Operational Improvements—Such as signing and pavement markings; and
- Drainage Problem Correction—Whenever required.

The design concepts also address criteria and conditions from removal of curb parking and implementation of high-occupancy vehicle (HOV) lanes.

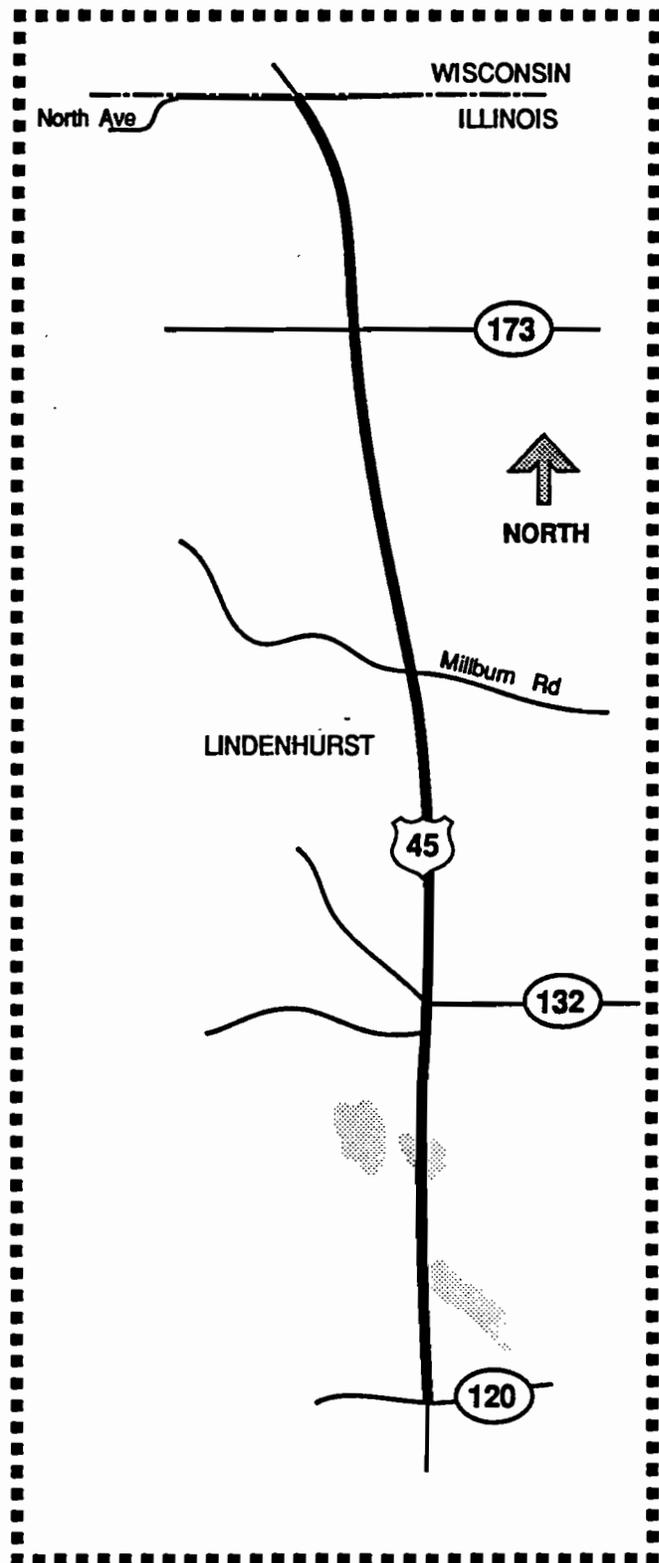
### Studies of SRA Routes

The concepts and standard developed thus far and modified or enlarged upon as work progresses will be applied to the entire 1,340 miles of SRA routes in five consecutive studies. This study, being accomplished by the consulting firm of CH2M HILL, Inc., is concerned with a total of 305 miles of SRA routes in 12 corridors. The routes selected for this phase of the SRA study process reflect a variety of area types—from rural U.S. 14 in McHenry County to suburban settings such as Barrington Road in Cook County or County Farm Road in Du Page County, and urban Pershing Road and Archer Avenue in the City of Chicago. The resultant plans for each of these routes will include both short- and long-term improvements. Studies will be made of additional sets of roadways each year beginning in 1992 until the entire SRA system has been completed.

A second part of this project consists of identifying and evaluating performance parameters to be used for increasing the effectiveness of various improvements along the SRA routes. This work will be carried on concurrently with the individual SRA corridor analyses.

### The U.S. 45 Corridor

The map to the right shows the extent of the U.S. 45 SRA Corridor that is the concern of this Advisory Panel. The U.S. 45 Corridor, located entirely in Lake County, extends north from Illinois Route 120 to the Wisconsin/Illinois state line. The total length of this corridor is approximately 11 miles.

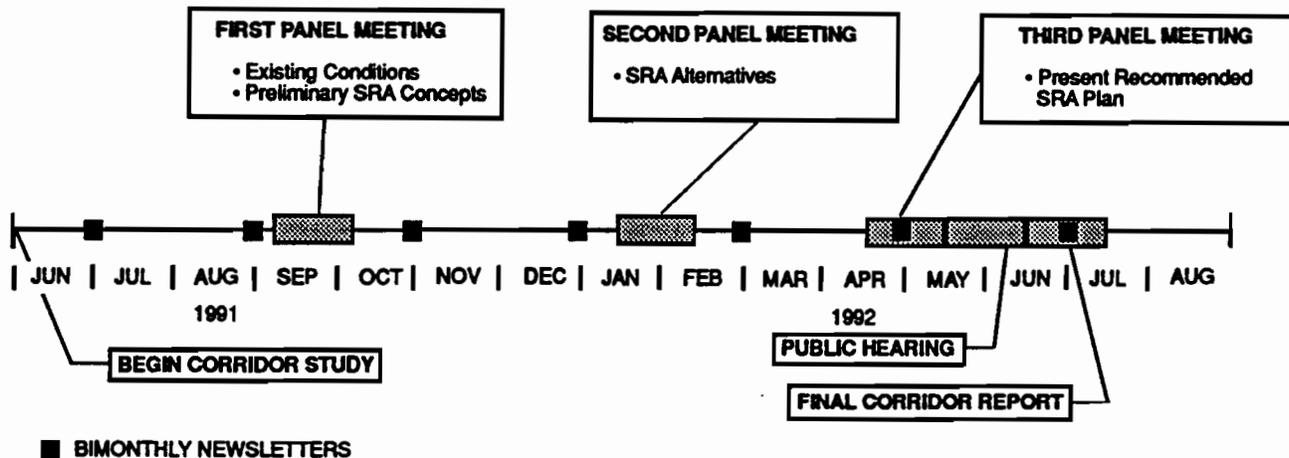


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# STUDY PROCESS AND SCHEDULE

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## CORRIDOR 3—U.S. 45 FROM ILLINOIS ROUTE 120 TO WISCONSIN/ILLINOIS STATE LINE



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## ROLE OF THE ADVISORY PANEL

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### Who should be on the Panel?

The panel is composed of government representatives of jurisdictions along this corridor. The panel may also wish to add representatives from business and community organizations along the route.

### What are the duties of the Panel?

The panel is responsible for reviewing and commenting on the study recommendations and conclusions. Panel members also assist the consultant team by identifying and assembling specific data and information about land use, transportation, and development within their respective jurisdiction. During July and August, the Chicago Area Transportation Study (CATS) will be contacting the advisory panels on behalf of the consultant team to gather corridor-specific data.

### How often will the Panel meet?

There are three planned Panel meetings involving the consultant, the Illinois Department of Transportation, and CATS. The Advisory Panel may also elect to meet at other times. It would be the responsibility of the coordinator of the Panel to inform members of topics and arrange the program.

### Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for consultant services. However, the consultant team does plan to meet informally with community officials, as needed, to gather information and identify local concerns.

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# SPOTLIGHT ON THE SPOTLIGHT

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## What to Expect in Future Editions . . .

The SRA Spotlight will be issued about every 2 months during the course of the study. Future issues will be designed to keep you abreast of study progress and answer your questions. Some features of future Spotlights will be:

- Reports on project developments such as panel meetings, public hearings, and other forums;
- A regular section presenting answers to questions raised at corridor meetings for this corridor, or in other corridors if the information would be universally useful;
- A status report to keep you up-to-date on study findings, and recommendations; and
- Announcements of forthcoming activities that will involve panel members and others in the corridor.

There is also a form on the facing page that you are encouraged to use to give us your views and ideas regarding future issues of the Spotlight.

.....  
**SRA SPOTLIGHT**  
.....

**Publisher:**  
The Illinois Department of Transportation

**Editor:**  
**CHM HILL**

**For:**  
The Strategic Regional Arterials Plan

**Advisory Panel**

**Coordinator:**  
Mark Schmidt  
Lake County Division of Transportation

**Panel Members:**  
Grayslake  
Third Lake

**For More Information, Please Contact:**  
Mark Schmidt  
Planning & Program  
Lake County Division of Transportation  
P.O. Box 220, Winchester Road  
Libertyville, Illinois 60048

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# LET US HEAR FROM YOU

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**Do You Have Questions or Comments?** \_\_\_\_\_

**Is Your Address Correct?** \_\_\_\_\_

---

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**Please Send Questions, Comments, or Address Changes to:**

**Mark Schmidt  
Planning & Program  
Lake County Division of Transportation  
P.O. Box 220, Winchester Road  
Libertyville, Illinois 60048**

# SRA SPOTLIGHT

## U.S. 45 CORRIDOR ADVISORY PANEL

### SRA ROUTE TYPES

The extent of the Strategic Regional Arterial (SRA) network was described in Newsletter Number One. It consists of 1340 miles of existing roads in Northeastern Illinois, encompassing 146 route segments in the six-county area. Within this network there are significant differences in the roadway environment which determine how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types within the overall SRA system reflects the density of development within the different portions of the region. The projected density of households for the year 2010 was used as the criterion for defining density of development for the route types. Densities which correspond to each of these route types are:

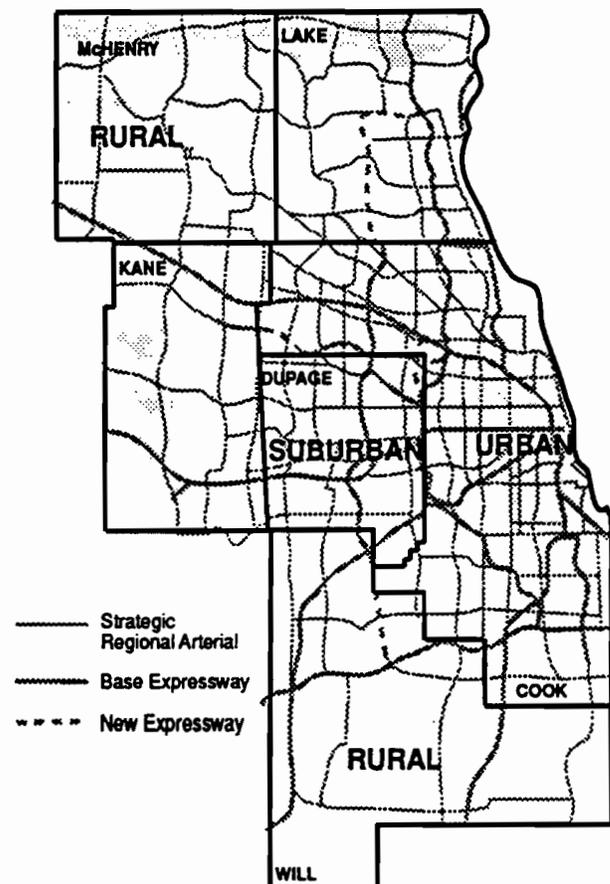
- Urban routes: Densities over 5.0 households per acre by 2010.
- Suburban routes: Densities between 0.5 and 5.0 households per acre by 2010.
- Rural routes: Densities less than 0.5 households per acre by 2010.

The areas for each route type are shown in the accompanying map. Urban routes are located in the City of Chicago and adjacent portions of more densely

developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Within each of the three areas, continuity of route type is maintained based upon the overall density of 2010 development.

The *Design Concept Report*, prepared in 1990 and endorsed by the Policy Committee of the Chicago Area

#### 2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



# ROADWAY FEATURES RELATED TO TYPE OF FACILITY

Transportation Study (CATS) earlier this year, set out desirable characteristics for each type of SRA route in year 2010.

## Urban Routes

The desirable cross-section for SRA routes in urban areas is shown below. It consists of two traffic lanes in each direction, preferably with a median to separate the traffic flows and provide protection for turning vehicles. An additional curb lane may be provided in some circumstances for use by buses or other high-occupancy vehicles (HOV's). Curb parking is not recommended; it should be replaced in offstreet facilities wherever possible.

All major intersections on urban SRA routes would be signalized and interconnected into signal networks or signal systems with pedestrian actuation where needed. Intersections would also provide left- and right-turn lanes where right-of-way is available.

Transit service enhancements would be considered on urban SRA routes which accommodate bus routes. Actions would also be taken to manage access thereby improving traffic operations and enhancing safety.

## Suburban Routes

The desirable cross-section for SRA routes in suburban areas is shown below. Recommended features are three through lanes in each direction, a raised median and turn lanes at intersections. Capacity increasing measures also include signal synchronization, transit and pedestrian amenities, and policies related to access and parking.

Major intersections and interchanges with other SRA routes are of prime concern in the suburban areas (and in rural areas, discussed next). Left- and right-turn lanes would be provided at all major signalized intersections. At many suburban intersections, turning movements are very high and may warrant double left turn lanes. A grade-separated interchange would be considered, at intersections between two SRA routes, if right-of-way is available and if conditions warrant.

Access management is another key consideration

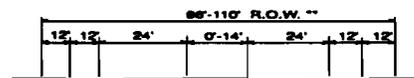
in suburban areas. It is recommended that access to abutting properties be limited to right-in, right-out traffic movements. In suburban areas where there are numerous curb cut access points to properties, these may be combined into a single point.

## Rural Routes

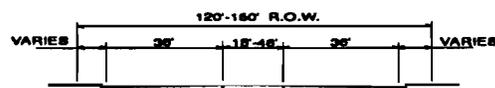
Desirable cross-sections for SRA routes in rural areas are shown below for facilities with and without frontage roads. The rural SRA route would consist of two travel lanes in each direction with left-turn lanes at all intersections and a wide median. As with suburban routes, all major intersection would be signalized and a grade-separated interchange would be considered wherever two SRA routes intersect.

Frontage roads would be considered on rural SRA routes if there are a number of closely spaced driveways and/or groupings of potentially dangerous intersections. Particular attention would be paid to the treatment of frontage road intersections at cross streets that access the SRA systems.

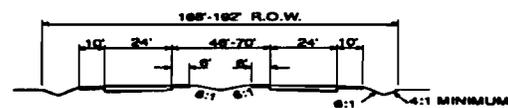
### CROSS SECTIONS



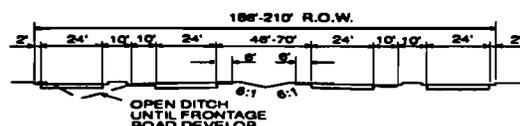
URBAN



SUBURBAN



RURAL



RURAL WITH FRONTAGE ROADS

# ROUTE TYPE CONSIDERATION IN THE U.S. 45 CORRIDOR

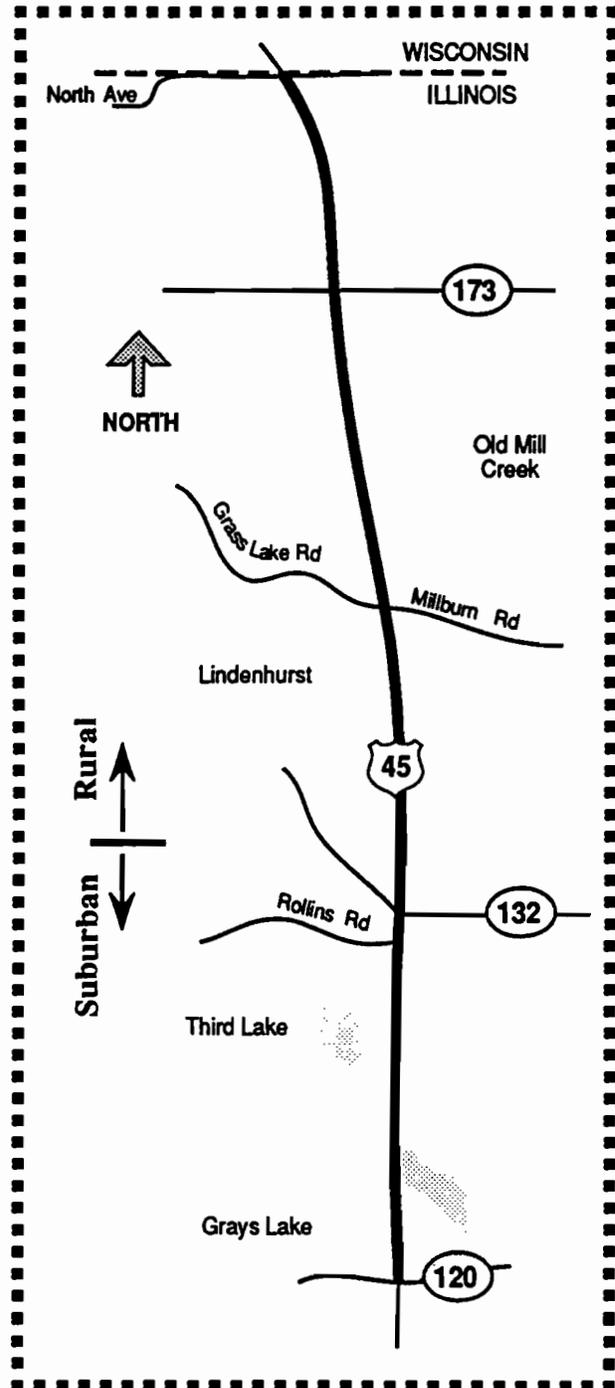
## U.S. 45

The SRA network segment with which this panel is concerned consists of U.S. 45 from IL 120 (Belvidere Road) to the Wisconsin/Illinois state line (State Line Road) as shown on the accompanying map.

The U.S. 45 SRA route has been classified as suburban from IL 120 to just north of IL 132. At this location, the suburban route characteristics begin to diminish and U.S. 45 is classified as rural to the Wisconsin/Illinois state line.

The segment of the U.S. 45 SRA route designated as suburban is recommended to include 120 to 150 feet of right-of-way as described in the Design Concepts Report. This width of right-of-way will accommodate a six-lane cross section as well as a raised median. The rural segment of the U.S. 45 SRA route is recommended to include 168 to 210 foot of right-of-way. This additional width will accommodate a four-lane cross section with provision for future expansion to a six lane cross section or the addition of frontage roads. A depressed median is also recommended along the rural segments of the corridor.

Portions of the U.S. 45 SRA route are considered to offer special circumstances, such as the segment through the Milburn Historic District. The existing right-of-way is relatively narrow and the buildings are situated in close proximity to the roadway. The location of Gages Lake with respect to U.S. 45 is a similar situation and also lends itself to special consideration.



---

# YOU CAN HELP

---

There are a number of ways that you, as a panelist for this SRA route segment, can assist in producing the best and most acceptable plan for this corridor.

- A call has gone out earlier for copies of background data, reports, and other information pertaining to the SRA route. It is extremely important that the project engineers and planners have access to previous as well as ongoing work. If you have not yet responded please provide copies to the panel coordinator as soon as possible. Also, if there are any additional areas of concern that you feel should be considered in this process, your panel coordinator should be made aware of this information.

- Please plan to attend panel meetings. These are important sessions that can set the tone for the remainder of the planning study.

.....  
**SRA SPOTLIGHT**  
.....

**Publisher:**  
The Illinois Department of Transportation

**Editor:**  
**CHEMILL**

**For:**  
The Strategic Regional Arterials Plan

**Advisory Panel**

**Coordinator:**  
  
Mark Schmidt  
Lake County Division of Transportation

**Panel Members:**  
  
Lake County - Martin G. Buehler  
Grayslake - Marvin Smith  
Third Lake - Karen McCluskey



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# SRA SPOTLIGHT

## U.S. 45 CORRIDOR ADVISORY PANEL

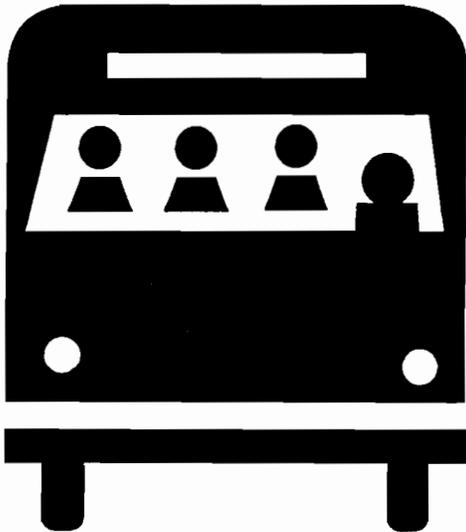
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## PUBLIC TRANSIT

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The success of today's transportation system and the viability of its future depend on a "balanced" system, one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. A key element of this balanced system has long been to give preferential treatment to public transit and other high-occupancy vehicles (HOV).

The Strategic Regional Arterial (SRA) system is intended to accomplish certain specific objectives within the overall transportation system, one of which is to enhance public transportation and personal mobility. This may be accomplished by:

- Improving access to rail transit stations
- Improving operating conditions for buses and other vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

These strategies are being investigated for application in plans for each of the SRA routes under study.

### Improved Transit Station Accessibility

Existing transit stations along SRA routes will be evaluated for potential improvements to increase accessibility from the SRA. Increased accessibility may motivate more people to make regional trips utilizing transit, thereby reducing the number of vehicles on the SRA. Accessibility could be improved by one or more of the following techniques.

- **Actuated Traffic Signals**—Transit station usage is extremely intensive during peak periods. Incorporating traffic signals with phasing and timing that responds to varying daily traffic levels will make transit stations more accessible and reduce delays. If new traffic signals are proposed at transit stations, they should meet the established traffic warrants and spacing of signals criteria.
- **Turn Lanes**—To maximize through traffic movements for vehicles not wishing to access transit stations, channelized right- and left-turn lanes could be constructed for vehicles turning into transit stations. If demand is high enough, dual left- and/or right-turn lanes might be constructed. Appropriate storage bays for turning vehicles must also be implemented.
- **Parking Improvements**—Parking lot expansion for commuters will be investigated. Preferential parking stalls nearest to transit stations could be designated for HOV. Secure bicycle parking also should be provided at most suburban transit stations.
- **Pedestrian Grade Separations**—If substantial parking for a transit station is located on the opposite side of a SRA, grade separation for the pedestrian movement could be considered. This would tend to reduce delays on the SRA caused by at-grade pedestrian flow, and would also improve safety and convenience for the pedestrians.

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## Improved Operating Conditions for Buses

A number of transit enhancements will be considered both to relieve traffic congestion and improve operating conditions for buses.

### Bus Service on Rural SRAs

Bus services operating on rural SRAs should, if possible, be limited to express service. The buses should have signal preemption capability that can be deployed when they are running behind schedule. Because of the high-speed characteristics of these facilities, flag stops are not considered appropriate. Wherever possible, bus stops on these routes should be planned as public-private cooperative ventures in conjunction with activity centers. These off-the-road sheltered stops would also serve connecting routes and incorporate park-and-ride facilities. They would be located at 2- to 5-mile intervals. Bus stops should be located on the actual SRA routes when there are no opportunities for off-road facilities, and/or to serve riders transferring from connecting services.

### Bus Service on Suburban SRAs

Similar to bus services for rural SRAs, bus services on suburban SRAs should be express buses. Where possible or feasible express bus service should be equipped with priority signal preemption capability that can be deployed when they are running behind schedule. Bus stop locations should occur every one-half to 1 mile. Variable factors to consider in locating the stops are:

- Whether there are intersecting bus routes with a corresponding potential for transferring riders; and
- Whether there are significant residential, commercial/retail, or office developments to be served along the route.

The stops would be designed as turnouts and would accommodate connecting services. Walkways to stops of intersecting services would facilitate transfers and promote safety. Near-side and far-side bus stop configurations would be planned to minimize distance between connecting lines.

### Bus Service on Urban SRAs

On urban SRA routes that accommodate bus service, a number of transit service enhancements will be reviewed to determine their potential for relieving traffic congestion. One basic technique would be to remove parking from the bus travel lanes, and strictly enforce parking restrictions. Signal system modification represents another potential area for enhancement.

Bus stop turnouts are not considered practical on urban SRAs. On a route-specific basis, however, both the locations and spacing of bus stops will be reviewed. Major objectives would be to eliminate stops in excess of one per block, and to eliminate conflicts with right turns. Where the blocks are short, as in the central area, stops could be located at every second block.

### Exclusive Bus Lanes

Another strategy to improve travel times is to establish exclusive lanes for buses and HOV during the morning and evening peak travel periods. This approach would be reserved for SRAs with at least three traffic lanes in each direction (see Figure 1, which illustrates the "diamond lane" concept). A companion measure essential to the effectiveness of exclusive lanes is minimizing access points to the roadway by eliminating curb cuts wherever possible.

Figure 2 illustrates median bus lane treatment on an urban SRA route. If this treatment is adopted, automobile left turns from the urban SRA route should be permitted only at other SRA routes.

Lanes on urban SRA routes could also be dedicated to buses that travel in the reverse direction from the normal traffic flow. Figure 3 gives an example of a typical transit contra-flow lane. Contra-flow lanes have been used in downtown Chicago, and have been very effective in reducing both bus travel times and bus operating expenses. However, because of accident potential, transit contra-flow lanes are generally only recommended when additional lanes cannot be added easily because of space limitations and where reserve capacity is available in the non-peak direction.

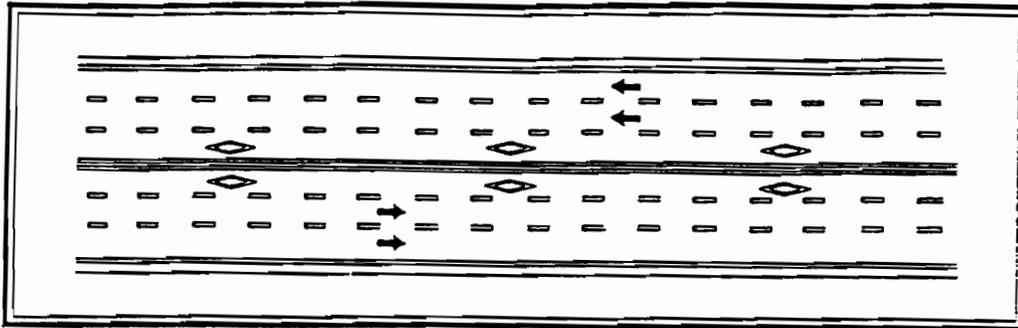


Figure 1 "Diamond Lanes"

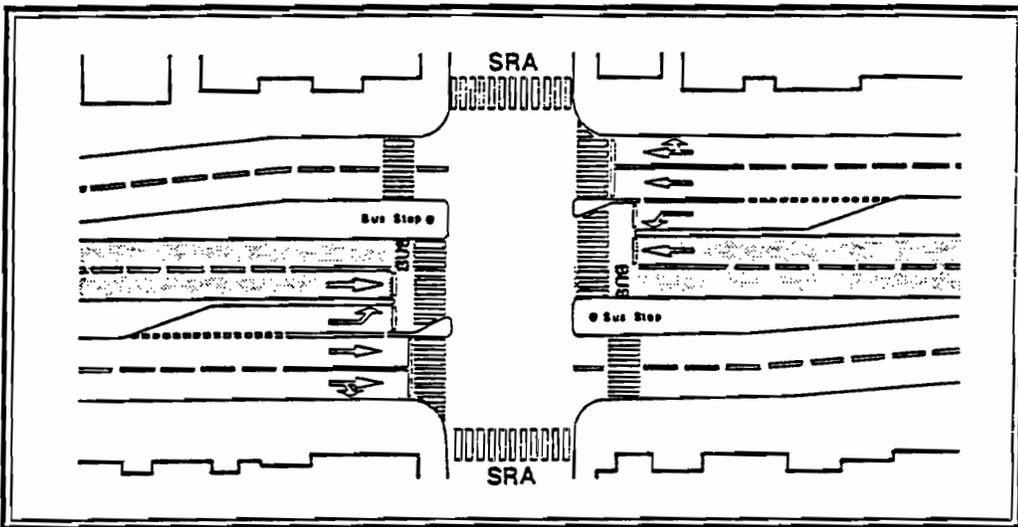


Figure 2 Center Bus Lane Treatment - Urban SRA

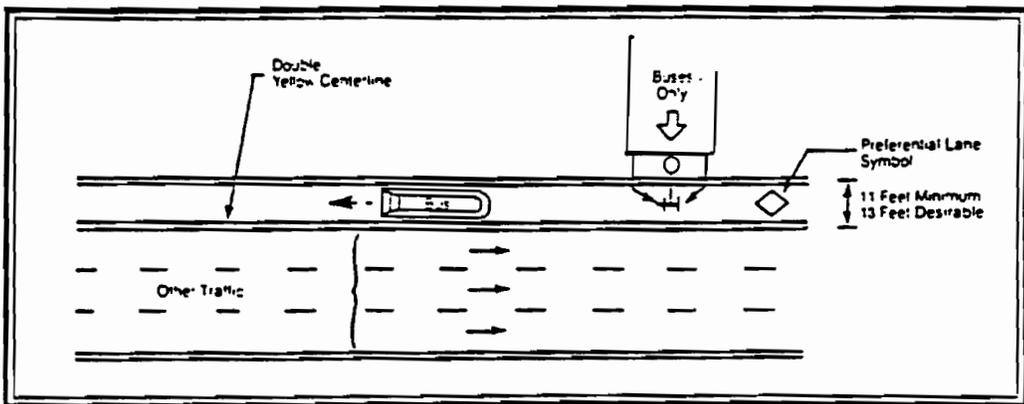


Figure 3 Typical Transit Contra-Flow Lane

## Identifying Opportunities for Future Transit Facilities

Plans for SRA routes will consider opportunities to incorporate future transit and associated facilities such as:

- Busways
- High-Occupancy Vehicle (HOV) Lanes
- Ridesharing Facilities

Furthermore, SRA routes will consider incorporating future light - rail systems or circulator and shuttle systems where future plans already exist.

## Maintaining Pedestrian Accessibility

Safe movement and accessibility are key issues for bicycles and pedestrians. The urban SRA corridors are likely to experience the greatest concentration of pedestrians and cyclists. The density of developments coupled with shorter trip-making encourage these travel modes. Additionally, the urban SRA routes experience heavy traffic volumes. In these urban areas, close parallel routes are usually present and continuous. These parallel facilities should be identified as bicycle routes so that the SRA routes can focus on their primary responsibility—carrying regional traffic. The design of most urban SRA routes already includes sidewalks for pedestrians and should continue to do so under maximum design. Handicapped access ramps for pedestrians also will be considered at intersections and curb cut locations.

On rural and suburban SRA routes, more options are available for handling pedestrian and bicycle access. For example, while right-of-way availability is still a critical issue, dense development immediately adjacent to the roadway may not be as common an occurrence as in urban areas. In certain cases provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In these situations, alternative parallel routes may not always be available. The choice of how to provide access within the SRA corridor will be based on each unique situation. Where an existing bicycle and pedestrian facility already exists, the goal is to have a continuous system of bicycles and pedestrian facilities.

## U.S. 45 Project Status

To date, about 30 percent of the study of U.S. 45 is complete. In September, IDOT and the consultant team held the first Advisory Panel Meeting. At this meeting, the existing conditions of the U.S. 45 corridor were reviewed with panel members. The second Advisory Panel Meeting is scheduled for early February. Advisory Panel members will be contacted in the near future to set the date, time, and location. At this second meeting, the panel will discuss long-range alternatives for improvements to the U.S. 45 corridor. The third Advisory Panel Meeting is scheduled to take place in the spring of 1992, and a Public Hearing is scheduled tentatively for the spring or summer of 1992.

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The Illinois Department of Transportation

**Editor:**

**CHM HILL**

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The Strategic Regional Arterials Plan  
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Lake County Division of Transportation

**Panel Members:**

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Grays Lake - Marvin Smith, Mayor

Third Lake - Karen McCluskey, President



# SRA SPOTLIGHT

U.S. 45 CORRIDOR ADVISORY PANEL

## Relationship of Transportation Planning to Land Use and Development

### Land Use and the SRA Plan

The success of today's transportation system and the viability of its future depend upon integrating arterial improvements with future development plans. Road improvements have the potential to stimulate land use changes, which in turn, can impact the efficiency of the transportation system. Improved accessibility, a common component of transportation system improvement plans, can influence land development, particularly when combined with other contributing factors such as land availability, market trends, local zoning and land use policies, water and sewer extension policies, and proximity to population centers.

The Strategic Regional Arterial (SRA) network, which consists of 1,340 miles of existing roads, encompasses 146 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties. Within this network there are significant differences in the roadway environment that determine how various types of routes may function in the system. Land use impacts also will vary, depending upon whether the route traverses an urban, suburban, or rural area. In rural or suburban areas, there may be large tracts of vacant land that may undergo development, requiring coordinated access; in urban areas, maintaining or improving access and parking to existing developments are primary issues.

In high-demand areas, consideration of access management and design improvements are necessary to ensure maintenance of a good level of service. A key element of the SRA plan is to balance the goals of an arterial's function, to carry high volumes of long-distance traffic, with existing and future land use access needs. This may be accomplished by:

- Understanding future regional growth trends; and
- Understanding and accommodating local planning efforts.

### Understanding Future Regional Growth Trends

By the year 2010, substantial increases in population, number of households, and employment are projected for the Chicago metropolitan region. Total population is projected to grow by 17.2 percent—from 7.1 million in 1980 to over 8.3 million by 2010. Population growth will be most significant outside of Cook County (which contains the city of Chicago) in the suburban counties. Each of the six counties, with the exception of Cook County, is projected to grow by nearly 50 percent over the 30-year period (1980 to 2010). The following table details population growth and percent change over the 30-year period.

Projected Population Change, 1980-2010				
County	1980	2010	Population Increase	Percent Change
Cook	5,253,700	5,567,400	313,700	6.0
DuPage	658,800	985,600	326,800	50.0
Kane	278,400	426,100	147,700	53.1
Lake	440,400	640,700	200,300	45.5
McHenry	147,900	235,800	87,900	59.4
Will	324,500	472,400	147,900	45.6
<b>Region</b>	<b>7,103,600</b>	<b>8,327,900</b>	<b>1,224,300</b>	<b>17.2</b>

Source: Northeastern Illinois Planning Commission

Changing demographics have altered household structure, bringing a dramatic increase in the number of single-person and single-parent-headed households, a factor that will continue to shape markets in the coming years. In the region, the number of households is projected to increase by 31.1 percent (774,000 new house-

## U.S. 45 Corridor

holds) between 1980 and 2010—reaching over 3.2 million. Nearly half of the new households will be in Cook County, which will add close to 350,000 households. Lake, Kane, McHenry, Will, and DuPage Counties will see the greatest percent change—with households increasing by well over 50 percent of 1980 levels.

Projected Household Change, 1980-2010

County	1980	2010	Household Increase	Percent Change
Cook	1,879,400	2,228,000	348,600	18.5
DuPage	222,000	368,500	146,500	67.0
Kane	93,700	160,100	66,400	70.9
Lake	139,700	240,200	100,500	72.0
McHenry	49,100	87,800	38,700	78.8
Will	103,100	170,900	67,800	65.7
Region	2,486,700	3,260,700	774,000	31.1

Source: Northeastern Illinois Planning Commission

The region's employment is projected to increase by 34.6 percent by 2010—to over 4.5 million jobs. Cook, DuPage, and Lake Counties will continue to be the major employment centers in the region. Employment in DuPage County is projected to more than double over the 30-year time period—from 284,700 to 641,500 jobs. In Lake County, the number of jobs will increase from 162,000 to 306,700 between 1980 and 2010.

Projected Employment Change, 1980-2010

County	1980	2010	Employment Increase	Percent Change
Cook	2,697,000	3,249,100	551,100	20.5
DuPage	284,700	641,500	356,800	125.3
Kane	119,100	174,400	55,300	46.4
Lake	162,000	306,700	144,700	89.3
McHenry	47,000	73,200	26,200	55.7
Will	91,700	134,100	42,400	46.2
Region	3,401,400	4,579,100	1,777,700	34.6

Source: Northeastern Illinois Planning Commission

### Understanding and Accommodating Local Land Use Plans

To provide an SRA corridor plan that addresses future development, comprehensive land use plans requested from each community have been integrated into the SRA transportation planning effort. From these land use plans, it is possible to make a better determination of:

- Potential future access locations
- Need for frontage roads, collector roads, etc.
- Optimal future traffic signal locations
- Potential for development of transit plans

In existing or future areas of intense commercial development, SRA corridor planning can focus on:

- Consolidating driveways, coordinating closely-spaced access points
- Mitigating impacts to on-street parking
- Optimal median types and dimensions (such as raised versus flush medians)

In residential areas, or near parks and schools, the corridor plan can focus on:

- Accommodating pedestrian activities
- Addressing aesthetic issues to minimize adverse visual impacts of corridor improvements

It is important to note that local units of government control land use and development. The SRA corridor plan attempts to coordinate future transportation needs based on community plans, but if land use policy changes, or if a land use plan is not implemented, the transportation system will be affected. Thus, a good transportation system depends upon implementation of effective land use controls and enforcement of land use plans.

### Land Use Considerations in the U.S. 45 Corridor

This SRA corridor, an 11-mile segment of U.S. 45 from south of Illinois Route 120 (Belvidere Road) to the Illinois/Wisconsin state line, is located entirely in Lake County. The corridor has been designated "suburban" from its southern terminus to Illinois Route 132. North of Illinois Route 132 to the state line, it has been designated "rural." The corridor is shown on the accompanying map.

## U.S. 45 Corridor

Notable areas where land use is changing, or where trends imply future potential access concerns, are:

- Generally, the predominant land use on the suburban portion of the corridor is, and will continue to be, a mix of residential and commercial uses.
- The Lake County Fairgrounds is located at the Belvidere Road/U.S. 45 intersection.
- Gages Lake, Brae Loch Golf Course, and the College of Lake County are located in the vicinity of Brae Loch Road.
- North of Illinois Route 132, the rural portion of the corridor, the land use is primarily agricultural and is planned to develop residentially.
- The Millburn Historic District and the McDonald Woods Forest Preserve are located in the U.S. 45 and Grass Lake Road area.

Considerations for mitigating potential adverse impacts of future development could include providing access control, requiring additional right-of-way reservations for frontage roads, or providing enhanced access to the development or site.

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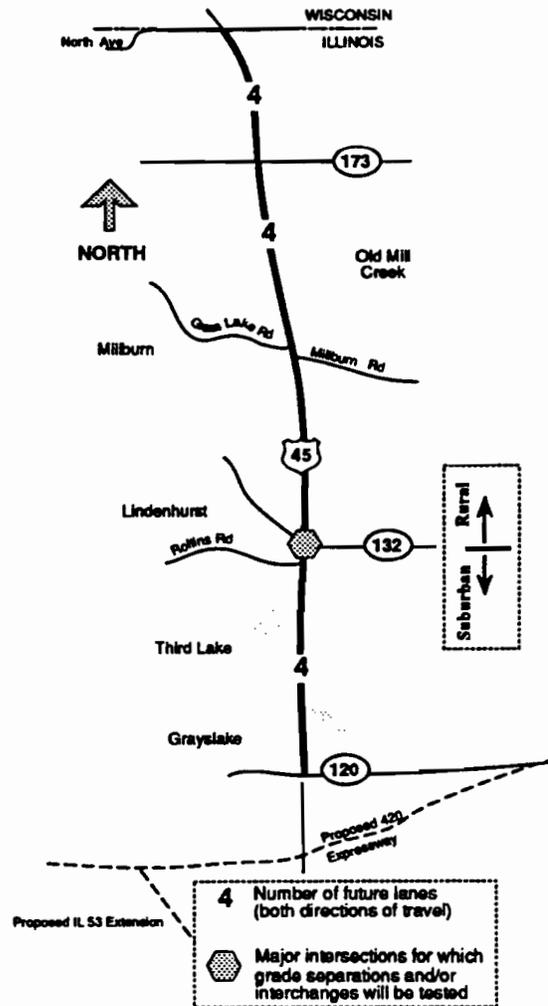
Grays Lake - Marvin Smith, Mayor

Third Lake - Karen McCluskey, President

## U.S. 45 Corridor Project Status

The second Advisory Panel Meeting for the U.S. 45 Corridor was held on February 21, 1992. At this meeting, alternative improvements under consideration were presented and discussed, and input was solicited from the panel members. The project team will continue to detail the plan, which will be presented and discussed at the third panel meeting in the fall of 1992.

### U.S. 45 CORRIDOR CONCEPT PLAN





# SRA SPOTLIGHT

U.S. 45 CORRIDOR ADVISORY PANEL

## The Function of a Strategic Regional Arterial

For streets and highways in metropolitan areas to operate efficiently, the functions they are to perform must be classified, and the types of facilities that best accommodate these functions must be identified. Facilities designed specifically for a given type of movement suit that purpose best; matching use and design helps to ensure consistent, uniform flow, which contributes to operational efficiency and safety.<sup>1</sup> An area's street and highway system can be classified schematically by relating the proportion of *movement* function to *access* function. This concept is illustrated graphically in the accompanying chart. At its functional extreme, a local access or residential street is devoted almost entirely to providing access to abutting properties; the freeway, on the other hand, serves only the movement function.

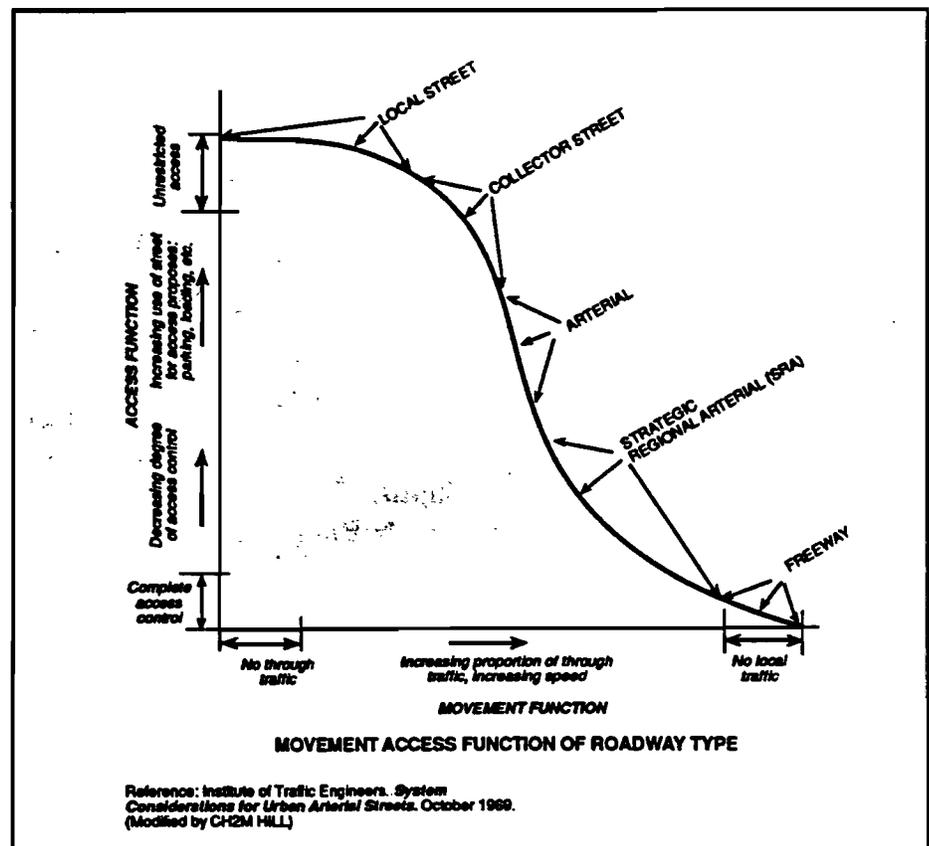
The Illinois Department of Transportation (IDOT) has designated 1,340 miles of existing roadways in northeastern Illinois as *Strategic Regional Arterials* (SRAs). This functional classification falls between the general "arterial" category and "freeway" class.

SRAs are intended to provide more of the movement function, and less access to abutting land uses, than

"arterial" roadways. Also, on SRAs trip lengths will be longer and movement will be faster than on other arterial or collector streets. However, despite the focus on accommodating the movement function, considering the access function also is vital because SRA routes pass through numerous villages and cities.

### SRA Benefits

Communities affected by SRAs often ask: "What is achieved by the SRA system?" or "How will SRA improvements benefit my community?" The remainder



<sup>1</sup>Gruen Associates. *Traffic Circulation Planning for Communities*. 1974.

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## *U.S. 45 Corridor*

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of this newsletter addresses and provides answers to these questions.

Local communities benefit from SRA designation and planning by realizing the following improvements:

- Enhanced traffic safety
- Improved traffic operations
- Reduced environmental impacts
- Reduced neighborhood impacts
- Increased local land use and transportation planning

These benefits may result from physical improvement of SRA routes and/or the overall planning process leading to implementation of the SRA concept.

### **Improvement Benefits**

Benefits in safety, traffic operations, and the environment result directly from SRA improvements to the number and arrangement of driving lanes, traffic and access controls, and lane arrangements at intersections.

#### *Safety*

Driver and pedestrian safety on SRAs may be enhanced by improving intersections and medians, by controlling access, and, in some instances, by restricting or prohibiting parking.

#### **Intersection Improvements**

Research shows that adding a channelized left-turn lane at an intersection reduces accidents significantly. Although adding turning lanes is the most obvious example of a physical intersection improvement, coordinating traffic signal timing between several intersections or revising signal phasing, which are less obvious, also are important improvement considerations. Separate signal phases for pedestrians and cyclists also may be implemented to enhance safety on a SRA.

#### **Median Improvements**

Providing a raised or a painted median for a SRA separates opposing traffic flows and affords a "refuge" for pedestrians crossing the street. Two-way left-turn lanes that allow left turns at all locations along the SRA have been shown to result in accident reductions of 25 percent or more.

For higher-speed rural facilities, dramatic safety improvements result when a four-lane divided highway can be implemented (versus a two- or four-lane undivided roadway).

#### **Access Management**

Frequent access drives along a SRA—with consequent turns into and out of roadside development—are another source of accidents. Research shows that restricting the frequency of driveways, or restricting left turns at driveways at a minimum, will result in a lower accident rate. Improved access management, which goes along with development of the SRA system, also can enhance driver and pedestrian safety.

#### **Parking Regulation**

Eliminating or restricting curb parking on some portions of the SRA system will not only promote better traffic flow, but will eliminate accidents that may be attributed to parking and "un-parking" maneuvers. In order to support local activity and to satisfy parking demand, parking spaces that are removed from the curb usually will need to be replaced in off-street facilities, where parking can be managed easily and accessed safely.

#### *Traffic Operations*

Along with safety enhancements, physical improvements to the street system such as adding lanes, providing a median, or controlling access also promote better traffic operations. Drivers will be able to complete their journey on a SRA with fewer starts and stops, and at consistent, acceptable, and safe speeds.

### *Environmental Impacts*

Good traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles travelling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions are a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

### **System Benefits**

Along with direct safety, operations, and environmental benefits that will result from SRA improvements, there also are several important systemwide advantages to be gained from the SRA program.

### **Neighborhood Impacts**

Ultimately, the objective of designating functional classifications for the street and highway system is to ensure that the specific roadway category is used by the type of driver for which it is intended. When "through" traffic intrudes into residential neighborhoods, the blame almost always can be placed on inadequacies in the arterial system (which the drivers should have used for those trips instead). A key objective of planning and providing an effective SRA system is to afford and to promote a viable travel alternative and, consequently, to rid local streets of unnecessary and unwanted through traffic. The result will be safer, quieter, cleaner, and generally more pleasant residential neighborhoods.

### **Business District Impacts**

Many SRAs pass through local business districts. Optimizing traffic flow into and through the business district at safe speeds can help the district to retain its vitality and to reinforce consumer attraction. It is important to strike a balance between the needs of shoppers and pedestrians, and the needs of drivers approaching and passing through the business district. Relocation of on-street parking, special attention to transit stops, and selected intersection improvements all serve to maintain and to enhance both accessibility to the business district (and improve SRA operations).

### **Land Use and Transportation Planning**

The present, ongoing SRA studies fall under the category of feasibility studies or advance planning. The various improvements to the SRA system that are proposed in these plans will be implemented in increments over a relatively long time span. The plans take on added importance, therefore, as the framework for a comprehensive long-range transportation program.

Once the number of traffic lanes and access controls for a particular SRA have been determined, local communities along the route will be able to implement plans and regulations to preserve the required right-of-way, to plan for access to future development, to provide adequate setbacks, and to support appropriate zoning. Because each SRA route penetrates numerous communities, a long-range comprehensive plan also affords local agencies an opportunity to cooperate and coordinate their land use and transportation planning efforts, which will facilitate implementation.

### **SRA Benefits for U.S. 45**

The SRA plan for the U.S. 45 corridor should produce a range of benefits to the public and the local communities along the route. The SRA improvements planned for U.S. 45 would relieve congestion, and improve safety and air quality.

North of Illinois 120, U.S. 45 currently has a high number of intersecting streets and access locations; a frontage road system is under consideration to improve safety and to facilitate through traffic movement on U.S. 45 in this area.

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## U.S. 45 Corridor

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Further north, in the Millburn area, implementation of a bypass (tied to the existing roadway) is being evaluated. Through traffic would be diverted to the bypass, precluding improvements to U.S. 45 in the downtown area (the downtown area to remain intact).

### Corridor Planning Status

The U.S. 45 advisory panel met on February 21, 1992. Since that meeting, consultant and IDOT staff have worked to develop and refine the SRA plan. The rural and suburban segments of U.S. 45 are being evaluated further to determine what cross-section treatments are appropriate to accommodate local constraints and needs. The draft plan, which IDOT is reviewing currently, is scheduled to be presented at the third panel meeting in the near future.

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## Environmental Considerations in SRA Transportation Improvement Planning

### Discussion of Issues

In planning and implementation of roadway design projects, engineers and officials frequently face environmental considerations that complicate the projects' standard engineering aspects. Environmental considerations play a significant part in engineering design decisions, as highway designers and planners deal with the stringent requirements of various environmental regulatory agencies, and state and local governments (see table on page 2). Typical roadway design environmental issues include air quality, wetlands, and impacts to both sensitive land uses and to publicly-owned land (socioeconomic impact and potential land use change to the area also are considered, as discussed in Newsletter No. 4). Plans to avoid, minimize, or mitigate such impacts are integral to the design of a project and, ultimately, affect engineering solutions.

As part of the SRA project, an environmental analysis component has been conducted to inventory existing conditions and to identify environmental and land use characteristics that may conflict with, or be affected by, proposed roadway improvements. This initial inventory and identification would be supplemented by detailed analysis of these environmental effects as individual projects proceed to more advanced design. This newsletter reviews notable environmental and land use issues typically encountered in transportation projects, and discusses how they impact design decisions.

### Wetlands

Wetlands are areas that are inundated or saturated by surface or groundwater, and support a variety of plant and animal species adapted to these conditions.

Wetlands generally include swamps, marshes, bogs, and similar areas, and:

- Filter pollutants naturally;
- Enhance water quality;
- Provide natural watershed storage;
- Control flooding;
- Reduce erosion;
- Provide habitat for bird and animal life; and
- Provide aesthetic, recreational, educational, and socioeconomic benefits.

Because of these values, wetlands are protected by a variety of regulations at the local, state, and federal levels. Provisions for wetland protection, restoration, or replacement often are required before a project can proceed.

The presence of wetlands in the vicinity of road improvements influences location and design decisions. If possible, the project must *avoid* damage to wetlands. If avoidance is impractical, the project then must attempt to *minimize* adverse environmental impacts. Lastly, if wetland losses are unavoidable, the project's owner must arrange to *compensate* for destroyed or degraded wetlands through a process of restoring damaged wetlands or creating new ones.

### Parkland

Public parkland is protected by federal regulatory provisions, and special effort must be made to preserve and protect such lands. These provisions apply to public recreation areas, including forest preserves; conservation districts; publicly-owned golf courses; state, county, or local parks; and sites and structures listed in the National Register of Historic Places.

Projects that would acquire or adversely affect public recreation land require additional federal

... continued on page 3

**Federal Legislation for Resource Protection**

<b>Legislation</b>	<b>Resource Affected</b>	<b>Responsible Agency</b>	<b>Summary</b>
<i>Section 4(f) Evaluation</i>	Public park and recreation land; historic resources	Federal Highway Administration	Requires consideration, consultation, and alternative studies to determine that there are no feasible and prudent alternatives to the use of land from a publicly-owned park, recreation area, or wildlife and waterfowl refuge of significance, as determined by the official officer having jurisdiction. Also must address measures to minimize harm. Applies to properties eligible for the National Register of Historic Places.
<i>Section 6(f) of the Land and Water Conservation (LAWCON) Act</i>	Public recreation land developed with LAWCON funding	Federal Highway Administration	Recreation land purchased or improved under the LAWCON Act cannot be used unless replacement land of equal value, use, and size can be supplied. Precedes completion of the Section 4(f) Evaluation.
<i>Section 106 of the Historic Preservation Act</i>	Cultural resources	Advisory Council on Historic Preservation	Requires evaluation of the proposed project's effect on properties included, or eligible for inclusion, in the National Register of Historic Places, and allows the Advisory Council a reasonable opportunity to comment prior to project approval. Requires documentation of special effort to avoid or to minimize harm to any landmark that may be affected adversely. Precedes completion of the Section 4(f) Evaluation.
<i>Section 404 of the Clean Water Act</i>	Waterways and wetlands	U.S. Army Corps of Engineers and U.S. EPA	Requires permit for discharge of dredged or fill materials into jurisdictional waters of the United States, including wetlands. These waters include navigable waters and their tributaries, interstate waters, lakes, and intermittent streams.
<i>Wetlands Executive Order 11990</i>	Wetlands	Federal Highway Administration	Directs federal agencies to avoid unnecessary alteration or destruction of wetlands, and requires implementation of actions to minimize the loss or degradation of wetlands affected by a federal project, or by any project that receives federal funding.

*continued from page 1 . . .*

regulatory review and approval, and must include all possible measures to minimize harm. These measures might include replacement of lands, replacement of facilities impacted by the project, restoration of disturbed areas, incorporation of design features to minimize or avoid impact, or monetary compensation.

### *Sensitive Land Uses*

Sensitive land uses also are a factor in road improvement and design decisions. Typical sensitive land uses include hospitals, schools, cemeteries, police and fire departments, and other community facilities. Emergency access is one consideration; roadway changes can impact access to and from facilities such as hospitals and police and fire departments. Noise standards (moving a roadway closer to buildings may exceed acceptable noise levels) and business and residential relocation issues are other factors to be considered. Finally, effort should be made to avoid impact to these sensitive facilities because they are integral to the physical and social fabric of the community. Whenever possible, adjustments in road design should be made to avoid disrupting such facilities.

### *Air Quality*

Improved traffic operations produce an important benefit: reduced fuel consumption and a resultant air quality improvement. Vehicles traveling smoothly emit less pollutants than vehicles under congested flow conditions. In the Chicago metropolitan area, which has been designated a "severe non-attainment area" for air quality, maintaining smooth, efficient traffic operations is critical. Motor vehicles contribute as much as 60 percent of ozone-forming pollutants—a significant component of the smog that occurs on hot days. Pollutant emissions pose a particular problem in areas of congestion; high emissions result from frequent stops, long periods of vehicle idling, and very low speeds. More efficient traffic flow on the SRA network, therefore, will help the Chicago area to meet its clean air objectives.

## How Do These Environmental Considerations Affect Roadway Design?

Each of these environmental considerations contributes to the basic SRA improvement concept and affects design solutions. Engineering design is tailored to avoid or minimize effects by:

- Adjusting the alignment (e.g., focus widening to one side of the facility or the other; realign the roadway to avoid an impact)
- Incorporating retaining walls to minimize the amount of right-of-way needed
- Adjusting cross-sectional features, such as median width, to minimize the right-of-way needed
- Implementing curb-and-gutter and closed drainage systems to minimize right-of-way taking

In some cases, the presence and location of sensitive or protected land uses affect the basic SRA corridor concept. In keeping with overall planning objectives, the ability to implement a full, desirable SRA cross section must be balanced against the environmental impacts that could result. Decisions to "downsize" a corridor segment because of environmental concerns have been made on many SRA corridors.

## Environmental Concerns and SRA Planning for U.S. 45

The study to determine recommended improvements for U.S. 45 has considered various environmental issues, including a lake, parkland (forest preserve), natural habitat, and historic sites.

The existing U.S. 45 roadway area features the MacDonald Woods Forest Preserve, Gages Lake, and two adjacent natural areas (the Brae Loch Country Club and the College of Lake County Designated Natural Area). Special consideration is being given to these areas in the preparation of the recommended plan in order to minimize interference. Considerations include limiting right-of-way and shifting the recommended roadway alignment.

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## U.S. 45 Corridor

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The Millburn Historic District, which is bisected by U.S. 45, also is being given special consideration. This area has restricted right-of-way and does not meet SRA geometric standards. The MacDonald Woods Forest Preserve, adjacent to U.S. 45, borders a portion of the historic district on the south. To avoid adverse effects to these unique characteristics, various bypass alternatives are being considered for this area.

A historic marker and site located at the Wisconsin/Illinois state line are also under review. As the recommended roadway alignment becomes more refined, more definitive plans will be prepared to minimize the effect on these areas.

### Corridor Status

The U.S. 45 Advisory Panel last met on February 21, 1992. Since that meeting, the consultant and IDOT staff have worked to refine the SRA parameters for the corridor. The rural and suburban segments of U.S. 45 are being evaluated in order to determine the appropriate cross-section treatments that will accommodate local constraints and needs. Determination of these parameters is still under review by IDOT. The recommended roadway plan will be updated and presented at a third panel meeting, which has not been scheduled yet.

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**SRA SPOTLIGHT**  
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**Publisher:**

The Illinois Department of Transportation

**Editor:**

**CHM HILL**

**For:**

The Strategic Regional Arterials Plan

**Advisory Panel**

**Coordinator:**

Mark Schmidt  
Lake County Division of Transportation

**Panel Members:**

Lake County - Martin G. Buehler, Director of  
Transportation  
Grays Lake - Marvin Smith, Mayor  
Third Lake - Karen McCluskey, President



# SRA SPOTLIGHT

## U.S. 45 CORRIDOR ADVISORY PANEL

### SRA Project Implementation

Throughout the Strategic Regional Arterial (SRA) planning process, many questions have arisen about the timing of improvements, the need for and scope of further work, and opportunities for continued public involvement. This newsletter is intended to address the process by which SRA plans are translated to actual transportation projects.

#### Background

The planning process actually began over 5 years ago with the study and designation of the 1,300-mile SRA system. The Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Northeastern Illinois Planning Commission (NIPC) were involved in this effort. Local governmental input and public hearings were an important aspect of the SRA system designation.

#### *SRA Corridor Planning Studies— “Pre-Phase I”*

Following the designation of the system, IDOT proceeded with corridor-specific planning work. This work is the subject of the ongoing SRA study.

The work is referred to as “Pre-Phase I” because of its unusual nature. Projects typically proceed from a needs identification directly to Phase I studies (described below). In the case of SRA planning work, IDOT is developing longer-range plans for the SRAs to serve as a framework for future Phase I efforts. This approach has a significant advantage—it establishes an overall plan (including right-of-way, access control, and other features) well in advance of Phase I work and actual construction, which may be 10 years or more in the future. This early activity enables local communities to conduct land use and transportation planning with knowledge about the eventual future of the SRA.

The SRA studies, once completed for the entire SRA system, also will provide valuable information on programming needs.

The SRA corridor studies include: data collection, development and testing of alternatives, coordination with local agencies, environmental screening, improvement recommendations, and a public hearing. Issuance of a final corridor report by IDOT completes this effort. Once issued, the SRA plan represents a statement of intent regarding the ultimate cross section, right-of-way needs, intersection and interchange options, and access features.

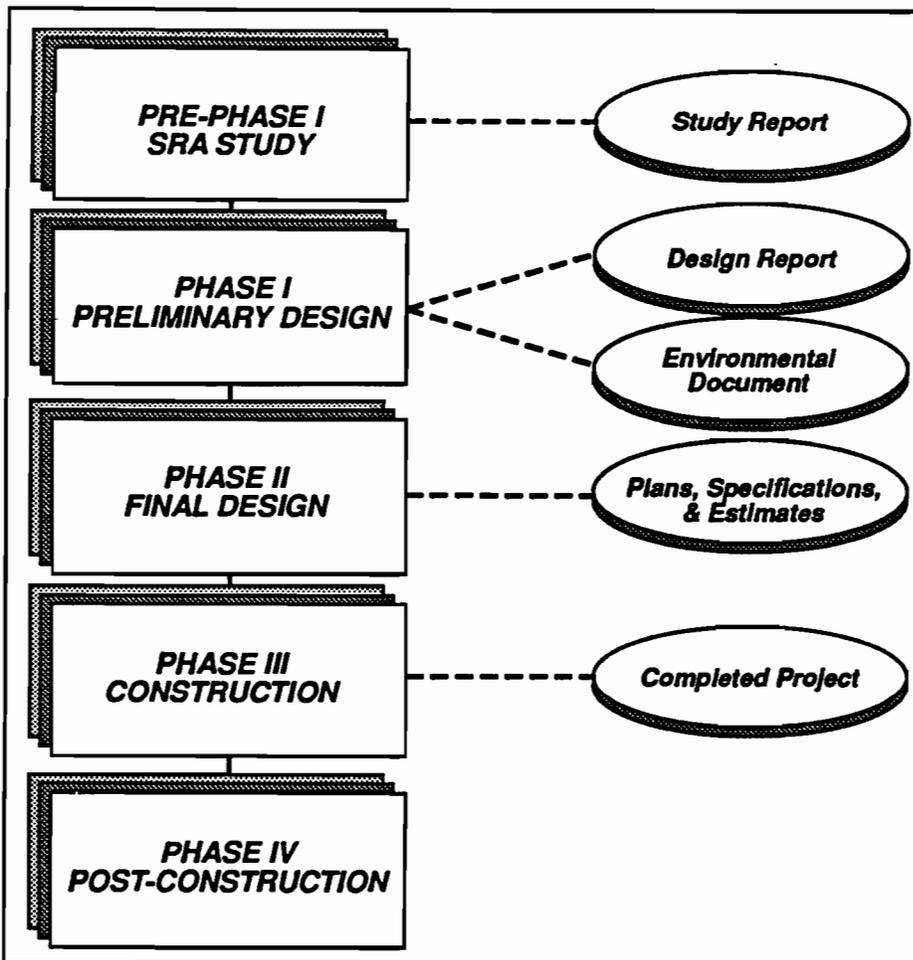
#### *Programming SRA Improvements*

Although each SRA report identifies project priorities in general terms, the SRA “Pre-Phase I” effort does not develop a specific timeframe for SRA projects. IDOT, with input from local units of government, continually develops and executes a 5-year program of transportation projects. It is anticipated that segments of SRA corridors will be placed on the program as specific needs arise and funds are made available.

For state routes, once an SRA improvement is included in IDOT’s 5-year program, the ensuing implementation steps follow the process illustrated in the accompanying figure (see following page). For SRAs that are not state routes, a similar process would be followed under the appropriate county or municipal jurisdiction.

#### *Phase I Studies*

Phase I, or the Preliminary Design phase, is the next step in the implementation process following this SRA study. The engineering and environmental analyses begun in the Pre-Phase I study would be carried one step further. The recommended improvement plan would be developed in more detail, with major design features



### *Phase II Studies— Final Design*

Phase II, the Final Design phase, would commence upon approval of the engineering and environmental products of Phase I. Final plans, specifications, and estimates would be prepared for the proposed improvements, community coordination would continue, and methods would be developed to mitigate any environmental impacts. Identification and acquisition of right-of-way also occurs in this phase of work. Depending on the size and complexity of a project, Phase II can take from 1 to 3 years to complete.

### *Phases III and IV— Construction and Post-Construction*

Phase III and Phase IV, construction and post-construction activities, follow the design phase. Monitoring of environmental effects and traffic operations is an important element of the post-construction program.

The question is often asked, "How long will all of this take?" Unfortunately, there is no clear answer. The time between the end of any phase and the beginning of the next phase depends on the availability of funds, and the perceived importance of the project relative to other projects. The timing of programming a project and moving it through the various phases is also a function of the extent of local governmental support for the project.

Considering the total length of routes comprising the SRA system (over 1,300 miles) and the magnitude of improvements that are being recommended, it is a virtual certainty that the implementation period would cover a fairly long timespan after completion of the SRA study.

specified, and a Design Report would be prepared. An environmental report (fulfilling the Illinois and National Environmental Policy Act requirements), also would be prepared. This report would include detailed studies of air and noise impacts, identification of specific wetland and other environmental impacts, and development of mitigation plans to accommodate the impacts.

A program of public involvement represents an important aspect of Phase I studies. This program typically would include public information meetings, newsletters, press releases, and meetings with communities and interest groups. Prior to final project approval, Public Hearing(s) also would be held.

Phase I studies entail comprehensive and detailed engineering and environmental studies. For most projects, a 2- to 3-year time period is required to perform all Phase I work.

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## U.S. 45 Corridor

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In any event, it is clear that once a specific project is identified by IDOT or others, it is generally a minimum of 5 years, and often as many as 8 years, before the project is completed and operational.

### SRA Planning Activities for U.S. 45

Since the last newsletter, activity on the study of U.S. 45 has been limited due to recent development plans in the area. In late November, it was decided that U.S. 45 would be designated a suburban SRA corridor for its entire length. A large portion of the land surrounding U.S. 45 in the vicinity of Illinois 173 recently was rezoned to office/research. With this substantial change in the land use surrounding U.S. 45, the decision was made for the entire length of the U.S. 45 corridor to be planned as a suburban SRA.

A workshop was held on December 8, 1992, at the Lake County Department of Transportation offices to discuss these changes and to solicit additional input from surrounding developments prior to determining a recommended plan. Representatives of IDOT, the surrounding communities, Lake County, and adjacent property owners were in attendance.

IDOT and consultant staff currently are in the process of determining the recommended plan for the U.S. 45 corridor and producing a draft report. Comments and concerns raised by the workshop attendees are being incorporated. At the third panel meeting, which is tentatively scheduled for spring of 1993, the U.S. 45 recommended plan and draft report will be presented to Advisory Panel members.

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**SRA SPOTLIGHT**  
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Third Lake - Karen McCluskey, President



## **Public Hearing Meeting Minutes**



**Illinois Department of Transportation**

**INVITES YOU TO ATTEND  
A PUBLIC HEARING  
CONCERNING:  
THE LONG-RANGE PLAN FOR  
U.S. ROUTE 45  
FROM ILLINOIS 120 (BELVIDERE ROAD)  
TO STATE LINE ROAD  
AT THE ILLINOIS-WISCONSIN BORDER**



**DATE: THURSDAY, OCTOBER 20, 1994  
TIME: 2:00 p.m. to 7:00 p.m.  
LOCATION: LAKE COUNTY FAIRGROUNDS  
BUILDING 7  
50 SOUTH U.S. 45  
GRAYSLAKE, ILLINOIS  
(Entrance is 2 blocks west of U.S. 45 on IL-120)**

**PURPOSE OF HEARING**

- \* To present recommended improvement for U.S.45 as part of the Strategic Regional Arterial (SRA) System
- \* To obtain public input

A slide presentation will be shown every half hour starting at 2:00 p.m. with the last show at 6:30 p.m. Exhibits will be on display with Department personnel available to discuss the project and answer questions.

This hearing will be accessible to handicapped individuals. Anyone planning to attend and needing special assistance should contact Rich Starr at 708/705-4095. Persons who will need a sign language interpreter or other similar accommodations should notify the Department's TDD number 708/705-4710 at least five days prior to the hearing. All correspondence regarding this project and the Strategic Regional Arterial program should be sent to:

**Illinois Department of Transportation  
Division of Highways - District One  
201 West Center Court  
Schaumburg, IL 60196-1096  
Attn: Bureau of Programming**

LAKELAND NEWSPAPERS

9/22/94-9/23/94  
10/13/94

PIONEER PRESS

9/22/94  
10/13/94

# Transportation News

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FOR IMMEDIATE RELEASE  
Oct. 14, 1994

Contact: Ed Nash  
312/793-3486  
FAX: 312/793-3434  
TDD: 708/705-4710

CHICAGO, Ill. -- A public hearing will be held on the long-range plan for U.S. 45 from Illinois 120 (Belvidere Road) to State Line Road at the Wisconsin state line in Lake County, the Illinois Department of Transportation (IDOT) said today.

The proposal involves recommendations as part of the Strategic Regional Arterial (SRA) system, an element of "Operation GreenLight."

The hearing is scheduled from 2 to 7 p.m. Thursday, Oct. 20, in the Lake County Fairgrounds Building 7, 50 S. U.S. 45, Grayslake. The entrance is two blocks west of U.S. 45 on Illinois 120.

The twofold purpose of the hearing is to present the proposal and obtain public input.

A slide presentation will be shown every half-hour, beginning at 2 p.m. with the last one at 6:30 p.m.

Exhibits will be on display with Department personnel on hand to discuss the project and answer questions.

"Operation GreenLight" is the comprehensive, coordinated plan for Northeastern Illinois designed specifically to attack gridlock, bottlenecks, traffic jams and other urban congestion problems.

The hearing will be accessible to disabled persons. Those needing special assistance should contact Rich Starr at 708/705-4095.

Correspondence about the project and the SRA program should be sent to IDOT's Bureau of Programming, 201 W. Center Court, Schaumburg 60196.

###



Illinois Department of Transportation





METRO TRANSPORTATION GROUP, INC.  
1300 GREENBROOK BOULEVARD  
HANOVER PARK, ILLINOIS 60103-5482  
TELEPHONE 708 213-1000  
FAX 708 213-3227

METRO TRANSPORTATION GROUP, INC.

TRANSPORTATION PLANNING,  
ENGINEERING AND DESIGN

MEMORANDUM

TO: Rich Starr  
Illinois Department of Transportation

FROM: Lisa Weesner

DATE: December 14, 1994

COPIES: Tim Neuman  
Dave Miller

SUBJECT: U.S. 45 SRA Public Hearing

This memorandum summarizes written and oral comments taken by IDOT, Metro Transportation Group staff or the court reporter at the public hearing for the U.S. 45 SRA held on October 20, 1994. In addition, responses are delineated in bold type following the comments.

Numerous comments were received regarding the proposed raised median between IL 120 and IL 132. These included: resistance (noted 3 times) to removing more land, inconvenience of snow removal, lack of safety for travelers, inconvenience created on travelers, constraints on future local development, accessibility constraints on current local businesses, and hindering the promptness/access of emergency vehicles.

-A comment was made concerning the potential lack of business parking due to the frontage being taken away.

-A question arose regarding the inconsistency of the parkway lengths (5 feet versus 20 feet).

-2 comments were recorded encouraging access to Anchor Bank from U.S. 45, in so far as denying access would be detrimental to the future of the bank's business.



-A question arose involving the acquisition of property at the southeast corner of U.S. 45 and Gages Lake Road and what potentially will occur at that location.

-3 comments were made regarding the right-of-way, in that the land should be taken from the undeveloped side of the road.

**A Phase I study is currently underway by IDOT for the segment of the U.S. 45 SRA from IL 120 to IL 132. The proposed plan, as presented in the final report Exhibits C-1 and C-2, is consistent with the Phase I plan developed by IDOT. Access management and access consolidation schemes are an important consideration in improving roadway operations. Along this corridor, recommendations have been made to consolidate and/or eliminate access points where possible, which will improve the through movement of traffic and safety along the corridor. The SRA plan indicates proposed right-of-way acquisition which will be further defined in a Phase II study. It should be noted however, that there is no time frame or money allocated at this time to begin a Phase II study.**

**As shown on Exhibit C-2, a revision has been made to the recommended plan which incorporates a full unsignalized access to U.S. 45 one quarter of a mile north of Washington St. This access will provide for ingress/egress to the proposed commercial development and the Anchor Bank development in this area.**

A comment was recorded involving the recreational and water quality of Gages Lake, with specific concern over road run-off into the lake and loss of vegetation.

**Drainage issues will be addressed in the development of the construction plans (Phase II). There is no time frame or money allocated at this time to begin a Phase II study.**

2 suggestions were made to move northbound/southbound Grand to the west, just south of Sunshine (in contrast to moving the intersection at Grand and Sunshine). Though something must occur to improve the flow of traffic on Grand.

**The intersections of Grand Ave. and Sunshine Ave. do not intersect; therefore this comment is confusing. Exhibit C-2 does illustrate the realignment of the U.S. 45/Sunshine Ave. intersection which will improve the efficiency and safety of this intersection.**



The road grade just south of Grass Lake Road needs to be lowered in order to optimize visibility to the intersection, since the current road grade is at a dangerous level.

**Future Phase I studies of the corridor will evaluate and correct any sight distance issues.**

A number of comments were made regarding the recommended bypass around Millburn. The following is a summary of these comments.

-6 comments were recorded stating the east bypass alternative was the preferred bypass alternative.

-14 comments were recorded stating the easterly bypass alternative of the two west routes was the preferred bypass alternative.

-2 comments were recorded stating the westerly bypass alternative of the two west routes was the preferred bypass alternative.

-2 comments were recorded stating the west bypass alternative was the preferred bypass alternative (versus the east).

-a total of 7 comments were in favor of the proposed highway study and proposed bypass around Millburn.

-In addition, a number of comments of concern surrounded the issue of preserving the historical character of Millburn, henceforth discouraging the construction of the proposed bypass.

-A comment was recorded encouraging the modification of the inner alignment of the western bypass' right-of-way. This encompasses the southern most segment to be located further west along the west edge of the Anderson property.

**A location design study was performed by IDOT which confirmed the west bypass alternative around Millburn. This study also defined a centerline location for the bypass which was endorsed by governmental agencies. This preferred bypass alternative is shown on the SRA plans.**



The southern bypass intersection with U.S. 45 has been modified in the recommended plan based on the above comments. This is shown on Exhibit C-4 and in Appendix B of the final report.

The following is a summary of comments regarding the bypass laneage:

- 1 comment was recorded stating the bypass should include 4 lanes.
- 4 comments were recorded stating the bypass should include 5 lanes (with the middle lane allowing for turns).
- 2 comments were recorded stating the bypass shouldn't include a total of 6 lanes.

**The recommended plan (Exhibit C-4 of the final report) shows that the bypass is proposed to be constructed with a 5 lane cross-section. This would include 4 through lanes and an 18' median which would permit left turns at select locations. This cross-section is consistent with the cross-section along the corridor.**

A comment was noted that two northern and southern access points have been approved as acceptable locations to the property of the Madison Realty Group, Inc. near Sank Lake Rd. It was requested that these access points be shown on the SRA plan.

**Only one access point will be shown on the SRA plan. Additional access locations should be demonstrated as necessary, conform to the SRA guidelines and be coordinated between IDOT and the property owner.**

5 suggestions were made to not reroute Miller Road. The rationale for this included: the expensive nature of rerouting, the inconvenience to residents, the limited length of Miller Road inhibits effectiveness of rerouting, and the concern over effects on alternative roads such as Savage Road.

**The SRA study is a long range planning study whose intent is to outline the framework for recommended highway improvements. The realignment of Miller Rd. to Kelly Rd. would allow for another east/west route across the Tollway. However, further studies will be performed subsequent to any improvements being implemented.**



A comment was made regarding the excessive speed of 18-wheel trucks traveling through the intersection (Grass Lake/U.S. 45?), including a request for the county or state to remedy the situation.

**A bypass is proposed around Millburn which will reroute truck traffic away from this intersection.**

A comment was made concerning the impact on businesses during the construction period (allowing through traffic).

**Through traffic will be rerouted during construction following state mandated standards.**

A request was made to involve the Forest Preserve so as to minimize detriment to local businesses and residents.

**The request by the Forest Preserve will be brought to the attention of IDOT.**

A comment was recorded involving the quick decisions being made and the quiet nature of this development.

**The study of the U.S. 45 SRA has been underway since May 1991. Various panel meetings and workshops have been held throughout the past 3½ years.**

Numerous requests were made for more information, specifically for a comparison map of the new road in contrast with the old one.

**Copies of requested information was sent to individuals following the public hearing.**

IN RE: )  
 )  
STRATEGIC REGIONAL ARTERIAL )  
 )  
OPERATION GREENLIGHT )  
 )  
 )  
U.S. 45 )  
ILLINOIS 120 TO STATE LINE )  
ROAD )

GRAYSLAKE, LAKE COUNTY, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Lake County Fairgrounds, Route 45, Building 7, Grayslake, Illinois, on Thursday, the 20th day of October, A. D. 1994, between the hours of 2:00 and 7:00 P. M.

KATHY NOTHELPER: My name is Kathy Nothelfer, 575 Whispering Pines, Lindenhurt, Illinois.

My concern is the bypass through the historical area of Millburn on Route 45. I understand that the bypass is proposed to go through two existing properties, meaning homes and businesses, in one case.

I feel that -- I feel that in order to put the proposed bypass through that area it is wrong because I understand from a friend of mine that the one business is an equestrian farm and beautiful, with a fairly new, within like five years, old home.

They just completed this spread of five acres last year with fencing, the horses, the business being up and going last year.

I understand that they were approached to sell their property to IDOT, or whoever was concerned to purchase this property for the proposed bypass.

They said, no. And in a short order of time their property was condemned. I think that is outrageous.

It is also frightening to think that we don't have a choice in where you live or where your

livelihood comes from.

There is a home directly north of this existing property. The property with the equestrian farm is the first five-acre parcel west of Millburn Church. That is the one I am speaking of.

And the other existing property is directly due north of this on the north side of Grass Lake Road, which is a beautiful, established, lovely home with acreage.

And this proposed bypass is going right through these two properties. I feel that there should be more research done and possibly putting the bypass on the east side of Route 45 and seeing what can be done with a little bit of imagination and not to disrupt homes and businesses in doing this.

I also feel that, if the county or state would do something about all of the 18-wheel trucks barreling through at high speed at that intersection, maybe something else can be done about keeping the historical district historical and not put in a hugh bypass on the east or west side of 45.

That is all. Thank you.

\* \* \* \* \*

BILL CURRAN: Bill Curran, 18909 West Grand Avenue, Lake Villa 60046.

And I own three pieces of property, 18909, 18921 and 18949; so I would be interested to be on the mailing list for Grand Avenue.

That is the first three houses from the intersection.

\* \* \* \* \*

PAUL R. MELTZER: My name is the Reverend Paul R. Meltzer, 19073 West Grass Lake Road. That is the intersection of 45 and Grass Lake Road.

I am the pastor of Millburn Congregational United Church of Christ in Millburn. I would like to speak in favor of the bypass as it is proposed, running west of Millburn.

Millburn church would prefer the westerly route of the two right-of-ways that IDOT has looked at rather than the easterly one, but we are in favor of the western bypass to go around the village.

I think that is essentially what I want to leave on record. Thank you.

\* \* \* \* \*

EMIL CHRISTENSEN: I am Emil Christensen,  
33359 North Eastwood Avenue in Wildwood 60030.

My business is on Grand Avenue and 45,  
right on the corner. It is going to be wiped out,  
according to that, Fog Cutter Tavern and Restaurant.

I want to be on the mailing list.

\* \* \* \* \*

CHUCK SIMINAK: My name is Chuck Siminak. I  
am from Mill Creek Auto Works, 35785 North Highway  
45, Lake Villa 60046.

The reason for my concern is the 18-foot  
median, which won't give me access to my business at  
the intersection of Rollins and 45.

I think that the state should allow for  
accesses to all the businesses. And everybody I have  
talked to is upset about it and I think that they  
should have some consideration about it.

That is about it. That is about all I  
have to say, I guess.

\* \* \* \* \*



GUST TOMPARY: Why should we suffer for some guy that lives four miles down the road?

\* \* \* \* \*

WALTER KRUMREY: Walter Krumrey, 91305 Washington Street, Grayslake, Illinois 60030.

I object to the median that is going in between Center Street and Route 120. All those businesses that are the east side of the road will have no business from the north.

I don't know where they would turn around to get back to get to their businesses.

And the Farm Bureau and the fair entrance, you would not be able to go north from the fair or you would not be able to get in from the south at that entrance.

I think that if they would make wide turning lanes in there, and leave it that way, it would much better for everyone concerned.

I know the fair and the Farm Bureau are interested in it being that way.

\* \* \* \* \*

JOANNE LAWRENCE: I am Joanne Lawrence, 376 South Slusser, S-l-u-s-s-e-r, Street, Grayslake, Illinois.

And I object to the raised median that they are proposing for Route 45. I feel as though it is going to impact the businesses that are located on the highway here. And many of those businesses have been here for many years.

And I just, you know, think that it would be very hard on them.

Also, I am involved with Anchor Bank, which is located on Washington Street. It is going to impact their business.

They have a lot of business that comes from the south and they are going to have to go all the way up to Rollins Road in order to get into the bank.

And I object to it.

\* \* \* \* \*

SHIRLEY CHRISTIAN: I am Shirley Christian, 633 South Stuart in Grayslake.

I am concerned about the raised median strip that they are proposing through 45. It is going to impact the businesses.

I am concerned about the fact that it looks like they are going to be taking land away from them and making, not only accessibility to the businesses difficult, but also having them lose some of their land.

I am -- as a Grayslake property owner, it concerns me because it is going to make, you know, just travel and consumer shopping much more difficult.

I am also Executive Director of the Grayslake Chamber of Commerce. And I am concerned in that role for the businesses in this area. It just seem unfair.

And I would like to see them perhaps rethinking this so that, if they are talking about a proposed turning lane at some future date, perhaps they should consider that at this time.

\* \* \* \* \*

BERT KOHN: Bert Kohn, 99 South U.S. Highway 45 in Grayslake.

I am a little concerned about the raised median they are proposing on U.S. 45; although, it is not going to affect me because I am on a corner.

I think some of my fellow businessmen down the street are going to lose a lot of business because there will only be one way and that is if you are headed north on 45 to get to their businesses.

Otherwise, some people will start going east on Old Plank and turning around in the neighborhood and possibly causing an accident with some kids.

That is all I have. Thank you.

\* \* \* \* \*

MILTON A. ANDERSON: Milton A. Anderson, 19176 West Grass Lake Road, Lake Villa, Illinois 60046.

I want to make sure this statement gets in the record so I will put it in the comment box and read it to you.

My statement is relative to Highway 45 bypass. October 20, '94.

I am the -- my name is Milton Anderson. I am the owner of a home located west of Millburn, along one of the proposed alternate routes of Highway 45. The address is 19176 West Grass Lake Road.

My family and I have lived in this home for more than thirty-five years. We have been citizens of the Millburn community, supporting through voting and taxes the various governmental entities and educational systems.

It is my firm belief that we have been good citizens and respect the American democratic way administered with integrity.

Not too many years ago, we, along with others in the community, had a mortgage burning ceremony. Our home was paid off, too. Times were good but my wife took ill and shortly after departed from us and the home she loved.

It has been a wonderful home and location with the -- home and location -- with the enjoyment of many friends and neighbors.

My intentions have always been to retire and to continue to live in this beautiful community

of northeastern Illinois.

For the past few years, I and other members of the community have been troubled by a proposal of establishing a U.S. Highway 45 bypass in Millburn.

It was reportedly the Historic Millburn Association's intention of alerting the Illinois Department of Transportation, IDOT, of the increasing traffic densities in the community and the need for early planning of an alternate route around Millburn to relieve the projected traffic.

The intention was to provide a route that would be perspectivevely acceptable to homeowners and future developments; that is, a proposed bypass that would improve the community and be least disruptive to its residents.

It would appear that they have achieved their goal of finding at least two alternate routes around Millburn, both in the western sector of the community; although I am a firm believer that the bypass should not be placed in this sector, but rather east of Millburn.

Of the two choices that IDOT has presented here today, the most westerly centerline,



In the article it also stated that the western route is 1,080 feet from the existing Route 45 and the eastern route is 913 feet. A difference of 167 feet.

Traveling east on Grass Lake Road, and coming out of the northwestern curve, a straightaway distance of 1,170 feet exists.

At 45 miles an hour, the speed limit, the time of 18 seconds would be required before reaching the most western bypass.

For the easterly bypass, 20 seconds. Not a great deal of difference.

Comparing a similar intersection, which is relatively close to Millburn but at a much more hazardous location; that is, Sand Lake Road and Route 45, traveling west on Sand Lake Road from the Hunt Club Road intersection, in approaching Route 45, final straightaway distance before reaching the highway is approximately 800 feet.

At 45 miles an hour, a driver's awareness time is 12 seconds.

It could be said, based on these factors, that the proposed westerly bypass on Grass Lake Road would in this respect be 6 seconds longer or 150

percent safer than the relatively recent installation of the straightaway on Sand Lake Road.

The Superintendent reportedly continued to state, "The eastern route is much better for these concerns, since it is farther from the northwestern curve of Grass Lake Road and cuts through a smaller portion of McDonnald's Woods."

With respect to the eastern bypass, cutting through a smaller portion of McDonnald's Woods, this argument is totally incredulous. If the proposed centerline at the easterly bypass is 913 feet from the current centerline of Route 45 along Grass Lake Road, and the proposed westerly bypass is 1,080 feet, the difference of these two parallel running centerlines is 167 feet.

It would appear relatively simple that IDOT could maneuver both bypass proposed centerlines to run contiguously southeast in the remaining transition and rejoining Route 45 south of Millburn.

It should not be necessary then for either bypass to occupy dissimilar portions of the Forest Preserve.

It is my request and that of others that IDOT review these comments and that they find the

most westerly route as being clearly the least disruptive bypass for most of the families, who have resided in this sector of the Millburn community.

I object totally to the easterly bypass of these two western choices.

My overall preference is to place the bypass east of Millburn within the Old Mill Creek community.

Signed, Milton A. Anderson.

\* \* \* \* \*

MARIANNE GUY: My name is Marianne Guy, 20906 White Road, Antioch.

My comments are regarding the rerouting of Miller Road. I question the purpose and the effect of doing it because Miller Road currently is only one mile long. So reroute it to connect to Kelly Road would not accomplish a whole heck of a lot.

It does not cross 45. It dead-ends on the other side. It is like a private drive across 45. So it seems like it would serve no good purpose and would be expensive, taxpayers' money, and

inconvenience people living there.

That is it.

Also, it would -- what would happen, as I see it, would be that it would greatly increase the traffic on Savage Road, which is the road that Miller Road dead-ends into. And that would certainly not be desirable. It is just a secondary road.

So that it.

\* \* \* \* \*

RAY BOLLER: Ray Boller, Village of Old Mill Creek, Trustee and Planning Commissioner and resident at 38565 U.S. Highway 45.

I am registering my affirmation to the proposed highway study and I look forward to the better handling of traffic throughout the county, which this will help provide.

That is it.

\* \* \* \* \*

LEE ZUCHOWSKI: My name is Lee Zuchowski. The address is 33285 North Route 45, Wildwood, Illinois. The business is Lee's Automotive Service.

I don't think this is a very good idea, this center median; mainly, because people are going to have to drive out of their way to get on the right side to go wherever they want to go.

I think, if they have to have two lanes going each way and they want to put a center median in the center, that center median should be done away with and they should use that center for a left-turn lane.

That way you could get to everybody's home and everybody's business without going out of your way.

\* \* \* \* \*

RICHARD BLOCK: My name is Richard Block and I General Manager for Contractors Electric Service. And our business is located at 33265 North Highway 45 in Wildwood.

The center median division that they are discussing doing I think would hurt our business in terms of getting deliveries and customers in and out and, also, getting our guys out in the morning to the jobs.

I think it would hurt our profitability and we would lose customers.

In addition, I would also like to say a grassy median is going to have additional maintenance costs involved with it. Unless somebody is willing to spend the money to maintain it, it is going to become an eyesore.

And I think that, if someone is going to make a head-on collision or some kind of an accident is going to take place, I can't necessarily see that type of a median as deterring an accident unless it has a very high barricade to it.

That is about it.

\* \* \* \* \*

RICHARD RAFTIS: My name is Richard Raftis. I reside at 17675 Warren Avenue, Grayslake.

I also manage the Lake County Farm Bureau that has frontage on Route 45. I am also an elected official. I serve on the County Board from District 11, which is the Grayslake-Wildwood area.

My district runs from Washington Street to the north, down to 137 to the south. So it covers

a major section of Route 45 that we have in question today.

As a business manager I object to the raised median that has been proposed. We have always voiced an opposition to this because of access to our property and to the Lake County Fairgrounds.

As a member of the Public Service Committee on the County Board, we have written to IDOT and voiced our objections to the raised median on the section from Route 120 to Washington Street.

We still feel that a project similar to the one going through Mundelein at this point in time would be best suited for this area. It would easily accommodate the businesses that are adjacent to Route 45 in this area.

There are businesses that have been here for many years. It is not something new that has just come in. These are long-standing businesses that deserve access to the highway system.

And the only thing that IDOT has said is that safety is the reason for the raised median. We still firmly believe that the five-lane concept, that is being installed in Mundelein, would, not only be safety conscious, but it would serve the needs of

this area.

Thank you.

\* \* \* \* \*

DAWN BRUZAN: My name is Dawn Bruzan. I live at 38710 North Highway 45 in Millburn.

I think it is a good idea and I am just sad that it is going to be so far in the future. There is a desperate need for some traffic help now at Millburn and Grass Lake and 45.

It is an impossible task to get in and out of driveways along there, so it would be great if some solution could be found before twenty years from now before somebody else gets killed in that area.

That is it. I hope it goes through fast.

\* \* \* \* \*

ROBERT EBERHARDT: Robert Eberhardt, 39840 Route 45. Right in the thick of things.

And my comment would be, I am for progress and I am not against it. And I wish it was now.

I am concerned about Miller Road. I don't know why they have to change Miller Road. I think it should be left alone and change the plans.

Those are my comments.

DIANA EBERHARDT: I am Mrs. Eberhardt.

I don't see why they don't make Miller Road go through instead of coming through Kelly Road, since Miller Road is the --

ROBERT EBERHARDT: Exactly my comments.

DIANA EBERHARDT: Oh, really?

ROBERT EBERHARDT: Exactly my comments. Leave Miller Road alone. Basically, it is the same thing.

DIANA EBERHARDT: I don't see why they don't let Miller Road alone. Resurface Miller Road, make that the east-west thoroughfare.

Leave Kelly Road alone since it is a private road where we are at.

ROBERT EBERHARDT: Well, we are not on Kelly Road.

DIANA EBERHARDT: We are right off of it.

ROBERT EBERHARDT: We are on a private road. It is not even a road, Diana.

DIANA EBERHARDT: But if they make it go

through --

ROBERT EBERHARDT: Then they take care of it. Then they are responsible to maintain it.

\* \* \* \* \*

ALICE ANDERSON: Alice Anderson, 38350 Highway 45, Wadsworth, or we can say Old Mill Creek now and all of that but that is where I have been getting my mail, Wadsworth. I am in Lake Villa Township.

If this plan is the one that is accepted at the south end, I like the way the little dotted lines go through my house.

I wouldn't like it if they didn't because then -- that little passway is fine. It is good. It is the best place that it can be for me and it looks like it is not a bad spot for the whole thing.

But I wouldn't like it without because then I wouldn't have anything. I wouldn't even be able to walk to get my car out of the garage.

I am for the historical district, if that is anything. But, I mean, if they are going to do this, this is as good as it can be for me as long as

it is coming there somewhere.

I really wouldn't like my house that close to the road. I know they are in cities and all that, but that is different if you are building right along a road. They are used to that.

It is alright where it is if the road stays as planned as in this here.

\* \* \* \* \*

NANCHOU CHENG: Nanchou Cheng, 33950 North Route 45, Gages Lake.

Because of the parkway, why is one side 20 feet and one side is 5 feet?

They are different.

Why it shouldn't be even on both sides?

\* \* \* \* \*

ELEANOR BEEMSTERBOER: My name is Eleanor Beemsterboer. I live at 930 Taylor Drive, No. 202, Gurnee, Illinois 60031-3195.

I am the owner of the property at 45 and 120, which runs along the fairgrounds, up contiguous to both ends and the Farm Bureau at the north end.

My comment at this time is that the 30-foot median is going to be very dangerous at our corner. Our traffic is heavy there, but I can see problems with it.

Waukegan had them years ago and they have torn them out. They had the medians. They had the flowers planted and all that. They torn them out in lieu of widening the road, which make it safer and it made a place for snow removal. It was easier then the snow plows nicking up all of that high 6-inch curb or whatever you want to call it.

Also I do object a little bit to most of the property being taken out of my side of the road. I can't help that the McDonald's was built across the street; however, that was a portable building. It was put up in a matter of one week's time and it can be knocked down and moved in that same length of time.

So, therefore, I would like you to consider a change in the amount of land that is being taken off of my property.

We already have land taken off of our property that shouldn't be. Our line should be on the west side of 45 and not on the east side of 45.

Politics did that to us.

And so we have lost a lot of land and we don't have much left any more.

And we have many problems there that need to be addressed, also. Salt is coming onto one pond as water is coming from four directions. We are getting runoff from the roads. We are getting runoff from the filling station. We are getting runoff from the Country Squire, the salt that they use for snow removal.

So we have to look at the drainage as well.

And, also, we need to run in sewer and water to our property on the north end and we would have to go under the road. If you widen the road, it would be another further distance for us to go and be more expensive.

That is all I can think of at this particular moment.

Do you have anything to say, Paul?

PAUL BEEMSTERBOER: Ditto.

\* \* \* \* \*

ROBERT P. NEAL: My name is Robert P. Neal. I live at 38933 Delany Road, Wadsworth, Illinois.

I am a member of the Lake County Board. I am a member of the Public Service Committee and I am a Director of the Illinois Tollway Authority and a local businessman.

In looking over the entire plan, I think that it is a wonderful plan and I am looking forward for the right-of-way being identified so everyone knows where they should or shouldn't build or where we should or shouldn't allow new businesses to have entrances onto the various roads.

However, I am concerned about the section from Route 120 to Brae Loch Road. The plan shows a 30-foot raised median, and I think that is an error in judgment and should be looked at as five lanes with a left-turn lane as is being built through the middle of Mundelein.

I think there are many businesses through this section which will be adversely affected and I just do not see the purpose of the 30-foot raised median.

The only other error that I see, or wrong being done, is at the southeast corner of Gages Lake

Road and Route 45. It is showing that the right-turn lane will be so close to the business there in that corner that the business will virtually be put out of business. And yet there is no planned acquisition of that business.

And I think that that is putting a very big hardship on the business and it should be reconsidered and a right-turn lane should be put in there and that entire intersection should be cleared.

Thank you.

\* \* \* \* \*

PATRICIA KOHLMAYER: Patricia Kohlmeyer, 33261 North Highway 45, Wildwood, representing Warren Electric, Incorporated.

Some of my concerns are the raised median, which I think is really -- I don't feel is called for. I think it causes more of a problem than it helps.

I think turn lanes could work just as well. They are working very well on Rollins Road and all the other places, where the traffic moves just as easily.

I don't think that they will be having a full 55-mile an hour zone going through there. I am certain it will be in line with the residential area.

I am afraid people will be going through the residential area, hampering the residents and the children and the animals in that area. Rather than use the turnarounds, they will be using the side streets.

I am concerned about the frontage being taken away from the business because it will virtually limit us to practically no parking at all.

We are a business that has been established for some forty-some years. And we have gone through, you know, a lot of remodelling and we depend on walk-in customers a great deal. I think it is definitely going to hamper our business.

And I am concerned about the down time and what will be happening with the businesses to allow through traffic at that time, so the businesses won't be at a standstill while they are doing all the construction.

And we talked about the emergency vehicles, how the emergency vehicles will be able to get to the areas with the raised median. It is going

to put a -- cause more accidents, I would think, than if they were just allowed to be able to turn without going in the wrong lanes and everything else.

I think I covered just about everything.

MARTHA LATZ: The only concern I had is if you are coming north, heading south, to have to go down and, you know, turn at the intersection. I don't -- I don't find that -- that is all I can tell you. I am trying to sum it up as fast as I could there.

Yes, I do think that the property could be taken more from the west side of the road, not having to hamper the businesses, since it is open space there from the Forest Preserve.

PATRICIA KOHLMAYER: I think more study could be done in that direction, to contact the Forest Preserve and work with them so as not to hurt the businesses and the residents along there.

That is it.

\* \* \* \* \*

CLIFF JACOBS: My name is Cliff Jacobs, 7740 Geneva Drive in Gurnee 60031.

My suggest would be between 120 and 132 to take most of your right-of-way needs from the side of the road that isn't developed, which is on the Third Lake Side. And I believe there would be a lot less impact to that residential -- new residential -- area that is on the right side, which, of course, is where I live.

It would straighten out the road. You can't straighten it out completely without going through that lake.

\* \* \* \* \*

HOWARD SIMPSON: Howard Simpson, 17000 Wadsworth Road, Old Mill Creek. Temple Farms.

I am very much in favor of the bypass around Millburn.

And overall it looks like from a planning stage that the people, who planned it, took into consideration a lot of different factors and came out with the best solution that I have seen to date.

\* \* \* \* \*

PETER ELLISON: Peter Ellison, 146 Main Sail Drive, Grayslake -- actually, Third Lake.

Where Sunshine Road goes east of 45, it would be less expensive and use less land if northbound and southbound Grand were merely jogged to the west just south of Sunshine than to move the intersection of Grand and Sunshine west by 100 or 200 feet.

It would be far less expensive than reconfiguring that whole intersection; especially, considering that the chances of additional homes and businesses will be built on those two roads are almost nil.

\* \* \* \* \*

BOB MAY: My name is Bob May.

I am concerned with access for southbound traffic on Highway 45, just south of Sand Lake Road, to be able to make a left-hand turn into the business that is currently rented by RJB Motors.

If there is no left-hand turn access at that business, there is no capability for entering the property by southbound traffic until you reach

Grand Avenue. In which case, they have to do some kind of jogging around to get on northbound 45.

Second item, Item No. 2, I am also concerned with the grade of the road. I would like to see the grade of the road at that same place, which is just south of Grass Lake road, brought down to provide better visibility to the intersection.

Currently, it is a blind intersection. I understand that there will be lights added in the future but I think, when the modifications to the road are made, if the grade could be lowered, it would help to prohibit any type of accident from occurring.

Sounds good?

BOB BUEHLER: That is exactly what I was thinking.

My name is Bob Buehler for the record and I am the -- I own RJB Automotive.

And the same thing, I am interested getting ease and access for my customers to come and go without having to go down to Grand Avenue, which will be a mess. It is now. In twenty years, I am sure it will be even worse.

That would be my only concern.

\* \* \* \* \*

RICH GAPINSKI: My name is Rich Gapinski.

I am here on behalf of my parents, Dorothy and Bud Gapinski. They live on Route 45, 33645 Route 45. They are the last house, going north, before you see Gages Lake off of 45.

My specific comments, and I think theirs are the same, are that the area that is being proposed to be changed off of the east side of 45 should be -- really, they should consider the opposite side of the street because of the nature of all the housing that is in that area now and the opposite side, being the west side, doesn't have any sort of housing that would have to be replaced.

And it makes sense, and Chris agrees, that the proposal should be considered where the majority of the space would be taken on the opposite side. That way the impact of the housing and so forth on the east side wouldn't be affected.

\* \* \* \* \*

CHRIS WESSELS: My name is Chris Wessels and I live at 33567 North Highway 45.

I am third generation in that home. My grandfather purchased that home from John Gage. That is why it is Gages Lake that we live on right there.

They already took part of the front yard when they put the turn lane in at Brae Loch Road and now they are proposing to take more of the front yard.

On the opposite side there is only parking lot that belongs to the Forest Preserve, which I understand, when we get to the Forest Preserve involved in this, it is a complicated issue.

But, as far as what my tax dollars will be spent on, it will cost a lot more money to purchase all the property on the east side of 45 when there is nothing on the west side of 45.

From 120 all the way to Grand Avenue the majority of the land is vacant on the west side of Route 45.

My second concern is the median that they intend to put in there, a grass median, which means I cannot come home from work and pull into my driveway with some sort of turn lane. I will have to go down and do a U-turn in an intersection.

Nor would I be able to pull out of my

residence and go to most of the shopping, which we do, which is to the south. Again, I will be forced to do a U-turn in the middle of another intersection.

My other concern is that at a previous meeting it was brought to my attention that we will be reimbursed, obviously, for our property and what they take.

One concern is I have a one hundred and probably a twenty-five year old maple. It is probably the prettiest tree on the property that is approximately six-foot in diameter.

How can I expect to be compensated for something that old?

On top of -- they compensate you, I believe, at fair market value for your property but what can --

How do they take into account for the depreciation of my property when the trucks are even closer to my living room and the noise that it increases in my home?

Thank you.

\* \* \* \* \*

JOHN LaMOTTE: John LaMotte, The Lakota Group, representing the Village of Old Mill Creek. And I would like the following statement written into the record.

This is our official position and I am going to submit this. This we think was submitted on the 5th of October, but we are not sure; so we want to do it officially and get it in the record.

"October 5, 1994. Rich Starr, Illinois Department of Transportation, 201 West Center Court, Schaumburg, Illinois 60196.

"Re: SRA Route 45 Draft Final Report.

"Dear Mr. Starr: On behalf of the board of Trustees and Plan Commission of the Village of Old Mill Creek, Illinois, I am sending this letter to indicate our continued support for the western bypass of Route 45 around the Millburn Historic District. More specifically we support the inner alignment of the western bypass as recently delineated by IDOT in the Strategic Regional Arterial Study of Route 45.

"However, we are recommending that this right-of-way be slightly modified so that it's southern most segment is located further west along the west edge of the Anderson property rather than

through its middle. We feel that this would be efficient layout in regards to the current and future use of this specific property.

"Please note that we are incorporating the inner alignment right-of-way with a revised southern segment into our plan for the Millburn area. We will present the draft Millburn Area Plan at the IDOT SRA Route 45 public hearing on October 20 for review by your engineering team.

"Should you need further information from Old Mill Creek please contact our village planner, John LaMotte of The Lakota Group at 312-654-5440. We would like to thank IDOT and the Lake County Department of Transportation for the assistance provided to us in regards to the preservation of Millburn and the long-range planning of our overall village.

"Sincerely, Paul Koppen, Village President."

\* \* \* \* \*

BOB HOLBACH: Bob Holbach and Susan Holbach,  
19381 Grass Lake Road.

SUSAN HOLBACH: We don't think that they have explored the options to go east as much as they have to go west around Millburn.

BOB HOLBACH: And, you know, using the east route they would not have to relocate anybody's home. Right now there are two homes that are being relocated.

If they are worried about preserving the houses, they can do that. But by preserving Millburn, they are taking out some other homes; so where is the tradeoff. I mean, they have the option to save everybody's home.

You know, it seems like it went so quick on the things and the decisions were made so quick. I know, when there was a meeting at the church in Millburn about a year, there was representatives there from Lindenhurt, the mayor and everything, and there were representatives from the Temple Farms.

At that point Bob -- what is the guy's last name, the guy that is on the County Board? I can't think of his name right now -- Bob Neal. He made a recommendation that morning to the County Board to go ahead with the west route.

And then at that meeting he found out

about a subdivision going in that -- when the bypass goes through, it will bisect that subdivision. And it has been real hush-hush. It seem like you haven't heard enough about it.

And it seems like they kind of snuck it in, this whole deal. And I really don't -- you know, it seems like there has been a lot of hand holding.

Bob Neal made a recommendation to the County Board to use the western route. There was other proposed alternatives at that point. And he didn't even know -- and he found out that day and he told the people, "You are going to have to make sure you have enough room."

I mean, all their groundwork had been done. There has been a lot of -- it seems like there has been a lot of shifty stuff going on.

And, now, this deal with Grass Lake Road they are talking about, rerouting it. We are trying to find out about that and we are not getting the information on that.

I can understand them planning for the future and doing all this stuff but it was all said and done before it was really -- you know, before enough people knew about it.

What were you going to say?

SUSAN HOLBACH: Nothing.

BOB HOLBACH: I mean, how is the state going to compensate like Milt Anderson, whose house -- he is retirement age and, you know, he has a beautiful home and he is not going to be able to sell it.

That is not fair. That is not fair. It is just not fair. I don't know, but I suppose I don't have anything else to add to it.

\* \* \* \* \*

JOHN WOLF: John Wolf, President of Anchor Bank.

Basically, when we looked at the piece of property that we purchased, IDOT had told us that it was supposed to be a separated four-lane highway with a fifth lane for turning both ways.

There seemed to be a very, very good expectation to see that the road has to be expanded because of the fact there is a lot of traffic; however, the raised median is what we are objecting to and that because of the fact that we would have no access out or into the bank property without somebody

coming into the bank and going back towards the same way that they came.

That doesn't make sense. They would have to go around, all the way around, to 83 and back around to get to their house. They can't turn around and go back.

And the one thing about banking is convenience. And they might as well say that we better close the bank down. It is not a good situation.

We also have -- I talked to the lady up here and she says that they are going to put some type of access on our property -- not our property -- but 27 or 28 acres between Washington and I believe it is Cottage to get into the commercial property.

Well, right now I have a four-lane entrance that I built according to IDOT specifications. And I would like to see that opening at our entranceway right now; because, if they put it farther down, there is no way that my people can get down there because there is no -- the actual commercial property is not developed down there yet.

So I would like to see it at our location where the driveway is already existing; and then, as

the commercial adds on, they can come in there and go down the line.

That is about it.

\* \* \* \* \*

RUSSELL R. GWALTNEY: Russ Gwaltney, Century 21. I will put my comment in the box.

Would you note that I am going to put my comment in the box?

\* \* \* \* \*

BOB OLD: My name is Bob Old. I live at 731 Penn Boulevard in Lindenhurst.

The concerns that I had was two of them. The realignment of 45 around Millburn and Grass Lake there needs to be coordinated with a fix-up, improvement, of Route 132 between Route 45 and the tollway.

If we are going to get -- I come over Grass Lake to 45 and Millburn Road to get over to the tollway in the morning on the way to work. And, if we are going to be more or less restricted from going through Millburn Road, we need that Grand Avenue

straightened out, also.

Grand Avenue is really a mess right now. And I was hoping to find out a little more about that, too, today.

I also would like to see a little more about Miller Road and Kelly Road. The maps and the pictures for the realignment of Miller Road, that all seems to go off the edge of the map today.

And I guess that is all I wanted to say.

\* \* \* \* \*

MICHAEL BERGER: Michael Berger, 1802 E. Belvidere Road, Grayslake, 60030. Grayslake Currency Exchange, Inc. And this is Karen Rungard.

We opened our store, currency exchange, on July 11, 1994, at the cost of \$23,500; a monthly rent of \$1,100, with it going up every year. And we derive our business from the community and most of all in the suburbs from the driving traffic.

One of the major thoroughfares is Route 45, which we planned in the earlier months before we opened up the store to derive about 30 percent of our business off of 45.

And by eliminating the drive-through, the driveway, off 45, would seriously hinder our progress. And I feel it is a bad -- I think it is a bad business, whatever -- you know, it would hurt business, period.

KAREN RUNGARD: You said it all.

MICHAEL BERGER: Businesses thrive off traffic.

And, if no one is able to see our store, traveling at 55 miles an hour or whatever the speed limit is going to be -- I am sure, as a six-lane highway, it is going to be 50 miles an hour or greater -- people don't have a chance to turn around. Nor would I want them to turn around while they are driving, looking for something, because it would only cause serious accidents anyway.

But we never planned on this happening and we were never told by the village when we were applying for our license -- the village, when we were trying to get signed permits.

We were never told by Esper Peterson, the owner of the property, that this was in the works. And I am sure that this was in the works for quite some time and it wasn't just thrown up on the board

this past week. And that was the first time that we heard of it.

So to end this conversation, I would like to say, no, for the six-lane highway on Route 45, going north from Route 120 to Wisconsin.

Leave the River -- what is the name of the shopping center? Country Faire Plaza -- leave Country Faire Plaza alone. Let the driveway off Route 45 stay.

Thank you.

\* \* \* \* \*

PAT CAREY: I am Pat Carey. I am the Mayor of Grayslake.

We have previously communicated to IDOT our opposition to a raised median in the proposed 45 project. And I just want to take this opportunity to restate our opposition to the raised median.

We feel that it would be very detrimental to the businesses that are currently along Route 45 between 120 and Center and even north of Center, up to Washington.

And we feel it would also be detrimental to future commercial development along this corridor, which is certainly in our eyes a primary future commercial corridor for the village.

Of particular importance is to ensure that there is an entrance into the Country Faire Plaza from Route 45. The plan, that I am looking at tonight, does not show that; and that is absolutely vital to the success of that shopping center.

That is it.

\* \* \* \* \*

IRENE DRUCE-HOFFMAN: Irene Druce-Hoffman.  
38625 Route 45, Wadsworth in Millburn.

Route 45, like it is presently planned, is going through 38 of our acres, in the middle part, in the best part of the land. And we sure don't like it.

People, who planned it, never asked what we thought of it. They went right ahead and did whatever they wanted.

And we already gave so much -- we had to give 110 acres to the Forest Preserve and now this

again.

And now they are going to put that new sewer line into the east, which we own 30 acres, too; and they put that right through ours, too.

So we don't think it is quite fair that we get shafted so many times.

And then they have our land all planned out for a subdivision and our woods for a village clean-way, Old Mill Creek has; and that is not fair. It is not even democratic.

I mean, I think in a democratic society everybody has a voice. And what they are doing sure isn't right.

And I think they should -- with 45, they should put it more to the east so it would go more to the bad lands than to the best part.

Right?

THOMAS DRUCE-HOFFMAN: Yes, pretty much.

But everything is set; right?

IRENE DRUCE-HOFFMAN: Well, yes.

They did just -- you know, we are a finished product and never had any input into it so we just --

THOMAS DRUCE-HOFFMAN: We feel like we are

being left out of the picture.

IRENE DRUCE-HOFFMAN: Yes.

THOMAS DRUCE-HOFFMAN: Not given any voice  
or any rights.

IRENE DRUCE-HOFFMAN: That is right.

We don't have any rights. And they have  
taken 4 acres again. They took already 110 for  
hardly any money at all and it is not right.

THOMAS DRUCE-HOFFMAN: No, it isn't.

IRENE DRUCE-HOFFMAN: That is about it.

Thank you.

THOMAS DRUCE-HOFFMAN: Thank you very much.

\* \* \* \* \*

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



# PUBLIC MEETING REGISTER

**Project:** U.S. ROUTE 45 FROM IL-120 (BELVIDERE RD.) TO STATE LINE ROAD

**Location:** LAKE COUNTY FAIRGROUNDS      **Date:** 10/20/94      **Time:** 2-7 P.M.

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

	Name (Please Print)	Address	Representing
P	1 RAY BOLLER	3856'S US HWY 45 OLD MILL CREEK Zip 60083	Self <input checked="" type="checkbox"/> Other VILLAGE OF OLD MILL CREEK
L	2 John O'Halloran	111 N. Canal Chicago Zip	Self <input checked="" type="checkbox"/> Other
E	3 MARIANNE Guy	20906 WHITE Anchorage Zip 60002	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
A	4 JAMES L. JOHNSON	35357 RT 45 GRAYS LAKE Zip 60046	Self <input checked="" type="checkbox"/> Other
S	5 [Handwritten Name]	_____ Zip _____	Self <input checked="" type="checkbox"/> Other [Handwritten]
E	6 Don and Linda Haleon	19108 W. Kelly Lake Villa Zip 60046	Self <input checked="" type="checkbox"/> Other
P	7 DAN MORAN	_____ Zip _____	Self _____ Other THE NEWS-SUN
R	8 Milton Anderson	19176 W. Grass Lake Rd Lake Villa Zip 60046	Self <input checked="" type="checkbox"/> Other
I	9 [Handwritten Name]	9101 HARVEST DR [Handwritten] Zip 60002	Self <input checked="" type="checkbox"/> Other
N	10 Lee Zuchowka	Lee's Automotive Serv WILLOW ILL Zip 60030	Self <input checked="" type="checkbox"/> Other BUSINESS
T	11 Richard C Block	21022 W. Rollins Rd LAWSON ILL 60046 Zip	Self _____ Other CONTRACTORS ELECT 7325 N. HWY 45 WILLOW ILL 60030
	12 [Handwritten Name]	547 Grass Lake Dr Grass Lake Zip 60030	Self <input checked="" type="checkbox"/> Other

# PUBLIC MEETING REGISTER

**Project:** U.S. ROUTE 45 FROM IL-120 (BELVIDERE RD.) TO STATE LINE ROAD

**Location:** LAKE COUNTY FAIRGROUNDS

**Date:** 10/20/94

**Time:** 2-7 P.M.

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

	Name (Please Print)	Address	Representing
P	1 Walter Krumrey	19305 Washington Grayslake <sup>IL</sup> Zip 60030	Self <input checked="" type="checkbox"/> Other
L	2 RICHARD SCHUBERT	38924 N. Hwy 45 LAKEVILLE Zip 60046	Self _____ Other
E	3 SHIRLEY CHRISTIAN	633 STUART Grayslake Zip 60030	Self _____ CHAMBER Other <input checked="" type="checkbox"/> OF COMMERCE
R	4 JOANNE LAWRENCE	376 S. SLUSSER 6. GRAYSLAKE Zip IL 60030	Self _____ Other <input checked="" type="checkbox"/> ANCHOR BANK
S	5 CHOCIS SIMINAT MILL CREEK AUTO WTRKS	35785 N. Hwy 45 LAKEVILLE Zip 60046	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> Mill Creek & Wash
E	6 LARRY & TAMMI FASMUSSEN	38713 N. US Rte 45 MILBURN Zip 60046	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> PAMPERSO PETS
	7 HENRY & JUDY Mueller	514 WHISPERING PINE LAKEVILLE Zip 60046	Self <input checked="" type="checkbox"/> Other
P	8 Joseph Bauer	35850 Rt 45 Lakeville Zip 60046	Self <input checked="" type="checkbox"/> Other
R	9 Dawn Tompau	1403 Plum ct mt Prospect Zip 60056	Self <input checked="" type="checkbox"/> WRIGHTWAY Other PLAZA
I	10 [Signature]	1437 Elizabeth Ln Glenview IL Zip 60025	Self _____ WRIGHTWAY Other PLAZA
N	11 [Signature]	40058 Hwy 45 LV Zip 60046	Self <input checked="" type="checkbox"/> Other COUNTRY KENNELS
T	12 ROBERT KOTHAN [Signature]	99 S US Rte 45 Grayslake Zip 60030	Self _____ Other

# PUBLIC MEETING REGISTER

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

	Name (Please Print)	Address	Representing
P	1	<u>575 W. WOODLAND AVE</u> Lindenhurst Zip 60046	Self <input checked="" type="checkbox"/> Other
L	2	<u>2402 Elm ave</u> Zip 60099	Self _____ Other Pioneer Press
E	3	<u>Wadsworth</u> 38350 <sup>Hwy 45</sup> Zip 60083	Self <input checked="" type="checkbox"/> Other
A	4	<u>26645 Hwy 45</u> Belleville Zip 60046	Self <input checked="" type="checkbox"/> Other
S	5	<u>2301 E. SAND LAKE RD</u> Lindenhurst Zip 60046	Self _____ Other Village of Lindenhurst
E	6	<u>33359 W. EASTWOOD</u> WILDWOOD Zip 60030	Self <input checked="" type="checkbox"/> Other
P	7	<u>Schenectady</u> Schenectady Zip 60194	Self _____ Other I DON
R	8	<u>19073 W. Grass Lake Rd.</u> Lakewood Zip 60076	Self _____ Other Millburn Cong. United Church of Christ
I	9	<u>39670 N. Hwy 45</u> Lakewood Zip 60046	Self <input checked="" type="checkbox"/> Other
N	10	<u>38950 N. Crawford</u> Wadsworth Zip 60083	Self <input checked="" type="checkbox"/> Other
T	11	<u>18505 W. GRAND</u> Lakewood Zip 60046	Self _____ Other
	12	<u>Third class</u> IL Zip 60046	Self _____ Other Village of Lake

# PUBLIC MEETING REGISTER

**Project:** U.S. ROUTE 45 FROM IL-120 (BELVIDERE RD.) TO STATE LINE ROAD

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**Date:** 10/20/94

**Time:** 2-7 P.M.

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

	Name (Please Print)	Address	Representing
P	1 JACK HERMAN	247 NORMAN DR GRAYSLAKE Zip 60030	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/> WILLOW SERVICE COMPANY
L	2 HOWARD SIMPSON	17000 WADSWORTH RD OLD MILL CREEK Zip 60083	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
E	3 Richard RAFTIS	17675 WARREN WILLOW Zip 60030	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/> County Board; Lake Co Farm Bureau
A	4 DAWN BRUZAN	38710 N. HWY 45 MILBURN Zip 60083	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
S	5 ROBERT P NEAL	38933 DELANY ROAD WADSWORTH Zip 60083	Self <input type="checkbox"/> Other <input type="checkbox"/> LAKE COUNTY BOARD
E	6 ROBERT EBERHARDT	39840 N. RT 45 LAKEVILLA IL Zip 60046	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
P	7 Diane DeLant	39840 N. RT. 45 LAKEVILLA Zip 60046	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
R	8 DOUG SHEEMAN	745 MERRILL LN. GRAYSLAKE Zip 60030	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
I	9 William J. BALCOCK	19462 W. GRASSLAKO RD LAKEVILLA Zip 60046	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
N	10 E. Neiburger	33263 N. Cove Rd WILLOW Zip 60030	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
T	11 R. HEFFES	18830 W. FAIR CREEK RD LAKEVILLA IL 60046 3535 WASHINGTON MUNEE IL Zip 60031	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/> U.S. DEVELOPMENT COFF
	12 Esper Peterson	3535 Washington St Munee IL Zip 60031	Self <input checked="" type="checkbox"/> NORDIC PROPERTIES Other <input type="checkbox"/>

# PUBLIC MEETING REGISTER

**Project:** U.S. ROUTE 45 FROM IL-120 (BELVIDERE RD.) TO STATE LINE ROAD

**Location:** LAKE COUNTY FAIRGROUNDS      **Date:** 10/20/94      **Time:** 2-7 P.M.

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

	Name (Please Print)	Address	Representing
P	1 BYRON PRAS	42150 Rt 45 1/2 NORTH Rt 173 Zip	Self _____ Other OWNER Ref:
L	2 PATRICIA KUMMEYER	33261 N RTE 45 WILLOWOOD Zip 60030	Self _____ Other WARREN ELECTRIC
E	3 MARTHA LATZ	33261 N RTE 45 (WILLOWOOD) Zip 60030	Self _____ Other WARREN ELECTRIC
R	4 GEORGE RANNEY	18202 CAMDEN RD GRAYS LAKE Zip 60030	Self _____ Other Prairie Holdings, Cognate
S	5 NAN - CHU CHEN	33950 N. RT 45 Gages Lake Zip 60030	Self _____ Other County Motel
E	6 Paul Beemsterboer	32800 N. Hwy 45 Grayslake Zip 60030	Self <input checked="" type="checkbox"/> Other Dutch Gardens
P	7 ELEANOR Beemsterboer	990 TAYLOR DR 4203 GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other PROP OWNER NEW COR 45x120
R	8 Joan H. Heseltine	33977 N. Hwy 45 Gages Lake Zip 60030	Self <input checked="" type="checkbox"/> Other midnite Blue Lg.
I	9 Marilyn Jacobs	7740 Geneva Gurnee Zip 60031	Self <input checked="" type="checkbox"/> Other
N	10 CLIFFORD F JACOBS	7740 GENEVA DR GURNEE Zip 60031	Self <input checked="" type="checkbox"/> Other
T	11 JOHN J. TIERNEY JR P.E.	7669 Mendocino Dr. Gurnee IL Zip 60031	Self <input checked="" type="checkbox"/> Other
	12 RONALD BRUZAN	38710 N. Hwy 45 Old Mill Creek Zip 60088	Self <input checked="" type="checkbox"/> Other

# PUBLIC MEETING REGISTER

**Project:** U.S. ROUTE 45 FROM IL-120 (BELVIDERE RD.) TO STATE LINE ROAD

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

	Name (Please Print)	Address	Representing
P	1 Mark Schmitt	Lake Co. DOT 600 W WINCHESTER RD LIBERTYVILLE Zip 60048	Self _____ Other LCDOT
L	2 Bob May	839 Colony Ct Lindenhurst Zip 60146	Self <input checked="" type="checkbox"/> Other _____
E	3 BOB BUEHLER	842 Colony Ct Lindenhurst Zip 60146	Self <input checked="" type="checkbox"/> Other _____
A	4 JULIE ELLISON	1 1/2 MAIN ST GRAYS LAKE Zip 60130	Self <input checked="" type="checkbox"/> Other _____
S	5 FETA ELLISON	_____ _____ Zip _____	Self <input checked="" type="checkbox"/> Other _____
E	6 Reva Konfes	1025 Shore Ln Libertyville Zip 60048	Self _____ Historic Millburn Other _____
P	7 Joseph Konfes	1025 Shore Ln Libertyville Zip 60048	Self _____ HIST. MILLBURN Other _____
R	8 Russell Swathney	33860 N Hwy 45 Lansdale Zip 60030	Self <input checked="" type="checkbox"/> Other _____
I	9 JOHN SALATA JR	4190 GRAND CORNELL Zip 60031	Self <input checked="" type="checkbox"/> Other _____
N	10 RICH CRANSKI 33	33645 RT 45 GRAYLAKE Zip 60130	Self <input checked="" type="checkbox"/> Other MEM + ORD
T	11 CHAS WESSELS	33567 N. HWY 45 GRANSHIRE IL Zip 60030	Self <input checked="" type="checkbox"/> Other _____
	12 KAREN LLOYD	1802 E BELVIDERE GRAYS LAKE IL Zip 60130	Self _____ Other GRAYS LAKE DICKENS EXCHANGE

# PUBLIC MEETING REGISTER

**Project:** U.S. ROUTE 45 FROM IL-120 (BELVIDERE RD.) TO STATE LINE ROAD

**Location:** LAKE COUNTY FAIRGROUNDS      **Date:** 10/20/94      **Time:** 2-7 P.M.

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

	Name (Please Print)	Address	Representing
P	1 Dawn Revenaugh	38500 RT 45 (old mill creek) Millburn Zip 60083	Self <input checked="" type="checkbox"/> Other
L	2 William Revenaugh	38500 RT 45 Millburn zip 60083	Self <input checked="" type="checkbox"/> Other
E	3 Roger Broders	35825 N RT 45 L.V. Zip 60046	Self <input checked="" type="checkbox"/> Other
R	4 Alan Klugiewicz	181 Westfield Pl Graylake Zip 60030	Self <input checked="" type="checkbox"/> Other
S	5 JOHN STOKOVICH	610 PETERSON RD LIBERTYVILLE Zip 60048	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/> MOST HOLY MOTHER OF GOD
E	6 Bob & Susan Halberd	14381 W. Shan J. Dr Miller Zip 60046	Self <input checked="" type="checkbox"/> Other
	7 Darlene Jettinago	19610 W. Grass Lake Rd Lake Villa Zip 60046	Self <input checked="" type="checkbox"/> Other MHCA, Inc.
P	8 FRED FOXTINGER	19610 GRASS LAKE RD LAKE VILLA Zip 60046	Self <input checked="" type="checkbox"/> Other
R	9 MaryBeth Rosell	408 Northgate Lindenhurst Zip	Self <input checked="" type="checkbox"/> Other
I	10 Sharon Bear	19020 Grass Lake Rd Millburn Zip IL	Self <input type="checkbox"/> Other MHCA Inc
N	11 Wolf Berthold	19020 Grass Lake Rd Millburn Zip 60086	Self <input type="checkbox"/> Other MHCA, Inc.
T	12	_____ Zip	Self <input type="checkbox"/> Other

# PUBLIC MEETING REGISTER

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

	Name (Please Print)	Address	Representing
P	1 John LaMotte The Lakota Group	223 W. Erie St Chicago IL Zip 60610	Self <input type="checkbox"/> village of Other <input type="checkbox"/> OLD MILL CREEK
L	2 SHARON NELSON	17970 MILBURN OMC Zip 60083	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
E	3 JOHN E WOLF ANCHOR BANK	34354 N. HWY 45 GRAYS LAKE Zip 60030-0270	Self <input type="checkbox"/> Other <input type="checkbox"/> ANCHOR BANK
R	4 Bob Old	731 Penn Blvd LINDENHURST Zip 60046	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
S	5 SUE SPEERT	36742 HWY 45 LAKE VILLA Zip 60046	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
E	6 Jill Brooks	38655 N. HWY 45 WADSWORTH Zip 60083	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	7 Margaret Paulsen	38635 N HWY 45 Wadsworth Zip 60083	Self <input type="checkbox"/> Other <input type="checkbox"/>
P	8 William Paulsen	2443 Penn LINDENHURST, ILL Zip 60046	Self <input type="checkbox"/> Other <input type="checkbox"/>
R	9 ROBERT A GUESON	901 CRESTFIELD AVE LIBERTYVILLE Zip 60048	Self <input type="checkbox"/> Other <input type="checkbox"/> TMA OF LAKE COUNTY
I	10 Marion Atterberg	1019 E. Illinois Rd Lake Forest Zip 60045	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
N	11 Peyton Atterberg	1019 E. Illinois Rd Lake Forest Zip 60045	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
T	12 ROBERT FRANK	PO Box 11 LAKE VILLA Zip 60046	Self <input type="checkbox"/> Other <input type="checkbox"/>

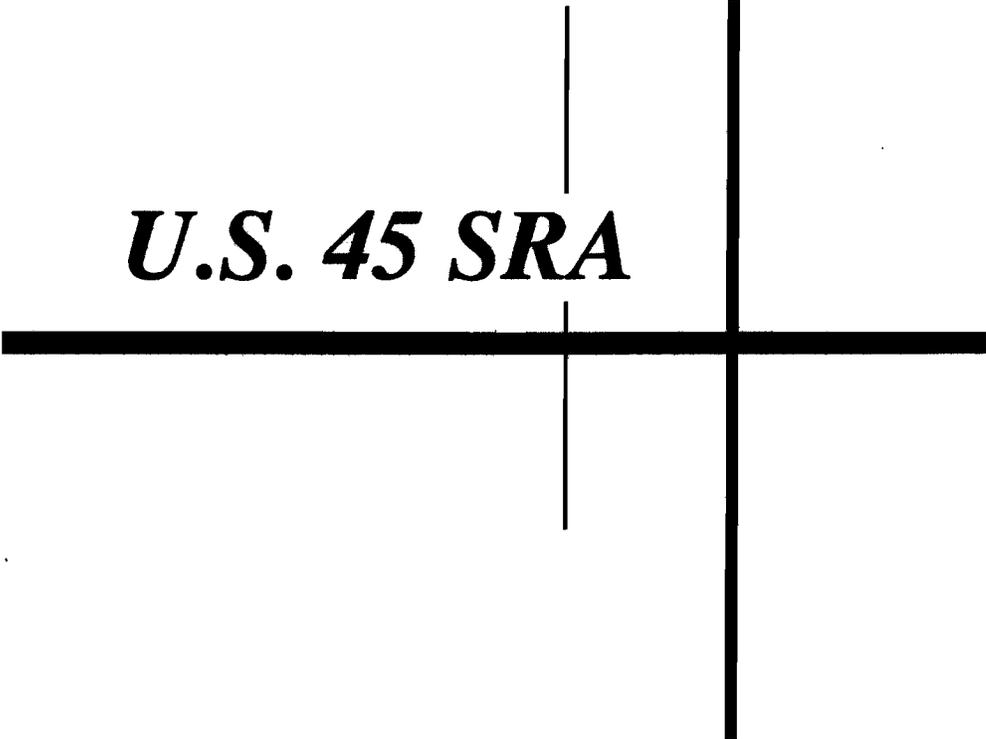
# PUBLIC MEETING REGISTER

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**Location:** LAKE COUNTY FAIRGROUNDS      **Date:** 10/20/94      **Time:** 2-7 P.M.

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

	Name (Please Print)	Address	Representing
P	1 CHARLES MILLER	1398 DAVER CT LINDENHURST Zip 60046	Self <input checked="" type="checkbox"/> Other
L	2 Jim Reding	774 Fieldale Ln GNAUSLAKE Zip 60030	Self <input type="checkbox"/> Other
E	3 Diane Sime-Loeffman	WADSWORTH 60093 Zip	Self <input checked="" type="checkbox"/> Other
A	4 DEN FARRELS	34390 N. RD 45 LAKE JILKA Zip 60046	Self <input checked="" type="checkbox"/> Other
S	5 FRANK DEUBE	6 CLIPPEN GNAUSLAKE Zip 60030	Self <input checked="" type="checkbox"/> Other
E	6 Paul Coleman	439 HERON DR LINDENHURST Zip 60046	Self <input checked="" type="checkbox"/> Other
	7 ROBERT LISK	1454 ROBINCREST LANE LINDENHURST Zip 60046	Self <input checked="" type="checkbox"/> Other
P	8 William Robinson	40174 5th Ln 45 LAKE JILKA Zip 60046	Self <input checked="" type="checkbox"/> Other
R	9 Michael BERGER	1802 E. KENNEDY RD GNAUSLAKE Zip 60030	Self <input type="checkbox"/> Other <sup>Foreign Currency Exchange</sup>
I	10 PAT CAREY	33 S. WATNER CONAUSLAKE	Self <input checked="" type="checkbox"/> VILLAGE OF Other CONAUSLAKE
N	11 KATE WHITE	38516 KENNEDY WILLOWOOD Zip 60093	Self <input checked="" type="checkbox"/> Other <sup>Autism</sup>
T	12 GILBERT KUZCZA	33103 N COVE RD WILLOWOOD Zip 60093	Self <input checked="" type="checkbox"/> Other <sup>WILLOWOOD PARK DIST, GALE LAKE COUN. COMM.</sup>



***U.S. 45 SRA***

**Appendix A**  
**Year 2010 Intersection**  
**Planning Capacity Analysis**  
**and Arterial Analysis**

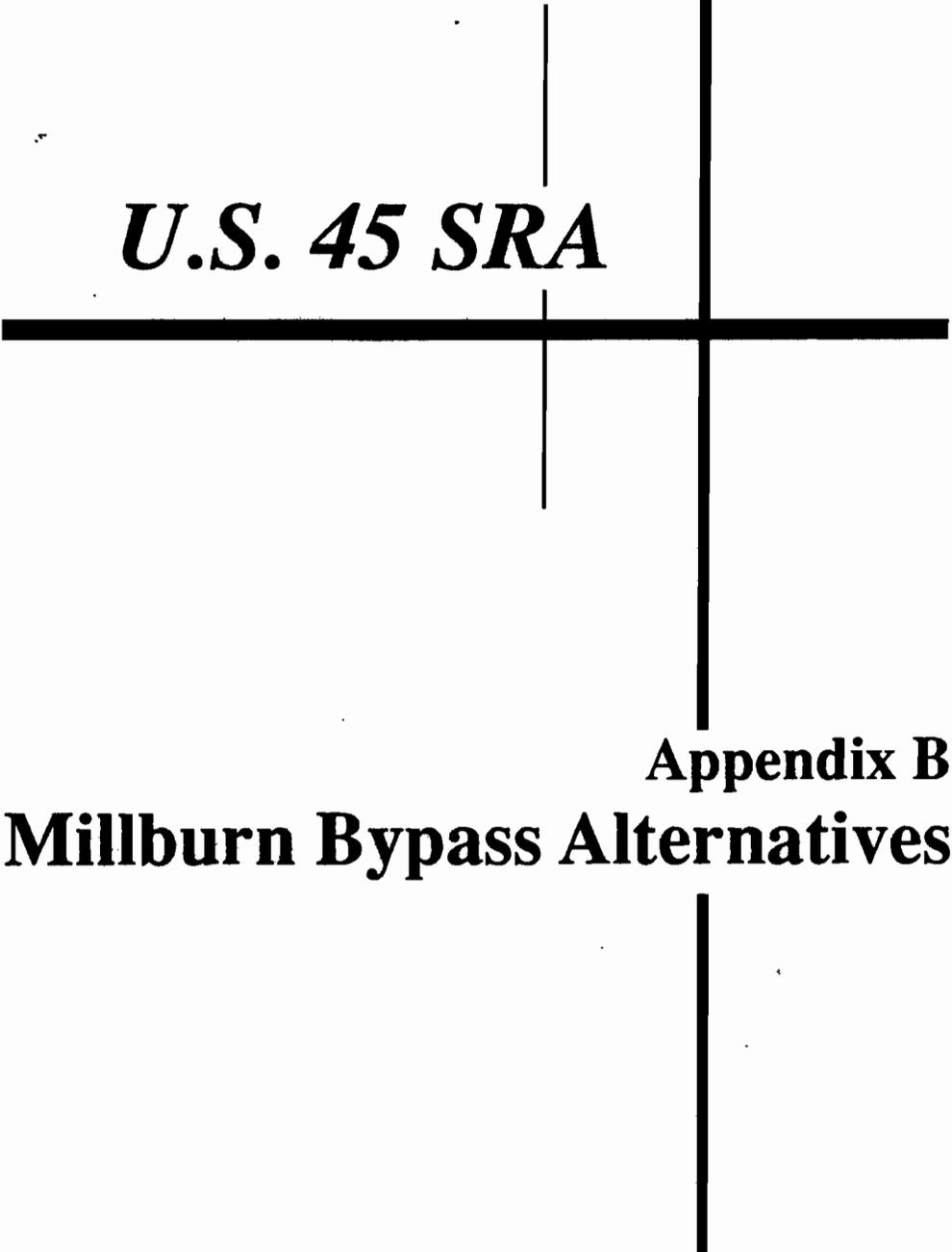




Table A-2  
Suburban Arterial Level-of-Service Analysis  
U.S. 45

Intersection	1	1	1	1	2	3	4	5	6	7	Spacing to Next Intersection	8
	V/C	Left Turn Volume	Number of Left Turn Lanes	G/C for Left Turn	G/C for Left Turn	Thru G/C	Number of Thru Lanes	Capacity	Cycle Length (Seconds)	Arrival Type	Progression Factor	Arterial Type/Class and Speed
IL 120	0.55	220	2	0.07	0.07	0.17	2	546	120	IV	0.71	I-40
Center St.	0.50	115	1	0.08	0.08	0.72	2	2293	120	IV	0.62	I-40
Brae Loch Rd.	0.54	129	1	0.09	0.09	0.73	2	2337	120	IV	0.62	I-40
Gages Lake Rd.	0.61	147	1	0.10	0.10	0.73	2	2344	120	IV	0.71	I-40
Washington St.	0.74	138	1	0.09	0.09	0.49	2	1564	120	IV	0.78	I-40
Park Pl.	0.47	116	1	0.08	0.08	0.70	2	2241	120	IV	0.62	I-40
Sunshine Ave.	0.53	123	1	0.08	0.08	0.72	2	2310	120	IV	0.62	I-40
Rollins Rd.	0.52	135	1	0.09	0.09	0.71	2	2277	120	IV	0.71	I-40
IL 132(realigned)	0.83	275	2	0.09	0.09	0.31	2	995	120	IV	0.71	I-40
Sand Lake Rd.	0.29	60	1	0.04	0.04	0.60	2	1932	120	IV	0.62	I-40
Grass Lake Rd.	0.43	60	1	0.04	0.04	0.39	2	1246	120	IV	0.71	I-40
Kelly Rd.	0.24	45	1	0.03	0.03	0.55	2	1745	120	IV	0.62	I-40
IL 173	0.47	120	2	0.04	0.04	0.33	2	1061	120	IV	0.62	I-40
Edwards Rd.	0.24	45	1	0.03	0.03	0.55	2	1745	120	IV	0.62	I-40
State Line Rd.	0.24	45	1	0.03	0.03	0.55	2	1745	120	IV	0.62	I-40

- (1) From Intersections Planning Capacity Analysis
- (2) G/C for left turns =  $LT\ Vol / LT\ Lanes \times 1500$
- (3) G/C for through movement =  $(V/C\ for\ SRA / V/C\ for\ Intersection) \cdot G/C\ for\ left\ turns$
- (4) Capacity =  $1600 \cdot \# \text{ of through lanes} \cdot G/C\ for\ through\ movement$
- (5) Assumption: 2 Phase Signals 60-90 Seconds 3 Phase Signals 90-1000 Seconds 4 Phase Signals 120-150 Seconds
- (6) Assume Type III, Type IV or Type V, depending on spacing of signals relative to SRA guidelines
- (7) Per HIGHWAY CAPACITY MANUAL Table 11-6
- (8) Per HIGHWAY CAPACITY MANUAL--Assume Types I and II for Suburban SRA's



*U.S. 45 SRA*

**Appendix B**  
**Millburn Bypass Alternatives**

**DATE:** July 19, 1994  
Revised January 5, 1995

**SUBJECT:** U.S. 45 Millburn Bypass

**PROJECT:** GLT31495.03.MB

## **Introduction and Background**

On May 13, 1994, the Illinois Department of Transportation (IDOT) authorized CH2M HILL to perform a "short fuse" alignment study to provide a mathematized centerline and reserved right-of-way for a western bypass of Millburn. The objective and scope of work of the alignment study was to establish a defined alignment consistent with the Strategic Regional Arterial (SRA) bypass corridor recommendations, IDOT design guidelines, and the preferences of Lake County, the Lake County Forest Preserve District, and local governmental agencies. This approved, defined alignment will aid state, county, and municipal governmental agencies in their review of developer requests for access to U.S. 45 and Grass Lake Road. It also will result in preservation of right-of-way for a future bypass.

This technical memorandum presents a summary of the prior SRA evaluations of U.S. 45 corridors through Millburn, the methodology used to define the alignment, and the alignment recommendation agreed to by the various agencies. A mathematized recommended alignment and right-of-way reservation is also presented, based on IDOT metric design standards and metric units of measure.

## **Prior U.S. 45 SRA Corridor Studies**

Implementation of SRA recommended roadway design criteria along existing U.S. 45 in Millburn would severely impact the historic district. Bypass corridor alignments were investigated to avoid the negative right-of-way and community impacts and to minimize pedestrian/vehicle conflicts in Millburn's center. Two general alignment corridors were initially considered and identified as "east" and "west" bypasses.

The following is a summary of the evaluation of the "east" and "west" bypasses extracted from the U.S. 45 SRA Report.

### ***East Bypass***

The eastern alternative follows a north-south alignment, east of the Millburn center. This alignment extends through and bisects the historic district. It would not displace or require relocation of any buildings within the district.

## MEMORANDUM

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Local land development plans are focused on the area west of Millburn. Thus an eastern alignment would not provide improved access to development sites and would not decrease traffic through the Millburn center.

The major environmental impacts associated with this alternative are bisections of the historic district and freshwater wetlands. A Section 4(f) permit would be required for implementation of this alignment and would be approved **only if**:

- There is no feasible and prudent alternative; and
- The project makes all possible efforts to minimize harm.

This route is approximately 0.2 kilometers longer than the western alternative.

### ***West Bypass***

This alternative bypasses Millburn to the west, along a north-south alignment. The alignment extends through and segments a portion of the McDonald Woods Forest Preserve.

With land development plans focused on the area west of Millburn, this alignment would provide an opportunity for improved access to development sites and diversion of east-west traffic from the Millburn center.

Environmental impacts associated with this alignment are limited to encroachment of freshwater wetlands in the McDonald Woods Forest Preserve and taking of public parklands. The western bypass would require a Section 4(f) evaluation because of the forest preserve taking. Also a Section 6(f) review would be needed. Section 6(f) requires provision of replacement lands of equal value, location, and usefulness. The western bypass provides the shortest, most economical route.

### **Evaluation and Selection of a Preferred Bypass**

Over the past 18 months the impacts, advantages, and disadvantages of the alignment alternatives have been discussed by local and regional agencies and units of government. There is unanimity with respect to the need to bypass Millburn, thereby preserving the historic district. The following is a summary of current positions held by local governments:

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- The Lake County Board of Trustees favors the western alignment.
- The Lake County Forest Preserve District approved an alignment (western) that would affect the McDonald Woods Forest Preserve.
- The Village of Old Mill Creek, which recently annexed Millburn, favors a western alignment.
- The Village of Lindenhurst favors an eastern alignment.

Although it approves of the western alignment, the Forest Preserve District is concerned with minimizing impacts and mitigation. The Village of Lindenhurst has been concerned with the right-of-way requirements and other impacts that would conflict with residential developments planned for property just west of the Millburn historic district.

A summary of the qualitative comparisons of each alternative is presented in Table B-1. Based on the environmental impacts, transportation and access considerations, and route length and cost considerations, the western bypass corridor was selected as the preferred alternative in the SRA study. This selection reflects a consensus of local units of government and is thus supported by IDOT.

## Methodology

Readily available mapping, tax maps, land use plans, developer plans, and environmental information (pertaining to wetlands and hazardous and toxic materials sites) were assembled. A composite base plan was developed which includes land use, property boundaries, existing roadway right-of-way, and topographic data. Sources of planning information are shown in Table B-2.

Alternative graphical alignments were developed on the composite base plan consistent with the SRA recommended western bypass corridor concept and IDOT SRA design guidelines. Each alignment was premised on a four-lane divided roadway section with a 6-meter-wide median, a design speed of 80 kph, and a reserved right-of-way of 40 meters. Development of the alignments was constrained to avoid the historic district, minimize encroachment on other sensitive lands, and minimize residential property impacts.

Two alternative alignments were developed and submitted to IDOT on June 7, 1994, for initial review. These alternatives were then submitted to Lake County on June 13, 1994, for review. In its review Lake County obtained input from the Lake County Forest Preserve, the affected municipalities, and others.

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The following summarize the major aspects of each alternative:

- Inner Alignment**                      This alternative begins on tangent, approximately 940 meters south of the Millburn center. It proceeds north through a curvilinear alignment until a parallel alignment 280 meters west of U.S. 45 is achieved. The alignment meets existing U.S. 45 on tangent, 1,000 meters north of the Millburn center. The length of this alignment is 1.9 km.
- Outer Alignment**                      This alternative also begins further south, on tangent approximately 1,220 meters south of the Millburn center. A curvilinear alignment is used to develop a parallel alignment 330 meters west of U.S. 45. The alignment also meets existing U.S. 45 on tangent, 1,000 meters north of the Millburn center. The length of this alignment is 2.1 km.

The "inner alignment" is closest to the historic district and impacts three existing residential properties. One residential property along the proposed alignment, south of Grass Lake Road on U.S. 45 may be a historic site. The alignment minimizes impact to the McDonald Woods Forest Preserve, crossing along the eastern property border, with an estimated taking of 8,500 square meters (approximately 2 acres). This alignment provides a preferred intersection location on Grass Lake Road, with approximately 200 meters between the U.S. 45/Grass Lake Road intersection and the proposed Grass Lake Road/Heritage Drive intersection. Impacts to the proposed Heritage Trails subdivision are minimal. However, the proposed Forest Trails subdivision is bisected, eliminating approximately five lots.

The "outer alignment" is furthest west of the historic district. It minimizes impact to existing residential properties, affecting one existing house. Impacts to the McDonald Woods Forest Preserve are increased, with a taking of 15,500 square meters (3.8 acres) along the eastern property border. The alignment impacts one commercial/agricultural barn structure and property. This alignment yields a reduced intersection separation along Grass Lake Road, approximately 150 meters between the U.S. 45/Grass Lake Road intersection and the proposed Grass Lake Road/Heritage Drive intersection. At the proposed Heritage Trails subdivision, approximately seven lots are impacted. The proposed Forest Trails subdivision property is bisected, with approximately three lots eliminated.

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After completing their review, IDOT and Lake County recommended that a hybrid of the alternative alignments be developed.

The hybrid alignment starts 1,170 meters south of the Millburn center. The alignment proceeds northwesterly along the "outer alignment" until the route is parallel to the existing U.S. 45. The alignment then follows the "inner alignment." The recommended alignment is 2.1 km long. It impacts approximately 14,630 square meters (3.6 acres) of the McDonald Woods Forest Preserve. The alignment also impacts one existing residential property.

Based on review of Old Mill Creek's Millburn Area Master Plan, the proposed alignment was subsequently slightly revised at its south end. As a result, the proposed alignment starts approximately 1,080 meters south of the Millburn center.

The mathematized hybrid alignment is shown in the attached plan.

## **Recommendations**

The SRA study of U.S. 45 in Lake County will recommend a preferred Millburn bypass alignment. The preferred alignment, selected after review of available information and input from local governments, passes west of the Millburn historic district. The location of the proposed centerline minimizes impacts to the McDonald Woods Forest Preserve, and avoids the historic district. It provides for reasonable access to existing and proposed residential properties west of U.S. 45, which is within established SRA guidelines.

The recommended alignment should serve as a basis for review and approval of future development plans. It is the intent of IDOT to record the preferred centerline of the U.S. 45 bypass. Additional studies, an environmental analysis, and further design refinements will be required before construction of the bypass.

**Table B-1  
Summary Evaluation of Millburn Bypass Alternatives**

	<b>Implement SRA on Existing Alignment</b>	<b>East Bypass</b>	<b>West Bypass</b>
<b>Transportation Impacts</b>			
Length of Alignment		1.6 miles	1.5 miles
Quality of Horizontal Geometry	Direct-Mild Curve (Excellent)	Direct-Mild Curve	Direct-Mild Curve
Compatible with Local Transportation Plans	No	No (Millburn)	No (Lindenhurst)
Effect on Traffic Along Existing Alignment	Traffic Would Continue to Increase	Would Reduce Volume on U.S. 45	Would Reduce Volume on U.S. 45
Operating Speed	30-40 mph	50 mph	50 mph
<b>Land Development Impacts</b>			
Compatible with Local Land Use Plans	No	Bisects Millburn Historical District	May Conflict with Planned Residential Development in Lindenhurst
Effects on Existing Residential Properties	Continuous Impacts and/or Disruptions	Skirts Existing Historical District on East Side of Millburn	Serious Disruptions to Planned Residential Development
Effects on Existing Commercial Properties	Minor Impacts	Minor Impacts	Minor Impacts
Farmland/Agricultural Effects	Minor Impacts	Minor Impacts	Minor Impacts
<b>Environmental Effects</b>			
Conflicts with Known Wetlands	None	Some Minor Impacts Apparent	Some Minor Impacts Apparent
Number of River/Stream Crossings	None	No Known Impacts	No Known Impacts
Impacts on Sensitive Land Uses (Churches, Schools, Hospitals, etc.)	Widening Near Church	Widening Near 1 School	No Known Impacts
Historic/Archaeological Impacts	15 Historical Sites	Bisects Historical District	No Known Impacts
Parkland, Forest Preserve Impacts	Widening Near McDonald Woods Forest Preserve	No Known Impacts	Penetrates McDonald Woods Forest Preserve
Noise Considerations	Continuous Impacts or Disruptions	Possible Impacts on Existing Residences to the West	Possible Impacts on Planned Development
Air Considerations	Impacts through Millburn	Positive Impacts Expected	Positive Impacts Expected
<b>Community Acceptance</b>			
To be completed following public hearing			
<b>Costs of Implementation</b>			
Construction Costs		Slightly Higher Due to Length	Moderate
Right-of-Way Costs		Moderate	Probably Highest

**Table B-2**  
**Sources of Planning Information**  
**U.S. 45**

Item	Data Source
Land Use	Field Observations Comprehensive Plans: Village of Grayslake Village of Third Lake Village of Lindenhurst Village of Antioch Routes 45/173 Corridors Task Force
Historic District	Historic Millburn Community Association
Wetlands	National Wetlands Inventory Map
Projected Volumes	CATS
Forest Preserve	Area Maps

EXIST. U.S. 45  
 P.T. STA. 178+05 (SEE NOTE 6) =  
 PROP. U.S. 45 BYPASS  
 P.O.T. N 640380.180  
 E 326743.376  
 3.489 m RT. OF TRAVERSE LINE  
 136.465 m FROM POINT T9437

T9437  
 N 640244.8831  
 E 326761.2963

CURVE NO. 3  
 P.I. N 639722.216  
 E 326841.285  
 $\Delta = 8^{\circ}40'01.40''$   
 R = 1000.000 m  
 T = 75.779 m  
 L = 151.269 m

PROP. INTERSECTION 281.5 m  
 FROM EXIST. U.S. 45  
 N 639482.256  
 E 326840.436

CURVE NO. 2  
 P.I. N 639071.338  
 E 326838.981  
 $\Delta = 30^{\circ}52'52.19''$   
 R = 600.000 m  
 T = 165.724 m  
 L = 323.383 m

APPROX. LOCATIONS OF EXISTING BUILDINGS

EXIST. U.S. 45  
 P.D.T. STA. 111+48 (SEE NOTE 6) =  
 PRDP. U.S. 45 BYPASS  
 P.C. N 638433.917  
 E 327118.226  
 0.249 m LT. OF TRAVERSE LINE  
 449.856 m FROM POINT T9433

CURVE NO. 1  
 P.I. N 638599.640  
 E 327118.813  
 $\Delta = 30^{\circ}52'51.60''$   
 R = 600.000 m  
 T = 165.723 m  
 L = 323.383 m

\*SURVEY COORDINATES

POINT 300	N 636654.625	E 327111.925
POINT T9433	N 637984.098	E 327123.986
POINT T9438	N 640695.300	E 326689.939

- NOTES:
1. BUILDING LOCATIONS ARE APPROXIMATE, AND ARE BASED ON SCALING OF AERIAL PHOTOGRAPHS.
  2. PROPOSED RIGHT-OF-WAY IS TYPICAL. ACTUAL RIGHT-OF-WAY REQUIREMENTS, TO BE DETERMINED DURING FINAL ENGINEERING, MAY VARY ONCE PROFILES ARE SET AND EXISTING TOPOGRAPHY IS CONSIDERED.
  3. DUE TO THE ABOVE, THE PROPOSED ALIGNMENT IS PRELIMINARY. REVISIONS MAY BE REQUIRED DURING FINAL ENGINEERING, AND AFTER EXISTING PROPERTY LINES AND BUILDING LOCATIONS ARE MORE PRECISELY DEFINED.
  4. ALL COORDINATES, LENGTH MEASUREMENTS AND CURVE DATA ARE BASED ON THE METRIC SYSTEM.
  5. THIS PLAN IS BASED ON A FIELD SURVEY PROVIDED BY IDOT, JOB P91-575-93, DURING THE SPRING OF 1994.
  6. THE SOURCE OF EXISTING U.S. 45 STATIONING IS THE FOLLOWING PLAN SET FURNISHED BY IDOT: PROJECT IX-872(13), LAKE COUNTY, C-91-144-75, APPROVED APRIL 12, 1979. EXISTING U.S. 45 STATIONING IS BASED ON THE ENGLISH SYSTEM OF MEASUREMENT.



ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED U.S. 45 MILLBURN BYPASS  
ALIGNMENT PLAN**

DATE: JULY 19, 1994      DESIGNED BY: B. GANNIS  
 REVISED: JANUARY 5, 1995      CHECKED BY: M. HIRSH

**CH2M HILL**

