

Greetings!

This letter is intended to serve as a follow up to the comments you or your organization submitted regarding the Illinois 120 Planning and Environmental Linkages (PEL) Study from Illinois Route 60 to Almond Road during the public comment period associated with the April 23, 2024, Public Information Meeting.

Public comments were accepted in person at the April 23 meeting, by mail, by phone, online at the study website (<https://www.il120study.com>), and by email (connect@il120study.com) from April 23, 2024 through May 23, 2024.

The study team received many comments which helps to inform the problem statement, working purpose and need for the study, and the screening criteria for alternatives to eventually be developed.

The table on the following pages includes the common issues, opportunities, and challenges expressed in the public comments received as well as responses from the study team indicating how those themes will be explored in the PEL Study.

As the Study continues, we will continue to seek your input to identify solutions that address the purpose and need for the Study, which includes safety, mobility, and multi-modal connectivity along the IL 120 corridor in Lake County.

The study team anticipates hosting its next Public Information Meeting in Winter 2024/2025.

As a reminder, comments and questions about the IL 120 PEL Study can be submitted anytime using the website and email address listed above.

Thank you for your interest in the IL 120 PEL Study. We appreciate your comments to refine and enhance our study and hope you'll stay engaged as we move forward.

Sincerely,
IL 120 PEL Study Team

General Comment	Response
<p>SUGGESTED ALTERNATIVES</p>	
<p>The grade crossing near IL 83 causes significant delays with trains frequently slowing or stopping on the tracks. Grade separate the crossing.</p>	<p>This comment will be considered as part of the alternative development process. All alternatives developed will consider impacts to the environment and surrounding communities. Understanding the benefits and impacts of all alternatives will help compare them to each another. These alternatives will be presented at a future public meeting for review and comment.</p>
<p>The grade crossing near IL 134 causes a bottleneck and delays.</p>	
<p>Widen / do not widen IL 120 to four lanes.</p>	
<p>Add median with two-way left turn lane.</p>	
<p>Construct / do not construct an IL 120 bypass.</p>	
<p>Consider traffic calming measures such as roundabouts at some intersections along the corridor.</p>	
<p>Make changes to access control to improve traffic flow, such as connecting Almond Road from the north to IL 120.</p>	
<p>Construct the IL 53 north/south extension as a part of this project.</p>	<p>The focus of this PEL Study is on the IL 120 corridor from IL 60 to Almond Road. Improvements to other facilities are not being considered as a part of this project.</p>
<p>BIKE, PEDESTRIAN, & TRANSIT ACCOMODATIONS</p>	
<p>Provide sidewalk and/or bike paths along the corridor to enhance connectivity, community, and safety.</p>	<p>Bicycle and pedestrian facilities will be evaluated throughout the IL 120 corridor to improve safety including, connections with existing and planned facilities and connections with destinations such as residences, recreational</p>

General Comment	Response
Provide safe pedestrian crossings.	<p>facilities, parks/nature preserves, and shopping centers.</p> <p>Crosswalks will be provided at signalized intersections throughout the corridor. The proposed crosswalks are designed to be compliant with the Americans with Disabilities Act (ADA) and will have pedestrian signals, push-button activation, and countdown timers.</p>
Provide access to and safe waiting areas at bus stops, such as sidewalk connections and bus pads/shelters.	Existing and planned Pace bus routes will be evaluated throughout the corridor to provide safer and accessible stops.
TRAFFIC AND SAFETY CONCERNS	
Concerns that widening IL 120 will induce demand leading to more traffic and additional safety concerns.	The Chicago Metropolitan Agency for Planning (CMAP) that develops the future traffic projections will be coordinated with as alternatives are developed. The year 2050 No-Build (no changes to IL 120) projections from CMAP do show an increase compared to the existing traffic volumes as presented at the Public Information Meeting.
Concerns with traffic safety along the entire IL 120 corridor especially the intersections of IL 134, Hainesville Road, and IL 83.	Improvements will be evaluated at this location and throughout the corridor to improve mobility and safety.
Concerns about increased traffic on Casey Road and Almond Road.	In general, as a roadway becomes congested, traffic may seek alternate routes to avoid certain areas. Coordination with CMAP will occur as alternatives are developed to identify future traffic volumes along the IL 120 corridor.
Traffic congestion on IL 120 causing longer commute times and forcing some to seek alternate routes.	Traffic will be evaluated for alternatives using CMAP future predicted travel demand volumes for the year 2050. Travel times and level of service will be considered when comparing alternatives.
Concerns at several locations along the corridor with available sight distance.	Sight distance will be evaluated along the corridor and improvements to horizontal and vertical curves will be considered where appropriate.

General Comment	Response
<p>CONCERNS ABOUT ENVIRONMENTAL & COMMUNITY IMPACTS</p>	
<p>Concerns about widening near properties, schools, businesses, and churches.</p>	<p>Potential impacts to these resources will be determined as a part of the alternative evaluation and will be used as a screening criteria when comparing alternatives.</p>
<p>Concerns with impacts to air quality and noise pollution.</p>	
<p>Concerns with natural resources such as Nippersink Forest Preserve, Almond Marsh, and Grays Lake and the potential impact to wildlife and trees at these locations.</p>	
<p>Concerns with impacts to wetlands and floodplains.</p>	
<p>DRAINAGE CONCERNS</p>	
<p>Concerns with impacts to water retention and flooding.</p>	<p>A comprehensive drainage study will be performed and will include the evaluation of storm water runoff flow rates and routes. Maintaining existing storm water routing is an important element for consideration in the design of a proposed drainage system. The drainage study also includes evaluation and recommendation of potential temporary (during construction) and permanent Best Management Practices (BMPs) relative to water quality. BMPs are measures that are implemented to control water pollution resulting from storm water runoff from impervious areas, such as pavements and sidewalks.</p>