



**Technical Task Force**  
*Meeting Minutes – Approved 7/28/09*  
Tuesday, May 26, 2009  
1:00 – 3:00 pm  
Lake County DOT  
600 W. Winchester Rd.  
Libertyville, IL 60048

## 1.0 Roll Call

### Technical Task Force:

- Buehler, Marty, Chair (Lake County DOT)
- Heinz, Bill (Village of Grayslake)
- Harmet, Peter (IDOT)
- Huber, Marc (Village of Round Lake)
- Quick, Dan (Village of Wauconda)
- Richartz, Cindy (Abbott Laboratories)
- Ziegler, David (Village of Gurnee)

### Related Task Forces:

- Mike Warner (Environmental Task Force Chair)
- Kirk Smith (Land Use Task Force Chair)
- David Motley (Public Information Task Force)

### Staff:

- Patty Gayes (Lake County Partners)
- Chuck Gleason (LCDOT)
- Paula Trigg (LCDOT)
- Al Giertych (LCDOT)

### Consultants:

- Jeff Hall, (TranSystems)
- Matt Smith (TranSystems)
- Rick Morsches (TranSystems)

## 2.0 Public Comment

There was no public comment.

## 3.0 May 5, 2009 Meeting Minutes Approval

- Motion:** To approve 5/5/09 Minutes  
**Motion By:** Marc Huber  
**Seconded By:** Dan Quick  
**Discussion:**  
**Motion Passed:** Unanimous

## 4.0 Chairman's Remarks

### A. May 20, 2009 Governance Board Meeting Decisions

Jeff Hall from TranSystems reviewed the Governance Board decisions made at its last meeting on 5/20/09. The Board approved 6W for the Western Terminus, but with some tweaking of the route to go slightly further north to avoid more environmentally sensitive land. The terminus map would be redone and shown to the Board at its August meeting, and that it would be first shown to the TTF. 6W was one of the two termini recommended by the TTF to the Board.

The Central Section alternative chosen by the Board was 1C, which was the alternative recommended by TTF. The Board recommended some slight changes to 1C – to slightly maneuver the route to minimize the highest environmental impact; and to move the route slightly north of the sports club area. However, the Board also said that if these

suggestions were not technically feasible, their recommendation was still to remain with 1C.

At the Eastern Terminus, Alternative 5E was chosen as the Governance Board recommendation. They advocated a slight change to this alignment to the south, to avoid the parking lot of the church being built there, and a slight change to move the route to the north to be nearer to the pump station and away from more environmentally sensitive land.

TTF member Bill Heinz, who also is the Engineer for Village of Grayslake, asked that a memo from the Grayslake Village Board be added to the minutes. The memo says that the Board also endorses Alternative 5E, but that it requests that all steps be taken in the Phase I engineering phase to minimize impacts on wetlands. Specifically, it recommends reducing the required right-of-way from the normal 300 feet to 200 feet. The Memo is incorporated as a part of the minutes of this meeting.

## **B. Financing**

Jeff said that the Task Forces will now be looking at the Route 120 Corridor from the viewpoint of a "Unified Vision," incorporating all parts of the decision-making – road character, placement, access, environmental, stormwater, land use and financing. Since the TTF has not considered financing before, this will be discussed next.

A general cost estimate for construction of a 4-lane Bypass from Almond to Fishlake Road is about \$395 million. In addition, several related construction projects need to be completed, either prior to or during the Bypass construction. These include:

- Widening Route 120 on the west end, which is estimated to cost about \$7 million.
- Gilmer Road relocation (\$12 million)
- U. S. 12 construction (\$15 million)
- Des Plaines River at Route 120 floods, so the bridge needs to be fixed (\$23 million)
- O'Plaine / Route 120 intersection (\$10 million)

The preliminary estimate with the above other elements is \$462 million.

Rick Morsches from TranSystems presented the various aspects / options of financing, breaking them into components by type / stage. The general sources of financing include: Federal government, Illinois government, Lake County, private investors, municipalities involved, and user fees.

- Federal Government sources
  - SAFETEA-LU, the U. S. Transportation Funding Authorization for the last five years, is coming to a close.
  - American Recovery & Reinvestment Act - TIGER – Transportation Investment Generating Economic Recovery grants totaling \$1.5 billion. One of the uses of these grants is for corridors – so this may be a possibility.
  - NEXT-TEA, the next transportation authorization under consideration now.
- State Government sources
  - "Mini" capital bill
  - Larger capital bill - \$12 billion bonding bill.
- User Fees
  - IPass type
  - State arterial facility – toll authority / IDOT
  - Local user fee collection group
  - PPP (public-private partnership)
- County sources
  - County highway tax
  - County bridge tax

- Matching taxes
- Forest Preserve
- Stormwater Management
- Real estate entitlement
- Venture capital
- Tax exempt revenue bonds
- General obligation bonds
- Special districts
  
- Municipality
  - Motor fuel tax
  - Capital improvement
  - TIF
  - Special service areas
  - Developer funds
  - Park district
  - Value capture revenue
  - Special district (new taxes)
  - Bonds
  - Real estate entitlement
  
- Private contributions
  - Joint developments
  - Concessionaire
  - Investment groups
  - Asset management
  - Real estate investment trusts
  - Pension funds

A decision matrix will be made to rate each type, using these criteria:

- Qualifying project components
- Funding applicability
- Participation percent
- Schedule
- Local control
- Local risk
- Likelihood of obtaining

Marty pointed out that there will be no silver bullet – the size of the Route 120 project is too big for one source to cover it.

Matt Smith reviewed the sections that will be included in the unified vision. Marty asked that the study include an introduction that explained how it was put together and how the task forces have interacted.

Jeff then reviewed the upcoming Governance Board meetings. The June 17 meeting would be to hear about the funding strategies and unified vision. The August 12 meeting would be to see the revised road placement alignments, and to be presented with the funding scenario options and the unified vision. The September 9 meeting would be to request approval for the funding options and unified vision.

## 5.0 Public Comment

There was no public comment.

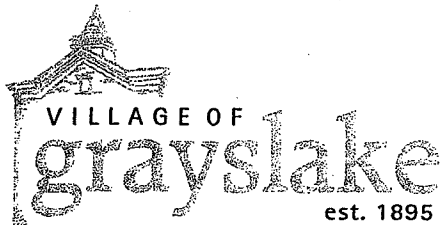
## 6.0 Adjourn

<b>Motion:</b>	To adjourn
<b>Motion By:</b>	Bill Heinz
<b>Seconded By:</b>	Marc Huber

**Discussion:**

**Motion Passed:**

Unanimous



## MEMO

Date: May 20, 2009

To: Corridor Planning Council

From: Village of Grayslake

Re: 120 Bypass Items

### I. Alignment East of Route 45

Recently, the Grayslake Village Board discussed the alignment options for the portion of the bypass east of Route 45. The Board voted to endorse Option 5E. In making this endorsement, the Village requests that all steps be taken in the Phase I engineering phase to minimize impacts on wetlands.

### II. Right-of-Way Width

Secondly, the Village Board discussed the issue of right-of-way (r.o.w.) width for the bypass project. It was the Board's preference that the r.o.w. width be minimized through the Village of Grayslake. Recognizing that the final widths can only be determined in the Phase I engineering process and, therefore, a 300 foot width is included in the feasibility report documents for general planning purchases, the Board believes that the proposed road configuration, generally, can be accommodated within a r.o.w. of 200 feet in width.

In order to ensure that the issue is a focus of the Phase I process, the Village requests insertion of the following language into the final Feasibility Report:

"It is recognized that specific right-of-way (ROW) matters and issues are not addressed as a part of the Feasibility Study, add that the ROW's depicted anywhere in the Feasibility Study are being used for broad planning purposes. Additionally, it is recognized that the ROW specifics will be addressed as a part of the normal procedures in the next study level of the project, i. e. the Phase I (preliminary engineering) portion. At that time the varying widths, location, any other details dealing with the road ROW will be planned for.

The Village of Grayslake hereby requests that these previously mentioned ROW details include as a part of the Phase I portion, at the very minimum a more exhaustive study in the area between Alleghany Road and Mill Road to ensure that the final proposed design minimizes the ROW width."

The Village thanks the CPC for its consideration if these items.

cpc.bypass

Mayor: Rhett Taylor  
Trustees: Bruce R. Bassett ~ Jeff Werfel ~ Amy Edwards ~ Shawn M. Vogel ~ Ronald L. Jarvis  
Village Clerk: Cynthia E. Lee