

# Spotlight



## News about the Illinois 83/137 Study

This newsletter was developed by the Illinois Department of Transportation to update you on the IL 83/IL 137 Study.

### IDOT PROGRESSES PROJECT STUDY

In 2012, the Illinois Department of Transportation (IDOT) began studying potential improvements to an 11-mile section of Illinois Route 83 (IL 83) (Milwaukee Avenue/ Barron Boulevard) and Illinois Route 137 (IL 137) (Buckley Road) in Lake County. The project study extends on IL 83 from Illinois Route 132 (IL 132) in Lake Villa south through the villages of Round Lake Beach and Grayslake to IL 137 then south on IL 137 to east of US Route 45 (US 45) in Libertyville. In this region, IL 83 and IL 137 serve as a main north-south corridor for servicing local and regional traffic. The existing lane configuration varies from two through lanes with various turn lanes to five lanes.

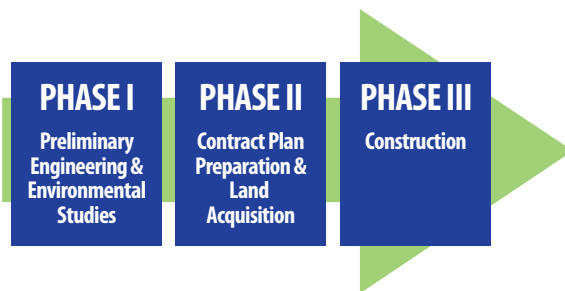
The IL83/137 project is currently in Phase I, which involves preliminary engineering and environmental studies. More information about the status of the IL83/137 project and the study process is provided on the following pages.

Public meetings for the IL 83/137 project were held on March 6, 2012, and May 24, 2016.

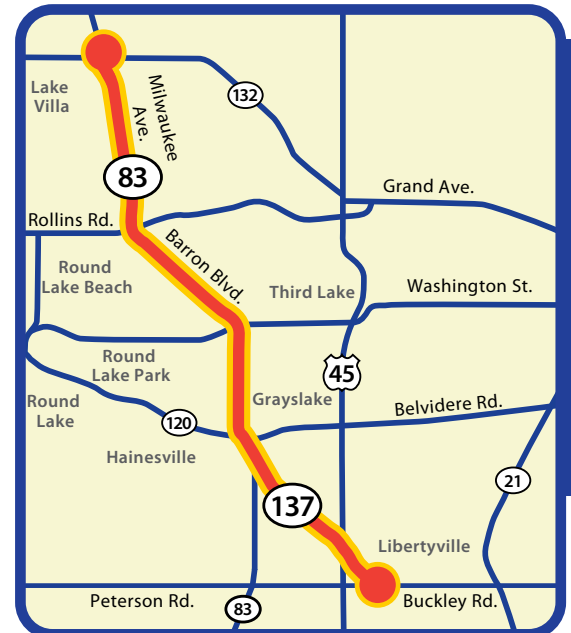
### Project Funding

Funding for this project will be considered among similar improvement needs throughout the region. Funding for land acquisition (Phase II), construction (Phase III), and construction engineering (Phase III) is not currently included in the Department's Fiscal Year 2020-2025 Proposed Highway Improvement Program. Once additional funding is identified, the land acquisition process is anticipated to take 18 to 24 months to complete and construction is anticipated to take 24 to 36 months to complete. A construction schedule will be determined, once funding is identified.

### IDOT Project Phases\*



\*The Phases shown above refer to the IDOT Project Phases and should not be confused with the Restore Illinois Phases associated with COVID-19.



The study limits begin at IL 132 in Lake Villa and extend south along existing IL 83 through Round Lake Beach to the intersection of IL 137 in Grayslake. The study corridor continues southeast along IL 137 to just east of US 45 in Libertyville for a total of 11 miles.

### CONTACT INFORMATION

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Attention: Bureau of Programming  
Steven Shilke, P.E.  
201 W Center Court  
Schaumburg, Illinois 60196

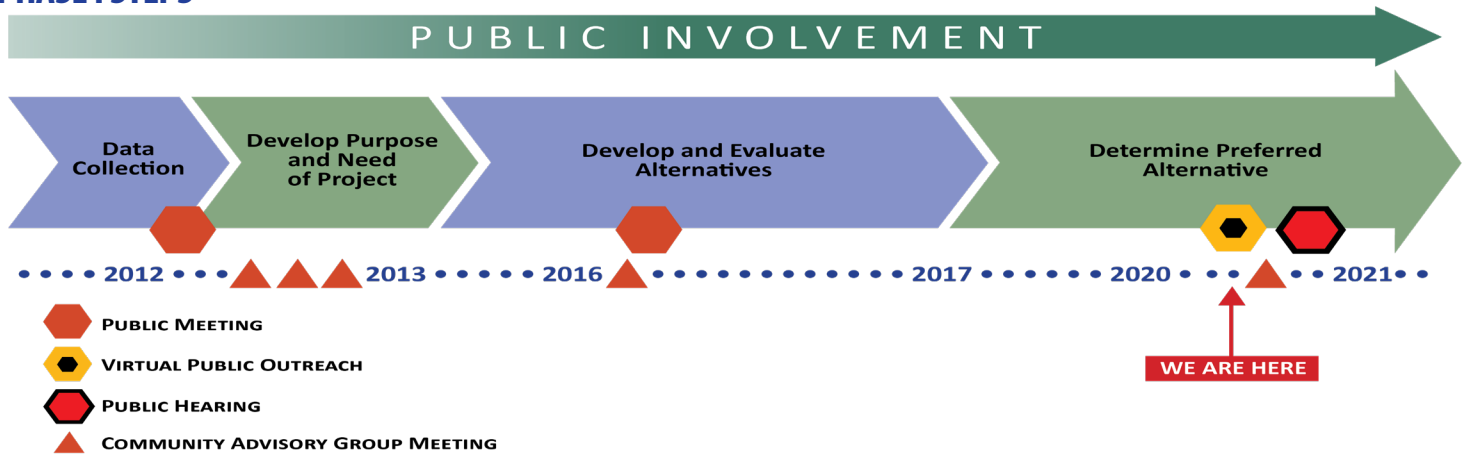
Phone: 847. 636.2343

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Website:  
<http://www.idot.illinois.gov/projects/il83-137-study>



## PHASE I STEPS



### Context Sensitive Solutions

Context Sensitive Solutions (CSS) is a collaborative approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities that fit into and reflect the project’s surroundings, its “context.” Through early, frequent, and meaningful communication with stakeholders and a flexible, creative approach to design, the resulting project should improve safety and mobility for the traveling public while preserving and enhancing the scenic, economic, historic, and natural qualities of the settings through which they pass.

### Community Advisory Group

As part of the CSS process for this project, IDOT formed a Community Advisory Group (CAG). The CAG is comprised of community representatives, including community group leaders, elected officials, representatives from local municipalities, homeowners, and business owners. The CAG meets with IDOT at key milestones to review study progress and provide input to ensure that values and interests of the community are incorporated into project solutions. To date, the CAG has met four times and it will continue to meet at project milestones moving forward.

### Project Purpose and Need

The Purpose and Need Statement consists of three main parts, which include identifying the project purpose, need, and goals/objectives. The Purpose and Need serves as the foundation for the identification and evaluation of project alternatives; basically, once the Purpose and Need is established, any alternative that is carried forward for evaluation must meet the goals and objectives of the Purpose and Need statement. Each alternative that is carried forward for evaluation must provide an answer as to: how does it address the PURPOSE of the project and how does it address the NEED for improvements.

**Project Purpose:** The purpose of the proposed action is to improve safety, improve mobility, and improve multimodal opportunities along IL 83/137 from IL 132 to just east of US 45

**Project Goals:** Project goals provide a framework and vision for the desired project outcome. Project goals identified by the CAG are:

- Provide safe connections and easy access between all modes of transportation
- Increase students walking and biking to schools
- Decrease traffic congestion
- Provide compatibility with village comprehensive land use plans
- Provide and preserve community aesthetics
- Protect natural resources

### Public Meeting #1 - Mar. 2012

#### Purpose:

Learn about the planning process and public participation opportunities for the IL 83/IL 137 Study

### CAG Meeting #1 - June 2012

#### Purpose:

Identify study corridor issues and needs

### CAG Meeting #2 - Sept. 2012

#### Purpose:

Review Project Problem Statement and Purpose and Need Statement, establish project goals

### CAG Meeting #3 - Nov. 2012

#### Purpose:

Alternatives development workshop

### CAG Meeting #4 - Jan. 2016

#### Purpose:

Discuss alternatives evaluation and screening process and provide feedback on range of alternatives

### Public Meeting #2 - May 2016

#### Purpose:

Present the project’s purpose and need and range of alternatives and obtain public input

### Virtual Public Outreach - June 2020

#### Purpose:

Review alternatives carried forward and present the recommended preferred alternative

# RANGE OF ALTERNATIVES CONSIDERED AND CARRIED FORWARD FOR FURTHER STUDY

## Alternatives Considered

A range of alternatives were considered to address the project's Purpose and Need, including No-Build, Congestion Management Process (CMP), two-lane, and four-lane alternatives.

A no-build alternative was considered, which would limit work on the roadway to short-term maintenance activities, resurfacing improvements, and minor changes to improve safety at high volume intersections.

A CMP considers options to address traffic congestion without providing new lanes for cars that usually carry one person. Although CMP strategies would not remove the need to add additional lanes, CMP strategies such as increased turn lane storage capacities, traffic signal modernization, and consolidation of access points have been incorporated into the project where practical. Eliminated from further study.

Two-lane alternatives considered included one lane in each direction with a center turn lane. Eliminated from further study.

Three basic types of four-lane alternatives were evaluated. They all included two lanes in each direction and either a barrier (raised curb) median, flush median with center turn lane, or depressed (grass) median.

The Congestion Management Process (CMP) alternative and the two-lane alternatives were eliminated because they did not improve safety by reducing congestion and did not provide additional roadway capacity. A four-lane alternative with a 50-foot wide depressed median would meet the project purpose and need, but was not carried forward due to its comparatively higher impacts to environmental resources and properties.

Based on land use and existing roadway conditions, this corridor was divided into three sections and alternatives were developed for each.

## Alternatives Carried Forward

### North Section - IL 83 from IL 132 to Washington St.

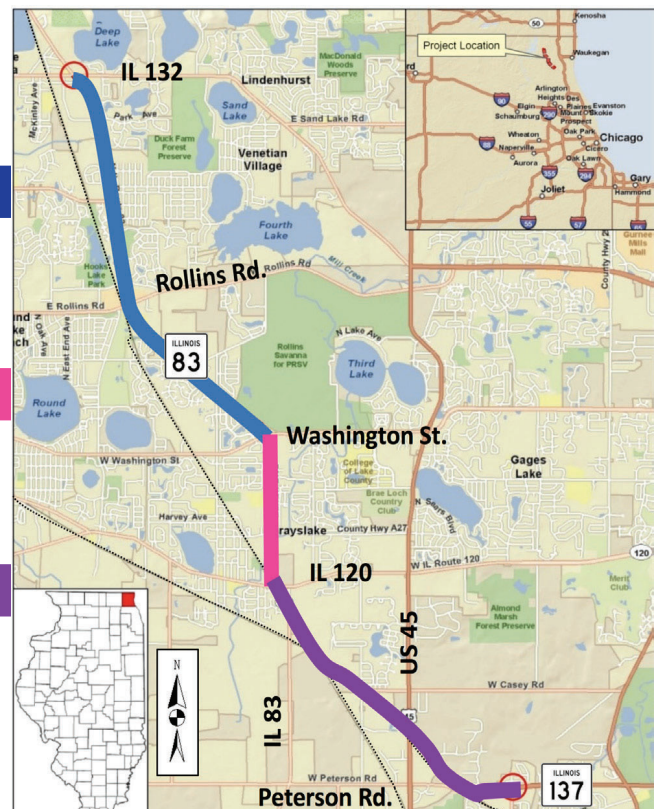
- Four lanes with a raised curb median
- Four lanes with a flush center turn lane
- Four lanes with a narrow raised median

### Central Section - IL 83 from Washington St. to IL 120

- Four lanes with a barrier median
- Four lanes with a flush center turn lane
- Four lanes with a narrow barrier median and roundabouts

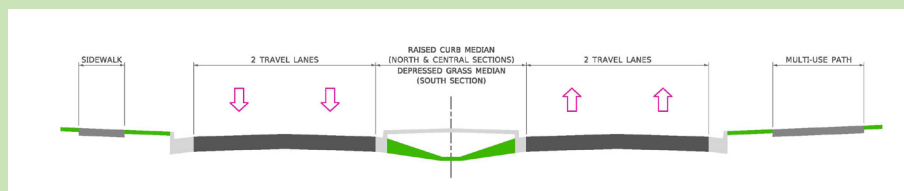
### South Section - IL 83 from IL 120 to east of US45

- Four lanes with a depressed reduced width grass median with a multi-use path:
  - Adjacent to roadway
  - Separated from roadway
  - removed from roadway and tied into existing path at Bull Creek



## Bicycle and Pedestrian Facilities

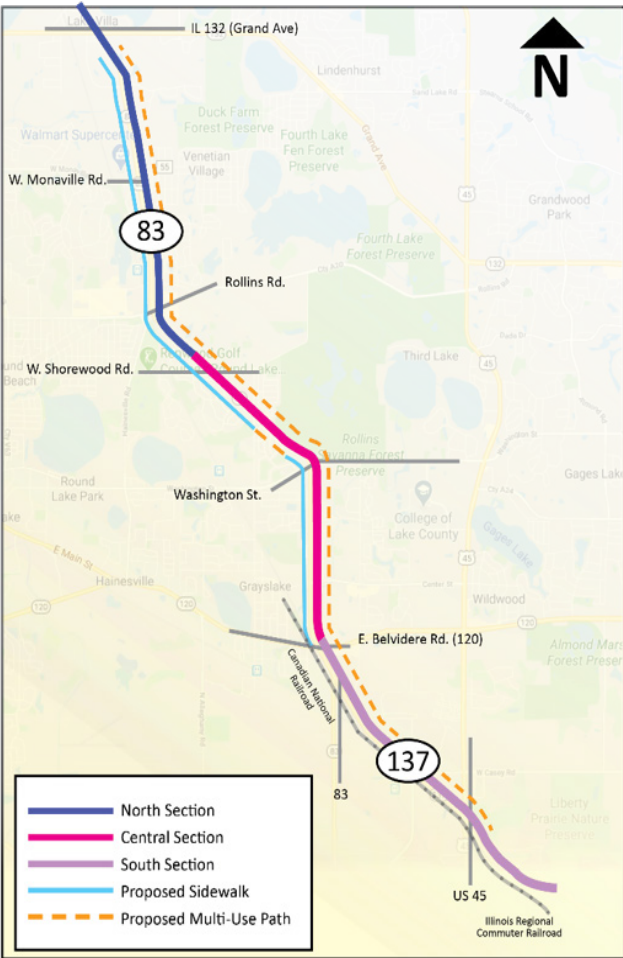
Alternatives include a multi-use path along the east side as well as a sidewalk on the west side where there is an existing path or a need for one, except in the South section of the project.



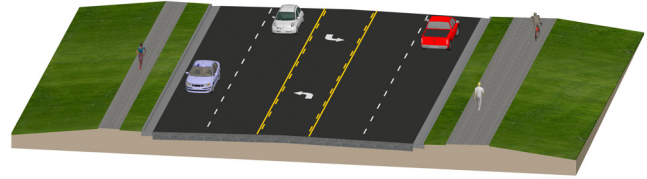


# PREFERRED ALTERNATIVE

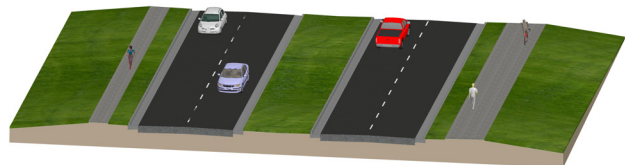
A hybrid alternative was developed that combined features of the alternatives carried forward. The hybrid alternative was used to develop a preferred alternative that varies slightly from the alternatives that were originally carried forward for study.



## North Section

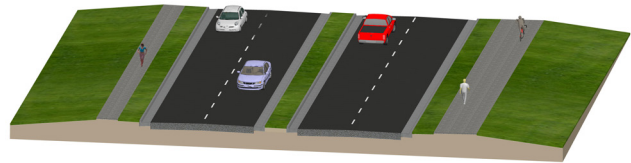


**IL 132/ Grand Avenue to Bretons Drive**  
Flush median/ Center Turn Lane



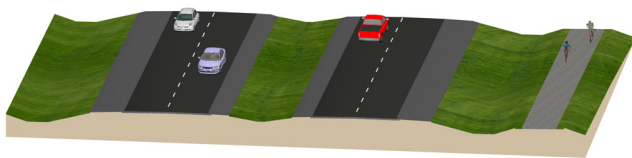
**Bretons Drive to Washington Street**  
Raised curb median\*

## Central Section

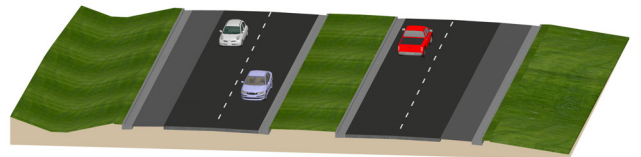


**Washington Street to IL 120 Omission Project**  
Raised curb median\*

## South Section



**IL 120/Atkinson Road to US 45**  
Depressed median



**US 45 to South of Bull Creek Drive**  
Raised curb median\*

\* Sections with raised curb medians will have U-turn bumpouts throughout to provide additional access opportunities

*Please note that the preferred alternative is preliminary and subject to change.*

## Need More Information?

Visit the project website at <http://www.idot.illinois.gov/projects/il83-137-study> to find:

- Previous Issues of the Spotlight newsletter
- Details from prior public meetings
- Project history and background information

## ENVIRONMENTAL ANALYSIS AND IMPACTS

The IL 83/137 project is being developed in accordance with the National Environmental Policy Act (NEPA). The purpose of NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision making process.

Environmental impacts associated with the alternatives considered are being studied, and a document called an Environmental Assessment is being prepared. Estimated impacts may change as the design is refined.



### Natural Environment Impacts

- Wetlands = 2.3 acres
- 100-year floodplain = 9.6 acres
- Floodway = 3.5 acres



### Human Environment Impacts

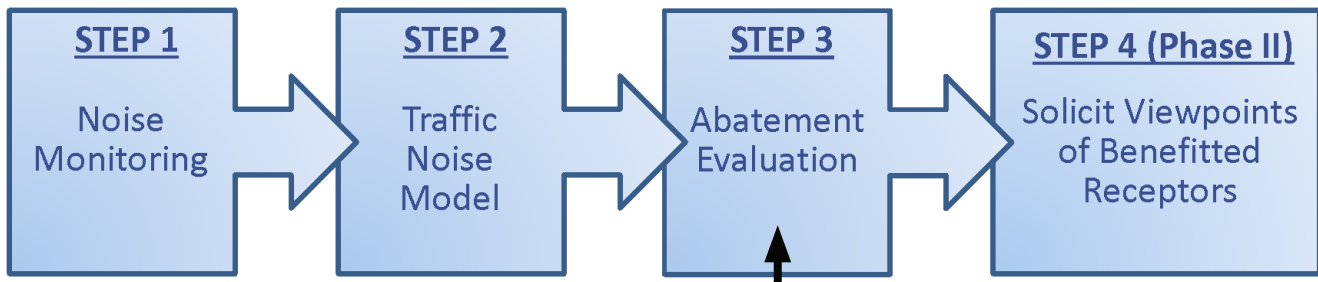
- Proposed right-of-way (ROW)
  - Total ROW = 26.1 acres
  - Active farmland = 2.9 acres
  - Prime farmland = 36.5 acres
- Potential relocations
  - Residential = 3 single family
  - Commercial = 10 businesses



### No Impacts

- Cultural
- Historic
- Threatened & endangered species

## NOISE ANALYSIS AND ABATEMENT PROCESS



WE ARE HERE

Noise impacts have been evaluated for the Preferred Alternative. Future traffic noise levels were predicted and impacts were determined. Potential abatement measures are being evaluated and will be presented in more detail at the Public Hearing. Those who would benefit from potential abatement measures will have the opportunity to vote on whether the abatement should be constructed during Phase II of the project.

## Next Steps

- Further refine Preferred Alternative using feedback
- Complete Environmental Assessment
- Public Hearing to solicit input on the Environmental Assessment Fall 2020 (tentative)
- Obtain environmental approval and complete study



**Illinois Department  
of Transportation**

Illinois 83/137 Study  
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Schaumburg, IL 60196

## WHAT'S INSIDE



**Study Overview**

**Study Area Map**

**Planning Process & Schedule**

**Alternatives Considered & Preferred**

Thank you for participating in the IL 83/IL 137 Study. Updated project information will be provided in future newsletters. To be removed from the project mailing list, please e-mail [IL83andIL137@volkert.com](mailto:IL83andIL137@volkert.com). Project newsletters are posted to the project website under "Study Documents."

The newsletter is printed on paper using post consumer waste.

# You are invited to help shape the future of transportation in your area!

## HOW TO PARTICIPATE

The Illinois Department of Transportation (IDOT) is seeking your input on on the IL 83/137 project from IL 132 to just east of US 45 in Lake County.

Due to uncertainty related to COVID-19, public outreach will use a virtual format. Go to the project website at <https://idot.illinois.gov/projects/il83-137-study> on your computer or mobile device. A link will be provided to access the virtual public outreach website. To participate:

1. Sign in to let us know you are participating.
2. View the video and learn more about the project.
3. Explore and comment on the interactive map.
4. Provide your comments and feedback for consideration.

If you do not have internet access, review the information in this newsletter provide your comments by mail at the address to the right. You can also call the project team at (847) 636-2343 with any questions.



**Illinois 83/137 Study**

## You're Invited! VIRTUAL PUBLIC OUTREACH June 25 - July 16, 2020

Comments are always welcome; however, those received through July 16, 2020 will become part of the public outreach record.

Mail your comments to:

**Illinois Department of Transportation**  
Attention: Bureau of Programming  
Steven Shilke, P.E.  
201 W Center Court  
Schaumburg, IL 60196