

Item #8:
Resolution Re: IL Route 53 Extension

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

**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, using the best practices performance standards to minimize environmental impact. Specifically,

The Design Standards Include:

- Utilize a Classic Parkway Design with Tolling
- Include Four Travel Lanes
- 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 by the residents of the entire state of Illinois, not limited to the residents of Lake County.

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:

NAYS:

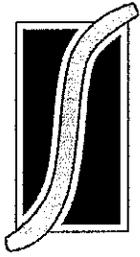
ABSENT:

APPROVED this 11th day of September, 2012.

Village President, Maria Rodriguez

ATTEST:

Village Clerk, Karen Schultheis



IL ROUTE 53/120

Blue Ribbon Advisory Council

DRAFT GUIDING PRINCIPLES

The Illinois Route 53/120 Blue Ribbon Advisory Council was convened in June 2011 to assist in the planning and potential building of the IL-53/120 North Extension in Lake County. The Council includes representatives of transportation, planning and local government agencies in Lake County, as well as members of the business, transportation and environmental advocacy community. **The Council supports the following guiding principles** as they seek to develop a regional consensus on whether the Tollway should move forward, the scope and configuration, the design and elements, and how to finance the project. *The Central Lake County Corridor extends north for 12.5 miles from the terminus of IL-53 and Lake Cook Road to just south of IL-120, extends east to the existing interchange at US-41, and extends west to terminate at US 12 and IL-120.*

1	Enhance mobility and relieve congestion in the Central Lake County Corridor
2	Seek creative design solutions for a safe, integrated, multi-modal corridor that preserves the character of nearby communities and enhances their economic vitality
3	Analyze potential funding options and pursue corridor concepts that are financially viable and fiscally sustainable
4	Minimize environmental and long term development impacts of transportation infrastructure and operations
5	Promote environmental enhancements and sustainable practices in all aspects of project development, implementation and operations, and strive to improve the overall environment
6	Promote diversity in all aspects of project development, implementation and operations
7	Require cooperation with agencies and municipalities to deliver the Council's work in a transparent and accountable manner



TO: IL Route 53/120 Core Team

FROM: John Fregonese, Nadine Appenbrink, Fregonese Associates

DATE: February 10, 2012

RE: Route 53/120 Design Workshop Summary and Results

What We Heard

Many – but not all – Council members seem to be in favor of seeing both the process and the potential roadway move forward. It will be important to continue to listen to all voices as the Council’s work proceeds. There was at least one person who did not agree that the Council should move forward.

The workshop scenarios indicated several preferences on the part of most Council members.

- All three workshop groups opted for facilities of lower speed a smaller footprint than the most extensive test scenario (scenario E).
- The Long Grove wetlands are of particular interest and concern to Council members.
- An innovative roadway design could enhance Lake County’s identity as a leader in conservation. There seemed to be strong cohesion on this point during the presentation and discussion of workshop scenario results.
- Lane management and congestion pricing (in a variety of possible forms) were very popular options. One workshop group proposed “environmental congestion pricing.”
- Any potential roadway must seriously consider and address the environmental impacts, both direct and indirect.

Instant polling of Council members revealed the top three priorities (taken from the guiding principles) were “innovative design solutions,” “minimize environmental impacts,” and “promote environmental enhancements and sustainable practices.” When asked which scenario best promotes these principles, Scenario B was the most common choice. The full results are available in the table below.

Table 1. Council Polling Results

Guiding Principle	"Top Priority"	"Top Priority" and "Very Important"	Which scenario best promotes?
Innovative design	68%	91%	Scenario B (33%)
Minimize environmental impact	60%	90%	Scenario B (43%)
Promote environmental enhancements and sustainable practices	60%	90%	Scenario B (45%)
Financially viable, fiscally sustainable, equitable	50%	83%	Scenario B (24%); Scenario D (24%)
Relieves local congestion	50%	80%	Scenario B (35%)
Mobility and accessibility	39%	78%	Scenario D (27%); Scenario E (27%)
Relieves regional congestion	32%	78%	Scenario E (48%)
National and international model	33%	52%	Scenario B (50%)

Consensus Scenario

If we had to choose a consensus scenario based on yesterday's events, it would be the following:

- A four lane, 45 MPH parkway would be the basic design, similar to test scenarios B and C, with some modifications. I think we can discard scenarios A, D, and E.
- There would be some examination of a faster speed on Route 53 from Lake Cook Road to Midlothian Road.
- There would be further study of an extra lane on Route 53; the use, location, design and operating principles would need to be defined, and a few scenarios developed and tested to see if that idea is important. Space should be reserved for this purpose.
- The small Grayslake bypass and the longer bypass on 120 should both be kept on the table and in play, pending further study. It appeared that there was some hybridization between the two versions of Route 120 that were beginning to be explored.
- The environmental issues and solutions should be developed in greater detail. Given that the facility design can be narrowed to the parkway idea, exactly what the issues are and how to solve them should be described in greater detail.

- It appeared that there was a consensus that once the basic design is agreed to, a corridor land use – transportation – open space – environmental plan should be conducted, through CMAP, for the area roughly within 2 miles of the new facilities.

Further Recommendations:

- Conduct additional modeling – both transportation and environmental analysis. Consider air quality impacts of the new road on human health and environment. Explore and model the environmental impacts of a no-build scenario, particularly air quality associated with increasing congestion throughout Lake County. Continue further exploration of the consensus scenario and specific strategies that have risen to the top.
- Conduct a market capacity analysis for housing and economic development based on a potential roadway with limited-access interchanges.
- Consider the existing right of way already purchased and reserved for this project as an asset. If the purchased ROW is surplus, develop innovative ways to either return it to the private ownership, or to use it as a community asset.

Important Considerations & Innovative Strategies From the Workshop:

- Lane management strategies for four-lane scenarios: pricing signals or variable speed to keep traffic moving at free flow speed and volume
- Reserved land or paving for future expansion of the roadway
- Flexible design that can adjust to future needs
- Coordinated land use planning along the corridors
- The road could serve as a component of Lake County's identity and brand
- Environmental congestion pricing
- Consider eliminating an interchange to minimize environmental impact of road and associated development (for example: near Long Grove wetlands)
- Consider alternative interchange design for sensitive environmental areas
- "Greenway" concept for the boulevard
- Add integrated pedestrian crossings to design for multimodal connectivity
- Lighting only at interchanges to limit light pollution
- Underground roadway at/near the intersection of Routes 53 and 120

Challenges for a New Road

The History of Route 53/120

The State of Illinois has long considered a northern extension of Illinois Route 53 through central Lake County. Since the early 1960s, the Illinois State Toll Highway Authority (The Tollway) and many other state and local agencies have been involved in planning for improvements in the Central Lake County Corridor. Over the years, growth in population, increasing environmental pressures, desires for new economic development and rising congestion have led to a revival of the conversation around a new road.

Currently, arterials in the study corridor experience significant congestion, especially eastbound and southbound in the morning, and westbound and northbound in the evening. Recent population and employment growth trends have added to the travel demands, with the greatest population growth occurring at the northern part of the project area and the greatest employment growth occurring on the southern part. One focus point of the council's discussions is a large bottleneck that occurs at the current terminus of Route 53 at Lake Cook Road at the southern edge of Lake County.

Most recently, the Chicago Metropolitan Agency for Planning (CMAP) included an extension of Route 53 and improvements to Route 120 in their comprehensive regional plan, GO TO 2040. The plan noted that an extension of Route 53 connecting to Route 120 could ease congestion that has resulted from Lake County's rapid development, and suggested the project could improve access and mobility in the county and the region as a whole. GO TO 2040 called for a 21st Century urban highway – a modern boulevard with a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of nearby communities.

But how do we accomplish this? Any corridor improvements could have effects on the environment and nearby communities of central Lake County. Improved access will stimulate economic and residential development and relieve congestion, but it can also stimulate rapid and unplanned development. This question has been the root of the challenge over the years.



Introduction



Lake County is especially vulnerable to the potential disruptions caused by a new road. It has the greatest number of unique and threatened ecological resources in the state of Illinois, including lakes and ponds, streams, extensive wetlands, native prairie remnants and significant acreages of restored ecosystems. The county has the largest number of state and federal threatened, endangered and special concern species of any county in Illinois and over 54 populations of these species and their critical habitats are found within the zone of impact of the road scenarios¹. There are 14 Illinois Natural Areas Inventory sites within two miles of the alignment options for Route 53/120. Historically, because the proposed right of way for a new road threatens these assets, environmental and conservation organizations have opposed its development.

Moving the Project Forward

In response to these challenges and the need for a coordinated, transparent and accountable approach, a Blue Ribbon Advisory Council was established by the Tollway in the fall of 2011. The Council was tasked with developing a regional consensus on whether the Tollway should move forward, determine the scope and configuration, the design and elements, and to outline how to finance the project. The Council included public officials as well as representatives from business, labor, planning and environmental groups.

The recommendations of the Council and the outcomes of the Council's work are presented here in the **Resolution** and the **Summary Report**. The Resolution is organized around recommended performance requirements of a new road, suggested design characteristics (including specific characteristics for priority sensitive areas), potential funding and financing options, and proposed next steps for the project. The Summary Report provides an overview of the Council's efforts leading to the Resolution and provides a more detailed background into the context of a new road for Lake County. It also provides the results of the scenario planning process and design workshop that the Council engaged.

[1] Illinois Department of Natural Resources Natural Heritage Database

Route 53/120 Project Area

The Route 53/120 project is intended to serve central Lake County extending north from the terminus of Route 53 and Lake Cook Road for 12.5 miles to just south of Route 120. The extension would continue to the east, where it would provide enhanced access and mobility to and from the existing interchange at I-94. It would also continue to the west, to provide new access and enhanced mobility to U.S. Route 12. Much of the needed right of way is currently owned by the State of Illinois. While the general corridor for improvements has been defined, the exact location and configuration for improvements is not yet final. Ultimately, the extension must coexist with existing residential development and projected commercial development, as well as wetlands, agriculture and organic food production, and the natural environment, including many sensitive and conservation areas located throughout the corridor.

Figure X: Lake County and Project Area



Guiding Principles

The Role of Guiding Principles

To clarify the goals and direction of their work, the Blue Ribbon Advisory Council established a set of guiding principles in October 2011. Guiding principles are critical to decision making and implementation for any planning project because they serve to clearly define the outcomes that signify a project's success and the values of a community. The Route 53/120 Guiding Principles were integral to organizing the Council's working groups and the work performed throughout the process. They also guided questions about the importance of community connections, environmental impacts, congestion, improvements to the ways people get around, and how to pay for the project. The proposed Route 53/120 facility should reflect the guiding principles and the values that they establish, especially the use of innovative and environmentally beneficial design solutions to improve mobility and access within central Lake County.

Route 53/120 Guiding Principles

1. Enhance mobility and accessibility, and relieve congestion, in the Central Lake County Corridor.
2. Seek innovative design solutions for a safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality.
3. Analyze potential funding options and pursue corridor concepts to the extent that they are financially viable, fiscally sustainable and equitable.
4. Minimize environmental and long term development impacts of transportation infrastructure and operations.
5. Promote environmental enhancements and sustainable practices in all aspects of project development, implementation and operations, and strive to improve the overall environment.
6. Promote diversity in all aspects of project development, implementation and operations.
7. Develop and apply innovations in all aspects of the project to create a 21st Century modern boulevard that serves as a national and international model.
8. Cooperate with agencies and municipalities to deliver the Council's work in a transparent and accountable manner.

The Council's Resolution for a Right-Sized Illinois Route 53/120

Executive Summary

Consensus statements were added to the document to foster discussion and give Council members material to react to.

Advisory Council Recommendations (DRAFT)

The Blue Ribbon Advisory Council has successfully reached a consensus view that a right-sized Illinois 53/120 project has sufficient merit and regional benefit to warrant further development. The Council's process represents a significant step forward in realizing a 21st Century "modern boulevard" in the central Lake County Corridor. The design and environmental requirements and commitments codified in this document provide a blueprint for detailed project development, and lay a solid foundation for additional coordination with local governments and other stakeholders.

The Council answers three questions that have guided this process:

Is there consensus for the Tollway to move forward?

The Council agrees that a new Route 53/120 project, built according to the requirements set forth in this resolution, should be constructed to enhance mobility, relieve congestion, promote orderly development and ensure environmental sensitivity in the central Lake County Corridor.

What are the scope, configuration and design elements of a new roadway?

The Council agrees that the new Route 53 should be a four-lane, limited access, tolled parkway with a 45 mile-per-hour maximum operating speed. The Council stresses that design elements defined in this resolution – such as a depressed sections, earthen berms and stormwater treatment features – are essential requirements and shall not be considered optional during the detailed design process. The Council has developed alignment options for the configuration of Route 120, and all should be carried forward for further study during detailed design.

How should the project be financed?

The Council agrees that the project should be funded through the use of tolling, under a rate structure that includes congestion pricing and indexing of toll rates. The Council understands that other revenue options will be necessary to fund the project, and recommends a detailed plan be developed in coordination with local governments. The Council supports tolling existing Route 53 from Lake Cook Road to I-90 and a cooperative approach to develop a tolling plan that is equitable and uniform for all access points in Lake County; including adding tolls to existing un-tolled access points, adding tolls at the state border and adjusting the rates at the mainline Waukegan Plaza on the Tri-State Tollway. The Council also requires identification of local revenue sources, and supports the use of Tollway system generated revenues to enable this project which is vital to the region's mobility, economic development and quality of life.

Advisory Council Resolution Map

The Council Resolution Map provides a visual guide to the Council’s consensus on the most important aspects of the Route 53/120 project. This includes roadway design, interchange and crossing design, areas of potential economic development, sensitive lands, residential areas, and sites for stormwater treatment polishing areas. In the north, the proposed alignment options for Route 120 are represented on the map.

Right of Way and Corridor Definition

In general terms, the roadway corridor is 300 feet wide running north to south along Route 53 and varies between 100-300 feet east to west, depending on the final alignment selected. The Illinois Department of Transportation has acquired and reserved a 300-foot wide right of way, primarily along Route 53. Final right of way needs will be dependent on a variety of design considerations including preferred roadway scenario, roadway alignment – horizontal and vertical, height and depth of berms, median width, stormwater management needs, off-site mitigation and enhancement, pedestrian accommodations, wildlife crossings, local road improvements, and interchange design.

A cost estimate of \$200-\$350 million for new rights of way is being held as a placeholder at this stage of the project. A more refined right of way evaluation will be conducted in future phases to define needs, identify ownership and parcel information and refine cost estimates.

Roadway Design

-  Depressed roadway (5'-7'), berms (5'-7'), environmental treatments, with mainline depressed interchanges
-  Depressed roadway (5'-7'), berms (5'-7'), environmental treatments, narrow median with mainline depressed interchanges
-  At-grade roadway, widen and resurface, environmental treatments
-  Elevated, open causeway on pylons through wetlands
-  At-grade roadway, split couplet

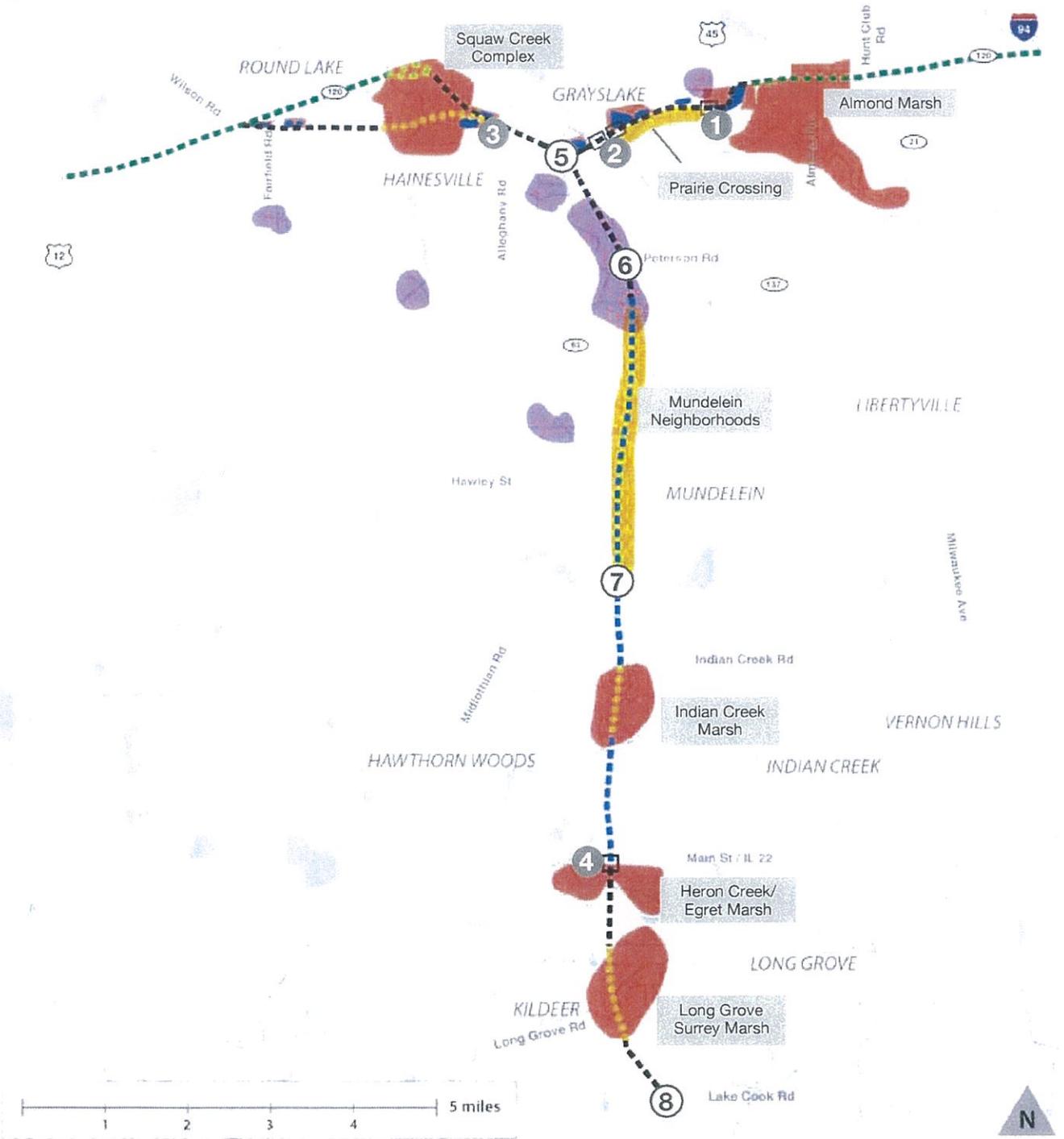
Specific Interchange and Crossing Design

-  Mainline depressed interchange
-  Tunnel or underpass beneath railroad tracks
-  At-grade intersection
-  Mainline depressed interchange with standard median
-  Intersection/Interchange location - *specific type needs to be determined*

Land Use

-  Priority sensitive lands (*includes lands initially identified for further protection, restoration and/or mitigation*)
-  Residential areas
-  Potential new economic development areas
-  Sites identified for stormwater treatment

Figure X: Council Resolution Map



Advisory Council's Key Recommendations

From the Council's consensus, five key recommendations have emerged that form the Council's Resolution on the best way to move forward with a right-sized Route 53/120 project. These recommendations are aligned with the Guiding Principles as well as the scope, configuration and design elements agreed upon by the Council.

1. Create a Transportation System That Preserves the Environment and Nearby Communities and Enhances Connectivity

In order to achieve a modern, sustainable and innovative transportation system that meets the goals of the Guiding Principles, the Council recommends a set of essential roadway **design standards** and **performance standards**. These standards describe the physical elements and the core functions of the new roadway as the Council has agreed to.

2. Design a Context Sensitive Roadway

The Council recommends specific context sensitive **roadway designs** for the proposed facility that directly respond to the environment and the communities around the right of way. A context sensitive approach ensures that the same design is not applied to the entire length of the roadway, but finds a balance between the goals of environment and open space preservation, mobility and accessibility.

3. Respect and Preserve the Land

The unique environment, habitat, and wildlife of Lake County require a comprehensive planning approach in order to reduce long-term and irreversible impacts from fragmentation and disturbance. The Council recommends creating restoration and monitoring plans, land preservation actions and identifies priority sensitive areas that require further protection.

4. An Innovative Funding Plan for an Innovative Road

Just as the Council recommends a truly innovative roadway design for environmental preservation and context sensitivity, the Council proposes a funding framework that is equally ground-breaking for an Illinois toll road. Instead of relying only on toll revenues from the extension and the core system, it combines the use of tolls along with contributed capital from promising local, state and federal sources that reflects strong local commitment to building a 21st century facility.

5. Create a Corridor Plan and Implementation Strategy

A corridor plan that integrates land use, transportation, economic development and open space is vital to the success of the Route 53/120 project. New roadway development can often bring unwanted results without adequate prior planning because of a rise in traffic, disruptions to environmental systems and lack of forethought about desired future land uses. The Council recommends creating a corridor plan that is based on the integration and preservation of open space and natural areas, multi-modal connections, market-feasible development, and congestion relief.



A Unique Opportunity

The Council's recommendations for the Route 53/120 project set a much higher standard than typical highway construction methods. They are a product both of the unique process that brought the Council together and the unique challenges and environmental assets within central Lake County. The Council set forth an ambitious plan with a rigorous set of recommendations for the function and design of the roadway. Design and performance standards intended to minimize the impact of the road are considered integral to the project.

Just as the Council's recommended design, environmental preservation, and context sensitive features for the Route 53/120 corridor will be breaking new ground, we are proposing a funding concept that is also groundbreaking for an Illinois toll road. Instead of relying only on toll revenues from the extension and the core system, it combines the use of tolls along with contributed capital from promising local, state and federal sources.

Building an innovative 21st century road cannot be done without a serious commitment to the environment and the local character of Lake County. This project provides a unique opportunity to deliver significant economic, environmental and mobility benefits to a wide array of stakeholders. The expansive benefits give cause to require on-going coordination to ensure the project advances in a manner that is consistent with the overall plan and resolution and provide rationale for a reasonable financial contribution from the broader region. Continuous evaluation is needed to verify that the overall project remains environmentally, financially and operationally viable.

Next Steps

Presently, commitment and leadership from CMAP, Lake County and local municipalities is necessary to catalyze the development of a corridor plan, to secure sufficient funding, to create a detailed design concept, and to secure additional authorizations.

Initiate the Corridor Plan

The Council recommends that the full scope of the corridor planning process is determined. Participation of municipalities along the corridor will be critical, and a commitment to the process should be obtained from CMAP, Lake County and affected municipalities as soon as possible. The Tollway, CMAP, Lake County and other key partners will be responsible for fully scoping and obtaining funding for the plan.

Determine How to Finance the Project

The Council recommends that a revised cost estimate will need to be determined in conjunction with the detailed design concept. The Council agrees that the project should be funded through the use of tolling, including congestion pricing and indexing of toll rates. The Council understands that other revenue options will be necessary to fund the project in coordination with local governments. The Council also requires identification of local revenue sources, and supports the use of Tollway system generated revenues.

Develop a Detailed Design Concept

A detailed design concept should be developed in sufficient detail to fully understand the environmental, community and transportation impacts of construction, and to fully understand the capital and operating costs, and appropriate funding plan, for further consideration by the Council. The development of the detailed design concept will include a thorough analysis of existing traffic conditions and projected traffic growth to ensure that the recommendations in this Resolution are consistent with the most current needs.

Secure Local, State and Federal Authorizations

In order to proceed to the final stages of planning, design and construction for Route 53/120 a series of local, state and federal authorizations may need to be pursued including, but not limited to:

- Illinois General Assembly action to provide the Illinois Tollway the same level of immunity from tort liability as the Illinois Department of Transportation (IDOT). This action would be requested for only the Route 53/120 facility because it more closely aligns with a suburban, arterial roadway than a typical toll facility.
- Changes to allow extended borrowing term up to 35 years.
- Legislation to support final local funding programs such as value capture, multi-jurisdictional TIF-like districts, and special service areas.

- Additional Illinois General Assembly action as required, to affirm the design and performance standards recommended in the Council's resolution, and to define the limits of system expansion along both Route 53 and Route 120.
- Federal authorization to allow tolls to be added to existing federally funded roadways.
- Transfer of land, rights or other property held by the State of Illinois for the purpose of constructing and operating this project.
- Countywide referenda or other authority to support final funding recommendations.

A Continued Cooperative Approach

To move the Route 53/120 project forward, as well as to implement and monitor the performance and design requirements once it is completed, will require a coordinated effort from the Tollway, government agencies, community organizations, and local champions. To facilitate a cooperative approach, future planning should embody transparency, accountability, open discussion, and inclusive decision making.

Any steps forward with the proposed Illinois Route 53/120 project will involve the local communities of central Lake County as partners. The project shall engage the public and stakeholders at each stage, and opportunities for input and involvement will be tailored to the project stage and level of activity. Members of the Blue Ribbon Advisory Council will be kept informed of all activities and encouraged to remain involved. Should the project proceed to the point of construction, the Illinois Tollway will convene a Local Advisory Committee in accordance with the Toll Highway Act, where current members of the Council would be excellent candidates for the new advisory body.

.....

1. Create a Transportation System That Preserves the Environment and Nearby Communities and Enhances Connectivity

A 21st Century, Modern Transportation System

As stated in the Guiding Principles, the proposed Route 53/120 corridor project is envisioned as a modern, multi-modal, sustainable and innovative transportation system that will address specific needs for congestion relief and greater connectivity while simultaneously preserving the nearby environment and the character of its existing neighborhoods and communities, and enhancing the economic vitality along the project corridor.

In order to achieve this vision, the Council recommends essential roadway **design standards** and **performance standards** that will ultimately guide the physical elements and the core functions of the new roadway and **alignment** options (locations) of the new roadway. The design and performance standards were crafted to ensure that the roadway meets the intentions of the Council and the Guiding Principles. These standards are essential requirements and shall not be considered optional during the recommended detailed design process. The Council intends for the Tollway to create a monitoring program to ensure the performance standards, and the measurable goals that they outline, are fulfilled in order to avoid and minimize future impacts of the road during construction and during the operational lifetime of the road.

This recommendation addresses the following Guiding Principles:

- Enhance mobility and accessibility, and relieve congestion in the Central Lake County Corridor.
- Seek innovative design solutions for a safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality.
- Minimize environmental and long term development impacts of transportation infrastructure and operations.
- Promote environmental enhancements and sustainable practices in all aspects of project development, implementation and operations, and strive to improve the overall environment.
- Develop and apply innovations in all aspects of the project to create a 21st Century modern boulevard that serves as a national and international model.

Route 53/120 Transportation System

Right of Way and Corridor Definition

In general terms, the roadway corridor is 300 feet wide running north to south along Route 53 and varies between 100-300 feet east to west, depending on the final alignment selected. The Illinois Department of Transportation has acquired and reserved a 300-foot wide right of way, primarily along Route 53. Final right of way needs will be dependent on a variety of design considerations including preferred roadway scenario, roadway alignment – horizontal and vertical, height and depth of berms, median width, stormwater management needs, off-site mitigation and enhancement, pedestrian accommodations, wildlife crossings, local road improvements, and interchange design.

A cost estimate of \$200-\$350 million is being held as a placeholder for right of way acquisition at this stage of the project. A more refined right of way evaluation will be conducted in future phases to define needs, identify ownership and parcel information and refine cost estimates.

Roadway Design

-  Depressed roadway (5'-7'), berms (5'-7'), environmental treatments, with mainline depressed interchanges
-  Depressed road (5'-7'), berms (5'-7'), with narrow median, environmental treatments, and mainline depressed interchanges
-  At-grade roadway, widen and resurface, environmental treatments
-  Elevated, open causeway on pylons through wetlands
-  At-grade roadway, split couplet

Specific Interchange and Crossing Design

-  Mainline depressed interchange
-  Tunnel or underpass beneath railroad tracks
-  At-grade intersection
-  Mainline depressed interchange with standard median
-  Intersection/Interchange location - specific type needs to be determined

Figure 1: Proposed Transportation System



Design Standards for Route 53/120

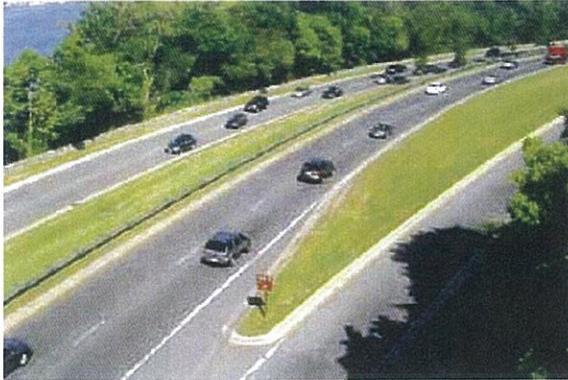
The purpose of the design standards is to articulate roadway design principles, guidelines and characteristics proposed by the Council for development within the Route 53/120 project corridor. The design standards reflect the Council's minimum design criteria. The intent is to preserve the environment, protect and enhance the overall value and appearance of existing communities and to achieve a well-designed project that enhance connectivity and mobility. These standards set a much higher bar than typical highway design, and they are a product both of the unique process that brought the Council together and the unique challenges within central Lake County.

The design standards are not intended to restrict creative solutions and it is expected that they will continue to evolve as new technology and practices arise. During the detailed design concept phase, further analysis of existing traffic conditions and projected traffic growth may suggest new design standards not presented here. Any alterations to these design standards should involve discussion and consent of the Blue Ribbon Advisory Council.

Route 53/120 Design Standards Summary:

- Utilize a Classic Parkway Design with Tolling
- Include Four Travel Lanes
- 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 Accommodation for Transit

Design Standards for Route 53/120



Utilize a Classic Parkway Design with Tolling

The Route 53/120 facility will be designed as a limited access, tolled parkway with travel lanes in each direction. Where feasible, these travelways will be separated by a wide median that will serve to collect, store and treat stormwater runoff. Characteristic of a classic parkway, the corridor will preserve and showcase the natural scenic areas of central Lake County and will incorporate public access with a network of multi-use trails that connect to existing trails in the area.

Include Four Travel Lanes

The Route 53/120 facility will be designed with a total of four travel lanes, two in each direction. Space within the right of way will be reserved for the possibility of future transit accommodations such as transit specific ramps and transit stations.



Design Roadway for a Maximum Operation Speed of 45 Miles per Hour

The parkway will be designed to reinforce a maximum operating speed of 45 miles per hour (mph), and the speed limit will be set at no more than 45 mph. The advantages associated with a lower operating speed—including reduced noise and vehicle emissions, and a smaller road footprint—were ranked higher during the design workshop than the increased travel time benefits of higher speed alternatives. Additionally, a maximum design speed of 45 mph complements roadway designs that utilize curves and hills within the right of way.



Use Pricing for Congestion Relief

The Route 53/120 facility will employ congestion pricing to manage demand and traffic congestion. The Tollway would charge higher toll rates during congested periods to ensure the free flow of traffic and improve travel conditions on the facility and encourage drivers to make changes to more efficient travel behavior. These “efficient” behavior changes include shifting travel to off-peak instead of rush hour and shifting from vehicles with low occupancy to other higher occupancy alternatives such as carpooling or transit.

Design Standards for Route 53/120

Utilize On-site and Off-site Stormwater Management Techniques That Mimic Natural Systems

Route 53/120 shall use a four-step stormwater management system, called the Stormwater Treatment Train, that utilizes sequential components designed to treat stormwater runoff before it leaves the site to benefit water quality and to reduce stormwater runoff peaks and volumes. In contrast to conventional stormwater treatment, the stormwater treatment train routes stormwater from the built areas overland into open conveyance swales, planted with native prairie and wetland vegetation rather than through storm sewers. The swales provide initial infiltration and sedimentation treatment. The prairies then diffuse the flows conveyed by the swales. The reduced stormwater velocities maximize the prairie's sedimentation, infiltration and evaporative water treatment, and the natural adsorption and absorption of the prairie soils enables it to hold many contaminants. Further along, the water passes through more restored grasslands and wetlands to provide storage, and enhanced biological treatment and final polishing prior to the water entering receiving waterbodies. Receiving water bodies will receive clean water.

The project should create final polishing areas to ensure the water quality meets the performance requirements established in this resolution. The appropriate polishing treatment technologies, and their sizing, placement and operational needs will be determined during a later phase of highway design.

Enhance the Views of Residents and Drivers

Depressing the roadway whenever physically feasible below the natural grade of the landscape will reduce views of the roadway. Adding a berm and landscaping of native plants wherever feasible between the roadway and adjacent properties will serve a dual purpose by partially screening views of the road from outside to further reduce negative visual impact of the roadway on adjacent lands, as well as add interest and color in the driver's sightline.



Design Standards for Route 53/120



Use Innovative Roadway Lighting Techniques When Necessary

As a four-lane parkway, the Route 53/120 facility will only employ lighting at interchanges, if lighting is used at all. This lighting will meet all “Dark Sky” requirements for new projects and will use full cut off roadway light fixtures to prevent light trespass and reduce sky glow, glare, and light clutter. In order to control light pollution, no-spillover luminaires including shielding on the fixtures will be required.

Currently, the Tollway only employs overhead lighting for roads that are at least eight lanes total, except at interchanges where lighting is required. Luminous paint is a standard application for all roadways. Low-energy, high-efficiency lighting methods will be required where roadway lighting is used.

Make Local Roadway Improvements For Safety and Congestion Relief

The Route 53/120 design shall improve the ease of local circulation (for vehicles, pedestrians and bicyclists) and safety by widening a section of Route 120 to four lanes, by providing left turn lanes at all intersection approaches on the widened Route 120, by providing a median on Route 120 wherever appropriate, providing new and upgraded traffic signals on Route 120 as warranted, and by the grade separation of Route 120 at Route 83, Route 137 and the CN/CPRS rail lines. Improvements to the local crossing streets should also be made as needed to ensure safe and efficient travel service for all roadway users.

Toll revenues and project costs are based on improvements necessary to build, maintain and operate the project. Additional local road improvements are not included in the cost estimate and will need to be funded by other sources.

Design Standards for Route 53/120

Maintain Local Road Connections

The Route 53/120 project will maintain the existing connectivity of local streets that cross the right of way. These connections may be preserved with controlled interchanges or with overpasses and underpasses.

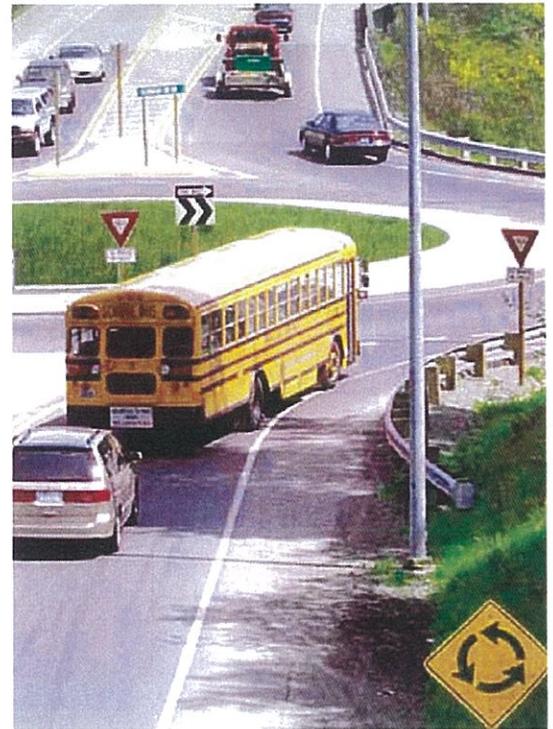
Consider Local Road Roundabouts

Roundabouts will be considered as an alternative to traffic signals at intersections in the project corridor, including intersections along crossing streets and intersections along Route 120 where the road may be widened but not tolled. Toll revenues and project costs are based on improvements necessary to build, maintain and operate the project. Additional local road improvements are not included in the cost estimate and will need to be funded by other sources.

Improve Connections for Bicyclists and Pedestrians in the Project Corridor

The Route 53/120 project shall improve the connectivity of the regional bicycle and pedestrian networks, by providing for multi-use trail connections throughout the extent of the corridor (either in immediate right of way or within the more extensive road corridor). The continuity of bikeway and pedestrian routes (sidewalk or multi-use trails) shall be maintained on all roads intersecting with or crossing over or under the new segments of Route 53/120. On the widened segments of Route 120, the project shall accommodate sidewalks on both sides of the road and pedestrian signals and marked crosswalks at signalized intersections. Bike and pedestrian accommodations will comply with the state's Complete Streets legislation.

The project shall also provide additional trail connections among conservation land holdings where possible. As part of any environmental mitigation and enhancement plan, there will be a commitment to provide connectivity between conservation lands. A trail system should be coordinated with the Lake County Forest Preserve District, municipalities, Liberty Prairie Reserve, the County Bike Plan and the Active Transportation Alliance.



Design Standards for Route 53/120



Ensure Pedestrian Safety

The Route 53/120 project shall assure safety of pedestrian and other non-motorized users by providing that multi-use trail accommodations shall be either: (1) separated from the roadway or (2) on or under bridges, accommodated in a raised multi-use sidepath adjacent to the traveled way. All bike and pedestrian accommodations will meet design and safety standards and comply with the Complete Streets legislation.

Provide Accommodation for Transit

The Route 53/120 project will be designed to accommodate bus transit service, with the possibility of bus rapid transit in the future. Space within the right of way will be reserved for the possibility of future transit accommodations such as transit specific ramps and transit stations.

Performance Standards for Route 53/120

The Route 53/120 performance standards are an expression of the performance thresholds, requirements, and expectations proposed by the Council that must be met in order for the project to be considered successful. Objective, measurable and realistic performance standards have been established for each critical element of the proposed roadway. These standards set a much higher bar than typical highway construction methods, and they are a product both of the unique process that brought the Council together and the unique challenges within central Lake County.

The performance standards are not intended to restrict creative solutions and it is expected that they will continue to evolve as new technology and practices arise. During the detailed design concept phase, further analysis of existing traffic conditions and projected traffic growth may suggest new design standards not presented here. Any alterations to these design standards should involve discussion and consent of the Blue Ribbon Advisory Council.

Route 53/120 Performance Standards Summary:

- 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



Protect Open Space

The Route 53/120 project shall protect open space within the corridor area to reconnect fragmented ecological systems and prevent additional fragmentation by the proposed roadway. As part of the recommended approach for land preservation, sensitive lands will be protected and enhanced and new lands will be added to existing high-quality parcels. Furthermore, the design will integrate opportunities for wildlife crossings. Coordination with the local conservation groups and the Lake County Forest Preserve District will take place to assess and prioritize various land holdings. Land preservation should be concentrated within priority sensitive areas, such as the Liberty Prairie Reserve, the Heron Creek and Egret Marsh Forest Preserves, Indian Creek Marsh, and Squaw Creek area, and carried out in accordance with existing conservation plans.



Mitigate 100% of Direct Impacts

Direct impacts (impacts within the right of way) to be compensated include all impacts to regulated resources, as well as all impacts to forests, grasslands, recharge areas for wetlands, floodplains, restored savannas, lake shorelines, and streams. Replacement shall be required for all significant disturbance within the construction zone, including but not limited to grading, filling, paving, and graveling.



Compensate for Wetland Impacts

To the extent possible, the project shall avoid all wetland impacts. Unavoidable impacts to federal jurisdictional wetlands and Isolated Waters of Lake County within the right-of-way will be compensated at an overall average ratio that is higher than required by permitting agencies and at least 5:1. Mitigation requirements under the federal and county regulations allow for the inclusion of some percentage of the mitigation to include protection, enhancement, as well as wetland construction or restoration. Any mitigation will be designed, constructed, managed, and monitored in accordance with relevant governing regulations, agency guidance, and Lake County Stormwater Management Commission (SMC) plans or a stakeholder-guided plan developed for the project area.

Performance Standards for Route 53/120

Compensate for All Other Impacts

Legal protection will be secured for as much land area as necessary to provide compensation for any unavoidable indirect impacts (impacts outside the right of way) to natural resources that occur from construction, operations, and maintenance of the road and any project-related improvements outside the right of way. Indirect impacts will be defined by modeling, using the latest scientific evidence and studies, to establish the magnitude of the potential effect and will be confirmed by field work.

Compensation for these impacts to agricultural lands, receiving water bodies, and other resources will be addressed by:

- Using the long-term funding for stewardship and unanticipated impacts described on page 53.
- Integrating replacement strategies with the Corridor Plan described on page 67.

Ensure Plant Community Health

All wetland mitigation and enhancement areas shall achieve the plant composition values required for inclusion on the Illinois Natural Areas Inventory Class B for the same ecosystem and community types. Furthermore, they shall attain a Floristic Quality Index score of at least 30 no more than five years following the completion of construction of the adjacent road segment and meet the Lake County SMC and The Chicago District of the U.S. Army Corps of Engineers performance standards for wetland mitigation banks.



Performance Standards for Route 53/120

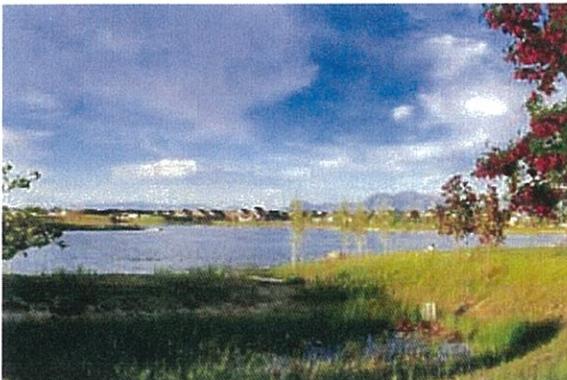


Reduce Stormwater Runoff Volume

The delivery hydrographs to all receiving water bodies will achieve a run-off hydrograph consistent with generating a maximum of up to two bankfull stages in receiving streams or wetlands on average annually and meet the runoff volume reduction requirements of Lake County Watershed Development Ordinance.

Ensure the Highest Water Quality

The Route 53/120 project shall treat 100% of stormwater generated up to the two-year storm event for water quality management purposes. Water leaving the project will meet quality standards for key chemical and physical parameters, defined as the highest quality (upper 10th percentile) measurements from the 2000- 2011 Lake County Water Quality Parameter, Statistics Summary Report for lakes and other water bodies in Lake County. Where feasible and appropriate, higher performance goals will be met using the stormwater treatment train design. Source reduction, particularly for chloride, is an important component of meeting this water quality standard.



Protect and Enhance Streams

The Route 53/120 project shall use best management practices to control erosion and sedimentation from construction and roadway operation. Streams and drainage ways crossing the corridor, including existing impaired streams will be restored (including bank, bed and channel restoration, revegetation, invasive plant removal, habitat enhancement, and buffer replanting). The definition of restoration type and design will be the result of a two-step process:

- Completion of a “stream and drainage way asset inventory” investigation
- Engineering to determine the appropriate restoration measures, including modeling of shear stress and hydraulic geometry changes for streams crossing the right of way



Performance Standards for Route 53/120

Use Alternative Deicing Approaches

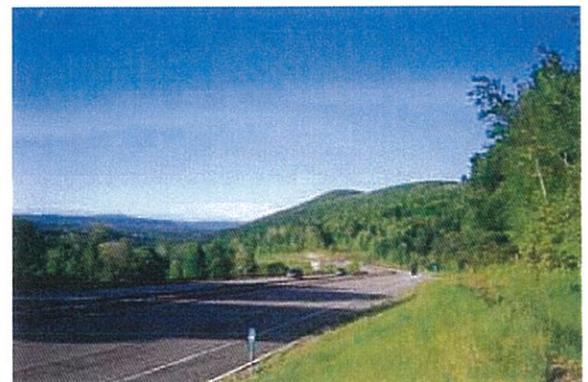
The Route 53/120 project shall create a project-specific deicing plan that minimizes the release of chloride into the surrounding ecosystem. The deicing plan shall be customized as necessary to meet all performance standards set forth by the Council and should contain the following:

- Defined salt or salt alternative application rates based on road temperature and impending weather conditions.
- An anti-icing approach, applying a deicer to the roadway before a frost or snowfall (based on weather forecasting and sensor data).
- A pre-wetting approach, rather than applying dry salt to roadways.
- Alternative deicing compounds, such as the sugar beet-derived formula developed by McHenry County DOT.

The Tollway uses remote sensors to provide data on pavement temperature and other weather data sensors so that maintenance staff can focus efforts to specific locations rather than mass distribution of deicing material. The Tollway will share weather and pavement data with surrounding agencies and road districts to enable coordination.

Improve Air Quality

Air quality should be considered at two main scales, regional and local. At the regional scale, it has been shown that the Route 53/120 project meets air quality requirements. CMAP is responsible for demonstrating that its long-range transportation plan, as well as short-term transportation programs, will not contribute to violations of federal air quality standards. This analysis of conformity with air quality requirements has already been completed and approved for GO TO 2040, which includes the Route 53/120 project.



Performance Standards for Route 53/120

Furthermore, projects that reduce congestion and provide free-flow driving conditions, like Route 53/120, can meaningfully reduce total automobile emissions from existing traffic. On a per-mile basis, emissions from cars driving in congested conditions are higher because of the time spent idling in traffic, accelerating from a stop, and driving at low speeds. It is likely that the Route 53/120 project will reduce emissions from cars now driving on congested arterials.

On the other hand, air pollutant concentrations in the immediate vicinity of a new roadway may be higher than they were before building the road. Local air quality as it would actually be experienced by people around the road will be evaluated through a quantitative “hotspot analysis” that considers particulate matter and carbon monoxide. Relative to the no-build condition, emissions from the Route 53/120 project, considered together with background concentrations, shall not cause a new violation of the National Ambient Air Quality Standards for carbon monoxide and particulate matter at receptors in the project area in the anticipated year of peak emissions. The appropriate project area, year of peak emissions, receptor locations, and other technical requirements of the analysis will be determined during the study.

Reduce Neighborhood Traffic

The Route 53/120 project shall reduce existing through traffic (traffic with neither origin nor destination in the project corridor) in project corridor neighborhoods. This will be assessed to a certain extent through CMAP’s traffic model which can estimate shifts in traffic patterns with the project compared to without the project. However the model does not include complete detail of all neighborhood road networks in the corridor. In these areas local knowledge of neighborhood roads and travel patterns must be used in combination with model results to identify neighborhoods with a potential for through traffic increases. Measures can then be taken to reduce this potential in these neighborhoods.



Performance Standards for Route 53/120

Reduce Travel Time

The Route 53/120 project shall result in a reduction of travel time for all trips within Lake County. The primary method for ascertaining this reduction shall be through comparison, between the proposed project and the no-build scenario, of the vehicle hours of travel on congested roads in Lake County as computed in the traffic model results (year 2040). Reduction in travel time will also be ascertained by the comparison, between the proposed project and the no-build scenario, of travel times between selected origin-destination pairs, using travel times as computed from the traffic model (year 2040) link speeds.



Maintain Existing Speeds on Local Roads

The Route 53/120 project shall include standard, approved traffic calming measures to control vehicle speeds on local roads in the project corridor. Measures shall include limitation of road pavement width, turning restrictions, traffic control devices, roundabouts used as speed-control devices, and a wide variety of traffic calming devices such as chicanes, pavement narrowings, curb extensions, pavement texture segments, raised intersections, and speed tables.

Minimize Traffic Noise

The Route 53/120 project shall implement noise abatement measures where technically feasible when modeled first year of operation project traffic noise levels exceed 60 dB(A) at adjacent receptors. In locations where the existing noise levels already exceed 60 dB(A), the project shall not increase the overall noise level in the first year of operation by more than 3 dB(A) above measured values in the year of the engineering design.

A 3 dB(A) change in noise levels is generally accepted as the smallest perceptible change. This proposed standard is more stringent than the Federal Highway Administration standard of considering noise abatement when build noise levels approach 67 dB(A), which is defined as 66 dB(A) by the Illinois Department of Transportation.

Performance Standards for Route 53/120

The 45 mph speed limit is the primary method for reducing traffic noise. Depressing the roadway below grade when feasible as well as berming and landscaping the land between the roadway and the outer edge of the ROW will further reduce the traffic noise.

Traffic noise studies will be conducted utilizing the latest version of the FHWA approved Traffic Noise Model (TNM) for nearby receptors along the proposed Route 53/120. If the build traffic noise levels exceed the criteria, a barrier analyses will be conducted to determine appropriate barriers to reduce the traffic noise levels to meet the criteria where possible. These barriers may consist of berms, retaining walls or noise walls.

Minimize Energy and Material Use

The Route 53/120 project shall meet the Illinois Livable and Sustainable Transportation (I-LAST) energy use and materials certifying points or the following certification requirements:

- All Illinois Tollway buildings within the project area should be LEED certified if they meet the occupancy and square footage requirements of the program.
- The prime contractor, design-build firm, or construction management firm should have an environmental management system (EMS) and be certified under ISO 14000 standards.
- The Route 53/120 should be certified under the Greenroads program and follow other green infrastructure sustainable programs and certification programs such as the new Zofnass Rating System for Infrastructure Sustainability.

During the design process for the road, value engineering will be aligned with sustainability, by conducting a comprehensive review of money savings strategies and a comprehensive matrix of strategies starting with the I-LAST documentation, using the ISO 14000 standards, the new ANSI SCS-001 and SCS 002 Life Cycle analysis protocols, the Zofnass Rating System for Infrastructure Sustainability.

1. Create a Transportation System That Preserves the Environment and Nearby Communities and Enhances Connectivity

Alignment Options

The Council has developed options for the configuration and alignment of Route 120 which should be carried forward for further study during detailed design.

The Council supports alignment options of the Route 120 bypass that join existing Route 120 west of Almond Marsh (options 3E or 6E, or some variation of these, from the earlier Central Lake Thruway Unified Vision) and that extend no farther south than the southern edge of the existing Route 120 roadway. The final configuration of Route 120 will need to be determined in the next phase of planning.

Alignment 1: Limited Bypass with Split Couplet¹

This alignment would bypass the existing Route 120 from east of Route 45 to west of Route 137. As the smallest bypass proposed, this alignment would avoid crossing identified priority sensitive areas to the west, including the Squaw Creek Complex, and to the east, including the Almond Marsh area. Route 120 would be widened to 4 lanes east and west of where the new road joins the historic Route 120.

A split couplet design is envisioned as an option for the western segment of the limited Route 120 bypass. Route 120 would remain a single four-lane road until just southeast of the oak savanna remnant along Route 120, just west of Hainesville Road and the railroad right of way. Along this bypass route, the oak grove and adjacent Big Sag Wetland Bank would be protected and a combined restoration plan would be developed that satisfies the wetland bank permit and prospectus requirements while simultaneously protecting, restoring, enhancing, managing, and monitoring this larger landscape.

Alignment 2: Western Bypass²

This alignment would bypass the existing Route 120 from east of Route 45 to west of Fairfield Road. This alignment avoids crossing through identified priority sensitive areas to the east, including the Almond Marsh area; however would require crossing the Squaw Creek Complex to the west. The portion over the Squaw Creek Wetland Complex would require a causeway on pylons. Route 120 would be widened to 4 lanes from where the new road joins the historic Route 120 at Sears Boulevard east to the existing 4 lanes at Almond Road.

[1] Alignment 1 is derived from Scenario B of the Council Design Workshop, page 89.

[2] Alignment 2 is it is a hybrid of Scenario B and Scenario C of the Council Design Workshop, page 89-90.

Figure 2: Alignment 1: Limited Bypass with Split Couplet



Figure 3: Alignment 2: Western Bypass



Roadway Design

- Depressed roadway (5'-7'), berms (5'-7'), environmental treatments, with mainline depressed interchanges
- Depressed road (5'-7'), berms (5'-7'), with narrow median, environmental treatments, and mainline depressed interchanges
- At-grade roadway, widen and resurface, environmental treatments
- Elevated, open causeway on pylons through wetlands
- At-grade roadway, split couplet

Xerox WorkCentre 7435

Job History Report

Date & Time : 08/16/2012 3:33 PM
Page : 1(Last Page)

Date	Time	Input Source	Output Destination	Job Information	Page Information	Pages	Sheets	Job Status
08/16/2012	3:29:43 PM	Scanner	Send Fax	File 2149				Completed
08/16/2012	3:29:41 PM	Folder	G3:18474901476	File 2149				Completed