



Technical Task Force
Meeting Minutes
Tuesday, July 28, 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)

Consultants:

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

2.0 Public Comment

There was no public comment at this time.

3.0 May 26, 2009 Meeting Minutes Approval

- Motion:** To approve 5/26/09 Minutes
- Motion By:** Marc Huber
- Seconded By:** Bill Heinz
- Discussion:** None
- Motion Passed:** Unanimous

4.0 Chairman's Remarks

Chairman Marty Buehler asked Jeff Hall from TranSystems to give a report on the road placement revisions, unified vision, and financing strategy.

- A. Road placement revisions – Jeff reviewed the minor adjustments with which the Governance Board approved the road placements at its last meeting. The Technical Task Force needs to approve these adjustments, before the Board considers them for approval at its 8/19/09 meeting. Jeff also explained that the Board had approved the Central region placement with adjustments, but the Northbrook Sports Club needed to give input on these and had not contacted TranSystems until just before this meeting. The final Central region road placement approval would need to be postponed for a month.
 - 1. Western terminus alternatives – The Board approved road placement alternate 6W at the Western terminus, with slight tweaks to move the road further away from the marsh, reduce the amount of impacted wetlands, and move further away from the forest preserve property. TranSystems reconfigured the road to fulfill these objectives. The new route also avoids one building impact just east of

Wilson Road. Because of the reduced environmental mitigation and the reduced right of way expense, the road adjustments will save \$4.2 million in project costs.

Marty asked for a motion to approve the Western Terminus placement adjustments.

Motion: To approve the Western Terminus Route 120 Bypass with adjustments as presented.
Motion By: Marc Huber
Seconded By: David Ziegler
Discussion: None
Motion Passed: Unanimous

2. Eastern terminus alternatives – At the Eastern terminus, Alternative 5E was chosen as the Board recommendation. They advocated a slight change to this alignment to the south, to avoid the parking lot and detention pond 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. These changes were made by TranSystems. The changes will reduce impacted forest preserve by .4 acres and increase impacted wetland by .9 acres. The adjusted road placement also reduces the project cost by \$1.1 million, because although there are higher wetland costs, the revised access road will be shorter.

Mike Warner, chair of the Environmental Task Force, said that the task force recommended approval by a vote of 4 – 2. One of these votes was basically an abstention (support of the alignment, but not approval vote). The objecting vote was because the road adjustment comes closer to Almond Marsh.

Andy Kimmel of the Lake County Forest Preserve said that the Forest Preserve's objection to the road placement adjustment is less strong now, because they had not been aware of the impact on the church's parking lot. In support of the adjusted road placement, he said that it does reduce the "orphan" piece of Forest Preserve land north of the proposed bypass. However, he said the Forest Preserve does still favor an easterly terminus road placement that has no environmental impact.

Bill Heinz asked how the access road just west of John Mogg Road would enter onto Old 120. Jeff said it would be a continuous movement access. This would also be the case with the access onto Old 120 at N. Mill Road. Bill also asked whether the bypass placement would preclude drivers going straight from the existing Route 120 onto Old 120. Jeff said that is the case, because it would be too dangerous, especially with the N. Mill access there. Jeff also said the Almond Road intersection is marked for a full intersection with the type of intersection to be determined.

Marty asked for a motion to approve the Eastern Terminus as presented.

Motion: To approve the Eastern Terminus to the proposed Route 120 Bypass with adjustments as presented.
Motion By: David Ziegler
Seconded By: Bill Heinz
Discussion: None
Motion Passed: Unanimous

B. Unified vision

Jeff introduced TranSystems' presentation of the Unified Vision exhibit for the Route 120 CPC. The front side will have a detailed map of the proposed Route 120 Bypass corridor, to give prospective developers, public sector bodies, and others a visual description of the impacts of the bypass that can easily be reviewed for future plans. He said that it was important that the county and municipal governments ensure that the impacted areas, including the existing and to-be-purchased Right of Ways, would be preserved through

the Phase I process. The back of the map would include a written description of the Corridor Planning Council's process to date.

Marty asked Jeff to give a timeline of the schedule for approval of the unified vision and project financing. Jeff said the next Governance Board meeting would be 8/19, and they would consider approval of the road placement adjustments. TranSystems would also present the Board with the Unified Vision and project funding strategy for discussion. The next Board meeting would 9/9, when the Board would consider approval of the unified vision and the financing strategy. He also said that between the two Board meetings, the Technical Task Force and Environmental Task Force would each meet to give their recommendations on the unified vision and financing strategy to the Board.

Jeff continued with description of the map, saying it would identify the following:

- Village and township boundaries.
- Land uses that will change from those set out in local comprehensive plans as approved by the Governance Board in 2008.
- Sections of existing Route 120 that are recommended to be altered, including the section with flooding problems where the road crosses over the Des Plaines River, and two intersections – at O'Plaine and at Route 12.
- Shows recommended changes to roads that connect to Route 120 to support the Bypass.
- Shows full access points, as well as right-in right-out access points.
- Shows roads that will be cul-de-sac'd for the Bypass.
- Shows nearest full intersection on side roads (must be at least ¼ mile from Bypass).
- Shows recommended grade separations.
- Shows both existing bike paths, already planned bike paths, and bike paths recommended along the new Bypass.

Marty noted that the Route 120 corridor boundaries are not clearly shown and that it is not identified by name. He asked that an obvious color and name identification be included on the map.

Marc Huber asked if the 300-ft. right-of-way would be sufficient for intersections if they are roundabouts. Jeff said that they should be sufficient, but if not, the right-of-way may need to be increased.

Kirk Smith, Chair of the Land Use Task Force, and Jeff Hall told the Technical Task Force members about the issues brought up at the Land Use Task Force meeting the day before, on July 27:

- The Village of Hainesville requests a grade separation for Hainesville Road at the crossing with the Metra railroad tracks.
- The Village of Hainesville requests that two open space properties on Porter be changed to commercial. The comprehensive plan had called for them to be commercial, but village had previously indicated to TranSystems that it would like them to be open space.
- In Round Lake, the village requests that two properties at Cedar Lake and Route 120 be changed from nursery to commercial, as per comprehensive plans.
- Village of Round Lake also requests that the southwest corner of Fairfield Road and Route 120 be shown as open space instead of commercial as the map now depicts them. Round Lake comprehensive plans call for these two corners to be open space, with commercial to the southeast.

Jeff said the Land Use Task Force made no comment regarding the access points to the Bypass.

Pete noted that the access points just west of Hunt Club Road are not shown as "right-in, right-out." Jeff said this change would be made.

Pete also noted that the intersection of Route 120 with I-94 could be flagged for study by the Phase I as a full interchange. Jeff said this change would also be added to the map.

Bill Heinz noted that the Canadian National and Metra crossings with Route 120 need to have grade separations, whether Route 120 goes above or below them.

In addition, he said that Grayslake plans call for Ivanhoe to end in a cul de sac at the Route 120 Bypass. It was agreed that the TranSystems map would be amended to add cul de sacs at Ivanhoe and also at Route 83 near the bypass route.

Bill said that although the map shows Harris Road ending in a cul de sac, the Grayslake plan calls for an emergency access there. He suggested that the access be through gates at the cul de sac onto the bypass. Jeff said he would note that on the map.

Bill asked that the two right-in, right-out accesses on the Bypass to the east and to the west of Route 45 be removed. Jeff noted that this would be done.

Bill suggested that the bike path crossing at Atkinson should have a grade separation, rather than being at grade. Jeff noted that this is what the map shows.

Andy asked if the Almond Marsh area could be designated for environmental impact study, so that it will be considered in more depth at the Phase I level. It was agreed that minimization of impacts to the environmental features along the corridor will be studied in Phase I.

Marty allowed public comments on the topic of Unified Vision at this time.

Eve Lee said that there should be an at-grade intersection at Atkinson and Route 120. She said that the absence of this intersection will be a problem because of the likely commercial development there.

Mike Sands presented Prairie Holdings Corporation comments on the proposed Bypass access points:

- Atkinson Road. He said there should be a full intersection at Atkinson and Route 120 Bypass. He said that not connecting Atkinson Road to the bypass misses an opportunity to improve the local grid. It also reduces the commercial potential for the two adjacent commercial properties.
- Harris Road. Current agreements require a public safety access and a regional trail down Harris Road. He said that Harris Road should not be cul-de-saced at this location. Providing a three-way intersection with a safety vehicle south entrance, he said, would give the public better access to Lake Forest Hospital from the east and west. He added that it also would reduce local traffic congestion at the 120 / 45 and the Bypass and 45 when the old fairgrounds is developed.
- Almond Road. He said that a full intersection at Almond and 120 is not necessary, because the property to the south is almost completely protected.

Jeff clarified that the noting of an intersection, such as the one at Almond Road, just means that inclusion of some type of intersection will be included in the Phase I study. He noted that Almond Road makes a better arterial route than the winding streets in Wildwood.

Marty asked for a motion to approve the Unified Vision as amended.

Motion: To approve the Unified Vision for the Route 120 Bypass as amended.

Motion By: Marc Huber

Seconded By: Bill Heinz

Discussion: None

Motion Passed: Unanimous

Jeff said he would now give more detail about the back side of the map, with comments to be discussed at the next meeting. The back side will contain:

- A statement of the project approach.
- Purpose and need statement.
- Road character / road placement decisions.
- Description of transit and recommendation to Pace to study role in this.
- Access considerations.
- Traffic studies done for this project.
- Environmental / stormwater features to be included – ditches and detention ponds for drainage and cleaning of water.
- Explanation of public meetings held.
- Land use considerations.
- Financing strategies.
- Explanation of next steps.

C. Financing strategy

Jeff presented an overview of the financing strategies available for the project:

- Estimated construction costs \$287 million.
- Soft costs: Environmental/Right of way/Phase 1 \$204 million.
- Total estimated project cost: \$491 million.

Jeff said these costs are preliminary and subject to change.

Construction will include five separate projects, which can be started at different times:

- Relocation of Gilmer Road, which needs to be done before work can begin on the second,
- Route 120 & Route 12 improvements, including a grade separation at the intersection, with connectors.
- The Bypass.
- Improvement of the bridge at 120 and the Des Plaines River to end the flooding there.
- Improvement of the O'Plaine – Route 120 intersection.

The public funding sources include the federal, state, and county governments; municipalities and / or a developer; and railroad funds. The other source of funds would be user fees of some sort. Using similar projects that have been financed, TranSystems estimates the maximum level of each public funding source as follows:

- Federal / IDOT \$200 million
- Lake County \$ 35 million
- Municipal / Developers \$ 15 million (\$5 – 10 million + \$10 million of right of way)
- Railroads \$ 5 million (based on max 5% of projects)
\$255 million

This leaves a shortfall of \$236 million, or 48%, from the public sources available. User fees are estimated to bring a maximum of \$240 million, which would provide sufficient funds for the estimated project funds.

Jeff explained the types of user fees – public (such as the tollway) or a private concessionaire. At this time, it is not legal for a private concessionaire to build an arterial road, so legislative action would be required. Jeff also said that TIFIA loans through the federal government, which have a 4.5% interest rate, would be possible if user fees were involved, because the program requires available funding source for repayment.

Marty asked if the estimated revenue stream from user fees is net of the cost of the user fees. Jeff said there is some allocation, but it is not refined.

The financing strategy will be discussed in further detail and brought to a vote of recommendation to the Governance Board at the next meeting. Conflicts in schedules caused the date of the next meeting to be determined at a later date.

5.0 Public Comment

Marty asked for public comments at this time. There were no public comments.

6.0 Adjourn

Marty asked for a motion to adjourn the meeting.

Motion:	To adjourn
Motion By:	Pete Harmet
Seconded By:	David Ziegler
Discussion:	none
Motion Passed:	unanimous