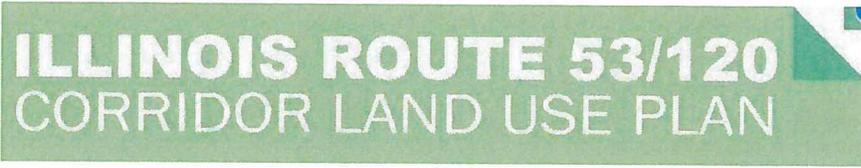


**Item #5A:**  
**Village President Underwood**  
IL Route 53 Extension - *Update*



**ILLINOIS ROUTE 53/120**  
**CORRIDOR LAND USE PLAN**

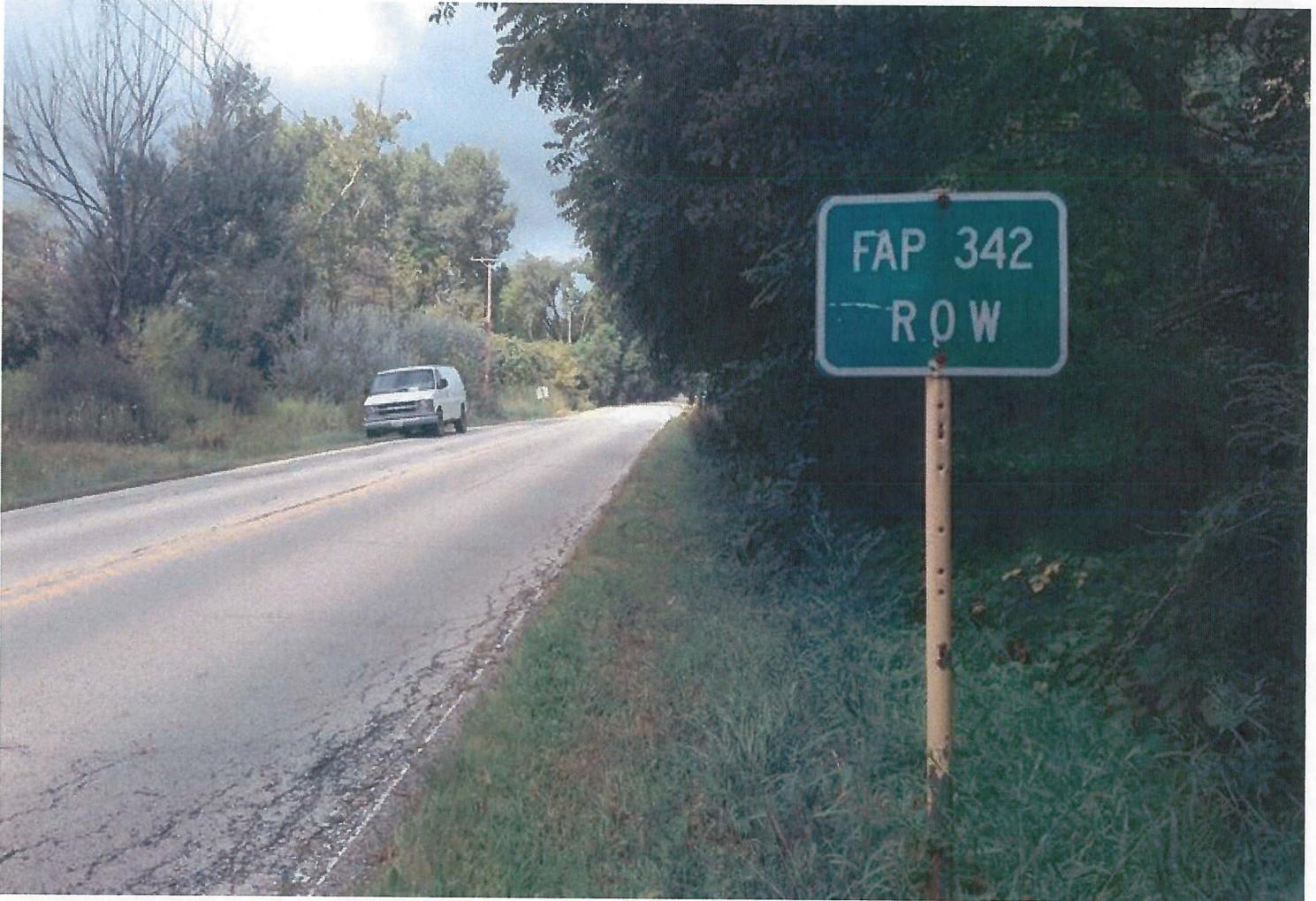
**Illinois Route 53/120**  
**Corridor Land Use Committee Meeting**  
**Thursday, April 16**  
**2:00 pm to 4:00 pm**  
**Lake County Division of Transportation**  
**600 W. Winchester Road, Libertyville**

**AGENDA:**

1. Open Space Network Refinement
2. Corridor Land Use Scenario Refinement
3. Plan Framework
4. Cooperative Planning Tools
5. Public Comments

Lake County | posted: 4/16/2015 5:30 AM

## Hawthorn Woods takes exception to Route 53 going through wetland



**Hawthorn Woods officials say the preferred path of the proposed Route 53 extension should avoid the Indian Creek Wetland Complex.**

*Mick Zawislak | Staff Photographer, August 2014*



**Mick Zawislak**

Discussion among stakeholders of how a proposed Route 53/120 extension into central Lake County could affect surrounding areas resumes today, but one community already is applying pressure for changes.

Officials in Hawthorn Woods say they don't oppose the road but contend the alignment represented in a report that serves as the foundation of recent interest to extend Route 53 is flawed because it goes through instead of around a sensitive wetland area.

In a letter to directors of the Illinois State Toll Highway Authority, Gov. Bruce Rauner and others, the village asks the tollway board not to proceed with additional planning until the Blue Ribbon Advisory Council report is amended to include a preferred alignment around the Indian Creek Wetland Complex.

That area between Old McHenry Road and Midlothian/Gilmer roads is the most environmentally sensitive in Hawthorn Woods, according to the village, which is asking for an opportunity "to change the conversation" of the report before moving into the next phase of planning.

The village says it was not represented on the advisory council, but that several state and federal agencies through the years have suggested a preferred alignment away from the Indian Creek wetland.

"A record had been created, and we believe the (blue ribbon report) is flawed," Mayor Joe Mancino said. "We are asking them (tollway board) to stop the process and convene with <http://www.dailyherald.com/article/20150416/news/150419048/>

the communities in the corridor."

Lake County Board Chairman Aaron Lawlor, who co-chairs the advisory council, stressed the alignment has not been determined and communities will have the opportunity to weigh in if the study progresses.

"There's no reason to do detailed engineering to address concerns that communities like Hawthorn Woods have raised until they (tollway staff) get direction from their board," Lawlor said.

The issue for Hawthorn Woods, according to Chief Operating Officer Pam Newton, is a road through the wetland would have to be elevated and "that completely changes the story for Hawthorn Woods."

"Half of our town would hear it or see it. Certainly going through that wetland is not something that was anticipated," she said.

A Route 53 extension has been envisioned in various forms for more than 50 years. The most recent thrust is based on the advisory council's finding calling for a 45 mph, limited access boulevard intended to minimize environmental impacts while sparking economic development. The estimated cost is \$2.35 billion to \$2.65 billion.

As a result of the report, finance and land use committees composed of community representatives were created to make recommendations to the tollway board. After months of extensive discussion, the finance committee last month recommended a series of measures to close the funding gap, including a 4 cent-per-gallon gasoline tax, toll increases and other measures.

Tollway officials have not scheduled a date to consider next steps, spokesman Wendy Abrams said.

The advisory council's work was meant to achieve a broad consensus, and many issues were not fully evaluated in recognition that all aspects of the project would be examined as part of a required environmental impact statement, Abrams said. The roadway path depicted in the council's report reflects a centerline recorded in 1963, she added.

New federal environmental laws would require a different process for moving the project forward, according to Abrams. Many details would be subject to comprehensive study, she said. If the project advances, there will be opportunities for "significant public and stakeholder engagement," she added.

The Illinois Route 53/120 Corridor Land Use committee meeting is from 2 to 4 p.m. today at the Lake County Division of Transportation, 600 W. Winchester Road, Libertyville. Visit [www.lakecorridorplan.org](http://www.lakecorridorplan.org) (<http://www.lakecorridorplan.org/>) for materials and information from previous meetings.



*Move Illinois:  
The Illinois Tollway Driving the Future*

# NEWS

**FOR IMMEDIATE RELEASE**  
March 12, 2015

**ADVISORY COMMITTEE VOTES TO RECOMMEND FUNDING PLAN  
FOR THE ILLINOIS ROUTE 53/120 PROJECT**

*Committee also recommends the Illinois Tollway lead additional studies  
needed to move the project forward*

**DOWNERS GROVE, IL** – A committee convened by the Illinois Tollway today voted on recommendations to fund the extension of Illinois Route 53 north into Lake County and to support Tollway-led work to keep the project moving forward.

With a vote of 21-2, the project's Finance Committee approved a package of funding recommendations that are projected to generate between \$745 million to \$993 million toward the Illinois Route 53/120 Project. The recommendations also request that the Illinois Tollway move forward with the next engineering and environmental studies required to advance the project. These studies would include a comprehensive examination of the roadway alignment, access points, design, project impacts and mitigation issues well before construction.

The recommendations would help close the funding gap created from the difference between the project's cost – estimated at \$2.35 billion to \$2.65 billion in 2020 dollars – and toll revenue generated from the project. The Illinois Route 53/120 Project is proposed to be a 21<sup>st</sup> century urban highway in central Lake County – a modern boulevard with a small footprint to protect the natural environment and preserve the character of the area while addressing the need for congestion relief and greater connectivity.

Because tolling the roadway itself is expected to generate only \$250 million to \$330 million in bonding capacity, the committee sought additional ways to fund the project through a variety of local sources and innovative revenue streams.

Key elements of the committee's recommendations include:

- Leveraging a portion of the increase in adjacent, new non-residential land values to financially support the protection and restoration of natural resources in the corridor via an Environmental Restoration and Stewardship Fund.
- Adding Lake County to the state's current 4-cent-per-gallon county motor fuel tax and committing 50 percent of revenues to the Illinois Route 53/120 Project (the other 50 percent would be committed to other transportation priorities in Lake County).
- Indexing and congestion pricing of tolls along Illinois Route 53/120 as a pilot for eventual implementation along the entire Tollway system.
- Restructuring tolls along the Tri-State Tollway (I-94) in Lake County to raise revenue, improve tolling equity and mitigate and minimize diversion onto local roads. This could be accomplished by adding a new mainline toll plaza and/or tolling existing I-94 access points that are not currently tolled.

-more-

“Planning for the extension of Illinois Route 53 has been stalled for years due to various funding challenges and a lack of consensus,” said Lake County Board Chair Aaron Lawlor. “Today’s vote of approval represents a major step forward in order to make the project a reality and address a critical transportation need in Lake County.”

“These recommendations in combination with the project’s land use work will enable us to advance a truly innovative transportation solution for central Lake County,” said BRAC Co-chair George Ranney. “This is a project that protects community and environmental concerns while creating a ‘modern parkway’ envisioned for the region by local and regional leaders.”

In 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC), made up of local elected officials, transportation and planning agencies and a diverse group of environmental, civic, business and labor representatives, reached a regional consensus recommending the Illinois Tollway move the project forward as a 21<sup>st</sup> century “modern boulevard” with design and environmental requirements that will protect the natural environment while preserving the character of Lake County. The Illinois Tollway, Lake County and the Chicago Metropolitan Agency for Planning (CMAP) have been partnering on the current phase of analysis to examine the feasibility of the project with respect to financing and land use for the proposed new roadway.

“The Illinois Tollway appreciates the time and effort volunteered by these community leaders who remain committed to building the Illinois Route 53/120 Project,” said Illinois Tollway Executive Director Kristi Lafleur. “Their recommendations will be critical in helping our Board review this project to determine if and how the agency should proceed.”

The funding recommendations are outlined in a report that will be presented to the Illinois Tollway Board of Directors for consideration. The Tollway Board will review the report and decide if and how the agency should proceed.

To view the committee’s report and other documents related to the BRAC’s previous work, visit to the “Construction/Planning” section of [www.illinoistollway.com](http://www.illinoistollway.com) and select “Community Outreach.”

**Illinois Route 53/120 Finance Committee**

Aaron Lawlor	Lake County and Co-Chair BRAC
George Ranney	Co-Chair, BRAC
Charles Witherington-Perkins	Village of Arlington Heights
Jeffrey Braiman	Village of Buffalo Grove
Michael Ellis	Village of Grayslake
Stephen Park	Village of Gurnee
Linda Soto	Village of Hainesville
Joseph Mancino	Village of Hawthorn Woods
Mike Talbett	Village of Kildeer
Tom Poynton	Village of Lake Zurich
Matt Dabrowski	Village of Lakemoor
Heather Rowe	Village of Libertyville
Angie Underwood	Village of Long Grove
Steve Lentz	Village of Mundelein
Jim Schwantz	Village of Palatine
Tom Rooney	Village of Rolling Meadows

George Monaco  
Linda Lucassen  
Dave Brown  
Burnell Russell  
Doug Maxeiner  
Wayne Motley  
John Yonan  
Jim Heisler  
David Stolman  
Brad Leibov  
Michael Stevens  
Marty Buehler

Village of Round Lake  
Village of Round Lake Park  
Village of Vernon Hills  
Village of Volo  
Village of Wauconda  
City of Waukegan  
Cook County Department of Transportation and Highways  
McHenry County  
BRAC Founding Co-Chair  
Liberty Prairie Foundation  
Lake County Partners  
Lake County Transportation Alliance

**About Move Illinois**

The Illinois Tollway's 15-year, \$12 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*, will improve mobility, relieve congestion, reduce pollution, create as many as 120,000 jobs and link economies across the Midwest region. *Move Illinois* will address the remaining needs of the existing Tollway system; rebuild and widen the Jane Addams Memorial Tollway (I-90) as a state-of-the-art 21st century corridor; construct a new interchange to connect the Tri-State Tollway (I-294) to I-57; build a new, all-electronic Elgin O'Hare Western Access and fund planning studies for the Illinois Route 53/120 Project, Illiana Expressway and other emerging projects.

**About the Illinois Tollway**

The Illinois Tollway is a user-fee system that receives no state or federal funds for maintenance and operations. The agency maintains and operates 286 miles of interstate tollways in 12 counties in Northern Illinois, including the Reagan Memorial Tollway (I-88), the Veterans Memorial Tollway (I-355), the Jane Addams Memorial Tollway (I-90) and the Tri-State Tollway (I-94/I-294/I-80).

###



## Construction/Planning

- Capital Programs
- Projects By Roadway
- Daily Lane Closures
- Community Outreach

- I-90 Corridor
- **Illinois Route 53/120 Project**

- Illinois Route 53/120 Blue Ribbon Advisory Council

- Chicago Regional Congestion Pricing Study

- Environment
- Work Zone Safety

## Illinois Route 53/120 Project

Jump to a page section:

[Feasibility Analysis](#) | [Finance Committee](#) | [Land Use Committee](#) | [Blue Ribbon Advisory Council](#)

### About the Feasibility Analysis

In 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) proposed the Illinois Route 53/120 Project as a 21st century urban highway – a modern boulevard with a small footprint to protect the natural environment and preserve the character of Lake County, while providing much needed congestion relief and greater connectivity. The Tollway's Board of Directors reviewed the BRAC recommendations and agreed to move forward with a coordinated, corridorwide land use plan led by Lake County and the Chicago Metropolitan Agency for Planning, as well as a feasibility analysis to determine how the project can be financed. [Fact Sheet](#)

For more information on the project and to view the draft potential map of the Illinois Route 53/120 Project, click on the Fact Sheet link on the right.

To determine how the project can be financed, the Tollway's feasibility analysis will focus on five key study areas: design, environmental, financing, operations and regulatory. Also, as guided by the BRAC Summary report, the financing effort needs to "analyze potential funding options and pursue corridor concepts to the extent that they are financially viable, fiscally sustainable and equitable."

The Tollway's feasibility analysis is anticipated to be complete in early 2015. While this effort will not determine the exact location and configuration of the route nor a construction timeline, it may provide a foundation for future design and construction efforts.

For more information, email [IL53120Info@getipass.com](mailto:IL53120Info@getipass.com).

[\[Back to Top\]](#)

### Finance Committee

As part of a partnership with the Chicago Metropolitan Agency for Planning (CMAP) and Lake County, the Tollway is forming and leading a Finance Committee, which will consider detailed project information from the feasibility analysis to develop a financing strategy for the project. Ultimately, the Finance Committee will seek to answer the questions "Is the project feasible?" and "Should the Tollway build the project?" Its work will be the basis to develop a recommendation to the Illinois Tollway Board of Directors as to whether the Tollway should continue to move forward with the project.

[Illinois Route 53/120 Finance Committee Member List](#)

At the same time, CMAP will form and lead a Land Use Committee that will recommend a corridor land use plan.

[For more information about the Corridor Land Use Plan and Committee.](#)

For more information, email [IL53120Info@getipass.com](mailto:IL53120Info@getipass.com).

### Committee Documents

[Illinois Route 53/120 Finance Committee Final Report \(pdf\)](#)

[Illinois Route 53/120 Finance Committee Final Report Appendices \(pdf\)](#)

[March 2015 Finance Committee Meeting Presentation \(pdf\)](#)

[January 2015 Finance Committee Meeting Minutes \(pdf\)](#)

[January 2015 Finance Committee Meeting Presentation \(pdf\)](#)

Showing 1 - 5 of 25 results.

Items per Page 5

Page 1 ▼ of 5

First

Previous

Next

Last

### Working Group Documents

[September 3, 2014 Lake County Tolling and Motor Fuel Tax Working Group Meeting Minutes \(pdf\)](#)

[August 27, 2014 Stewardship Fund Working Group Meeting Minutes \(pdf\)](#)

[August 19, 2014 Lake County Tolling and Motor Fuel Tax Working Group Meeting Minutes \(pdf\)](#)

[August 18, 2014 Tax Increment Financing Value Capture Working Group Meeting Minutes \(pdf\)](#)

[August 14, 2014 Stewardship Fund Working Group Meeting Minutes \(pdf\)](#)

Showing 1 - 5 of 7 results.

Items per Page 5

Page 1 ▼ of 2

First

Previous

Next

Last

[\[Back to Top\]](#)

## Land Use Committee

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In parallel with the Tollway's Feasibility Analysis and project Finance Committee, CMAP is leading a corridor Land Use Committee comprised of representatives of local municipalities and other stakeholders. The Land Use Committee will participate in and help guide the land use planning process. At the end of the planning effort, Land Use Committee members will be asked to recommend adoption of and municipalities and Lake County will ultimately be asked to vote to approve the land use plan. This effort is in response to the Blue Ribbon Advisory Council's recommendation for a corridor plan that integrates land use, transportation, economic development and open space.

[For more information about the Land Use Committee and plan](#)

[\[Back to Top\]](#)

## Blue Ribbon Advisory Council

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The Blue Ribbon Advisory Council includes local elected officials, transportation and planning agencies and a diverse group of environmental, civic, business and labor representatives that serve in an advisory capacity as the current phase of work gets underway. While the bulk of the BRAC's work is complete, the primary objective in this phase is to ensure that the Tollway's efforts align with the groundwork laid by the Blue Ribbon Advisory Council in 2012.

In this next phase, the Tollway, the Chicago Metropolitan Agency for Planning (CMAP), and Lake County will partner on a feasibility analysis and corridor land use plan, both of which were recommended by the BRAC as next steps for the Illinois Route 53/120 Project.

[BRAC Member List](#)

For more information, email [IL53120Info@getipass.com](mailto:IL53120Info@getipass.com).

## Council Documents

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[September 17, 2013 Meeting Presentation \(pdf\)](#)

[September 17, 2013 Meeting Summary \(pdf\)](#)

[View the video of BRAC meeting one on September 17, 2013.](#)

[Visit the newsroom](#)

[\[Back to Top\]](#)

## Previous Work by the Council

[Learn more about the previous work of the Illinois 53/120 Blue Ribbon Advisory Council.](#)

[\[Back to Top\]](#)

## Related Links

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[June 2012 Final Council Resolution and Summary Report \(pdf\)](#)

[Lake County Transportation Improvement Study \(IDOT\)](#)

[The Center for Humans and Nature asks: To build or not to build a road . . . how do we honor the landscape? \(Center for Humans and Nature\)](#)

[Grayslake's Vision for a Low Profile Route 53/120 \(pdf\)](#)

[Grayslake's Design Parameters \(pdf\)](#)

[Defending the Liberty Prairie Preserve \(pdf\)](#)



## Tollway News

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- 04/23/2015 - Daily Construction Alerts
- 04/24/2015 - Lane Closures and Ramp Work Scheduled on South Tri-State Tollway (I-294/I-80) for Bridge and Ramp Repairs
- 04/23/2015 - Illinois Tollway Awards More Than \$1.5 Million in Construction Contracts in April
- 04/23/2015 - Illinois Tollway Announces Winners of Safety Message Contest
- 04/23/2015 - I-39 Lane Closure Scheduled Next Week to Begin Installation of New Electronic Message Sign
- 04/20/2015 - Long-Term Lane Closures Scheduled at Four North Tri-State Tollway (I-94) Ramp Toll Plazas

About

The Process

The Plan

Benefits

Timeline

FAQ

## Why a corridor plan?

When communities plan in isolation—or not at all—they miss the considerable benefits of planning in collaboration with their neighbors.

### Watch Our Video

With its population growth significantly exceeding forecasts, Lake County has seen traffic congestion become acute. In 2009, residents approved a non-binding referendum in favor of extending Illinois Route 53 north to Illinois Route 120 -- known as the Illinois Route 53/120 project. In 2010, the region's award-winning GO TO 2040 comprehensive plan included the project on its highest priority list, and one of only five new major capital projects for the region to pursue, citing performance measures that show this facility as "ranking highest among all projects in its effect on regionwide congestion."

In 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council recommended creation of a 21st Century urban highway. This modern boulevard would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County.

As recommended by the Council, tandem committees have been formed to examine feasibility. The Land Use Committee is staffed by [CMAP](#), and the Finance Committee is staffed by the Tollway, with Lake County assisting in the staffing of both. This site is dedicated to the Land Use planning effort. For information about the Finance Committee or the Illinois Route 53/120 project in general, click [here](#).

## **About the Corridor Land Use Planning Effort**

The Blue Ribbon Advisory Council recommended creation of a corridor plan that integrates land use, transportation, economic development, and open space. As the official planning agency for the seven counties of metropolitan Chicago, CMAP is uniquely qualified to lead the land use planning effort, whose Land Use Committee is co-chaired by Aaron Lawlor (Lake County Board Chairman) and George Ranney (Metropolis Strategies President and CEO), with membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county's economic development interests, and the environmental community. To a significant degree, the extent of collaboration between these stakeholders will determine how quickly the proposed project can become reality.

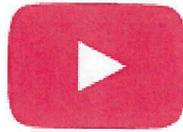
This effort will culminate in mid-2015 with a broad land use strategy for the entire corridor, along with specific land use plans for approximately 12 areas that are anticipated to undergo significant change as a result of the facility. The committee will be asked to recommend endorsement of the land use plan by corridor municipalities and Lake County before making a recommendation to the Illinois Tollway Board of Directors on whether the Illinois Route 53/120 facility should proceed.

### **Collaborative corridor planning for efficient land use and transportation**

When communities plan in isolation -- or not at all -- they miss the considerable benefits of planning in collaboration with their neighbors. A better approach is to consider "corridors" that integrate land use and transportation for improved mobility, quality of life, natural resource protection, and sustainable economic development.

The Chicago Metropolitan Agency for Planning (CMAP) is working with Lake County and communities in the corridor along a future Illinois Route 53 and Illinois Route 120, as recommended by a Blue Ribbon Advisory Council of the Illinois Tollway. This corridor planning process is engaging municipalities to plan for the potential market-driven development that can result from such a major transportation infrastructure investment, as well as the potential impact on quality of life and the environment.





This animation depicts the potential results when three neighboring communities do not plan collaboratively. They are intersected by a major highway that brings increased traffic congestion, disinvestment in existing towns, and depletion of natural resources. Infrastructure costs more but is less efficient and effective. Each community's character changes in unpredictable and often unpleasant ways.

A more positive future can be achieved through the power of collaborative corridor planning. By working together to guide development, communities reap numerous rewards:

- Residents can get around easily, with access to shopping and other amenities.
- Businesses grow in existing communities with access to workers, infrastructure, and transit service.
- Parks and open space are preserved and connected by greenways with access to trails for hiking, cycling, and other healthy activities.
- Infrastructure investments achieve the maximum benefit from precious funding resources.

What this animation can't show is the actual corridor planning process. It involves patience and cooperation on the parts of municipal leaders, residents, businesses, and other stakeholders. The best way for each to achieve each community's unique vision is to work closely with its neighbors and transportation implementers to maximize mobility and economic development while minimizing negative effects such as increased congestion and loss of open space.

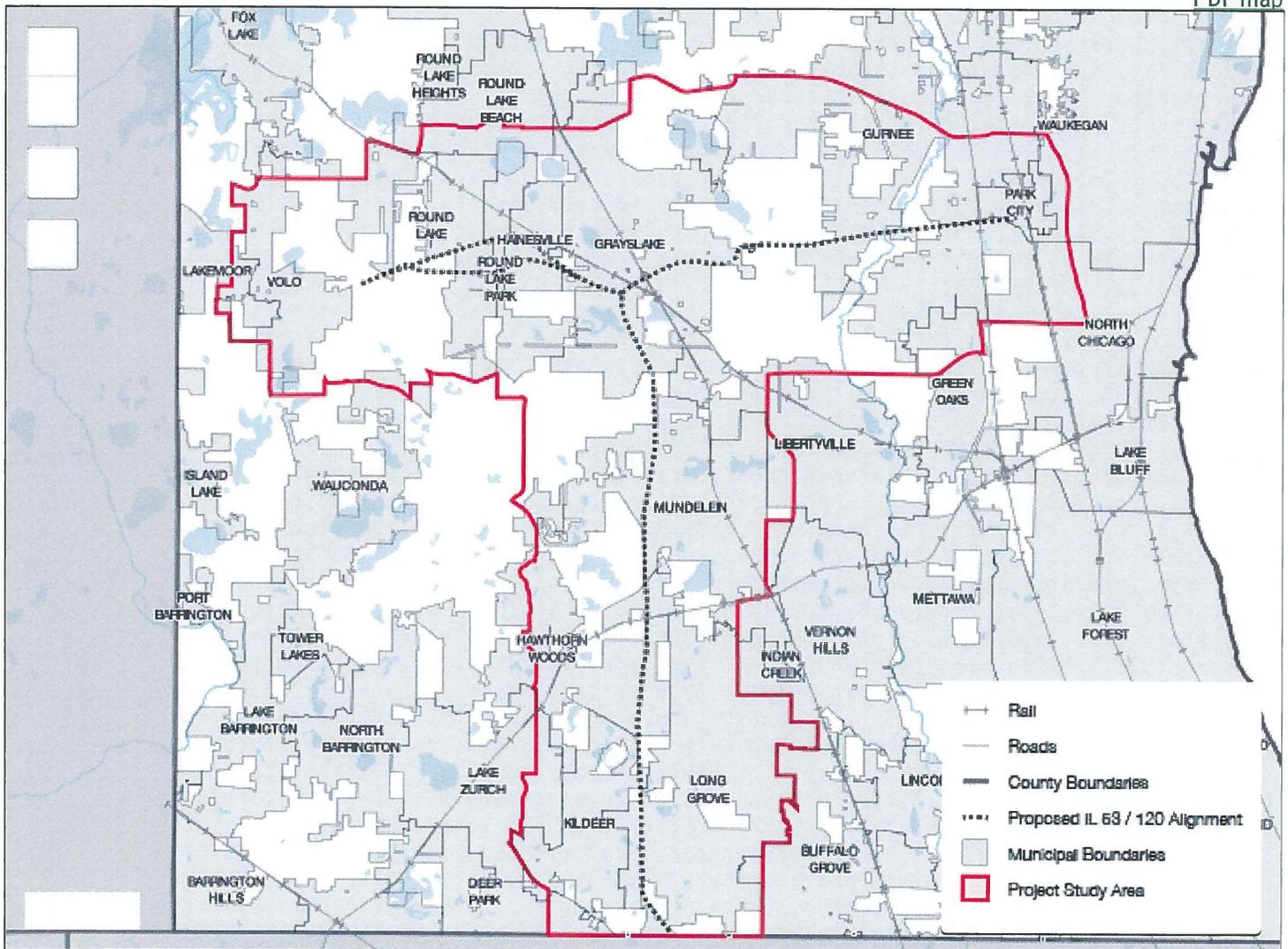
Through the Illinois Route 53/120 Corridor Land Use Plan process (and the Illinois Tollway's parallel financial planning process), the residents and businesses of affected Lake County communities can -- in partnership with their municipal leaders -- define their vision for the future. As the planned extension moves toward Tollway approval and construction, those communities can reap the rewards for generations to come.

To get involved, [please contact us](#).

## About the Corridor Land Use Plan

The land use plan will consider a planning corridor within the area roughly bound by Lake Cook Road on the south, I-94 on the east, IL 12 on the west, and the Chain O' Lakes on the north.

PDF map



The Blue Ribbon Advisory Council provided the following specific guidance for development of the land use plan:

- Utilize a market-driven approach to assess the feasibility of future land use change, including analysis of employment trends, potential commercial and industrial development, and the housing mix that is likely to occur if the proposed Route 53/120 is built.
- Balance economic development, open space, and community character goals across municipalities to encourage development of vibrant communities in central Lake County.

- Formulate a multi-jurisdictional economic development strategy to ensure the best possible economic future for central Lake County. Address planning for development desired by targeted industries as well as business attraction strategies.
- Provide strategies for communities to encourage mixed use, pedestrian-friendly and/or transit-supportive land uses where feasible in order to reduce congestion, air pollution, vehicle miles traveled, and GHG emissions.
- Design the land use and transportation system to facilitate walking and biking, transit, increase local connectivity, and manage the increased local road traffic that will likely follow completion of the road and associated new development.
- Develop an integrated open space system that not only includes the protection and restoration of conservation lands, but also meet residents' and workers' needs for recreation and open space in the corridor.

Note that this land use planning effort will not decide final alignments for Illinois Route 53/120. The preferred alignment and property impacts will be assessed as part of a future phase.

## **Benefits of the Illinois Route 53/120 Corridor Land Use Plan**

Without adequate prior planning, new roadway development can often bring unwanted results because of a rise in traffic, disruptions to environmental systems, and lack of forethought about desired future land uses. The Corridor Land Use Plan should help ensure that, in addition to relieving congestion, the Illinois Route 53/120 project will integrate and preserve open space and natural areas, increase access to transit, promote effective development, and enhance economic development.

By reflecting the conscious choices of residents and their elected leaders, the land use plan will achieve results far more beneficial to communities than if land uses were determined only by market forces. The land use plan will protect community assets -- including vital natural resources and quality of life -- and identify opportunities to improve recreation, transit, and economic development. It will balance individual communities' specific desires with broader strategies for quality of life and economic prosperity in the municipalities, in Lake County, and in the region as a whole.

### **1. Outreach & Education** ☒

February 2014 through June 2015

2. **Land Use Committee Meeting** ☒  
March 18th, 2014
3. **Land Use Committee Meeting #2** ☒  
May 8, 2014
4. **Land Use Committee Meeting #3** ☒  
July 21, 2014
5. **Existing Conditions Assessment** ☒  
March 2014 through September 2014
6. **Detailed Analyses** ☒  
September 2014 through January 2015
7. **Land Use Committee Meeting #4** ☒  
October 23, 2014
8. **Public Input Session** ☒  
Wednesday November 12, 4-7pm
9. **Public Input Session** ☒  
Wednesday November 19, 4-7pm
10. **Land Use Committee Meeting #5** ☒  
February 5, 2015
11. **Land Use Committee Meeting #6** ☒  
April 16, 2015
12. **Draft & Final Corridor Plan** ☒  
February 2015 through June 2015
13. **Plan Endorsement & Follow-up** ☒

## **Frequently Asked Questions**

**Who is responsible for advancing the next phase of the IL53/120 project?**

**What is the Illinois Route 53/120 Corridor Land Use Plan?**

**What is the area that is being considered as part of this land use planning effort?**

**Who is leading the corridor land use plan effort?**

**What will the Land Use Committee do?**

**What is the anticipated deliverable of the land use planning effort?**

**What will happen at the end of the corridor land use planning effort?**

**How long will the land use planning effort take?**

**How will the Blue Ribbon Advisory Council be involved?**

**Why are we engaged in another land use planning process? Didn't the Blue Ribbon Advisory Council process clear the way for the road to be built?**

**How are CMAP's land use planning effort and the Tollway's feasibility analysis related to each other and to the Illinois Route 53/120 facility itself?**

**This project has been studied and debated for many years, yet it has not been built. What is different this time?**

**Will the public be involved in the land use planning effort?**

**Who should I contact to learn more about the land use planning effort?**

**Will the road be built in my lifetime?**

**I don't want this road to be built. Who should I talk to?**

For questions about the Land Use Plan, contact Kristi DeLaurentiis at [kdelaurentiis@metrostrategiesinc.com](mailto:kdelaurentiis@metrostrategiesinc.com).

For questions about the Tollway's Feasibility Study, contact Cathy Valente at 630-765-0433 or

