

Item #2B:
Village President Underwood
IL Route 53 Extension

**VILLAGE OF LONG GROVE
RESOLUTION NO. 2012-R-21**

**A RESOLUTION
CONCERNING THE PROPOSED EXTENSION OF ROUTE IL 53 &
THE RESULTING ENVIRONMENTAL IMPACT ON
THE VILLAGE OF LONG GROVE**

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Long Grove, Lake County, Illinois, as follows:

WHEREAS, The Village of Long Grove recognizes the compelling need for solutions that address traffic congestion throughout Lake County and strongly supports solving existing severe congestion problems on arterial roadways through repair, modernization, reconstruction, and widening which would offer immediate and effective congestion relief; and

WHEREAS, In the event that the construction of the northern extension of Illinois Route 53 through Lake County is deemed necessary by the State or the Illinois State Toll Highway Authority to ease this congestion; and

WHEREAS, the proposed path of the Illinois Route 53 extension would traverse a number of environmentally sensitive and globally-significant wetlands if constructed within any of the previously identified routes--including, Long Grove Surrey Marsh, Heron Creek/Egret Marsh, and Indian Creek Marsh; and

WHEREAS, the construction of a new road will expose additional unique and fragile ecological resources in Long Grove and throughout Lake County to vulnerability including, lakes and ponds, streams, native prairie remnants, restored ecosystems, and threatened and endangered species; and

WHEREAS, the Village of Long Grove lies directly in the zone of impact for the proposed road extension, with the resulting stormwater runoff, ground water quality, air quality, and noise mitigation immediately affecting the quality of life of Village residents; and

WHEREAS, at the request of the Lake County Board, the Illinois State Toll Highway Authority established the Blue Ribbon Advisory Council to evaluate these environmental concerns and develop a regional consensus on recommended performance requirements of a new road, and suggest design characteristics for priority sensitive areas.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Long Grove, Lake County, Illinois as follows:

For all the foregoing reasons, the Village of Long Grove hereby strongly supports the non-negotiable design standards set forth in the Blue Ribbon Committee report, subject to full compliance with a new Environmental Impact Statement and contingent upon using the best practices performance standards to minimize environmental impact. Specifically,

The Design Standards Include:

- Utilize a Classic Parkway Design with Tolling
- Acquisition Of Right Of Way (ROW) That is The Minimum Width Necessary For Four (4) Travel Lanes With Platted Scenic Corridor Easements Restricted For Non-roadway Purposes Along The Outside Edges Of The ROW
- Compliance With Environment Protection Agency (EPA) & National Pollution Discharge Eliminations System (NPDES) Requirements With All Compliance Expenses Being The Full Responsibility Of The Roadway Owners.
- Design Roadway for a Maximum Operation Speed of 45 Miles per Hour
- Use Pricing for Congestion Relief
- Utilize Onsite Stormwater Management Techniques That Mimic Natural Systems
- Enhance the Views of Residents and Drivers
- Use Innovative Roadway Lighting Techniques When Necessary
- Make Local Roadway Improvements for Safety and Congestion Relief
- Maintain Local Road Connections
- Consider Local Road Roundabouts
- Improve Connections for Bicyclists and Pedestrians In the Project Corridor
- Ensure Pedestrian Safety
- Provide Accommodations for Alternative Transit

The Performance Standards Include:

- Protect Open Space
- Mitigate 100% of Direct Impacts
- Compensate for Wetland Impacts
- Compensate for all Other Impacts
- Ensure Plant Community Health
- Reduce Stormwater Runoff Volume
- Ensure the Highest Water Quality
- Protect and Enhance Streams
- Use Alternative Deicing Approaches
- Improve Air Quality
- Reduce Neighborhood Traffic
- Reduce Travel Time
- Maintain Existing Speeds on Local Roads
- Minimize Traffic Noise
- Minimize Energy and Material Use

In addition, if the State or the Illinois State Toll Highway Authority proceeds with the extension of Illinois Route 53, north of Lake Cook Road, the Village of Long Grove supports funding of this project entirely by the residents of the state of Illinois, not by the residents of Lake County and specifically not by Long Grove property owners.

SECTION 1. The Village Clerk is authorized and directed to forward a certified copy of this Resolution to the Governor, the Illinois Department of Transportation, the County of Lake, and all other interested persons who request a copy thereof.

SECTION 2. This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

PASSED this 11th day of September, 2012.

AYES: (6) Trustees Barry, Marshall, Schmitt, Underwood, Wachs and Weber

NAYS: (0) None

ABSENT: (0) None

APPROVED this 11th day of September, 2012.

Village President, Maria Rodriguez

ATTEST:

Village Clerk, Karen Schultheis

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: Support for Illinois Route 53/120 Corridor Land Use, Transportation, and Open Space Plan

Dear Mr. Blankenhorn:

The [board/council] of the [Village/City] understands that implementation of preliminary phases of Illinois Route 53/120 is moving forward consistent with the recommendations of the Blue Ribbon Advisory Council (BRAC). A critical component of planning and construction for the Illinois Route 53/120 corridor involves an in-depth analysis and planning process to develop a consensus- and market-based corridor land use plan (Corridor Plan) that balances economic development, open space and natural resource protection, transportation, and community character goals across municipalities, as recommended by the BRAC. The final deliverable is expected to be a land use plan for areas within the Corridor, including land within the jurisdictions of corridor municipalities as well as unincorporated land, some of which may eventually be annexed by adjacent communities.

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In order to support and facilitate this process, please accept this letter in support of the project and as an indication of our commitment to:

- Devote the time, staff, and resources necessary to fully participate in meetings, workshops, and other activities and discussions with project partners, including corridor municipalities, Lake County, CMAP, the Illinois Tollway Authority, and others, to ensure that the Village's concerns are incorporated into the planning process.
- Provide municipal information to the planning team such as GIS or other geospatial data; economic and market data; plans, policies, and ordinances; and other data and information.
- Strive to work towards and adopt a consensus-based land use plan that addresses and incorporates the principles and strategies outlined in the Blue Ribbon Advisory Council resolution as an official municipal plan and policy, upon which construction of Illinois Route 53/120 is contingent.

On behalf of the residents and the [Village/City], I support this project and the efforts of the project partners.

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Sincerely,

[Mayor/Village President]

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MOVE
ILLINOIS

THE ILLINOIS TOLLWAY
DRIVING
THE FUTURE

ILLINOIS ROUTE 53/120 Project Overview

The Illinois Route 53/120 Project is proposed to be a 21st century urban highway – a modern boulevard with a small footprint to protect the natural environment and preserve the character of Lake County. It is envisioned as a multi-modal, sustainable and innovative transportation system that will address specific needs for congestion relief and provide greater connectivity.

The current proposal includes the following improvements:

Extension of Illinois Route 53 – four lanes at 45 mph

- From Lake Cook Road to just south of Illinois Route 120

Upgrade of existing Illinois Route 120 (west end) – four lanes

- From U.S. Route 12 to west terminus of Illinois Route 120 Bypass

Illinois Route 120 Bypass – four lanes at 45 mph

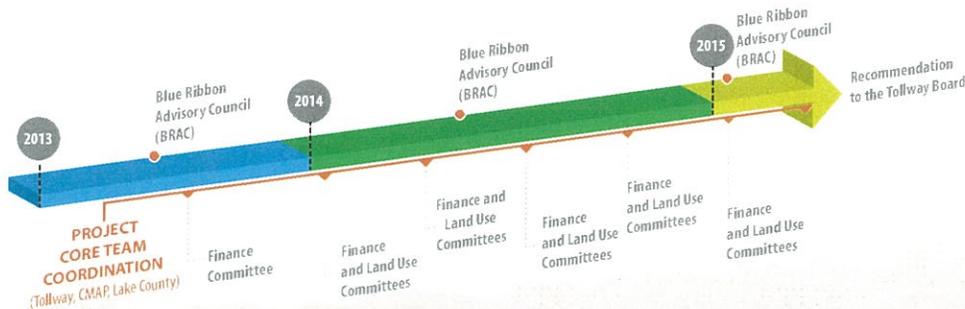
- From east of Wilson Road to east of U.S. Route 45

Upgrade of existing Illinois Route 120 (east end) – four lanes

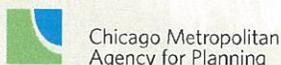
- From east terminus of Illinois Route 120 Bypass to the Tri-State Tollway (I-94)

Current Phase of Work

The current phase of this project builds on the recommendations and framework outlined by the Blue Ribbon Advisory Council (BRAC). The Illinois Tollway, the Chicago Metropolitan Agency for Planning (CMAP) and Lake County will partner on a combined, two-pronged effort to examine the feasibility of the project with respect to financing and land use. To facilitate this effort, new Finance and Land Use Committees will help provide a recommendation to the Illinois Tollway Board of Directors as to whether the Tollway should continue to move forward with the project.



To determine the feasibility, the analysis will focus on five key study areas: design, environmental, financing, operations and regulatory. CMAP's Land Use Plan will feed into the design, environmental and financing aspects of the analysis. The outcome of this effort will help to answer the overarching questions "Is the project feasible?" and "Should the Tollway build the project?"



BACKGROUND

An Illinois Route 53 northern extension has been considered since the 1960s. However, due to the lack of consensus among various interests, the project has not yet come to fruition. The Illinois Tollway established the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) in 2011 to develop regional consensus on whether the Tollway should move forward with the project. The BRAC outlined its work and findings in the June 7, 2012 Resolution and Summary Report, which concluded that there is consensus for the Tollway to move forward with the project and provided the scope, configuration and design elements of the new roadway. The report also suggested potential methods for financing the project. The BRAC identified necessary next steps for the project, which serve as the basis for this current phase of work.

The BRAC defined a set of guiding principles to ensure the outcomes are clearly defined and the project fulfills its goals. The most important of these principles is to use innovative and environmentally beneficial design solutions to strike a balance between improving mobility and access while minimizing negative environmental and long-term developmental impacts.

To view the BRAC's recommendations, as captured in the **June 2012 Resolution and Summary**, please go to the "Construction/Planning" section of www.illinoistollway.com click on "Community Outreach", then click on "Illinois Route 53/120."



Printed on recycled paper.

Potential Illinois Route 53/120 Project



LEGEND Updated 02/01/13

- Illinois Tollway Mainline
- Existing I-290/Illinois Route 53
- Potential Illinois Route 53/120 Project
- Potential Interchange/Intersection Location

0 1 2 3 4 5 Miles

DRAFT

As of February 2013, subject to change.

David Lothspeich

From: ctaylor@lakecountyiil.gov on behalf of Craig Taylor, Lake County Board
[ctaylor@lakecountyiil.gov]
Sent: Friday, August 23, 2013 11:21 AM
To: David Lothspeich
Subject: Route 53 Extension Plans, Taxpayer Resources, Community Events and More

August 23, 2013

 Right-click here to download pictures. To help protect your privacy, Outlook prevented automatic download of this picture from the Internet.

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Work Local.](#)

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\(SWALCO\)](#)

Judge Grants Preliminary Injunction Preventing Formation of Elections Commission

A judge recently granted Lake County's request to halt the creation of an elections commission, giving the clerk the responsibility to plan the next election as the County continues to challenge this unconstitutional law. The County filed a lawsuit challenging the constitutionality of a new law that creates an elections commission because it specifically singles out Lake County and eliminates voters' right to choose who administers elections.

[More Info.](#)

Plans for Route 53 Extension

This project is currently in planning stages, which includes examining the feasibility of financing and land use.

The Illinois Route 53/120 Project is proposed to be a 21st century urban highway - a modern boulevard with a small footprint to protect the natural environment and preserve the character Lake County. It is envisioned as a multi-modal, sustainable and innovative transportation system that will address specific needs for congestion relief and provide greater connectivity. [Click here for information](#) on the project details including a construction timeline.

Construction Project Updates

Route 22 and Miller Road Update

This project is currently 10% complete. A new bridge is scheduled to be opened to traffic by October 19 and the remaining work finished by November 30.

Improvements also include road resurfacing, construction of a retaining wall, curb and gutter installation, guardrail, drainage, pavement

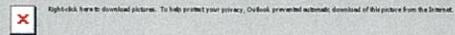
 Right-click here to download pictures. To help protect your privacy, Outlook prevented automatic download of this picture from the Internet.

David Lothspeich

From: alawlor@lakecountyiil.gov on behalf of Aaron Lawlor, Lake County Board
[alawlor@lakecountyiil.gov]
Sent: Wednesday, September 04, 2013 6:17 PM
To: David Lothspeich
Subject: Property Taxes, Route 53/120 Project Info, Heroin Epidemic Update and more.

Having trouble viewing this email? [Click here](#)

September 4, 2013



Illinois Route 53/120 Project Update

The Illinois Route 53/120 project continues to see forward progress.

The Illinois Tollway, the Chicago Metropolitan Agency for Planning and Lake County are partnering on a combined, two-pronged effort to study financing and land use strategies. This phase builds on the recommendations and framework outlined by the Blue Ribbon Advisory Council ([BRAC](#)).

The BRAC - co-chaired by myself and George Ranney of Metropolis Strategies - will reconvene on September 17 at 2 PM at the Lake County Central Permit Facility at 500 W. Winchester Road in Libertyville.

View Illinois Route 53/120 [Project Overview](#)
View the BRAC's June 2012 [Resolution and Summary](#)

Reminder: Property Taxes Due September 6

The Second Installment of Lake County property taxes are due Friday, September 6. A second bill will not be mailed to homeowners. The Treasurer's Office typically experienced long lines close to the property tax due date so taxpayers are encouraged to take advantage of alternative payment methods. For more information visit the [Lake County Treasurer's Office website](#).

Payment Options include: [Pay Online](#), [Pay Over the Phone](#), [Pay by Automatic Withdrawal](#), [Pay at Drop Box Locations](#), or [Pay In Person](#).

Read full press release [here](#).

Property Assessment Appeal Information

Property owners in Ela, Libertyville and Vernon Township should have received their blue property assessment postcards in the mail. The deadline to file an appeal on property assessments is September 16 for Ela and Vernon Townships, and September 23 for Libertyville

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Quick Links

- [Job Center of Lake County](#)
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- [Restaurant Health Inspection Results](#)
- [Doing Business with Lake County](#)



[Enroll today!](#)

Townships.

This is your only opportunity to appeal your property assessment until the fall of 2014!

To learn more about the appeal process [click here](#).

You can also get your questions answered one-one-one at our [Property Tax Assessment Help Centers](#).

It's also very important to ensure you are signed up for every exemption that you qualify for. [Please click here for more information.](#)

For more information, please visit; <http://assessor.lakecountyil.gov/> , contact your local township assessor, or email me!

Heroin related deaths continue to rise in Lake County

[In this video](#), some Lake County residents share their personal stories about the impact heroin has had on their lives. Lake County Sheriff Mark Curran is hosting a series of forums on how drugs impact our community, especially young adults, and how you can help fight this epidemic.

September 10, 6:30 p.m.
Fox Lake District Library
255 E. Grand Avenue
Fox Lake, IL 60020
Phone: (847) 587- 0198



County Update: Strategic Plan

The Lake County Board recently adopted its Strategic Plan which serves as a road map for Lake County government over the next several years. It includes five major goals: Enhance Economic Opportunities, Promote a Sustainable Environment, Build Healthy and Resilient Communities, Provide Public Safety, and Reduce Congestion and Improve Transportation in Lake County. Lake County obtained input into its plan earlier this year at five community forums and through its website. In this episode of County Update, learn more about this plan and what it means to you. Watch [now](#).



Recycling Changes Coming to Lake County Unincorporated Neighborhoods

If you live in the unincorporated area and you don't currently have recycling as part of your trash service, a new law now requires your hauler to provide recycling along with your trash service. In an effort to increase recycling and extend the life of our land-fills, the Lake County Board approved modifications to the Solid Waste Hauling and Recycling Ordinance effective January 1, 2014 making it mandatory for haulers in the unincorporated area to provide recycling containers.

Read fact sheet, or visit www.lakecountyil.gov/Recycle/NewLaw for more information.

[English Fact Sheet](#)
[Spanish Fact Sheet](#)

Chemical Collections and E-cycling with SWALCO

Keep toxins out of our water!

Wondering what to do with unwanted pool and cleaning chemicals, driveway sealers, varnishes/stains, garden fertilizers, and bug sprays? Bring your unwanted chemical products and medical prescriptions (for people and pets), to SWALCO Household Chemical Waste (HCW) Collection events. See list of acceptable HCW items [here](#).

Electronic Collections Events Around Lake County

The Solid Waste Agency of Lake County (SWALCO) is holding collection events for electronic waste (e-waste) around Lake County. Proper disposal of items such as computer equipment, digital equipment, microwave ovens, and batteries is important because of potential hazardous waste within them. Protect your community by bringing your unwanted electronic items to these collection events.



Village Public Works Facility

Village of Mundelein
440 E. Crystal Street
May 1 - September 30
Monday - Friday
8:00 a.m. - 3:00 p.m.

September is Library Card Sign-up Month

If you don't have a library card, use "Library Sign-UP Card Month" to get one! Once you sign up for a library card, you can enjoy the many services that your local library provides including new e-reader books, numerous event and programs, online resources, books, videos and more.

For more information on how to sign up for a library card, visit your local library in person or visit their website.

Cook Memorial Public Library

Ela Area Public Library

Vernon Area Public Library

Forest Preserves Update



Endangered Species Found

Presumed extinct in Illinois-it has been nearly 100 years since bog rosemary (*Andromeda glaucophylla*) was last found growing in LakeCounty. However, this spring we found a small population in a forest preserve wetland. "It was like stepping back in time," recall District botanists upon discovering the plant. "We knew we were in a special place when we saw the rich diversity of native grasses, sedges and forbs."



Many are extremely rare in Lake County or listed as threatened or endangered species in Illinois. Lake County's bog rosemary has very likely been growing in this wetland for 10,000 years, ever since the glaciers melted and mastodons, mammoths and beaver the size of bear roamed our area. Today, just a few plants remain.

Controlled Burn Season is Here

If you see smoke rising from a forest preserve this fall, chances are that it's from a controlled burn. Controlled burning removes weedy non-native species, helping native grasses and wildflowers thrive. Check LCFPD.org/burninfo for daily announcements.

Special Exhibitions at the Lake County Discovery Museum



[Beguiled by the Wild: The Art of Charley Harper](#)

September 21, 2013-February 16, 2014

Charley Harper's (1922-2007) life-long love of nature inspired his work in this wonderful collection entitled "Beguiled by the Wild." Harper was best known for his highly stylized wildlife prints, posters and book illustrations. He called his style "minimal realism," capturing the essence of his subjects with the fewest possible visual elements.

[Passenger Pigeon's Flight to Extinction](#)

September 21, 2013-February 2, 2014

2014 marks the 100th anniversary of the extinction of the Passenger Pigeon. This original exhibition explores connections between the human world, and looks at some of the work being done today to help prevent similar extinctions from occurring. Click [here](#) to learn more about this exhibition.

Lake County Discovery Museum: Hours, Admission, Location and more information

EVENTS

[Waterfest](#)

Sunday, September 8, 1-4 p.m.

North Bay Pavilion at Independence Grove, Libertyville

Join us in celebration of water conservation and our beautiful waterways as part of the Water Connects Lake County initiative. Activities include aquatic animal hikes, crafts, fishing, ponding, kayaking, boating, water monitoring, conservation and more. Learn about lake ecology, watershed and glacial activity, and aquatic species such as fish, turtles and frogs.

[Greenbelt Mini Explorers-Art and Nature](#)

Saturday, September 14, 10-11 a.m.

Greenbelt Cultural Center, Waukegan

Live music, native dancing and authentic food are all part of this traditional Mexican and Central American independence celebration. Enjoy the costumes and flare of Erandi folkloric and Aztec dancers, mariachi and marimba music, soccer games and more. The event is free, and all ages are welcome.



[FredFest](#)

Sunday, September 15, from 1 to 7 p.m.

Fox River Forest Preserve in Port Barrington ([directions](#)). This year's music festival features Master of Ceremonies Jaime Laurita, and five popular bands: Sixteen Candles, Pat McKillen, Sons of Bildor, Rod Tuffcurls and the Bench Press, and Hudson McCoy. Tickets are \$20 in advance or \$30 at the gate. All net proceeds from the festival benefit the [Preservation Foundation of the Lake County Forest Preserves](#).

[Fort Sheridan Beach Cleanup](#)



Saturday, September 21, 9 a.m.-12 p.m.

Fort Sheridan Forest Preserve, Lake Forest

Lend a hand and a few hours for International Coastal Cleanup day. Drop in and join other volunteers to remove trash and collect data.



[Farm Heritage Festival](#)

September 21 & 22 9 a.m. - 4 p.m.
Lakewood Forest Preserve, Wauconda

This family festival celebrates Lake County's agricultural roots. Tractor parade, sheep herding, wagon rides, animals and more-see LCFPD.org/farmheritage for all the event details.

Aaron Lawlor - Representing District 18

Dear Neighbor,

I hope you find this information helpful. Please continue to ask questions and suggest topics for the e-newsletter.

With so much going on at all levels of government, don't hesitate to contact me with your questions and concerns regarding this or other issues. You can reach me via email or on my cell at (847) 971-0454.

It is an honor to serve **YOU** on the County Board and Forest Preserve Board.

Sincerely,



Aaron Lawlor



[P.S. If this email was forwarded to you, please click here to sign up so I can get you information directly - especially in the case of a road closure, weather emergency or other issues.](#)



[Forward email](#)



This email was sent to lothsd@longgrove.net by alawlor@lakecountyil.gov
[Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).
Lake County | 18 N. County Street | Waukegan | IL | 60085



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

August 2, 2013

REQUEST FOR PROPOSALS (RFP) NO. 106

TRANSPORTATION, LAND USE, AND OPEN SPACE PLAN FOR IL 53/120 CORRIDOR

The Chicago Metropolitan Agency for Planning (CMAP) is requesting proposals from interested contractors to prepare a transportation, land use, and open space plan for the IL 53/120 corridor in Lake County, Illinois.

CMAP will conduct a non-mandatory pre-bid information session on Thursday August 15 at 11:00 a.m. (CDT) in CMAP's offices, 233 South Wacker Drive (Willis Tower), Suite 800. Applicants may attend in person or by webinar/conference call. To attend in person, call CMAP at 312-454-0400 to be added to the Willis Tower Visitor list. Driver's license or state ID required for entry into building tower. To join by webinar/conference call, email yambriz@cmap.illinois.gov requesting RFP 106 webinar/conference call information. An e-mail with the webinar/conference call information will be sent to all who have registered by noon on August 14.

Participation with the pre-bid discussion is non-mandatory, but is offered as a way to best understand the scope of work we are trying to accomplish. CMAP strongly encourages those interested in this project to attend. The presentation, questions and responses noted during the pre-bid discussion will be posted on our website with the RFP.

If your firm is qualified and experienced in performing the described services, CMAP would appreciate receiving your proposal as indicated in the RFP. The deadline for receipt of submissions in response to the RFP is **3:00 p.m. September 13, 2013**.

Thank you, and if you have any questions, please call me at (312) 386-8788.

Sincerely,

Margaret McGrath
Grant/Contract Officer

Enclosure

REQUEST FOR PROPOSALS (RFP) NO. 106

TRANSPORTATION, LAND USE, AND OPEN SPACE PLAN FOR IL 53/120 CORRIDOR

The Chicago Metropolitan Agency for Planning (CMAP) invites appropriate contractors to submit proposals to prepare a transportation, land use, and open space plan for the IL 53/120 corridor in Lake County, Illinois. Please read each section carefully for information regarding the proposal and submittal instructions.

SECTION 1: Background and General Information

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

Other Project Participants

While CMAP will be the lead agency to manage the consultant selected through this RFP, other agencies are also highly involved in this procurement. The Illinois State Toll Highway Authority (ISTHA, referred to hereafter as the Tollway) and Lake County are providing funding for this project and will be involved in consultant selection and project oversight. In addition, this project includes the non-financial participation of municipalities in the IL 53/120 corridor as well as many other nongovernmental stakeholders.

LTA Background

CMAP is administering this project through its Local Technical Assistance (LTA) program, which is designed to implement GO TO 2040 through assistance to local governments. Since the initiation of this program in 2011, CMAP has completed over 40 local planning projects, with 50 more currently underway. The purpose of the LTA program, which has been reflected clearly in its products, is to provide assistance to communities across the Chicago metropolitan region to undertake planning projects that advance the principles of GO TO 2040.

Project Background

GO TO 2040 contains recommendations for [major transportation capital projects](#) for the region to pursue. Among the highest-profile projects recommended in the plan is IL 53/120 (called the Central Lake County Corridor in the plan), which involves the northern extension of IL 53 from its current terminus at Lake-Cook Road to IL 120, and complementary improvements to IL 120. GO TO 2040 notes that while the project has major positive impacts for the region in terms of economic growth and congestion reduction, it also has potential to negatively impact the natural environment and immediately adjacent communities. Therefore, GO TO 2040 recommended that the planning and design of the Facility should include environmental protection and preservation of the character of nearby communities as very high priorities.

Shortly after the adoption of GO TO 2040, the Tollway convened the IL 53/120 Blue Ribbon Advisory Council (BRAC) to bring together key project stakeholders to determine whether there was regional consensus on the project and whether the Tollway should move forward to develop a feasibility analysis. The BRAC's work concluded with a [resolution and summary report](#), released in June 2012. Consistent with GO TO 2040, the BRAC's report recommended innovative design features, financing options, and market-driven, multijurisdictional land use planning. Specifically, the BRAC recommended that CMAP manage the development of a Corridor Plan that "integrates land use, transportation, economic development, and open space" (p. 67 of the BRAC Report). Contractors are encouraged to familiarize themselves with the BRAC resolution and summary report linked above. It further describes project history, the guiding principles of the IL 53/120 project, and specific recommendations.

Work on this project will be overseen by a Land Use Committee, which will serve as a steering committee for this Corridor Plan. This committee will include representatives of 18 municipalities within the corridor (listed below) as well as representatives from the local planning, economic development, transportation, and environmental communities. At the completion of the corridor planning process, the Land Use Committee will recommend to approve or reject the Corridor Plan, after which the Plan will be presented for approval/adoption by Lake County and each of the municipalities. The consultant will be expected to participate in both of these processes to the extent described in the Scope of Work. Working groups that are subordinate to the Land Use Committee may be formed to address specific issues or areas, and managing these working groups will be the responsibility of the consultant.

Corridor Municipalities

- Village of Buffalo Grove
- Village of Grayslake
- Village of Gurnee
- Village of Hainesville
- Village of Hawthorn Woods
- Village of Indian Creek
- Village of Kildeer
- Village of Lake Zurich
- Village of Lakemoor
- Village of Libertyville
- Village of Long Grove
- Village of Mundelein
- Village of Round Lake
- Village of Round Lake Park
- Village of Vernon Hills
- Village of Volo
- Village of Wauconda
- City of Waukegan

Contractors should be aware that a separate and parallel effort led by the Tollway will be underway at the same time as the Corridor Plan, and that coordination between the two is required. This parallel effort, which is a feasibility analysis for the IL 53/120 project, will address traffic, tolling, financing, roadway design, and other matters that concern the Facility itself. In contrast, the Corridor Plan described in this RFP looks beyond the Facility to focus on land use, open space, local transportation, and economic development outside of the Facility right of way. The roadway design stipulated in the BRAC Report is the design to be used for the purpose of the corridor land use study.

Project Purpose

The purpose of this RFP is to select a contractor to prepare a transportation, land use, and open space plan for the IL 53/120 corridor, but not including the IL 53/120 Facility itself. The Corridor Plan should be fully consistent with the corridor planning concept described in the BRAC report, as well as incorporate the principles and recommendations of CMAP's GO TO 2040 plan. GO TO 2040, the long-range comprehensive plan for the Chicago region, contains 12 high-priority recommendation sections within four themes: Livable Communities, Human Capital, Efficient Governance, and Regional Mobility. The following language from the BRAC report explains the purpose of the Corridor Plan.

"A corridor planning effort should accomplish the following:

- 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." (p. 67 of the BRAC report)

Contractors are expected to propose a scope for the entire Corridor Plan scope of work that addresses these standards and is fully consistent with the principles of the BRAC resolution and summary report.

General Information

As a result of responses to this RFP, CMAP plans to review submissions and conduct interviews with selected firms it determines can best meet the requirements outlined below. As applicable, negotiations will be held to select the firm that CMAP believes can best satisfy its requirements at rates it perceives are reasonable for the services provided. Subject to "Reservation of Rights" below, it is anticipated that a contract will be awarded for the work described. The contract is expected to begin in late 2013. The planning project is expected to be kicked off in late 2013, the corridor plan is expected to be complete by mid-2015, and plan approval is anticipated by late 2015; the contract is expected to terminate 2 years from project initiation.

SECTION 2: Scope of Project and Procurement Details

Project Description

This project is intended to engage relevant municipalities, Lake County, the Illinois Tollway, the environmental and economic development communities, and other stakeholders in a facilitated, open planning process to create a land use and transportation plan for the IL53/120 corridor (Corridor Plan.) The Corridor Plan will be based on market-feasible development and provide a balance between economic development, natural resource protection, multi-modal connections, congestion relief, and community character goals across municipalities. The project will produce land use, open space, and transportation plans, proposed policies, and strategies intended for each of the communities along the corridor to incorporate into their planning documents and processes, as well as implementation actions for communities and other major stakeholders to follow.

Goals of the project include: develop strategies to protect and mitigate impacts to communities and environmental resources due to land use changes that are likely to result if the IL 53/120 Facility is built; ensure that future local land use and development plans consider economic and market-based data, trends, and realities; develop strategies to address local transportation needs generated by the Facility, including multi-modal options; and encourage development of vibrant communities in central Lake County.

There are a number of tasks and deliverables that are outside the scope of this plan and are not to be completed by the selected consultant. However, these tasks may be contemplated in other processes (e.g., the Tollway's feasibility analysis), or they may be recommended as implementation actions of the Corridor Plan. These include evaluation of proposed alternative alignments for the road, environmental impact analysis for the road, financing plan for the road, detailed land use plans for all portions of the corridor study area, engineering of proposed transportation improvements, and watershed, conservation, and food systems plans.

Fundamentally, this scope of work and planning process are intended to align with the Project Description above, the principles and strategies outlined in the Blue Ribbon Advisory Council [Resolution and Summary Report](#) (BRAC Report), as well as the strategies and goals articulated in [GO TO 2040](#). GO TO 2040 reflects and is intended to implement the preferred regional scenario and 2040 forecasts adopted by the CMAP Board, which should also be considered as guiding elements for the land use study.

This scope of work is intentionally not specific with details about the planning process yet more specific about project deliverables. CMAP and the project partners would like consultant teams to provide a detailed description of their project approach and process to achieve the stated deliverables in the most efficient and effective way. Consultants may suggest additional deliverables; however, the deliverables described in the scope of work are required as a minimum.

It is critical that throughout the planning and adoption process the selected consultant be prepared to promote, advance, and clearly articulate in a relevant, meaningful, and convincing way the elements of the Corridor Plan as well as the recommendations, strategies, and philosophy of the BRAC, CMAP, and GO TO 2040 to the public, partners, municipalities, and other stakeholders.

Management and Oversight

To complete the project within the anticipated timeframe, and to ensure close coordination with the Illinois Tollway Authority's independent financial feasibility analysis for the Facility itself, CMAP will coordinate and manage the consultant and contract. The selected consultant will directly report to and be managed by CMAP.

Significant resources and involvement from regional and local partners and organizations may be required to complete the project. Potential partners (in addition to the local governments previously listed) may include:

- Members of the BRAC and Subcommittees

- Lake County
- Lake County Forest Preserves
- Lake County Partners
- Lake County Transportation Alliance
- The Lake County Municipal League
- Transportation Management Association of Lake Cook
- The Northwest Municipal Conference
- Illinois Tollway Authority
- Illinois Department of Transportation
- Metropolis Strategies
- Center for Neighborhood Technology
- Environmental Law and Policy Center
- Openlands
- Conserve Lake County
- Liberty Prairie Foundation
- Chicago Wilderness
- Similar local or regional organizations

Study Area

The study area is roughly bound by Lake Cook Road on the south, I-94 on the east, and IL 12 on the west, and includes three separate alignments of IL 120 west of the proposed intersection with IL 53, two of which are presented in the BRAC Report (p. 33 of the BRAC report) and one of which is proposed by the [Central Lake Thruway/Unified Vision](#). The land use plan and analysis should consider the area within a two-mile buffer study area of the IL 53/120 corridor bound by these limits and including both western alignments.

To help streamline and target this planning process, however, a deeper level of analysis and planning is intended for specific "hotspots" where significant land use change or impact is anticipated, rather than conducting detailed planning for all areas within a two-mile buffer study area of the IL 53/120 corridor. These hotspots are anticipated to fall within the planning jurisdictions of the core municipalities, however, some of them may not, and others may fall primarily within the planning jurisdiction of Lake County. Less specific recommendations are anticipated for areas that are less impacted and for the corridor overall. These hotspots may be environmentally sensitive areas, areas with significant potential for land use change, large unincorporated areas directly adjacent to the proposed IL 53/120 alignment, proposed access points and intersections, or highly congested corridors. These criteria and hotspots should be generally defined with municipalities at the outset of the project and during the initial outreach phases, and refined during development of the Existing Conditions Analysis (Task 3), Market Analysis (Task 4), and Environmental Analysis (Task 5). It is anticipated that there will be approximately 10-12 hotspots of as-yet undetermined size requiring more detailed analyses.

Scope of Work

Task 1. Project Management

In order to facilitate management, coordination and communication within the land use planning process as well as with project partners and the Tollway study, the Consultant should assume frequent and regular interaction with stakeholders throughout the process. This includes the following:

- Reporting to the Land Use Committee
- Coordinating with CMAP (the primary client) as well as with the Illinois Tollway, Lake County, the Blue Ribbon Advisory Council (BRAC), and other stakeholders as determined by CMAP
- Coordinating with TranSystems, the Tollway consultant, on the parallel Tollway analysis

Other project management tasks necessary for an efficient and effective planning process should be considered by the Consultant and included in the project proposal.

Deliverables	Description
Project Coordination Meetings (including all meeting materials such as agendas, presentations, drafts for review, etc.)	Quarterly Land Use Committee meetings (various locations in Lake County), bi-weekly project coordination meetings (various locations) with project partners and TranSystems, and 3-5 meetings to update the BRAC.
Meeting Minutes / Summaries	Minutes/summaries of all project coordination meetings including attendance, outcomes, materials presented, and feedback.

Task 2. Outreach and Education

Outreach and education will be ongoing components of the planning process as it is critical this project adequately engages local stakeholders and the public. The consultant will be responsible for developing the overall outreach process and education framework as well as the implementation of local outreach strategies and the development of educational materials. CMAP will review and provide feedback on outreach and education process and materials. The Consultant should strongly consider the use of an interactive, web-based tool for public engagement for this large project area. For this task, the consultant should propose a general outreach plan and suggest tools to engage and education stakeholders and the public.

Outreach

The outreach framework developed by the consultant should outline desired goals and suggested methods for public participation; this framework should acknowledge work CMAP is already doing in collaboration with local stakeholders. Groups needing engagement include but are not necessarily limited to municipal, environmental, residents, transportation, planning, and economic development interests, some of whom were engaged in previous planning efforts and have either opposed or supported various iterations or components of the IL 53/120 Facility. In this context, extensive outreach including a variety of engagement strategies will be required of the consultant, such as key informant interviews, focus groups, workshops, and other strategies.

Though engagement of the public is important to this process, the consultant's outreach priority is adequate and appropriate engagement of major stakeholders in the planning dialogue, particularly municipalities impacted by the Facility, other Land Use committee members, and members of the BRAC. Prior to the initiation of the planning process, CMAP will work with the Tollway and Lake County to encourage significant and meaningful participation in the planning process by major stakeholders. CMAP will share the results of this outreach, including key contact information, with the selected consultant. Identification and engagement of additional stakeholders will be the responsibility of the consultant with CMAP support.

Education

While there are many vibrant communities and places within central Lake County, current development patterns have contributed significantly to the congestion that the Facility proposes to address. Additionally, municipalities have planned for major economic development in advance of the proposed IL 53/120 Facility, and the volume and extent of this potential development substantially exceeds market potential.¹ Due to these factors, the generally contentious nature of new road projects, the competitive land use and development environment in Lake County, and the land use regulatory responsibility of many of the impacted municipalities, the engagement strategy must include a strong educational component.

¹ CMAP prepared a detailed memo on future land use in the corridor as part of the IL 53/120 BRAC process. Please see: http://www.illinoistollway.com/documents/10157/48743/2012-03-12_FutureLandUseChangeSummary%26TransportationImplications.pdf

In order to help residents, businesses, and municipalities understand the community, fiscal, and transportation benefits and impacts of alternative development patterns, the planning process should include education about the recommended strategies in GO TO 2040, the principles and strategies outlined in the BRAC Report, and the costs and benefits of alternative development patterns and land use design strategies as they apply to the Corridor Plan. Consultant-led educational materials are expected to use these plans and reports as a foundation for any supplemental educational materials developed. Consultant should also anticipate CMAP, Illinois Tollway, and Lake County review of any educational material before being released. The consultant will be responsible for printing any and all printed materials.

Roles: CMAP will review the consultant-created education and outreach framework, assist in promoting public meetings and events through the CMAP Weekly email, make available keypad polling equipment, and provide existing key stakeholder and resident contact information. Consultant will lead the creation of supporting educational materials, public engagement events, activities, support materials, and implementation of the outreach strategy.

Deliverables	Description
Outreach and Education Strategy	Detailed outreach strategy and approach, schedule, format, stakeholder list, and anticipated materials.
Outreach and Education Materials	Notices and announcements, publicity materials, presentations, display boards, educational materials.
Public and Stakeholder Meetings	Assume 6 public meetings throughout the planning process: 3 that focus on IL 53 communities, and 3 that focus on IL 120 communities. Note: it is not out of the question to consider a municipal public hearing within the realm of possibilities for public meetings, though this will be at the discretion of CMAP to determine.
Meeting and Results Summaries	Summaries of all meetings, public workshops, and other outreach and engagement results including attendance, contact information, outcomes, materials presented, and feedback.
Memorandum of Input	Summary of input received and common themes, challenges, and opportunities that will inform plan recommendations
Outreach and Education Summary	Documentation of all outreach and education formatted for inclusion in plan document.

Task 3. Existing Conditions Assessment (ECA)

Quantitative and qualitative data on existing conditions will be collected via research, data collection, GIS mapping, field reconnaissance, interviews and focus groups, and secondary sources such as public and commercially available datasets. Existing plans, reports, and studies will also be reviewed and summarized. This task is considered the data collection and discovery phase that will provide the foundation and information for the market, environmental, land use and transportation analyses that follow. The ECA should include the elements presented in the table below. Furthermore, the ECA should describe future expected land use change based on municipal and county land use plans, major developments, expected transportation improvements, as well as a general assessment of the impacts of the major developments and transportation improvements on land use and economic conditions. ECA components and public and non-profit partners who may be relied upon to contribute resources for specific components are noted below. Existing conditions results should be summarized and delivered in

a format agreed upon by CMAP and the consultant for distribution and review by project partners. The consultant should specify in their proposal the suggested format for the results of this task.

ECA Component	Source
Regional Context	CMAP, Lake County, COGs
Assessment and summaries of existing plans, studies, court agreements, and approved major developments and planned transportation improvements	Lake County, COGs, municipalities.
Housing and Population	Lake County Housing Authority, municipalities
Economic Development	Lake County Partners, Lake County, municipalities
Natural Environment (including Agricultural Resources)	Lake County, Lake County Stormwater Management Commission, Conserve Lake County, Openlands, Chicago Wilderness, Lake County Forest Preserves, Illinois Department of Natural Resources)
Land Use and Development	Lake County, municipalities
Transportation	Tollway, Lake County DOT, IDOT, RTA
Facilities, Services, and Infrastructure	Lake County, municipalities

The outcome of the existing conditions analysis should identify the environmental and land use analysis hotspots that will be the focus of subsequent land use planning and analysis tasks, as well as provide key considerations for the broader corridor. It should also identify and summarize key challenges, opportunities, and recommendations resulting from the ECA analysis that will provide a preliminary framework, foundation, and trajectory for recommendations of the land use plan. The ECA is a stand-alone product that will be an appendix to the final report.

Roles: Consultant will lead the analysis of existing conditions and preparation of summaries of the ECA, including consultation with recommended partners where possible. CMAP will help coordinate partners to encourage involvement in the planning process in areas critical to the BRAC's recommendations and/or GO TO 2040, or areas identified as hotspots.

Deliverables	Description
Existing Conditions Assessment Summaries	Narrative, tables, charts, maps and other graphics illustrating existing conditions, impacts, and analysis.
Hotspots Analysis	Identification of critical environmental and land use areas needing more detailed analysis and planning.
Key Findings: Challenges, Opportunities, and Recommendations	Identification of key challenges, opportunities, and recommendations

Task 4. Market Analysis and Recommendations

A specific recommendation of the BRAC Report was to base the land use components of the Corridor Plan on market-feasible development in order to meet the broad goal of a multi-jurisdictional economic development strategy to ensure the best possible economic future for central Lake County. The scope and scale of the IL 53/120 project warrants a robust analysis using market-driven realities to examine and project the extent and location of land use change and development that is likely to occur if the proposed IL 53/120 is built. The market analysis should be based on a variety of factors that may include market and demographic forces and projections; employment and industry trends; leakage and demand

analyses; potential commercial and industrial development; and potential demand and saturation thresholds for specific goods, services, industries, and housing types. The market analysis will be completed for the entire corridor, but with a significant and more detailed focus on the hotspots identified during the preparation of the ECA. It is possible that the market analysis will lead to refinement of the location and extent of hotspots. The market analysis should also identify key challenges, opportunities, and recommendations that will be used to develop recommendations for economic development and land use strategies.

This task will require a significant effort to engage community leaders and other stakeholders in a robust dialogue about the relationship between land use, revenue/fiscal health, and the market/economic forces and impacts that influence and are influenced by land use change. This will require the consultant to clearly understand and convey the perspective and motivation of municipal leadership as it relates to the relationship between land use and municipal fiscal health while also conveying the extent to which market realities impact the capacity of the corridor to support various land uses, particularly commercial. The consultant should be prepared to present and lead discussions to inform and educate community leaders and stakeholders regarding the dynamics of municipal ‘competition’ for revenue-generating land uses, and to work towards a common understanding and direction for municipalities within the corridor.

Because this project is intended to complement and provide input to help refine the Tollway analysis addressing traffic, tolling, financing, roadway design, and other matters that concern the feasibility of the Facility itself, the consultant team should consider including expertise beyond conventional market analysis to include familiarity with public finance and financing options for large scale facilities such as IL 53/120, including local financing and funding strategies.

Roles: Consultant will lead the market analysis task. CMAP will assist with coordination of partners and review of market analysis.

Deliverables	Description
Market Analysis	Narrative, tables, charts, maps and other graphics illustrating market conditions, projections, and analysis. This will include materials related to educating leaders and stakeholders about market forces and land use change described above.
Hotspot Market Analysis	Detailed hotspot market analysis and refinement including narrative, tables, charts, maps, and other graphics as needed.
Key Findings: Challenges, Opportunities, and Recommendations	Identification of key challenges, opportunities, and recommendations

Task 5. Environmental Conditions Study and Enhancement Alternatives Analysis

The BRAC recommended that the Corridor Plan integrate the preservation of open space and natural areas; reduce long-term and irreversible impacts from fragmentation and disturbance; and identify priority sensitive and open space areas that require protection/preservation, i.e., the green infrastructure network, as well as potential conservation strategies for priority areas. The consultant will prepare an environmental conditions study, related to land use, that identifies and characterizes environmental conditions in the corridor study area for a broad range of natural resources including: parks and open space; water supply and quality; stormwater management; wetlands and floodplains; unprotected, high quality, and threatened or endangered natural resources; agricultural resources; green infrastructure; and similar elements. Legal and regulatory considerations should be examined as well. The study should identify priority areas for preservation that are high quality, high value, hotspots, or otherwise important; the region’s [Green Infrastructure Vision](#) should serve as the foundation for this analysis. It is possible that the environmental analysis and priority area identification will lead to refinement of the location and extent of hotspots identified in Task 3.

The consultant should identify and quantify the potential impacts on land and water resource conditions due to land use change associated with the IL 53/120 Facility, particularly those resources that are considered to be of high quality, high value, or hotspots. Following the identification of environmental impacts due to land use changes, the consultant should identify strategies or land use alternatives that will address impacts and/or regulatory barriers, including avoidance/protection/preservation, on- or off-site mitigation, design solutions, enhancements, or other strategies, as well as an assessment of the feasibility (i.e., cost, complexity, etc.) of such strategies and alternatives. The Tollway will identify and quantify impacts related to the road Facility itself, but the consultant should consider and identify potential sites and locations to mitigate these impacts.

Based on the environmental conditions and impact analysis, the consultant will prepare a set of key challenges, opportunities, and recommendations, including an integrated open space / green infrastructure plan and map for the corridor that establishes the priority areas needing preservation or mitigation, as well as provide for recreation and open space needs for residents and workers.

It is important to note that this task will focus on the environmental impacts of land use change and that an analysis of the environmental impact of the roadway itself, i.e., the National Environmental Policy Act (NEPA) assessment of environmental impact, is not to be included in this task or analysis.

Roles: Consultant will lead the environmental analysis. CMAP will assist with coordination of partners and review of environmental analysis.

Deliverables	Description
Environmental Conditions Analysis	Narrative, tables, charts, maps and other graphics illustrating environmental conditions.
Impacts and Alternatives	Assessment of environmental impacts due to projected land use changes. Identification and feasibility of mitigation strategies and land use alternatives that would address environmental impacts. Both should include narrative, tables, charts, maps, and other graphics as needed.
Key Findings: Challenges, Opportunities, Recommendations, and Green Infrastructure Plan	Identification of key challenges, opportunities, and recommendations for environmental resources, and an integrated green infrastructure plan for the corridor.

Task 6. Land Use and Transportation Analysis

This task follows the BRAC's recommendation to address the interrelated nature of local land use and transportation systems in the IL 53/120 corridor. The consultant will examine land use and transportation patterns and change that are likely to occur if the proposed IL 53/120 is built, as well as the impact of major developments and planned transportation improvements and any legal or regulatory issues, such as restrictive covenants, court decisions, completed or in-process development agreements, etc. This analysis should build upon the market and environmental analyses, i.e., the land use and transportation analysis and recommendations should be consistent with and driven by the results of the previous analyses. This analysis will also include an analysis of land use and transportation impacts resulting from the location and type of access (e.g., intersection, interchange, etc.) at potential access points along the IL 53/120 Facility. This access point analysis should result in recommendations to help determine the optimal locations for these access points based on economic, environmental, and transportation impact.

Utilizing the guidelines and recommendations presented in the BRAC Report and GO TO 2040, the land use and transportation analysis will result in corridor-wide recommendations for addressing land use change and transportation needs, as well as more specific recommendations for hotspots identified in the existing conditions analysis and refined through subsequent tasks. This task will focus on land use and transportation strategies that support transit, increase connectivity and multi-modal connections, reduce congestion, and provide pedestrian-friendly, transit-friendly, and mixed-use development where feasible.

Additionally, regional planning-level analysis of non-motorized transportation networks can be performed to identify needed linkages and key strategies to support walking and biking throughout the corridor. A goal of this task is not only to prepare adequately for potential impacts to local road traffic, but also to provide recommendations for a robust system of alternatives and mitigation strategies to better anticipate potential growth. Close coordination with the Tollway analysis is anticipated for this task.

It is likely that this task will require the development of alternative development scenarios for consideration and discussion by the project team and stakeholders. The consultant should be prepared to provide a strong pro-con analysis for each scenario that clearly compares and contrasts the scenarios. Part of this comparison is likely to include an assessment of the three proposed western alignments from a land use perspective.

Based on the land use and transportation analysis, the consultant will prepare a set of key challenges, opportunities, and recommendations for the corridor, as well as more specific recommendations for hotspots.

This task does not include transportation engineering, design, or transportation impacts for the IL 53/120 Facility itself, which will be completed by the Tollway.

Roles: Consultant will lead the land use and transportation analysis. CMAP will assist with guiding principles and recommendations as reflected in GO TO 2040 and BRAC report and coordination of partners.

Deliverables	Description
Land Use and Transportation Analysis	Narrative, tables, charts, maps and other graphics illustrating land use and transportation analysis.
Scenario Development and Comparison	Alternative land use and transportation scenarios with cost-benefit analysis and comparison.
Key Findings: Challenges, Opportunities, Recommendations	Identification of key challenges, opportunities, and recommendations for land use and transportation, with greater specificity for hotspots.

Task 7. Draft and Final Corridor Plan

The consultant will present the recommendations in a single, cohesive draft Corridor Plan for review and consideration by project partners and stakeholders. This portion of the process will involve drafting the plan, community input sessions, and iterative revision of the Plan to reflect community and partner input. Prior to development of the plan content and details, the consultant will develop a brief summarizing the key recommendations that are expected to be contained in the final plan for review and approval by the project oversight committee.

Following approval of the key recommendations, the consultant will prepare a draft Corridor Plan that is likely to include, at minimum:

- Introduction
- Project description and process, including an outreach summary
- Context and Existing Conditions
- Plan Recommendations (this will be the largest section of the Corridor Plan)
- Implementation Plan

The plan should present major themes, issues and opportunities, guiding principles, and goals, with major detailed subsections and subarea plans appropriate to individual hotspots. Results from the market/economic development, environmental, and land use and transportation analyses will be included. Recommendations should be market-driven and include an overall (generalized) land use and

transportation plan for the corridor study area, and detailed (parcel-level) subarea land use and transportation plans for each hotspot (approximately 10-12 hotspots are anticipated.) Recommendations should consider the economic development impacts of land use as well as the economic development needs of corridor communities. Recommendations should include policies regarding the integration of land use and transportation, such as transit-supportive land uses, transportation and transit access and improvement, congestion mitigation, community character preservation and enhancement, environmental mitigation of land use changes, and pedestrian, bicycle and transit networks. Recommendations should include general modifications to local land use plans and development regulations (e.g., comprehensive plan, zoning ordinances, overlay districts, financing districts, complete streets policy) as well as supporting infrastructure investments. This project will not involve the subsequent modification of the zoning ordinances, nor will it be necessary to provide detailed zoning amendments. However, recommendations should indicate where and what type of zoning changes may be necessary to permit desired development types, e.g., adoption of a mixed-use district.)

The plan should make recommendations for the longer-term future of unincorporated areas, i.e., whether it is more appropriate for them to remain unincorporated or be annexed into a neighboring municipality. This may include recommendations for boundary agreements between municipalities and/or agreements with Lake County.

The plan should include an implementation plan, including descriptions of actions that should be taken within the next five years to advance its recommendations. The implementation section of the plan will be critical to ensuring that the vision for the corridor is realized through the inclusion of plan recommendations in local plans, policies, ordinances, and procedures. The plan may also recommend organizational changes or strategies such as the creation of intergovernmental agreements, which will need to be implemented at the local level. It should also present legal and/or regulatory changes that will be needed to implement the recommendations.

A final plan, a modified version of the above draft plan, will be produced based on revisions from the public, stakeholder, and committee input. The final plan will include detailed, final graphics, maps, and illustrations as needed to sufficiently communicate plan recommendations. The final plan deadline is 18 months from project initiation.

Roles: Consultant will prepare the draft and final Corridor Plan. CMAP will review interim and draft plan sections to ensure consistency and incorporation of appropriate elements of GO TO 2040 and BRAC Report recommendations; coordinate with partners; and work with the consultant to ensure a unified document.

Deliverables	Description
Recommendations Brief	Brief summarizing anticipated recommendations for the Corridor Plan.
Draft Plan	Detailed and illustrated narrative of Corridor Plan including elements described above and an implementation plan.
Final Plan	Hard copy and electronic copy of Corridor Plan for public release.

Task 8: Plan Adoption and Follow-up

Following completion of the final Corridor Plan, the Land Use Committee will be asked to recommend approving the Corridor Plan and adopt a resolution recommending that the Lake County Board and the boards and councils of each of the municipalities approve and adopt the plan. Lake County and each of the corridor municipalities will then be asked to vote to approve and adopt the final plan as it relates to their planning jurisdiction. The consultant will be expected to be available to assist with plan hearings, discussions, and adoption by each municipality as well as Lake County. This is anticipated to include two meetings with the Lake County Board and the boards of each of the municipalities to present and answer questions about the plan, both of which will occur during the draft and final plan development task.

Additional board meetings beyond the two county and municipal board meetings will be attended by CMAP.

Roles: CMAP lead on working with municipalities, Lake County, and other partners and stakeholders to adopt and implement plan recommendations. Consultant to remain available for hearings and adoption as needed.

Timeline and Cost

The level of effort needed by contractors to complete the scope of work is expected to be quite high. CMAP anticipates that total project costs should fall in the range of **\$750,000 to \$900,000**. While it is not a requirement that costs are within this range, these figures are provided to help contractors estimate the approximate level of effort required to successfully complete this project.

This project is anticipated to begin in late 2013 and be completed in late 2015. The final Corridor Plan and approval by the Land Use Committee should be complete within 18 months of project initiation; approval / adoption by Lake County and the corridor municipalities is anticipated to take up to an additional six months following Plan completion, for which the Consultant is expected to remain on contract.

Selection Process Schedule

On Thursday August 15 at 11:00 a.m. (CDT), CMAP will host a non-mandatory pre-bid information session in CMAP's offices, 233 South Wacker Drive (Willis Tower), Suite 800. Call CMAP at 312-454-0400 to be added to the Willis Tower Visitor list. Driver's license or state ID is required for entry into building tower. To join by webinar/conference call, e-mail yambriz@cmmap.illinois.gov requesting RFP 106webinar/conference call information by noon on August 14.

August 2:	Post RFP
August 15:	Non-mandatory informational session held at CMAP for interested contractors
September 13:	Submissions due
October 15-18:	Interview finalists
November 13:	Recommendation to CMAP Board for consultant selection
Late November:	Enter into contract

Evaluation and Award Process

All proposals submitted in response to this request for proposals will be analyzed for completeness and cost effectiveness. The following criteria will be used in evaluating proposals:

1. The firm or organization's demonstrated record of experience in providing the professional services identified in the Scope of Services to support the project.
2. The responsiveness to the scope of services identified in this RFP.
3. Experience working on similar projects.
4. The qualifications of personnel to be assigned to the project.
5. The reputation of the firm or organization based on references.
6. Cost, including consideration of per-hour costs.

All timely responses received to this RFP will be reviewed and interviews may be conducted with selected submitters CMAP determines can best meet the above requirements. Proposal cost will be evaluated against the other factors based upon the professional judgment of those involved in the evaluation. The selection decision will be made by a committee composed of CMAP and its partners. Contractors who are deemed most responsive may be asked to answer questions from the committee.

As applicable, hourly rates for personnel the submitter proposes to use will be requested and negotiations will be held as necessary to select the firm that CMAP believes can best satisfy its requirements at rates it perceives are reasonable for the services provided.