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LAKE COUNTY, ILLINOIS, TRANSPORTATION IMPROVEMENT PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303
by the
U.S. Department of Transportation, Federal Highway Administration, the Illinois State Toll Highway Authority, and the Illinois Department of Transportation
September 2001

Date: 9-4-2001	Date: 9-4-2001	Date: September 4, 2001
Signature:	Signature:	Signature:
For: Federal Highway Administration	For: Illinois State Toll Highway Authority	For: Illinois Department of Transportation

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The Lake County Transportation Improvement Project (LCTIP) is a joint effort of the Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority (ISTHA), in cooperation with other agencies and local officials. The project has identified a system of strategic roadway, rail, and bus improvements, as well as the package of transportation management strategies necessary to help address the key congestion and mobility problems in the study area.

Three alternatives are presented in detail in this report: the No-Action Alternative (Baseline), IL 53 Freeway/Tollway Alternative, and the IL 83/US 45 with US 12 Alternative. A package of supporting transportation improvements (i.e., rail, bus, bike, transportation management strategies) would be common to both build alternatives. The No-Action Alternative (Baseline) consists of adding lanes to 74 route miles of existing roadways, double tracking the North Central Service, and other rail and bus system improvements. Implementing the roadway improvements associated with the No-Action Alternative (Baseline) would require 195 ha (482 ac) of new right-of-way. For this study, the No-Action Alternative (Baseline) is considered either a stand-alone alternative, or common to the roadway (build) alternatives (IL 53 Freeway Tollway and the IL 83/US 45 with US 12 Alternatives).

The IL 53 Freeway/Tollway Alternative consists of the construction of a new highway in central Lake County either as a freeway or tollway facility. It would begin at the terminus of IL 53 at Lake–Cook Road and extend north approximately 20 kilometers (13 miles) to a point south of IL 120, and continue for about 23 route kilometers (14 route miles) both to the east and to the west. The eastern terminus would be US 41, and the western terminus would be Wilson Road, with arterial improvements extending along existing IL 120 from Wilson Road to the intersection of IL 60 and IL 120 and additional lanes on I-94, from IL 120 to IL 132. Other arterial improvements are proposed at interchange locations to provide reasonable traffic operations. Approximately 513 ha (1,268 ac) of new right-of-way would be required for construction of the road improvements.

The IL 83/US 45 with US 12 Alternative includes about 101 route kilometers (63 route miles) of improvements on both existing roads, as well as new alignment. The improvements to major roadways include additional lanes on portions of IL 83, IL 21, US 12, I-94, and bypasses for Mundelein and Libertyville. Existing intersections and interchanges along the widened highway corridors would be improved to provide reasonable traffic operations. Approximately 248 ha (613 ac) of new right-of-way would be required for construction of the road improvements. The typical right-of-way width for the proposed improvements would generally be 130 feet for a 4-lane arterial, 160 feet for a 6-lane arterial, and 300 feet for an 8-lane tollway.

The package of supporting transportation improvements includes the expansion of commuter rail service, improvements to local and express bus service, increasing rideshare opportunities, improvements to bicycle and pedestrian facilities and transportation management strategies, which are designed to make transportation facilities function more effectively, work more reliably, and work more safely.