

# **Illinois Route 53/120**

**Feasibility Analysis | March 2015**

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**Finance Committee  
Final Report and Recommendations**

**Appendices**

# | Appendix A

## **Finance Committee Meetings**



**The Illinois Tollway invites you to attend the  
Illinois Route 53/120  
Finance Committee Meeting #1**

**Monday, October 21, 2013  
2 - 4 p.m.**

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Welcome and introductions
- III. Review previous work of Blue Ribbon Advisory Council
- IV. Role of Finance Committee
- V. Next steps
- VI. Public comments
- VII. Adjournment

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Please RSVP by October 18 to: **Cathy Valente, (630) 765-0433** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agenda, presentations, and reports from the Finance Committee will be available in the Community Outreach section on the Illinois Tollway's website. Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #1  
 October 21, 2013  
 Meeting Minutes issued by Lake County

The meeting was called to order at 2:05 p.m. which was followed by roll call.

Present	Representing
Present	Chris Meister, Co-Chair
Present	Doug Whitley, Co-Chair
Present	Aaron Lawlor, Lake County
Present	Village of Buffalo Grove
Present	Village of Grayslake
Present	Village of Gurnee
Present	Village of Hainesville
Present	Village of Hawthorn Woods
	Village of Kildeer
	Village of Lake Zurich
	Village of Lakemoor
Present	Village of Libertyville
Present	Village of Long Grove
Present	Village of Mundelein
Present	Village of Round Lake
Present	Village of Round Lake Park
Present	Village of Vernon Hills
	Village of Volo
Present	Village of Wauconda
Present	City of Waukegan
Present	Cook County Department of Transportation and Highways
	McHenry County
Present	Metropolis Strategies
Present	BRAC Founding Co-Chairs
Present	Liberty Prairie Foundation
Present	Lake County Partners
Present	Lake County Transportation Alliance
Present	Illinois Department of Transportation
Present	Federal Highway Administration

**Mr. Zuccherro (RZ)** announced that Kristi Lafleur was detained in traffic en route to the meeting. **RZ** welcomed the attendees and thanked them for their participation in the process. **RZ** introduced the co-chairs of the Finance Committee, **Chris Meister** and **Doug Whitley**. He indicated that the Finance Committee will build on the work done by the Blue Ribbon Advisory Council (BRAC). **RZ** indicated that this Committee, led by the Tollway, is one of two committees

looking at unresolved issues identified by the BRAC: financing and land use. The Land Use Committee, led by the Chicago Metropolitan Agency for Planning (CMAP), will begin their work early next year.

**RZ** indicated that the committee's goal is to develop and reach consensus on a viable and sustainable strategy to finance the IL 53/120 project. **RZ** also stressed to the committee members that their participation is critical to the success of this effort. With that the committee members were asked to introduce themselves. (Kristi Lafleur (**KL**) arrived at 2:20 p.m.)

**RZ** then introduced **Paula Trigg (PT)**, Lake County Director of Transportation and County Engineer, to update the Committee on the need for the project. **PT** presented a slide showing congested roadway segments in Lake County. She indicated that (1) some iteration of the IL 53/120 project has been studied since the 1960's; (2) land development has historically outpaced transportation improvements; (3) one third of the roadway network in Lake County is congested during peak travel times; (4) 100,000 vehicles/day are entering or exiting IL 53 at Lake Cook Road; and (5) there is a strong need for additional north-south capacity in Lake County as well as capacity along IL 120.

**PT** presented a second slide that outlined the County Board's strategic goal to reduce congestion and improve mobility. The slide listed five benefits that would result from the implementation of the project. **PT** indicated that an advisory referendum on the construction of the project was endorsed by 76% of Lake County voters. She also indicated that the Central Lake County Corridor (IL Route 53/120) was identified by CMAP as the best capital project in GoTo 2040 to improve regional mobility.

**Doug Whitley (DW)** was introduced and he proceeded to give the Committee an overview of the BRAC process and the vision for the corridor that resulted. He mentioned that he is the President/CEO of the Illinois Chamber of Commerce and that he was a member of the BRAC. He also mentioned that he is not a resident of Lake County, but has been involved and supportive in a number of initiatives within Lake County.

**DW** said that financing is one of the big unresolved issues identified by the BRAC; how do we pay for this project? He went on to say that this follow-up process will hopefully go a long way to answering the question of how do we get this done? He indicated that we have to work together to arrive at a consensus and in order to do this we need to get to know one another. This needs to be a collaborative process.

**DW** presented a slide that showed the funding gap for the project of approximately \$2.1 billion. He indicated that the BRAC worked with planning level cost estimates to identify order of magnitude costs. The BRAC performed a preliminary financing assessment that resulted in the acknowledgement that even with tolls there is a large funding gap. The question we need to answer is how will the gap be closed? **DW** urged in the context of diminishing available federal

dollars, that the Committee needs to work collaboratively to develop funding solutions. He repeated KL's intentions of ensuring that everyone has a seat at the table.

**Chris Meister (CM)** was introduced and he proceeded to relate his experience working on the Elgin O'hare Western Access (EOWA) project. **CM** mentioned that he is with the Illinois Finance Authority and is also not a Lake County Resident. **CM** acknowledged the Committee's stewardship for natural resources and desire to promote economic development and present business from leaving for Wisconsin.

**CM** presented a slide showing that the EOWA initially had a \$5.8 billion funding gap at the end of the Tier One EIS (environmental impact statement). He mentioned that the EOWA also had a long history and that it was also identified as a fiscally constrained capital project in CMAP's GoTo 2040 plan. He walked the committee through the project timeline that highlighted a modified project with a much lower price tag, a system wide increase in tolls and the Move Illinois capital program resulting in a funding gap of only \$300 million. The EOWA process resulted in the recognition that a system wide toll increase coupled with local financial participation was essential.

**CM** stated that the key takeaways from the EOWA process were (1) closing the gap is possible; (2) the project could not rely on federal funding; (3) examine how costs can be reduced; and (4) financing plan included tolling an existing roadway.

**CM and RZ** described the similarities between the EOWA and IL 53/120 and stressed that there is a playbook, this can be done. Phased implementation is key to the financial strategy.

**CM** listed the lessons that were learned in the EOWA experience: (1) it is very important for all committee members to be consistently engaged throughout the process; (2) it is very important for everyone to get to know each other and to be candid in their discussions; and (3) informal conversations are as important as the formal ones.

**CM** presented a slide on the role of the Finance Committee. The mission is to answer to basic questions posed by the BRAC (1) is the project feasible? and (2) should the Tollway build it? He stated that the Tollway Board has requested a recommendation by the end of 2014. He moved to another slide listing the topics to be addressed and the timeline to be met.

**CM and DW** opened the floor to questions from the committee members.

**Roger Byrne (RB)** asked if the EOWA process started as shown on the slide. And, does the BRAC process equate to this timeline?

**KL** responded by saying no, the EOWA was already in a Tier One EIS process. The BRAC process does not equate to an EIS.

**RB** So, are we talking 3 years to break ground?

**KL** Not sure, perhaps 3 years to construction.

**RZ** EOWA process took longer because federal action was required.

**Steve Barg (SB)** When do you expect the consultant's (Transystems) analysis of the funding gap?

**Aimee Lee (ALee)** responded by saying in February or March.

**George Ranney (GR)** Please explain the improved toll revenue projection for the EOWA between June 2011 and August 2011.

**KL** The Tollway Board decided that a system wide toll increase (tolls were doubled) was acceptable. Is there support for another doubling of tolls system wide? Probably not, we will have to explore ways to leverage the existing system to find a funding solution for IL 53/120.

**Jim LaBelle (JL)** What is needed from this process to move the Tollway Board forward?

**KL** A consensus was important in the BRAC process and it will be necessary going forward in this committee as well as the Land Use Committee.

**ALee** Presented a slide indicating the dates for the next two meetings; early December and late January/February. Questions or requests for information are to be directed to Cathy Valente.

**ALee** also noted a user survey would be conducted this fall to assess one's willingness to pay.

**CM** Introduced **Jason Navota (JN)** from CMAP. **JN** will be facilitating the Land Use Committee process.

**JN** indicated that the Land Use Committee will be discussing land use, environmental and economic development impacts within the IL 53/120 corridor. The committee will be co-chaired by **GR and Aaron Lawlor (AL)**. CMAP is currently selecting a consultant to staff the committee. Work is scheduled to begin early next year.

**AL** indicated that he will be happy to meet with village boards to answer questions about the process.

**DW** Emphasized the importance of open communications. He wants to know you and wants you to know him.

At this point the meeting was opened to public comment.

**Chris Geiselhart** asked if today's PowerPoint presentation will be posted on the Tollway website.

**ALee** responded in the affirmative.

**Rob Sherman** indicated to the committee that he had several points that he wanted to make:

- The committee should separate the Route 53 portion of the project from the IL 120 portion.
- The committee should analyze the revenue for a 45 mph facility versus the revenue for a higher speed facility.
- The committee should consider terminating the Route 53 segment at IL Route 60.
- Consider not building a parkway.

- The consensus for tolling existing Route 53 south of Lake Cook Road should come from Cook County elected officials.

There being no further comments, the meeting was adjourned at 3:25 p.m.

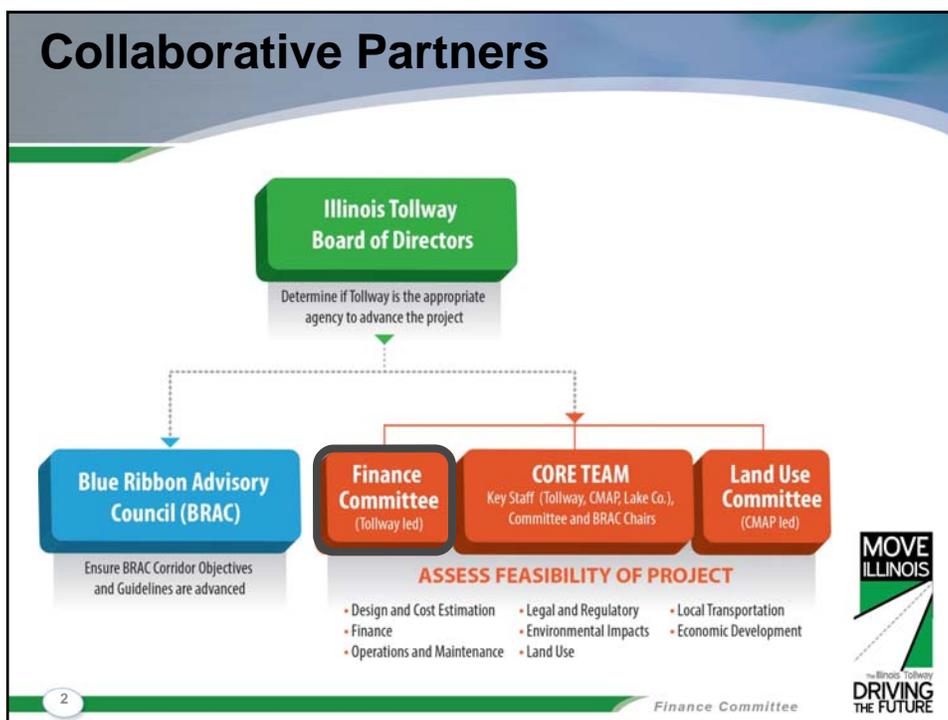
**MOVE ILLINOIS**  
The Illinois Tollway  
**DRIVING THE FUTURE**

*Illinois Route 53/120*

# Finance Committee

**Meeting One**  
**October 21, 2013**

Lake County Central Permit Facility



## Illinois Route 53/120 Finance Committee

### Goal

- Financing strategy to implement project

### Approach

- Must be based on consensus

### Deadline

- End of 2014 – recommendation to the Tollway Board



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Finance Committee

## Lake County Travel Patterns



- Development has outpaced transportation improvements
- One-third of the roadway network is congested during peak travel periods
- County needs additional north-south capacity
- Illinois Route 120 needs additional capacity
- 100,000 vehicles per day on existing IL Route 53 at Lake Cook Road

— Deficient Roads

Source: Draft Lake County 2040 Transportation Plan



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Finance Committee

## Lake County Travel Patterns

- County Board strategic goal to reduce congestion and improve transportation in the County
- Project Benefits
  - Improve travel by reducing congestion
  - Improved access
  - Long term economic developments
  - Improve air quality by reducing fuel consumption
- 76% of County voters endorsed this project through 2009 referendum

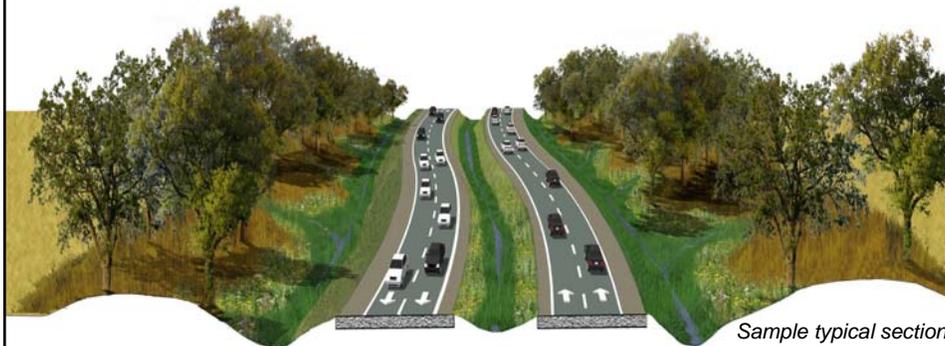


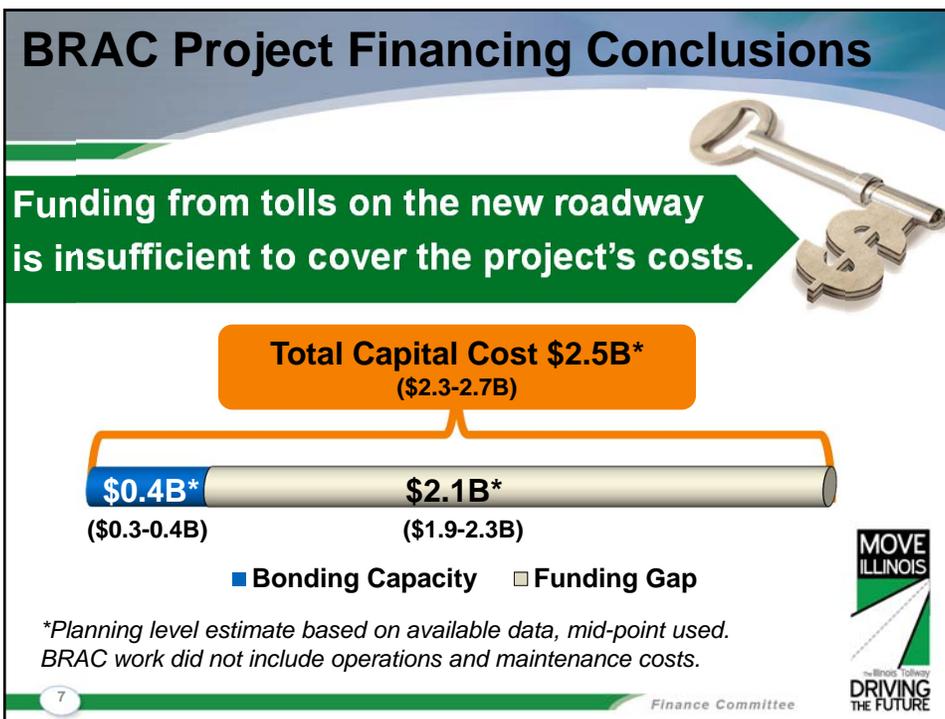
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Finance Committee

## Balanced Vision for the Corridor

- Limited-access, tolled parkway
- Small footprint, 4 lanes, 45 mph
- Environmental enhancements and performance standards
- Innovative design





## Closing a Funding Gap: EOWA Experience

EOWA Funding History Timeline

Funding Source	End Tier One EIS June 2010	Pre- Advisory Council October 2010	Final Advisory Council June 2011	Move Illinois Approval August 2011
<b>Tollway systemwide toll revenue and bonding</b>	\$0	\$0	\$720-\$805 million <sup>4</sup>	\$2.4 billion
<b>Elgin O'Hare Western Access toll revenue</b>	\$0	\$350 million <sup>3</sup>	\$515-\$585 million <sup>5</sup>	\$700 million <sup>5</sup>
<b>Funding gap</b>	\$5.8 billion <sup>1</sup>	\$5.5 billion <sup>1</sup>	\$2.0 - \$2.2 billion <sup>1</sup>	\$300 million <sup>1</sup>
<b>Total Project Cost</b>	\$5.8 billion <sup>1,2</sup>	\$5.8 billion <sup>1</sup>	\$3.4 billion <sup>1</sup>	\$3.4 billion <sup>1</sup>

1 - Cost escalated to actual year of implementation (2013-2025) in *Move Illinois* Program

2 - \$175 million federal earmark and state match used for environmental, engineering and ROW.

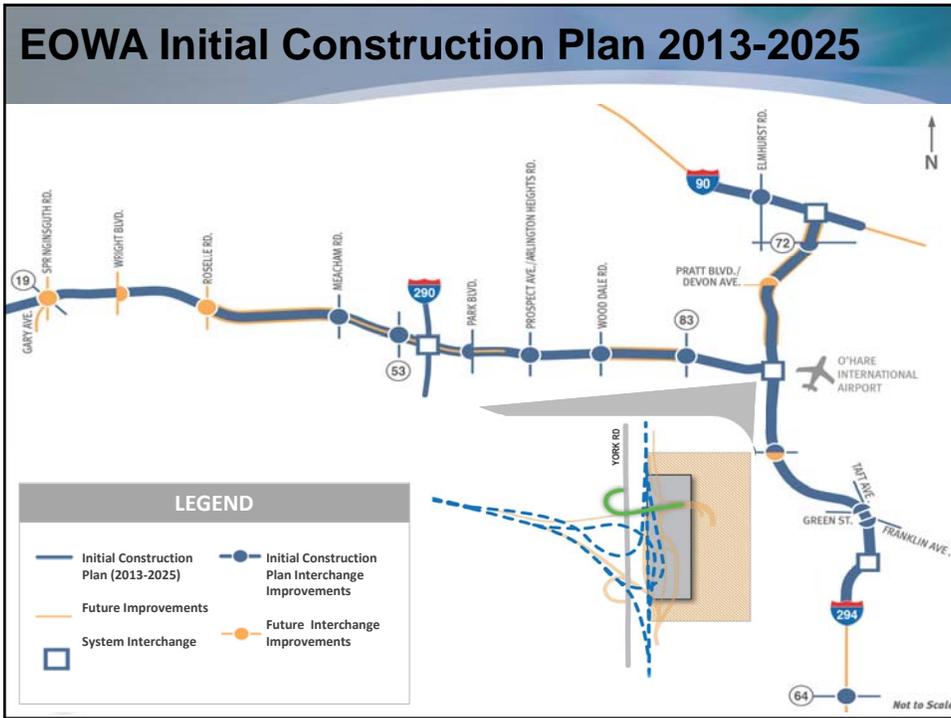
3 - Estimated toll revenue for new roadway only for full-build (\$5.8 billion) project.

4 - Assumed 100 percent systemwide toll increase with a portion allocated toward the EOWA.

5 - Includes revenue and bonding capacity from both existing and new roads.

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Finance Committee



### Balanced Vision for the Corridor

#### Potential Illinois Route 53/120 Project

**LEGEND**

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

Updated 02/01/13

Finance Committee



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- ❑ Limited-access, tolled parkway
- ❑ Small footprint, 4 lanes, 45 mph
- ❑ Environmental enhancements and performance standards
- ❑ Innovative design

## Role of Finance Committee

- Answers these questions
  - ▣ *Is the project feasible?*
  - ▣ *Should the Tollway build it?*
- **Achieve Consensus on viable and sustainable plan to finance the entire project**
- Forward final recommendations to the Illinois Tollway Board of Directors by the end of 2014



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Finance Committee



## Strategy for Closing the Gap

### Topics

- Refine project cost estimates
- Funding options
- Regulatory issues
- How public financing works
- Refine revenue estimates

### Timeframe

- Late Spring 2014 – establish funding gap
- Summer through Fall 2014 – develop consensus strategy
- November 2014 – committee vote
- December 2014 – recommendation to Tollway Board

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Finance Committee





## Future Meetings

- Meeting #2: Early December 2013
- Meeting #3: Late January/February 2014

**Future meetings to be held on a monthly basis**

Information or questions:

Cathy Valente

[Cvalente@getipass.com](mailto:Cvalente@getipass.com)

630-765-0433 (mobile)

630-510-3944 (office)





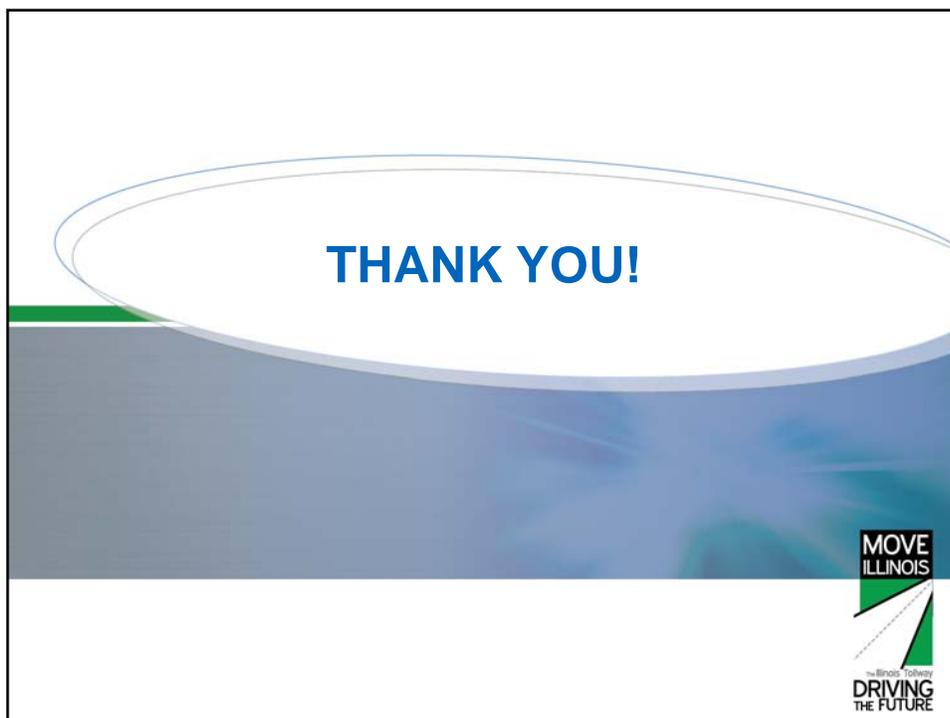
**PUBLIC COMMENTS**

**IL53120Info@getipass.com**



**MOVE ILLINOIS**  
ILLINOIS TOLLWAY  
**DRIVING THE FUTURE**

The slide features a white background with a blue oval containing the text "PUBLIC COMMENTS". Below the oval is a blue gradient bar with the email address "IL53120Info@getipass.com" in white. The bottom right corner contains the "MOVE ILLINOIS" logo, which includes a stylized road graphic and the text "ILLINOIS TOLLWAY" and "DRIVING THE FUTURE".



**THANK YOU!**



**MOVE ILLINOIS**  
ILLINOIS TOLLWAY  
**DRIVING THE FUTURE**

The slide features a white background with a blue oval containing the text "THANK YOU!". Below the oval is a blue gradient bar. The bottom right corner contains the "MOVE ILLINOIS" logo, which includes a stylized road graphic and the text "ILLINOIS TOLLWAY" and "DRIVING THE FUTURE".



IL ROUTE 53/120 FINANCE COMMITTEE MEETING



Location: Lake County Central Permit Facility

Date: October 21, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Tony	Small	IDOT	2300 S. Duken Parkway Springfield, IL.		
Linda	Sobu				
David	Stolman				
Rob	SHERMAN		Box 7410 60089 BUFFALO GROVE	Rob@RobSherman.com	847 870 0700
ROBIN	HEMPERCHITS	FHWAA			
EMILY	KARLY	LC DOT	600 W. Winchester Rd Libertyville, IL	ekar1@lallecounty.il.gov	
Michael	Stevens	Lake County Probers	100 Tea State Fertil Limeohshire	msstevens@lakecountyprobers.com	847-597-1201
Omar	Aguirre	CONGRESSMAN Dick Durbin	1701 E. Wood Ave 1d Schaumburg, IL	Omar.Aguirre@congress.gov	847-413-1959
Christina	Lao	Tollway			



IL ROUTE 53/120 FINANCE COMMITTEE MEETING

Location: Lake County Central Permit Facility

Date: October 21, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
STEVE	PAHL	V of Grange	on site		
MARGARET	BARRETT	MPC			
TOM	MORISCH	PTM	222N LA SALLE	MORISCH@PTM.COM	
JASON	NAJOTA	CMAP			
Mark	Kusgig	Waverly			
JOHN <del>ALLEN</del>	NELSON	HANSON	815 COMMERCE OAK BROOK IL 60523	jnelson@hanson-inc.com	630/990-3800
Chris Staron →		ALJMC	1600 Golf Rd, Suite 0700 Des Plaines, IL	cstaron@aljm.com	847 296-9200
MIKE	ELLIS	GRAYSTONE	10 S. SEYMOUR GRANVILLE, ILL 60030	MELISSA.ELLIS@GRAYSTONE.COM	847-223-8515



IL ROUTE 53/120 FINANCE COMMITTEE MEETING

Location: Lake County Central Permit Facility

Date: October 21, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Steve	Lentz	Mundelein			
AL	FINGERS	CAGE BUFF			
PEE	HARNEY	IDOT			
Anna	Stachulak	Congressman Peter Roskam	2700 International Dr. West Chicago, 60185	Anna.Stachulak@ mail.house.gov	630-232-0006
Mike	Walczak	NWMC		MWalczak@nwmc-con.org	
Jennifer	Mitchell	HDR	8550 W. Bryn Mawr Chicago IL	jennifer.mitchell@ hdrinc.com	773-877-7225
John	Xunan	Cook County Transporta-	49 W. Washington Chicago 60602	John.Xunan@cookcountyil.gov	312/603-1601
Dan	MacGillis				
MARY	KLEES	PRESIDENT CONNECT WARENAE	190 WESTFIELD PL. GENSLAKE	KLEES.MARY@ GMAIL.COM	







IL ROUTE 53/120 FINANCE COMMITTEE MEETING

Location: Lake County Central Permit Facility

Date: October 21, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
NOELLE	KISCHER-LEPPER	CITY OF WAUKEGAN	100 N. MILK LEAVE, WILSON CROSS	n.kischer@waukegan.il.gov	847-597-2514
Rob	Gelles	Illinois Finance Authority	180 N Station Chicago IL 60601		
CHRIS	GEISELHART				
Chris	Kessler	State Rep. Carol Sente	430 N. Milwaukee Ave Suite 8	CHrisDistrict54@sm.il.gov	847-478-6804
Sandy	Hart	LC board	455 Pine Ct. Lake Bluff	smhart@lakecounty.il.gov	847.372.8734

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**The Illinois Tollway invites you to attend the  
Illinois Route 53/120  
Finance Committee Meeting #2**

***Tuesday, December 3, 2013  
2 - 4 p.m.***

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Approve October 21, 2013 meeting minutes
- III. Refined cost estimates
- IV. Next steps
- V. Public comments
- VI. Adjournment

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Please RSVP by November 27 to: **Cathy Valente, (630) 765-0433** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agenda, presentations, and reports from the Finance Committee will be available in the Community Outreach section on the Illinois Tollway's website. Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #2  
 December 3, 2013  
 Meeting Minutes issued by Lake County

The meeting was called to order at 2:05 p.m. which was followed by roll call.

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Chris Meister	Co-Chair
	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
Present	George Ranney	Co-Chair, Blue Ribbon Advisory Council (BRAC)
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
		Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
		Village of Lakemoor
Present	Heather Rowe	Village of Libertyville
Present	Angie Underwood	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
		Village of Round Lake
		Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
		Village of Volo
Present	Doug Maxeiner	Village of Wauconda
		City of Waukegan
		Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
Present	Jim LaBelle	Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
Present	Tony Small	Illinois Department of Transportation
Present	Robin Helmerichs	Federal Highway Administration

## General Business

### ***Call to Order, Roll Call and Adoption of Meeting Minutes***

**Chris Meister (CM)** asked for a motion to approve the meeting minutes from the October 21, 2013 Finance Committee meeting. On a motion by **Aaron Lawlor (AL)**, seconded by **David Stolman (DS)**, the meeting minutes were unanimously approved.

**Rocco Zucchero (RZ)** thanked those in attendance for their participation and reiterated that there is a common desire among the participants to advance this project. He reinforced the task for the Finance Committee was to arrive at a recommendation to the Tollway Board of Directors for how the project will be financed. He stressed the need for the Committee to think creatively because many of the traditional funding mechanisms are no longer viable.

**CM** stated that the two goals for the meeting's agenda were to present the feasibility of the cost estimates and introduce the BRAC funding options. Between now and April 2014 the Committee will be provided a general primer on public financing, asked to review the BRAC funding options and other new funding options and presented by April with refined revenue estimates and bonding capacity.

### ***Cost Estimates***

**Chris Burke (CB)**, of the project team, presented a slide comparing the cost estimates of the BRAC analysis (\$2.39-2.71 billion) and the Feasibility Analysis (\$2.56-2.87 billion). Because the project team had more time and resources, the Feasibility Analysis work has added more detail to the estimates. The Feasibility Analysis defined work items based on quantities rather than using assumed percentages like the BRAC estimates. The more refined cost method provides a higher level of confidence in the estimates compared to those developed by the BRAC. All of the costs were based on 2020 dollars to be consistent with the BRAC numbers, **CB** stated. **CB** indicated that the current range represents two different possible alignment alternatives, and these are capital costs only. **CB** also said that in all of the estimates there is an assumed contingency of 30 percent. The Federal Highway Administration recommends a range of 25 to 40 percent for contingencies at this level.

**Jeff Hall (JH)**, of TranSystems, indicated that TranSystems along with Christopher B Burke Engineering (CBBEL) and Parsons Brinkerhoff (PB) comprise the consultant team working for the Tollway. **JH** then defined the roadway attributes and provided detail on the estimates. Roadway attributes included:

- 25 miles of modern boulevard
- Cross section defined as two lanes in each direction, full outside shoulder and narrow inside shoulder (no transit accommodations included)
- 18 miles of depressed roadway with berms
- 9 local interchanges
- 2 system interchanges (at 53/120 and at I 94)

Structural attributes included: 37 crossroad bridges and three railroad grade separations. Traffic management and tolling attributes included: all-electronic tolling, ITS infrastructure, providing a maintenance facility and snow removal.

**Mike Matkovic (MM)**, of CBBEL, indicated that he led an effort to look at drainage and environmental attributes. The drainage attributes include: pump stations, 39 miles of stormwater treatment train areas, detention and compensatory storage areas and erosion control measures

The environmental attributes include:

- 7 stream crossings – Buffalo Creek at the south end to Squaw Creek at the north to the Des Plaines River on the east
- 6 land bridges or causeways to minimize impacts
- 90,000 feet of noise walls
- 468 acres of wetland mitigation – assuming a ratio of 5:1 (will ultimately depend on final alignment)
- 3 wildlife overpasses – at the Buffalo Creek, Squaw Creek and Indian Creek corridors
- 18 wildlife underpasses – generally at drainage crossing locations
- Multiple greenway buffer corridors

**JH** presented a list of the other corridor attributes that were included in developing the cost estimate:

- Contingency and engineering
  - Appropriate contingency level – 30 percent
  - Include all engineering phases – E1, E2 & E3
- Right-of-way and utilities
  - Include right-of-way and easements
  - Major utility relocations
- Environmental restoration and stewardship fund

### ***Cost Estimates Discussion***

**JH** stated as they move forward into Phase I engineering followed by detailed Phase II design plans, the possible range of the cost estimate will narrow and the confidence level will increase. As more detailed cost information is generated and fewer unknowns exist, **JH** said the contingency level will drop to 10 percent by the time the project is let. **JH** gave an overview of the concept and the master plan stage of Phase I engineering. **JH** said the feasibility analysis seeks to answer how to finance the project and should the Tollway build it. If the Tollway Board chooses to move forward with the project, the next step is to initiate a Phase I engineering study, which involves a greater level of specificity regarding the various project attributes. Construction plans prepared in Phase II will have even more detailed estimates. **RZ** also noted that the estimated costs are in 2020 dollars to be as realistic as possible. **RZ** stated that the Tollway prefers to see the costs decrease, but it is comfortable with current estimates. Depending exactly when construction begins, the costs may fluctuate, but 2020 is being assumed as the mid-point of construction, **JH** said. While all the costs were initially estimated in 2013 or 2014 dollars, an additional increase of 5 percent per year was assumed through the year 2020, to be consistent with the BRAC.

**MM** said that the mitigation ratio of 5:1 for the 468 acres of wetland mitigation was stipulated in the BRAC report and the Interagency Wetland Policy Act. Depending on the quality of wetlands and impacts, mitigation may be required at a ratio as high as 5.5:1. Not all of the impact will be to high quality wetlands, but **MM** stated that providing mitigation on- or off-site is a factor, as off-site mitigation is done at a higher ratio.

### ***Closing the Funding Gap***

Finance Committee members were distributed a document from the BRAC report listing the proposed funding options. **CM** and **RZ** provided an overview of the 18 potential options used to address the \$2.5 billion funding gap. **CM** began the discussion on items 5 through #13B, focusing on tolling and

congestion pricing and other conventional transportation financing options before visiting the more innovative proposals that came out of the BRAC. **CM** reminded the Committee that the funding gap is in excess of \$2 billion and the dollar amounts associated with each financing option are only in millions, so it may take a combination of options. The document also included revenue estimates in 2020 dollars. The funding options included:

- Option 5-Congestion Pricing
- Option 6-Toll Revenue through Indexing
- Option 7-Congestion Pricing Combined with Indexing
- Options 7 and 8-Use Inside Shoulder as Third Lane on Route 53 during Peak/Add Lane in Each Direction (for six lanes) on Route 53
- Options 9-Toll Existing Route 53-(A) Widen and Reconstruct, (B) Reconstruct Only, (C) Reconstruct Only and Improve Route 53/I-290/I-90 Interchange
- Option 10-Longer Term Borrowing
- Option 11-Lower Cost Borrowing
- Option 12-Add Tolls at Illinois Route 132 to and from the south
- Options 13-(A) Illinois Route 132 Toll and Increase Waukegan Toll Plaza, (B) Route 132 Toll, Increase Waukegan Toll and Tolling at the Border

#### ***Closing the Funding Gap Discussion***

**CM** stated that options 5 through 13B, without duplicates, add between \$500 million and \$1.2 billion to the \$400 million in initial revenue to increase the total revenue to a range between \$900 million and \$1.6 billion to address the \$2.5 billion funding gap. While these funding options decrease the gap, there are costs associated with the implementation of many of these options, **CM** said.

One such option was the strategy of tolling existing IL53 (option 9). **RZ** stated that the options under 9 examine tolling existing Illinois Route 53 from Lake Cook Road to I-90, which involves Cook County. **CM** pointed out that these options create significant bonding capacities at \$353 million at the low end up to just over \$550 million at the high end. **CM** said the Committee does not represent the interests of the Cook County communities and there should be broader inclusion if they decide to toll existing Route 53 between Lake Cook Road and I-90. **RZ** added that any proposals related to tolling existing Route 53 will need approval from the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA). The General Assembly must provide the authority to allow the Tollway system to expand. **Aaron Lawlor (AL)** said he would reach out and start to meet with some of those mayors prior to the next meeting in January to gauge interest in the project. (ACTION ITEM)

**Jeff Braiman (JB)** stated that the Illinois Route 53/120 Project provides a regional benefit and not solely a Lake County Road, and therefore should be supported through systemwide tolls. **RZ** responded that the funding options came from the BRAC report, and determining how the project is funded is part of the mission of the Finance Committee. The group must look internally and decide what is reasonable to move forward with and how to close the gap, like the EOWA project, which is not just a Tollway-funded project. The Committee must look at the project and see what they are trying to deliver before looking at everyone else across the Tollway's system to help pay for the project. **RZ** said the Committee may recommend the Tollway Board to fund everything. That is what the committee must decide. **Joseph Mancino (JM)** pointed out that even if the Committee chose to implement all 13 financing options, they would still be short funding the gap.

**RZ** said the Tollway Feasibility Analysis is looking to the Committee for guidance about what financing options they should consider and which are non-starters. In addition to revenue estimates, the Tollway will analyze maintenance and operation costs.

**Marty Buehler (MB)** asked if there is consideration for assessing the tolling structure throughout Lake County. He commented that the question of system revenues will come up, but Lake County has a good deal now. **RZ** said in Lake County, customers pay only one toll en route to O'Hare International Airport, whereas drivers coming from the south suburbs pay four mainline tolls.

**Options 1 and 2-Value Capture (VC): Special Service Area (SSA), Tax Increment Financing (TIF) District**  
**Liz Schuh (LS)**, a policy analyst with CMAP, cited previous value capture examples in Virginia and Georgia, but said nothing locally in Illinois has been done on the same scale, and nothing has been done at a multi-jurisdictional level for TIF districts, **LS** said. A multi-jurisdictional TIF district will require significant changes to the law, while an SSA can be established on a county basis. The BRAC analyzed two value capture areas. Both the TIF and the SSA would have the same areas drawn, **LS** said.

**Steve Lentz (SL)** asked if the EOWA Advisory Council had a similar finance committee and why they chose not to pursue SSAs. **CM** said a group of mayors wrote the co-chairmen of the overall committee—the executive director of the Tollway and the secretary of transportation—and said that a systemwide toll increase should be considered before they hear about value capture. **SL** stated that there is a precedent in what the Tollway Board has accepted. He said that if the EOWA finance committee went through this process and came up with a package of contributions that the area would make and the remainder would come from a systemwide toll increase, then the Illinois Route 53/120 Project Finance Committee could take the same approach.

**Mike Ellis (ME)** asked if there were any connections between where the traffic was coming from in the region versus in the area where the road was built and did that extrapolate into where the money ultimately came from. **ME** stated that although many people will use this road coming from many different locations, nobody wants to pay for it. If 70 percent of the traffic was coming from within the corridor and the local corridor paid 30 percent of the cost, **ME** said there is a ratio the Committee could develop.

**Heather Rowe (HR)** inquired about possible funding grants that were utilized for the EOWA. **RZ** responded that because the federal front is uncertain, it is worth the Committee to explore, but the group has to be creative, especially dealing with railroad crossings and possible ICC funding opportunities.

**CM** stated that the next meeting will be January 28, 2014 and that meeting options are being discussed for March and April. On the issue of value capture, it is important that the Land Use and Finance Committees are aligned, **CM** said. **CM** stated the next meeting will take place on January 28 at the Lake County Central Permit Facility. The location for the March meeting is TBD.

### **Community Concerns**

Arlington Heights Trustee **Bert Rosenberg (BR)**, asked if the Tollway in the past, when converting a freeway to a tollway, looked at the surface street impact that could result, and the impact this project would have on Arlington Heights Road, which parallels Route 53? **BR** said Arlington Heights would be interested in participating in any future discussion on the project. **RZ** stated that is the type of

information that would come from a traffic and revenue model that can be put together. The analysis of potential traffic diversion is an essential component in assessing this overall project.

An **audience member** asked if Illinois Route 53/120 was a 55 mph road compared to 45 mph, would it be more of an attractive north-south route to increase the bonding capacity. **RZ** said all of the analysis done is based on the recommendations from the BRAC. They reached consensus on a 4-lane, 45 mph facility and the Feasibility Analysis is sticking to that plan for now.

**ME** stated that he thought the charge from the Tollway was to work from the BRAC design standards and not rewrite the work from the BRAC report and not change the fundamentals of the parameters. **CM** responded affirmed that is the Committee should continue adhering to the BRAC report.

An **audience member** identified himself as one of the 130,000 motorists stuck at Dundee Road. He commented that to build revenue the Tollway should increase the speed limit, build the road up to two miles north of Richmond and make it an interstate. If it is a local road, then Lake County should pay for, he said. **RZ** responded that this was brought up before, but they are focusing on the task at hand.

**Mike Scarpelli** said that he has heard about the project for a long time. Based on a recent report from *The Chicago Tribune* that 95 percent of cars on the Tollway exceed the 55 mph speed limit, he commented that there was no way people would travel 45 mph. He suggested the Tollway build the extension and later reconsider the speed limit.

**Rob Sherman**, who identified himself as a Buffalo Grove resident living in Cook County, made six points:

- In other states have residents from one county paid for a new roadway in another county?
- Stakeholders should limit proposals for financing this to what money will come from them rather than volunteering the resources of those who are not stakeholders.
- If existing tolls on the system are 5.7 cents/mile and 20 cents/mile is proposed, then congestion pricing won't work. Nobody will pay 40 cents/mile because 20 cents/mile is already the equivalent of congestion pricing.
- The tolling of the Cook County portion of Route 53 could generate about \$100 million annually. The funding gap is \$2.5 billion. Over 25 years that's \$2.5 billion in revenue so the people of Cook County would fund a major public works project to the people of Lake County.
- Value capture is not realistic in this situation. It might be fine in Virginia and Texas where businesses in those areas want new roadways and are willing to donate a portion of the value of their properties, but the same demand does not exist here.
- If a super expensive roadway is built to a low speed limit, then Lake County should build it instead of the Tollway. Lake County can build its preferred road and pay down the bonds if the revenue projections are insufficient.

There being no further public comment the meeting adjourned at 4:29 p.m.

# Illinois Route 53/120 Project



**Finance Committee**

**Meeting Two**  
**December 3, 2013**

The Illinois Tollway  
**DRIVING THE FUTURE**

Lake County Central Permit Facility



## Strategy for Success

- **Now - April**
  - ▣ Review funding options presented by BRAC
  - ▣ General primer on public financing
  - ▣ Consider new funding sources
  - ▣ By April, present refined revenue estimates and bonding capacity
- **Today's Agenda**
  - ▣ Present feasibility cost estimate
  - ▣ Introduce BRAC funding options



## Cost Estimates

### BRAC Analysis

□ \$2.39 - \$2.71 billion

### Feasibility Analysis

□ \$2.56 - \$2.87 billion

#### Feasibility Analysis

- Includes BRAC recommendations
- Feasibility analysis work at greater level of detail
- Items based on quantities instead of assumed percentages
- Overall higher level of confidence
- All costs based on 2020 Dollars



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Finance Committee

## Typical Cost Categories



2020 Dollars, capital costs only

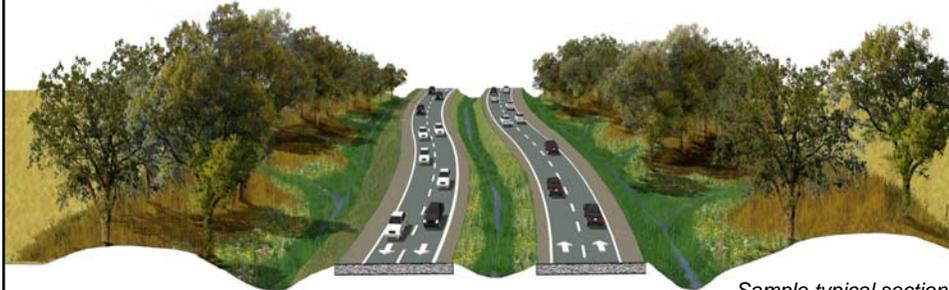


4

Finance Committee

## Roadway Attributes

- 25 miles of modern boulevard
- 18 miles of depressed roadway with berms
- 9 local interchanges
- 2 system interchanges



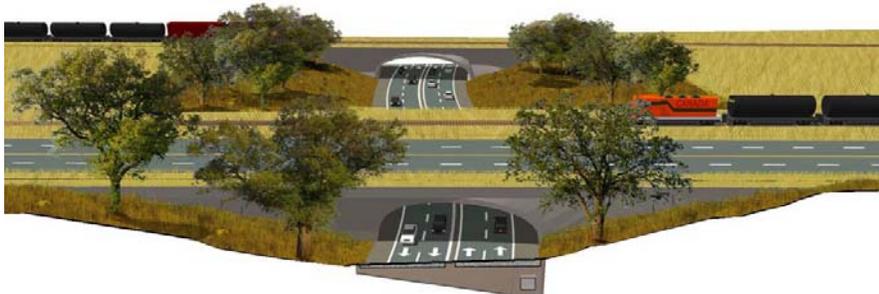
*Sample typical section*

5

## Structural Attributes

- 37 crossroad bridges
- 3 railroad grade separations

*Tunnel or underpass beneath railroad*



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## Traffic Management and Tolling Attributes

- All-electronic tolling
- ITS infrastructure
- Maintenance facility

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Finance Committee

MOVE ILLINOIS  
the Illinois Tollway  
DRIVING THE FUTURE

## Drainage Attributes

- Pump stations
- 36 miles of stormwater treatment trains
- Detention
- Erosion control

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Finance Committee

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the Illinois Tollway  
DRIVING THE FUTURE

## Environmental Attributes



- 7 stream crossings
- 6 land bridges
- 90,000 feet of noisewalls
- 468 acres of wetland mitigation
- 3 wildlife overpasses
- 18 wildlife underpasses
- Multiple greenway buffer corridors

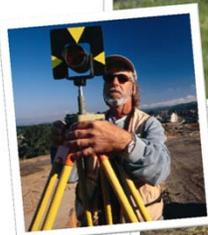


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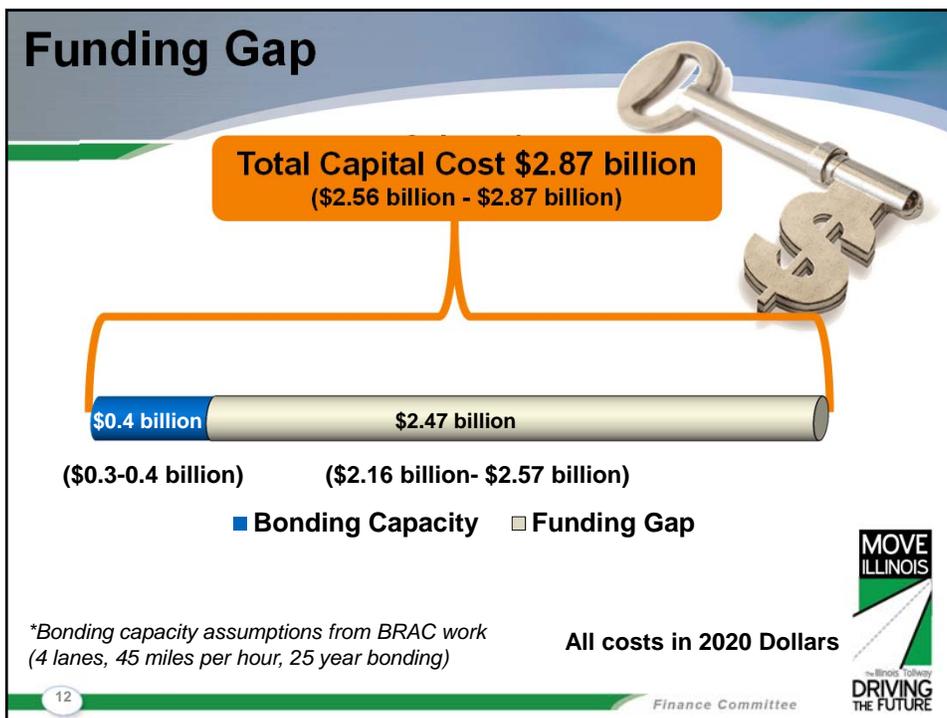
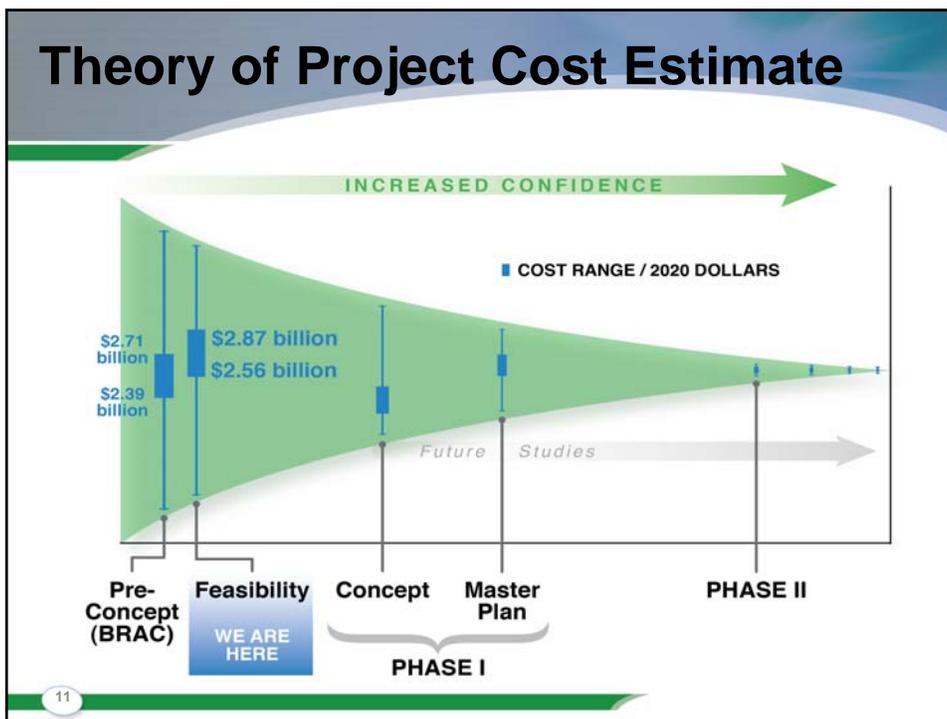
Finance Committee

## Other Corridor Attributes

- Other elements
  - **Contingency and engineering**
    - Appropriate contingency level
    - Include all engineering phases
  - **Right-of-way and utilities**
    - Include right-of-way and easements
    - Major utility relocations
  - **Environmental restoration and stewardship fund**



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## Closing the Funding Gap

Funding from tolls on the new roadway is insufficient to cover the project's costs.

- Need to close a funding gap of \$2.47 billion
- What options are viable?



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Finance Committee

## BRAC Proposed Funding Options

- Congestion pricing
- Indexing
- Tolls on existing Illinois Route 53
- Tolls in Lake County (Illinois Route 132, increase Waukegan plaza toll)
- Value capture
- Lake County sales tax
- Lake County motor fuel tax
- Others



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Finance Committee

## Discussion of Topics for Next Meeting

- Primer on bonding?
- Primer on value capture concepts?
- New ideas not presented in BRAC report?
- Other perspectives and experiences?



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Finance Committee

## Finance Committee Milestones



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**QUESTIONS  
and ANSWERS**

17

**MOVE  
ILLINOIS**  
the Illinois Tollway  
**DRIVING  
THE FUTURE**

This slide features a white background with a blue and green wavy graphic at the bottom. The text "QUESTIONS and ANSWERS" is centered in blue. A small circle with the number "17" is in the bottom left. The "MOVE ILLINOIS" logo is in the bottom right, with "the Illinois Tollway" in smaller text below it, and "DRIVING THE FUTURE" below that.

**PUBLIC COMMENTS**

**IL53120Info@getipass.com**

18

**MOVE  
ILLINOIS**  
the Illinois Tollway  
**DRIVING  
THE FUTURE**

This slide features a white background with a blue and green wavy graphic at the bottom. The text "PUBLIC COMMENTS" is centered in blue. Below it, the email address "IL53120Info@getipass.com" is centered in white. A small circle with the number "18" is in the bottom left. The "MOVE ILLINOIS" logo is in the bottom right, with "the Illinois Tollway" in smaller text below it, and "DRIVING THE FUTURE" below that.





IL ROUTE 53/120 FINANCE COMMITTEE MEETING #2

Location: Lake County Central Permit Facility

Date: December 3, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Donna	Cardwell		28065 N. Spring Ct. Mundelein, IL 60060	DRTE28065@hughes.net	847-526-5414
Tim	Cardwell				
Mark	Peterson	Tollway	Donner Court		
Doug (FC)	MAEYNER	WAVCONDA	101 N. Main St. Wauconda, IL 60084	dmaxeiner@univcond.il.gov	847-526-9603
Patrick	Fechnick	HDR	8550 W. Arlyn View Ave Suite 900 Chicago, IL 60631	patrick.fechnick@hdrinc.com	773.867.7233
Rob	SHERMAN	Self	Box 7410 BUFFALO GROVE 60089	ROB@ROSSHERMAN.COM	847-870-0700
Bert	ROSENBERG	VILLAGE OF ARLINGTON HTS	33 S. ARL HTS RD ARL HTS, IL 60005	(For Arlene Mueller)	847-368-5100
Chris	Staron	NWMC	1600 E Golf Rd Suite 0700, Des Plaines, IL	cstaron@nwmc-05.org	847-276-9200
Francis	Bentand				



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #2

Location: Lake County Central Permit Facility

Date: December 3, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
MIKE	SCARPELLI	/	512 KOX TRAIL ROUND LAKE, IL	novogorod@aol.com	312-623-8090
JOHN	COBURN (proxy for John Nelson)	HANSON PROF. SVCS	815 COMMERCE OAK BROOK, IL 60521	jcoburn@hanson-inc.com	630-990-3800
BRIAN	SMITH	AECOM	303 East Wacker Drive Suite 1400 Chicago, IL 60601	brian.smith@aecom.com	312-373-6654
MICHAEL	TALBET	VILLAGE OF KUDDEE			
PAT	CAREY	LAKE COUNTY	158 Westfield Caryslake	Pat.carey3@gmail.com	847-671-0528
Liz	Schuh	CMAP		<del>l.schuh</del> l.schuh@cmf.illinois.gov	
Brad	Leitau	LRF			
JASON	NAVITA	CMAP			
Jim	McConaughy	Conservative Lake County		JimMcConaughy@conservativelakecounty.org	309-657-5901



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #2



Location: Lake County Central Permit Facility

Date: December 3, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Emily	KARPY	LC DOT		ekarpy@lakecountygov	847-377-7400
CHRIS	GEISELHART	LCAS			
Charles	Wilmington-Pekin	Village of Arlington Heights		cperkings@vatt.com	847-368-5210
Jim	MOTZ	Mundelein		Chuck + Bartels Co gymnastics.com	847-980-4519
Chuck	Bartels	"			
Cothy	Williams	Illinois Tollway			



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #2



Location: Lake County Central Permit Facility

Date: December 3, 2013

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Suzanne	Simpson	Warren Township	17801 Washington	<sup>Warren Township</sup> SSimpson@net	847-244-1101
STEVE	PAUL	V of Gurnee	4300 FREDSTONE ST 60031	SMPAUL@SBC-GLOBE.NET	847 623/429
Mika	Walczak	NWMC	1600 E. GOLF RD #0700 Des Plaines, IL, 60016	MWalczak@nwmc-cog.org	847-296-9200
Valbana	Folkoska	CCDOT		vko Koski@Lakecountyil.gov	847- <del>377</del> -7538
June	Johnson	Schaumburg		JESJOHNSEN@Schaumburg.il.us	847-923-3859
Chris	Gentes	Lake City Munday		cm1@sbcglobal.net	







**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #3**

**Thursday, February 13, 2014  
2 - 4 p.m.**

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

The agenda will include the following:

- I. Roll call
- II. Approve December 3, 2013, meeting minutes
- III. Discussion of local funding options
- IV. Next steps
- V. Public comments
- VI. Adjournment

Illinois Route 53/120 Project  
 Finance Committee Meeting #3  
 February 13, 2014  
 Meeting Minutes issued by Lake County

The meeting was called to order at 2:03 p.m. which was followed by roll call.

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
		Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
		Village of Barrington
		Village of Buffalo Grove
		Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
		Village of Lakemoor
Present	Terry Weppler	Village of Libertyville
Present	David Lothspeich	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
		Village of Palatine
Present	Tom Rooney	Village of Rolling Meadows
		Village of Round Lake
		Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
		Village of Volo
Present	Doug Maxeiner	Village of Wauconda
Present	Wayne Motley	City of Waukegan
Present	Mike Streitmatter	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
Present	Jim LaBelle	Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
Present	Tony Small	Illinois Department of Transportation
Present	Robin Helmerichs	Federal Highway Administration

**General Business**

***Call to Order, Roll Call and Approval of Meeting Minutes***

**Doug Whitley (DW)** opened the meeting by reminding the Committee members to sign the disclosure agreement to disclose any potential conflicts of interest. **DW** then listed the objectives of today's meeting. He then asked for a motion to approve the meeting minutes from the December 3, 2013 Finance Committee meeting. On a motion by **Thomas Poynton**, seconded by **Wayne Motley**, the meeting minutes were unanimously approved.

**Chris Meister (CM)** provided the Committee with a summary of the previous meeting. **CM** introduced today's presenters: **Jill Jaworski**, Managing Director at Public Financial Management, Inc. who will provide a primer on financing; **Mark Briggs** from Parsons Brinkerhoff who will present information on value capture; and **Rocco Zucherro** who will present the Tollway's cost sharing policy.

### **Financing 101**

**Jill Jaworski (Jill J)** prefaced her presentation stating that she would be giving a high level overview to help the Committee understand the various issues and terminology of funding and financing as background to future analysis that will be presented to the Committee. She began by differentiating between funding which is the actual money used to pay for the project that may come from tolls and the proceeds from bonds and financing, in this case through the sale of bonds, is the tool to accelerate funding which securitizes future revenues. **Jill J** next described in general terms how to arrive at the Tollway's ability to service debt: its financial capacity. She explained the relationship between dedicated revenues and credit quality and how pledging more than one source of revenue to pay debt service reduces the risk and improves credit quality. Credit quality is also affected by the length of the financing: longer term bonds are viewed to be riskier because of the uncertainty inherent in projecting revenues further out in the future. **Jill J** then described in more detail how to calculate the net revenue available for financing. She then described how the net revenues will be used in part to maintain reasonable debt service coverage, the ratio of anticipated revenue to the annual debt service payment, to keep the agency's credit quality high. The Tollway maintains its debt service coverage above two times revenue to debt service payment. **Jill J** defined various basic financing terms and bond types that the committee members will need to understand going forward. **Jill J** concluded her presentation with a graphic of an example of project financing indicating the repayment schedule of the various financing instruments she described.

### **Value Capture Basics**

**Mark Briggs (MB)** began his presentation by stating that value capture is one of the creative financing mechanisms included in the BRAC report as a possible source of funding. He defined value capture as a type of public financing that recovers some or all of the value, through real estate property taxes, that public infrastructure investments generate for private developments. All of the revenue that accrues through value capture comes as a result of private sector activities. The two vehicles for value capture are special service areas (SSA) and tax increment financing (TIF). Each involves capturing all or a portion of taxes assessed on private property located within defined geographic areas to fund specific infrastructure improvements. SSA's are currently in wide use in Lake County. The legislative authority for SSA's is very broad in terms of the types of improvements that may be funded. There needs to be an essential nexus between the benefit to the affected property owners and the assessment rates. This is based on the proposition that the implementation of the proposed infrastructure improvement, in this case the roadway, will result in increased property values adjacent to or in close proximity to the proposed interchanges. **MB** stated that private sector "champions" are absolutely necessary for the

success of an SSA. **MB** provided the example of a successful SSA used to finance transit stations along the extension of a Metro line in Tysons Corner, Virginia. The impetus for the Virginia example came from the private sector. The question for Lake County is whether or not there is an incentive based on the proposed roadway and the locations of the interchanges for the private sector developers to determine if there sufficient anticipated benefit to them. TIF districts are also being used in Lake County. Here as is the case with SSA's the TIF statute in Illinois is very broad in terms of what can be done. Everything that has been mentioned relative to the 53/120 project would be eligible. Whereas SSA's requires private sector impetus, TIF districts are public sector driven. The amounts of revenue that will be generated by either SSA's or TIF's are going to vary hugely among the various jurisdictions. And in order to accomplish some things it will be necessary to pool these revenues and that will take some cooperation and understanding among the parties. As is the case with SSA's and the need for private sector impetus, the success of TIF financing requires public sector champions. **MB** concluded with a presentation of an example of TIF financing for roads in suburban Maryland. The TIF district supported \$169 million in road improvements. He cited another example in North Carolina involving multiple jurisdictions that formed a unified TIF district and an SSA to finance a transit corridor. The revenues were pooled under a joint powers authority.

**Steve Lentz** asked if either SSA or TIF financing was used in the EOWA project.

**MB** answered by saying that neither method was used.

**Joe Mancino** asked how a multi-jurisdictional SSA or TIF would work.

**MB** answered that in North Carolina each jurisdiction created its own district and pooled the revenue with the joint powers authority.

### **Tollway Interchange and Roadway Cost Sharing Policy**

**Rocco Zucherro (RZ)** with new leadership at the Tollway it was decided to review the cost sharing policy that had originated with the I 355 project. The current policy grew out of work done by the Tollway Strategic Advisory Team in 2010. The result is the 2012 Interchange and Roadway Cost Sharing Policy. **RZ** detailed an overview of the policy highlighting the primary considerations that go into the Tollway's deciding to participate in a project. He also provided a list of Tollway projects and the participating local agencies where cost sharing has happened.

**DW** in giving an overview of the process over the next weeks and months indicating that the next meeting will be an initial coordination with the land use committee. He then asked the Committee members if there are any questions. **DW** began the questions by asking how joint governance works with multi-jurisdictional SSA's or TIF's?

**MB** the authority to create either of these types of districts lies with the individual municipal entities within its corporate limits. The reason that this worked for the entire corridor was that there was agreement that the revenues resulting from each of the districts was pooled under the joint powers authority.

**Brad Leibov** using the examples that were cited relative to cost sharing is it fair to say that the Tollway is looking for local participation in the 10% to 25% range?

**RZ** we don't have a set formula but you could infer that from what we have done in the past.

**Mike Talbett to RZ** when you mentioned the new cost sharing policy the first thing you mentioned was that the project need must be substantiated. Has the project need been established for the 53/120 project?

**RZ** yes, I think the need has been established.

**DW** do we have private sector champions that have approached the County?

**Aaron Lawlor** about the project, yes about value capture, no.

**DW** then we have some work to do to line up support. **Jill J** is there a debt limit issue that we need to be concerned about?

**Jill J** every TIF is evaluated on its own credit not on how many TIF districts there are elsewhere in the County.

**Joe Mancino** how can we be ensured that the design and environmental standards will be followed in the construction?

**DW** I haven't seen any attempts to deviate from the BRAC recommendations.

**Mike Talbett** in other states where these intergovernmental agreements involving multi-jurisdictional TIF's, is there any provision for joint several liability in case one or more individual TIF's defaults will the other jurisdictions have to make up the shortfall?

**MB** that is absolutely the first question asked by every jurisdiction. And the answer was that their only responsibility was to contribute TIF and SSA revenues that they generated to the joint powers authority.

**Mike Stevens** is there any way to achieve the environmental outcomes at a lower cost?

**DW** I think that is a legitimate question and I think that we will have to cross that when we figure out how these dollars flow together. Ultimately that becomes an engineering issue.

**Aimee Lee** as part of the feasibility analysis the consultants are on board to try to answer some of these questions. I know that there is a desire on the part of the Tollway Board of Directors to address more cost effective ways to achieve the BRAC recommendations. We will arrange to share some of these findings as they become available at a future meeting.

### **Next Steps**

**DW** at the next meeting we will be presenting preliminary results of the traffic demand model. We will also present the preliminary results on the revenue study. We will have the initial coordination with the Land Use Committee. The next meeting will be at the University Conference Center on March 18.

### **Public Comment**

**Elliot Hartstein** I know that there has been a significant amount of land acquisition by IDOT and has that been factored in to the estimated cost of the project? Has there ever been in any other part of the country some cost of development rights assessed on property located at interchanges?

**RZ** the cost right-of-way already acquired by IDOT is not included in the funding gap estimate.

**MB** there has been instances elsewhere in the nation where similar development arrangements that you describe have been employed.

**Elaine Nekritz** some of the benefit of this is congestion relief in Cook County. Is there any sort of value added model for that sort of relief that Cook County will experience?

**RZ** that is one of the things we will be presenting at the next meeting as part of the travel demand model.

Meeting adjourned at 3:50 p.m.

# Illinois Route 53/120 Project



**Finance Committee**

**Meeting Three**  
**February 13, 2014**

The Illinois Tollway  
**DRIVING THE FUTURE**

Lake County Central Permit Facility



## Objective of Finance Committee

- **Disclosure Agreement**
- **Finance Committee will be responsible for developing a viable and sustainable plan**
  - **Co-Chairs, Tollway, and consultant team here to assist, conduct studies and analyses**
- **Ultimately, the Finance Committee will forward its recommendations to the Illinois Tollway Board of Directors**



2

## Strategy for Success

- **Now through April**
  - ▣ Results of revenue studies and travel demand model
  - ▣ Continuing data analyses and fact finding
  - ▣ CMAP initiating land use study
- **Today's Agenda**
  - ▣ Primer on financing
  - ▣ Primer on value capture
  - ▣ Tollway Interchange and Roadway Cost Sharing Policy



3

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## Summary of Previous Meeting

- **Meeting #2, December 3, 2013**
- **Presented feasibility analysis cost estimate**
  - ▣ \$2.56 to \$2.87 billion (2020 dollars)
- **Presented theory of project cost estimating**
  - ▣ Increased confidence with continued refinements over time
- **Discussed preliminary funding gap estimate**
  - ▣ \$2.47 billion (2020 dollars)
- **Introduced BRAC funding options**



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Finance Committee

# Financing 101



DRIVING THE FUTURE

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## Jill Jaworski Background

- Managing Director at Public Financial Management, Inc. (PFM)
- 15 years of experience as a municipal financial advisor and investment banker
- Specializes in transportation finance and working with large, complex issuers
- Graduate of the University of Chicago, B.A. in Political Science
- PFM provides day-to-day advisory services to the Tollway on bond issuance and debt portfolio
- PFM is a full service firm providing advisory services to municipal and governmental entities



DRIVING THE FUTURE

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Finance Committee

## Toll Revenue Financing Overview

- Funding vs. financing
- Financial capacity process overview
- Dedicated revenues and credit quality
- Gross-to-net revenue calculation
- Types of debt and revenue curves
- Basic toll revenue financing terms
- Project example



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Finance Committee

## Toll Revenue Financing Overview

### Funding

- Money used to pay for the project
- Grants, pay-as-you-go revenue
- Construction fund deposit from sale of bonds

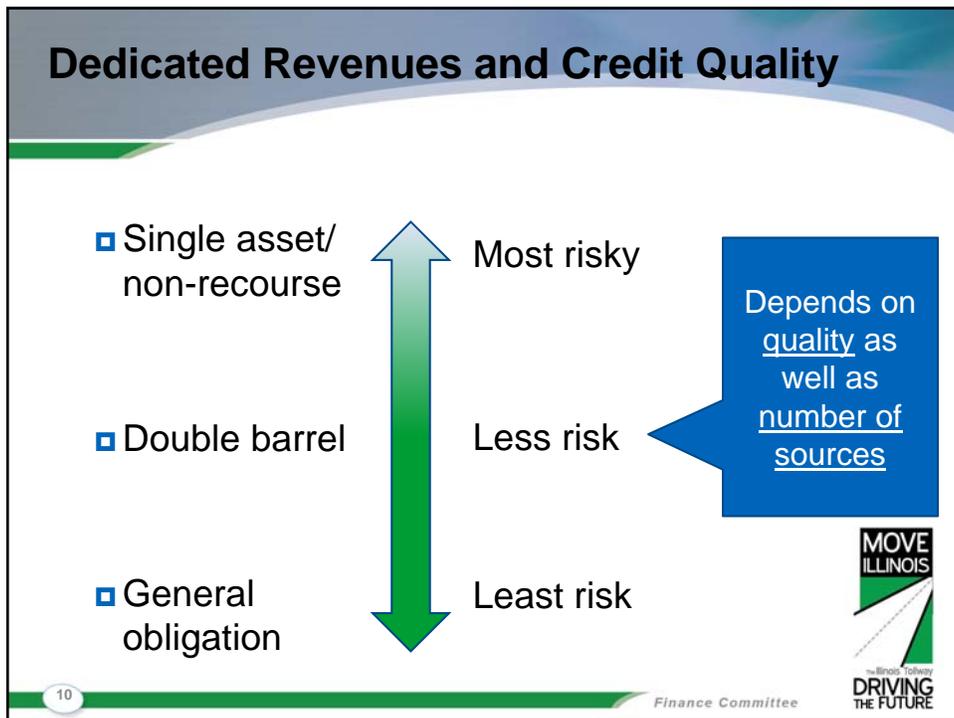
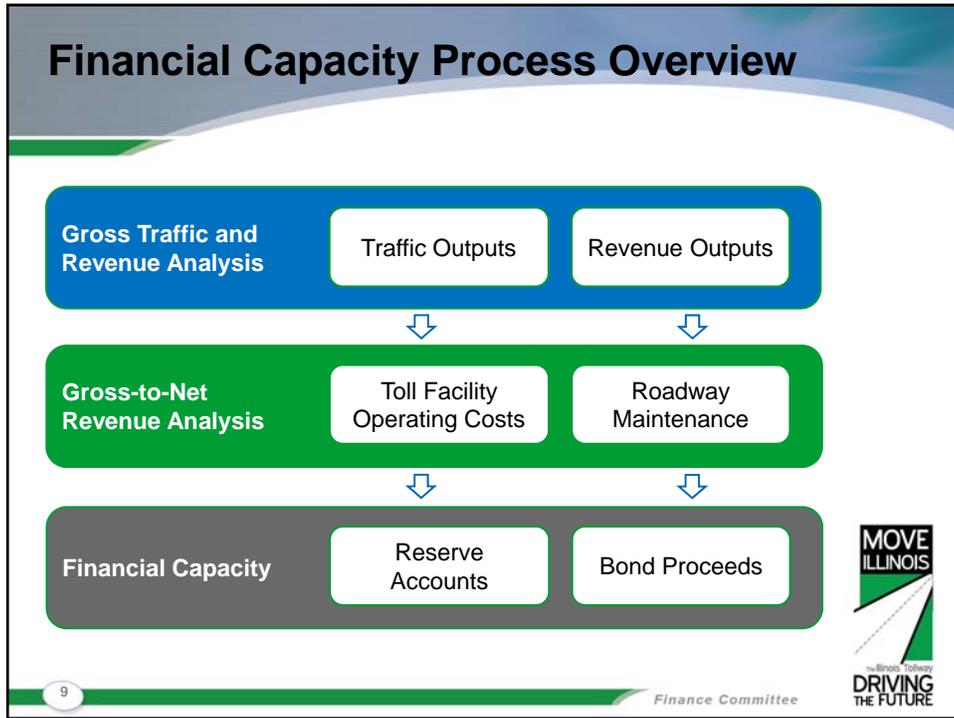
### Financing (Bonds)

- Tool to accelerate funding
- Converts a revenue stream into an up-front payment



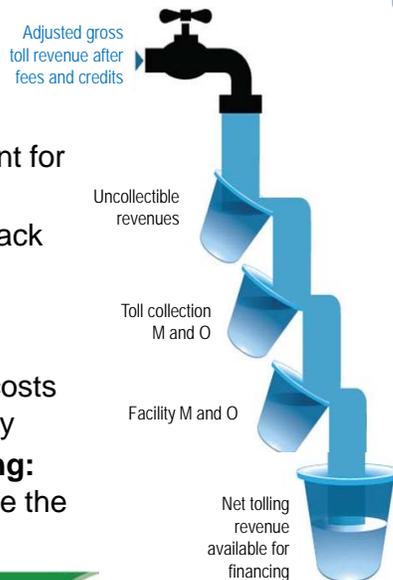
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Finance Committee



## Gross-to-Net Revenue Calculation

- **Gross toll revenue:** Potential revenue before adjustments
- **Uncollectible accounts:** Adjustment for uncollectibles/leakage/ramp up
- **Toll collection M and O:** Agency/back office oversight costs, processing, customer service, equipment maintenance, etc.
- **Facility M and O:** Routine annual costs to maintain and operate the roadway
- **Net revenue available for financing:** Remaining revenue used to estimate the financial capacity



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## Toll Revenue Financing Basic Terms

- **Debt service coverage:** Ratio of expected net revenue to annual debt service payment
- **Par value:** Face amount of bonds
- **Bond proceeds:** Dollar amount generated by selling the bonds
- **Cost of issuance:** Deduction from par to pay sales, legal and other advisors and transaction costs
- **Capitalized interest:** Funds set aside to pay interest in the early years of the repayment term until regular (interest and principal) payments begin
- **Debt Service Reserve Account (DSRA):** Funds set aside as a safety net to pay debt service if revenues are insufficient
- **Project fund deposit:** Remaining funds available to apply to the cost of construction



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Finance Committee

## Toll Revenue Financing Basic Terms (continued)

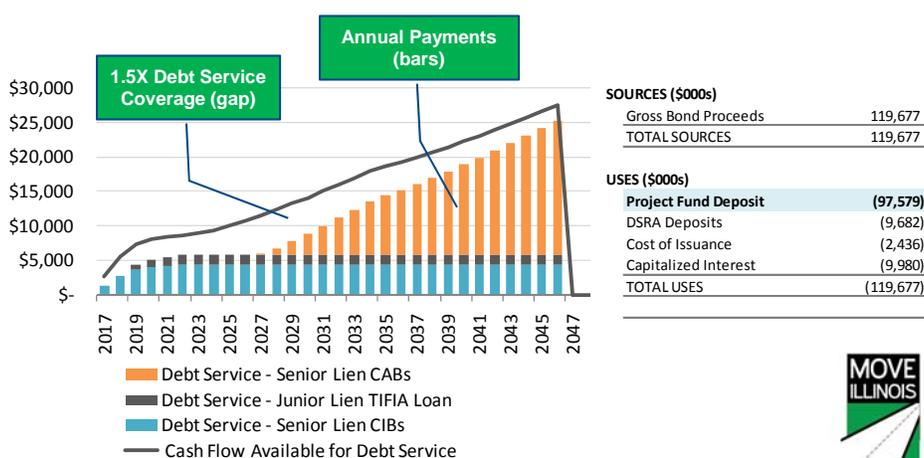
- **Current Interest Bond (CIB):** A type of bond where roughly equal principal and interest payments are made each year, similar to a home mortgage structure.
- **Capital Appreciation Bonds (CAB):** A type of bond where principal is not due until the end of the repayment term. Typically, matched with an increasing revenue stream.
- **TIFIA:** Transportation Infrastructure Finance and Innovation Act – USDOT program that provides credit assistance to projects – generally, more favorable loan terms (lower interest rates flexible repayment terms).



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Finance Committee

## Project Example



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Finance Committee



## Mark Briggs Background

- Vice President and Director of Finance and Investment with Parsons Brinckerhoff (PB)
- 40 years of experience with value capture
- Structured 200 public-private partnerships in 21 states
- Currently working on 12 highway and transit projects utilizing value capture and public-private partnerships
- Parsons Brinckerhoff is a member of the Feasibility Analysis consultant team
- PB is a leader in infrastructure design with a strong consulting practice in public finance

A slide titled "Mark Briggs Background" in black text. The background features a dark blue horizontal band at the top, followed by a white area with a light blue curved border at the bottom. In the bottom right corner, there is a logo for "MOVE ILLINOIS" with a green and white graphic element and the text "DRIVING THE FUTURE". In the bottom left corner, there is a small circle containing the number "16".

## Value Capture Basics

- **What is it?**
  - ▣ Type of public financing that recovers some or all of the value that public infrastructure generates for private developments
- **Value capture mechanisms:**
  - ▣ Special service area (SSA)
  - ▣ Tax increment financing (TIF)



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Finance Committee

## Special Service Area

What it is and isn't

Nexus between the benefit to owners and the assessment rates

Toll road will result in higher rents and land values – offsetting the assessments

Importance of private sector "champions"

Examples of assessment supporting infrastructure



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## Example: Special Service Area



- Major development in northern Virginia outside Washington, D.C.
- Six major developers in the project promoted the creation of an assessment district
- The assessment district sold \$400 million in bonds to support the infrastructure



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## Tax Increment Financing

What it is and isn't

Policy decision by taxing authorities to allocate new revenues

Potential for "revenue sharing" among jurisdictions

Importance of public sector "champions"

Examples of tax revenues supporting infrastructure



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## TIF District Support for Roads



### Rockville Pike

Suburban Maryland congested area

Seven major developers participated in a TIF district to support \$169 million in road work

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## Example: The Vision for Rockville Pike



TIF district put in place in July 2011



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## Example: Charlotte Red Line Corridor Approach

### Project overview

- Upgrade existing 25-mile Norfolk Southern Railroad tracks
- Connects Charlotte to Mooresville
- Capital cost \$452 million

### Project objectives and challenges

- Provide regional mobility
- Increase transit-oriented development
- Stimulate economic growth
- Large number of municipal stakeholders
- Large funding gap



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## Charlotte Red Line Corridor

- Created a corridor with a unified TIF district and special assessment area
- Proposes a joint powers authority to receive and administer the TIF and assessment revenues
- Local funds match state and transit authority contributions to fill the gap



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## Corridor Boundaries

- ✓ Determining the boundaries for the TIF district and special assessment area
- ✓ Determine the governance structure for the interagency cooperation
- ✓ Address legal and legislative challenges

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## Tollway Interchange and Roadway Cost Sharing Policy

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## Illinois Tollway: Approach to Cost Sharing

- **New leadership under Chair Paula Wolff and Executive Director Kristi Lafleur**
- **New leadership coinciding with recession impacts led to new direction on how projects should be funded**
  - 2010: Tollway Strategic Advisory Team
  - 2012: Interchange and Roadway Cost Sharing Policy



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## Overview of Cost Sharing Policy

- **First, project need must be substantiated**
  - Traffic benefits
  - Economic development benefits
  - Local support
- **New roadway cost share**
  - Local share
    - Cost of interchanges or
    - Ensure project viability



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Finance Committee

## Interchange Cost Sharing Policy: Additional Considerations

- Provides system improvements (operational, environmental, safety and economical)
- Provides new access to a strategic regional arterial or designated truck route
- Applicant owns/has rights to needed right-of-way
- New access serves multiple regional purposes
- Collaboration and financing from multiple units of government



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## Cost Sharing Policy: Financial Plan Requirements

- **Financial plan**
  - ▣ Must address all project costs (uses)
  - ▣ Must identify project funding (sources)
- **Encourage tying “uses” and “sources”**
  - ▣ More equitable
  - ▣ Better anticipates funding restrictions



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## Examples of Projects With Local Contributions

- **Veterans Memorial Tollway (I-355) South Extension (impetus for cost sharing policy)**
  - Five agencies shared in the cost of interchanges
- **Reagan Memorial Tollway (I-88)/Eola Road**
  - DuPage County: cash contribution
  - Aurora: land acquisition and donation
- **Jane Addams Memorial Tollway (I-90)/Illinois Route 47**
  - IDOT: share of project tied to road improvements
  - Kane and McHenry counties: design and cash contribution
  - Huntley: design and cash contribution

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## Examples of Projects With Local Contributions

- **Tri State Tollway (I-294)/Balmoral Road**
  - Rosemont financed and constructed entire project
  - Tollway 50 percent reimbursement tied to revenue
- **Jane Addams Memorial Tollway (I-90)/Irene Road**
  - Boone County/Belvidere: land donation and engineering
- **Jane Addams Memorial Tollway (I-90)/Barrington Road**
  - IDOT: cash contribution
  - Hoffman Estates: engineering and cash contribution
  - Alexian Brothers Hospital: cash contribution to Hoffman Estates



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## Discussion of Topics for Next Meeting

- Present preliminary results of travel demand model
- Present preliminary results of revenue studies
- Initial coordination with land use study

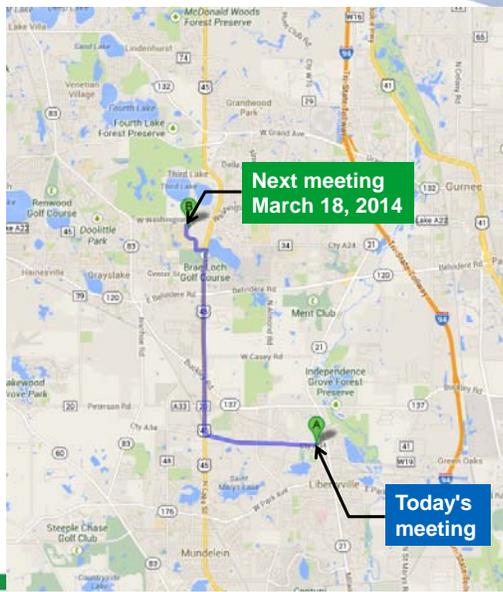


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Finance Committee

## Next Meeting Logistics

- **Tuesday, March 18, 2014**
  - ▣ University Center of Lake County Conference Center  
1200 University Center Drive  
Grayslake, IL 60030
- **Finance Committee Meeting**
  - ▣ 1 p.m. to 2:30 p.m.
- **Land Use Committee Meeting**
  - ▣ 3 p.m. to 4:30 p.m.



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## QUESTIONS and ANSWERS

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the Illinois Tollway  
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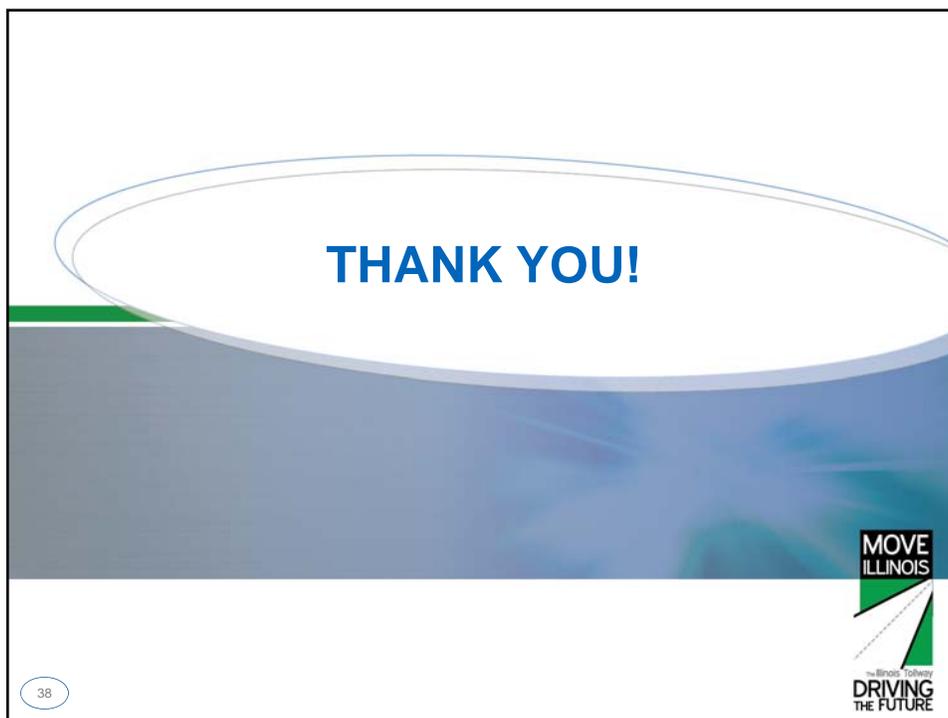
**PUBLIC COMMENTS**

**IL53120Info@getipass.com**

**MOVE ILLINOIS**  
ILLINOIS TOLLWAY  
**DRIVING THE FUTURE**

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This slide features a white background with a blue oval shape. The text "PUBLIC COMMENTS" is centered in blue. Below the oval is a dark blue horizontal band containing the email address "IL53120Info@getipass.com" in white. The bottom right corner contains the "MOVE ILLINOIS" logo, which includes a stylized road graphic and the text "ILLINOIS TOLLWAY" and "DRIVING THE FUTURE". A small circle with the number "37" is in the bottom left corner.



**THANK YOU!**

**MOVE ILLINOIS**  
ILLINOIS TOLLWAY  
**DRIVING THE FUTURE**

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This slide features a white background with a blue oval shape. The text "THANK YOU!" is centered in blue. Below the oval is a dark blue horizontal band. The bottom right corner contains the "MOVE ILLINOIS" logo, which includes a stylized road graphic and the text "ILLINOIS TOLLWAY" and "DRIVING THE FUTURE". A small circle with the number "38" is in the bottom left corner.



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #3



Location: Lake County Central Permit Facility

Date: February 13, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
→ Elana	Nekritz	State Rep 57	830 J. Buhtz Ln B6-60055	enekritz@representative.org	847 229 5458
REBE	HARNETT	IDOT	201 N. CENTER CT SCHAUMBURG		847 705 4393
EMILY	KARBY	LC DOT			
Penck	HARDEN	CLC		dharden@clcillinois.org	874-593-2201
TOM	MORSCH	PFM			



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #3

Location: Lake County Central Permit Facility Date: February 13, 2014 Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Don	Waters	Tribune	1717 Penny Ln Schwabersburg, FL	dwaters@tribune.com	312-731-7154
RANADIP	BOSE	S.B. FRIEDMAN	<del>221</del> 221 N. LASALLE, #820 CHICAGO IL	abose@sbfriedman.com	(312)3842407
Nancy	PATRANOV	Tollway	Dominion Grove		
Steve (K)	Lantz	Mundelein			
STEVE (K)	PARK	GURNEE	on file		
Jill	Jaworski	PFM			
Barb	Cornew	Congressman Brad Schmedley	111 Bayberry Blvd Winchester, IL	barb@cornew.com mail.house.gov	847-612-0641
Ken	Lanning		23 University Cir Northern Woods	klanning@libertyjungle.com	630-915-3469
BOB	ROSENBERG	VILLAGE OF ARC HTS	33 S. ARC HTS RD ARC HTS IL 60005	bob.rosenberg@ CLAconnect.com	630-368-3621

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IL ROUTE 53/120 FINANCE COMMITTEE MEETING #3

Location: Lake County Central Permit Facility

Date: February 13, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Michael (K)	Streitwieser	Cook County Department of Transportation and Highways	69 W. Washington, Chicago, IL 60602	michael.streitwieser@cookcounty.il.gov	312-603-1665
(Rep.) Dave	(Rep.)	Rep. for Proskem			
Doug (K)	Whitley	IL Chamber			
Gina	Trimarco	Tran Systems			
Brian	Smith	AECOM			
Liz	Schw	CMAP	<del>212 W. Kinzie</del>		
DANIEL	GROVE	LAKOTA GROUP	212 W. KINZIE 3RD FLOOR CHICAGO, IL 60654	dgrove@thelakotagroup.com	312-467-5445
JOHN	COBURN	HANSON PROFESSIONAL SVCS. (Proxy for John Nelson)	815 Commerce Oak Brook IL 60523	jacoburn@hanson-inc.com	630-990-3800
JARROD	CEBUJSKI	PATRICK ENGINEERING	4970 VARSITY DR. LISE IL 60532	JCEBUJSKI@PATRICKCO.COM	630-795- <del>8</del> 7468

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IL ROUTE 53/120 FINANCE COMMITTEE MEETING #3

Location: Lake County Central Permit Facility

Date: February 13, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Bill	Hollman	Scix (Siemens Club)	39104 W. Cedar Crest Lake Villa, IL 60046	bhollman2@aol.com	847/356-9343
Pam	Hoff	Sensle			
Pat	Caron	LC Board			
Elliot	Hartken	EMAP	908 Parkin	elliotthartken@gmail.com	847 830 6777
Doug	MAKEINER (FC)	VILLAGE WAUCONDA	101 N. MAIN	dmexiner@wauconda-il.gov	224-
Mike	Colsch	Tollway	2700 Ogden Bumper St.	<del>mcolsch@gtfiss.com</del>	
Mark	Kussil	Wauconda	1203 E Bonner		
Mike Sanders	Sanders	LTF	32400 Hamlin	mikesands@prairiecrossing.com	
Tom	POYNTON	Village of Lake Zurich			

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IL ROUTE 53/120 FINANCE COMMITTEE MEETING #3

Location: Lake County Central Permit Facility

Date: February 13, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Mike	Walczak	NWMC	1600 E Golfway Des Plaines, IL 60016	mwalczak@nwmc-eg.org	847-246-9200
Charlen	Perkins	Arlington Hts	33 S. AFRICAN HERSTADT	C PERKINS @ VAK.COM	847-368-5210
TERRY	WEPPER (B)	LIBERTYVILLE	121 W. CHURCH ST LIBERTYVILLE	twepper@libertyville.org	847-680-0040
Heather	Rowe (FC)	" "	200 E COOK AVE	hrowe@libertyville.com	847-918-2000
James	Schuler	Resident	210 Valley Ct Libertyville	James.Schuler@AOL.com	847-680-7232
David	Lotzspeich	Village of Long Grove	3110 Old Milton	DLotzspeich@longgrove.net	847 657-5740
Charles	Eldredge	McHenry County EDC	80 Box 445 Richmond, IL 6007	ceHrdge@harvard.edu.com	812.390.3123
Tami	Voss	Valley of Menden		tVoss@mundelein.org	
Marni	Pyle	Daily News			

(B)





**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #4**

**Tuesday, March 18, 2014  
1 - 2:30 p.m.**

University Center of Lake County-Conference Center\*  
1200 University Drive  
Grayslake, Illinois 60030

\* Conference center and parking is located in the northeast portion of the campus.  
Use main entrance off of Washington Street.

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Approve February 13, 2014, meeting minutes
- III. Traffic and revenue forecasts
- IV. Next steps
- V. Public comments
- VI. Adjournment

---

RSVP by March 14 to: Cathy Valente, (630) 765-0433 or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #4  
 March 18, 2014  
 Meeting Minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
Present	George Ranney	Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
		Village of Lakemoor
		Village of Libertyville
Present	Angie Underwood	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
		Village of Palatine
Present	Barry Krumstock	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
		Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
		Village of Volo
Present	Doug Maxeiner	Village of Wauconda
		City of Waukegan
Present	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
		Metropolis Strategies
		BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
		Illinois State Senator
Present	Tony Small	Illinois Department of Transportation
Present	Robin Helmerichs	Federal Highway Administration

## General Business

### *Call to Order, Roll Call and Approval of Meeting Minutes*

Chris Meister (CM) Opened the meeting by reviewing the objectives of the Finance Committee and a summary of the February 13, 2014 meeting. He then stated the items to be covered in today's agenda: Results of the Travel Demand Modeling, Revenue forecasting results, Bond capacity estimates, Refined estimate of the funding gap and Funding options. He then stated that further along in the meeting the Committee would divide into break-out sessions to explore the various options in greater depth. He then introduced Ron Shimizu from Parsons Brinkerhoff to explain the travel demand modeling results.

Ron Shimizu (RS) Began his presentation with a brief background on how the traffic forecasts were developed. A traffic forecasting model is basically a computerized model that estimates the mode and how people travel throughout the region. The inputs to the model include population and employment forecasts for the region that result in estimates of the future travel in the region. Travel demand models are used by Metropolitan Planning Organizations like CMAP to develop their regional transportation plans. They are also used by major implementers like the Tollway or IDOT to develop corridor and major project level studies. Travel demand models are very important planning tools that have been used for the past several decades.

RS Described that the starting point for the IL 53/120 analysis was the CMAP regional travel demand forecasting model. The CMAP model is a very large model that covers the entire region. CMAP has forecast that population and employment will increase in the region about 28% by the year 2040. The Lake County portions of the CMAP forecasts indicate population growth of about 31% to 954,000 over that same time frame. Certain refinements were made for the 53/120 analysis with the addition of the CMAP tolling model. He indicated that this is an advanced travel demand model developed for CMAP that has been updated for use in the 53/120 analysis. He indicated that the project was coded using the recommendations from the BRAC report and assumed a 20-cent per mile toll. Feeding the BRAC recommendations, the tolling rate, the population and employment forecasts as inputs into the model resulted in traffic forecasts for the facility of approximately 62,000 vehicles per day in the year 2040. He indicated that based on that volume of traffic estimates of revenue were developed for the years 2025 (\$56 million) and 2040 (\$107 million). He indicated that these revenue projections are consistent with the findings in the BRAC report. He presented a graphic that indicated what the anticipated congestion on the facility would look like in the peak travel times in 2040. Indications are that in the 2040 am peak approximately two-thirds of southbound 53 will experience congestion and over one-half of eastbound 120 will be congested. Similarly, the reverse would be true to a greater or lesser extent in the pm peak with congestion affecting northbound and westbound movements. Using another graphic, he indicated how the implementation of the facility will draw traffic and relieve congestion on the arterial network in south and central Lake County by about seven percent on average in 2040. That same graphic indicated higher levels of traffic on the arterial network in close proximity to the proposed interchanges. He then presented a graphic showing that the primary beneficiaries of the facility would be coming from Lake County and that more than one-half of the peak-hour travel would be work related. Cook and McHenry County users would also benefit from the facility. He indicated that the facility will be serving both regional traffic as well as Lake County. His final slide included a table comparing am peak travel times between a sampling of origins/destinations for the no-build scenario and with the implementation of the BRAC

recommended facility. During the peak of the peak, estimated travel time savings were as high as 30 minutes with the BRAC recommended facility over the no-build scenario in 2040, while the average time savings are estimated to range from 17 to 22 minutes.

Chris Meister (CM) Introduced Jill Jaworski (JJ) to present information on bonding capacity.

JJ Indicated that her analysis is based on the information presented at the February Finance Committee meeting. Today's information is presented in 2020 dollars, an assumed opening year of 2023 for the facility, using the currently authorized bonding term of 25 years, using two debt coverage sensitivities (1.5x or 2.0x revenues) with 2.0x being the Tollway's standard policy to illustrate the differences in revenue that will be available depending on the credit quality. Important factors that the credit agencies look for is the demand and the demographics. The most important financial consideration is the debt service coverage. Determining how much net revenue will be available over and above the operating and maintenance costs will dictate the debt service coverage. The higher the debt service coverage, the higher the credit quality of the bonds and this will result in a lower interest rate. Maintaining a debt service coverage of 2.0x or greater is key to achieving a high bond rating.

JJ Presented a slide comparing revenues, bond proceeds and total project cost between the BRAC report and the current feasibility analysis. The Feasibility Analysis indicates that annual revenues are expected to increase from \$56 million in 2025 to \$107 million in 2040 compared to \$60 million and \$95 million in the BRAC report. Bond proceeds in the Feasibility Analysis, based on the two coverage scenarios with the same 25-year terms, range from \$250 million using the 2.0x coverage to \$327 million using the 1.5x coverage. A higher interest rate was assumed in the 1.5x coverage scenario. The bond proceeds from the BRAC report ranged from \$360 million to \$410 million using only 1.5x coverage but with a 35-year term to achieve the higher number. Other than the differences indicated on the slide, more refined operating and maintenance costs have been develop in the Feasibility Analysis than were used in the BRAC report which contributed to the different bond proceed ranges.

Chris Meister summarized the bottom line by indicating the total project cost from the Feasibility Analysis is estimated to be \$2.87 billion with bonding capacity ranging from \$0.25 to \$0.33 billion leaving a funding gap of roughly \$2.23 to \$2.62 billion.

At this point in time the Committee organized into four breakout groups to discuss strategies for closing the funding gap.

After approximately 30 minutes the Committee reconvened to summarize the discussions in the breakout groups.

**\*\*A summary of the break out group discussions is captured in a separate document.\*\***

Doug Whitley praised the groups for their work today and indicated that the Tollway staff will use the results to frame the discussions in future meetings. He then asked the Committee members if they had any questions. There being no questions, he then opened the floor to public comments. There were no public comments.

Aimee Lee informed the Committee that the next meeting of the Finance Committee is scheduled for 1:00 pm on Thursday May 8<sup>th</sup> at the Lake County Permit Facility in Libertyville.

Illinois Route 53/120 Project  
Finance Committee Meeting #4  
March 18, 2014  
Workshop Breakout Session Summary – by TranSystems

**Overview**

The Committee was broken into four groups to discuss project funding options and cost saving strategies with the goal of identifying which funding options need further analysis and discussion in future meetings. The groups were asked to prioritize consideration of the funding options presented by the Blue Ribbon Advisory Council (pages 56-57 of the BRAC Report) as a starting point, then identify other cost savings or revenue generating ideas to explore, and finally recommend a percentage allocation by funding source (e.g., local, state, federal).

**Recap by Group**

**Red Group**

Aaron Lawlor (spokesperson)	Lake County
Stephen Park	Village of Gurnee
Jim Heisler/Charles Eldridge	McHenry County
Robin Helmerichs	Federal Highway Administration
Barry Krumstock	City of Rolling Meadows

The red group prefaced their list with two things which will be important to consider: the use of Tollway systemwide revenues and value engineering to achieve the BRAC environmental standards at a lower cost. The Tollway systemwide revenues should cover 75% of the project cost with the remaining coming from the various sources listed below.

- Value capture - TIF
- Federal funding programs
- Systemwide congestion pricing and toll indexing
- New tolls at IL 132, US 41, and Russell Road (state border) and increasing Waukegan toll (represented by 13b as shown in the BRAC menu of funding options) – to be considered in the context of a local funding source
- Lower cost borrowing

**Green Group**

Angie Underwood (spokesperson)	Village of Long Grove
Michael Ellis	Village of Grayslake
Linda Soto	Village of Hainesville
George Monaco	Village of Round Lake
Dave Brown	Village of Vernon Hills

The green group commented that local government contributions should not be considered due to their limited ability to contribute. Also, the group stated that cost reductions through straying from the BRAC recommendations should not be considered.

- Longer term borrowing
- Lower cost borrowing (BRAC report made reference to potential for lower interest rates)
- New tolls at IL 132, US 41, and Russell Road (state border) and increasing Waukegan toll (represented by 13b as shown in the BRAC menu of funding options)
- Congestion pricing and toll indexing
- Value capture – TIF

### **Blue Group**

Brad Leibov (spokesperson)	Liberty Prairie Foundation
Michael Stevens	Lake County Partners
Jeffrey Braiman	Village of Buffalo Grove
Mike Talbett	Village of Kildeer
Tom Poynton	Village of Lake Zurich

The blue group assumed that cost savings will be achieved as the process moves on, stating that engineering and other costs are expected to be refined over time. The group stated their percentage for the Tollway contribution would be 75%, with user and other contributions making up a portion of the Tollway contribution. Before defining a local share, the committee needs to consider and exhaust all other options first (federal, state, etc.) to identify what is left as a funding gap for local participation at the county level. In addition to the items below, the blue group also supported congestion pricing and indexing of tolls as a means to enhance revenue.

- Federal funds/grants
- State contributions
- Tollway systemwide contributions
- User contributions (assumed to mean new tolls)
- Other contributions

### **Yellow Group**

Steve Lentz (spokesperson)	Village of Mundelein
George Ranney	Co-Chair, BRAC
Marty Buehler	Lake County Transportation Alliance
John Yonan	Cook County Department of Transportation and Highways
Doug Maxeiner	Village of Wauconda
Tony Small/Pete Harmet	Illinois Department of Transportation
Joseph Mancino	Village of Hawthorn Woods
Charles Witherington-Perkins	Village of Arlington Heights

The yellow group stated that their understanding from previous meetings is that 10% is a baseline assumption for local participation. Though not presented in their list, it was mentioned that an additional funding source to consider is tolling existing IL 53.

- Value capture – SSA
- Congestion pricing (for both the proposed extension and systemwide implementation)
- Four-cent Lake County fuel tax
- Value capture – TIF
- A new 0.25% Lake County sales tax (different from the existing 0.25% RTA sales tax)

### **Summary and Takeaways**

Overall, the breakout session input suggested that the majority of the project cost should be supported through Tollway systemwide revenues, ranging from 60-90 percent of the project cost. It was recommended that systemwide revenues could be generated through implementation of congestion pricing and/or toll indexing of the entire system.

The remainder of the project cost was thought could be covered through:

- Federal and state funding,
- User contributions (new toll points, congestion pricing and indexing of the new roadway),
- Value capture, and
- A new county-wide tax (via sales or motor fuels).

The suggested percentage allocation from local contributions (last three bullets above) ranged from 0-10 percent of the project cost.

It was also suggested that cost efficiencies could be achieved through value engineering and looking at more cost effective ways of achieving the BRAC's recommendations for the project.

Finally, financing strategies—longer term borrowing and lower cost borrowing (perhaps through TIFIA) -- were suggested for further consideration.

# Illinois Route 53/120 Project



**MOVE  
ILLINOIS**

## Finance Committee

**Meeting Four  
March 18, 2014**

The Illinois Tollway  
**DRIVING  
THE FUTURE**

University Center of Lake County  
Conference Center



## Objective of Finance Committee

- **Disclosure agreement**
- **Finance Committee will be responsible for developing a viable and sustainable plan**
  - Co-chairs, Tollway and consultant team here to assist, conduct studies and analyses
- **Ultimately, the Finance Committee will forward its recommendations to the Illinois Tollway Board of Directors**



## Summary of Previous Meeting

- **Meeting #3, February 13, 2014**
- **Financing 101**
- **Value capture mechanisms**
  - ▣ Special Service Area (SSA)
  - ▣ Tax Increment Financing (TIF)
- **Tollway interchange and roadway cost sharing policy**



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Finance Committee

## Strategy for Success

- **Today's agenda**
  - ▣ Results of the travel demand modeling
  - ▣ Revenue forecasting results
  - ▣ Bond capacity estimates
  - ▣ Refined estimate of funding gap
  - ▣ Funding options



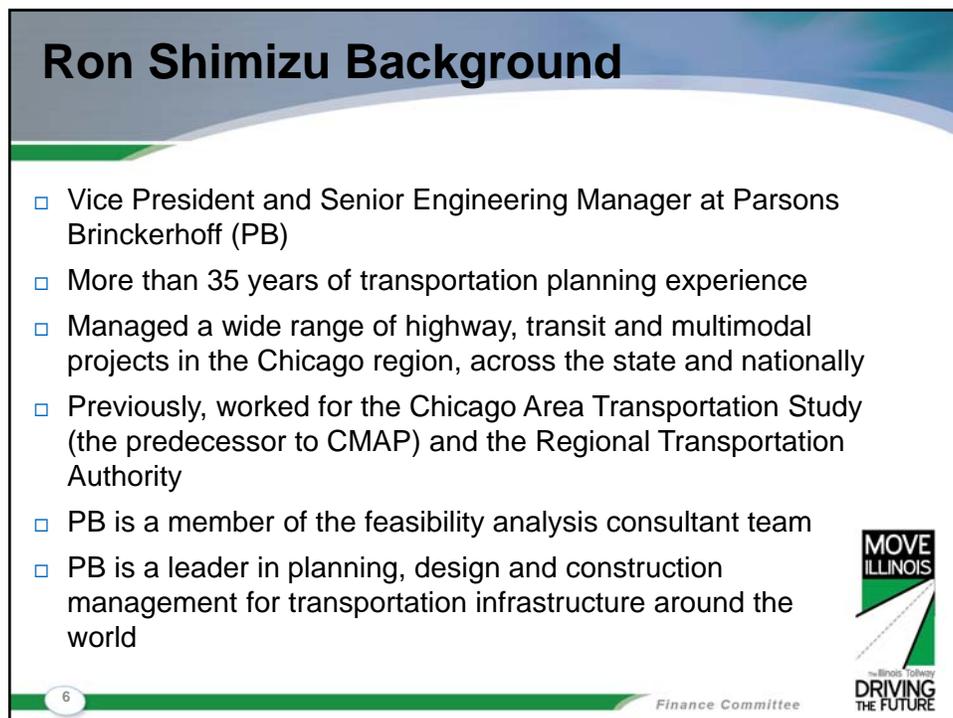
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# Travel Forecasting

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MOVE ILLINOIS  
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## Ron Shimizu Background

- Vice President and Senior Engineering Manager at Parsons Brinckerhoff (PB)
- More than 35 years of transportation planning experience
- Managed a wide range of highway, transit and multimodal projects in the Chicago region, across the state and nationally
- Previously, worked for the Chicago Area Transportation Study (the predecessor to CMAP) and the Regional Transportation Authority
- PB is a member of the feasibility analysis consultant team
- PB is a leader in planning, design and construction management for transportation infrastructure around the world

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Finance Committee

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## Travel Demand Forecasting Models

- **Travel demand forecasting models**
  - Computerized models that estimate travel by mode and route
  - Require population and employment forecasts as inputs
- **Used to develop regional transportation plans and corridor/project-level studies**



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Finance Committee

## How Are The Traffic Forecasts Being Developed For This Study?

- **CMAP regional travel demand model used as starting point**
  - Overall CMAP region grows by 28 percent from 2010 to 2040 for population and employment
  - Assumes Lake County population growth is 31 percent from 2010 to 2040

*CMAP Travel Model Area*



*CMAP Region*



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## How Are The Traffic Forecasts Being Developed For This Study?

- **CMAP Tolling Model**
  - Advanced model developed by PB for CMAP
  - Previously used in CMAP Congestion Pricing Study
  - Updated for use in Illinois Route 53/120 Project

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Finance Committee



## BRAC Recommendation Traffic And Toll Revenue Results

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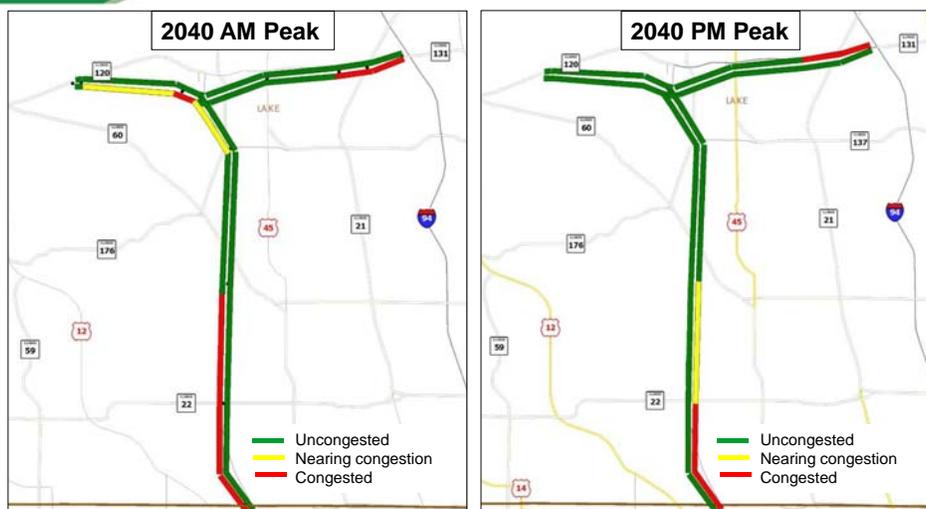
## BRAC Recommendation Results

- ▣ **Coding assumptions**
  - ▣ 2 lanes in each direction (4 lanes total)
  - ▣ 45 mph posted speed limit
  - ▣ \$0.20-per-mile toll assumed
- ▣ **2040 maximum traffic volume 62,000 vehicles per day**
- ▣ **Annual revenue in year of collection dollars**
  - ▣ 2025: \$56 million
  - ▣ 2040: \$107 million



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## BRAC Recommendation Traffic Congestion



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## BRAC Recommendation Primary Benefits

- Relieves congestion on Lake County local roads
- Improves mobility
- Reduces travel times



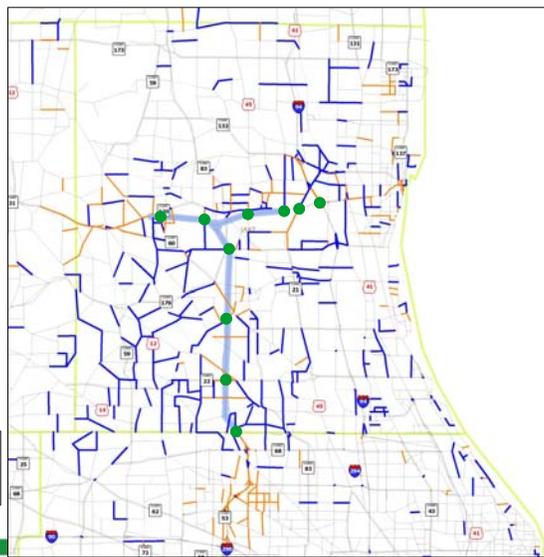
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Finance Committee

## Relieves Congestion on Lake County Local Roads

- **2040 change in volume**
  - ▣ The extension draws traffic away from the surrounding roadways

- > Mean average increase in volume
- > Mean average decrease in volume
- Interchange location



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## Improves Mobility

County	Location 1	Location 2	Location 3	Location 4
Lake	45%	56%	55%	63%
Cook	41%	33%	12%	11%
McHenry	2%	2%	28%	20%
Other	12%	9%	5%	6%

- Lake County is the primary beneficiary constituting 53% of all users of the new roadway
- More than half of peak-hour travel on the facility is work commute trips



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## Reduces Travel Time

### 2040 AM Peak Travel Time Savings

Trip	2040 Do Nothing (minutes)	2040 BRAC Recommendation (minutes)
Grayslake to Schaumburg	98	68
Waukegan to Arlington Heights	98	76
Mundelein to Schaumburg	84	61
Volo to Arlington Heights	86	68



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# Bonding Capacity



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## Financial Analysis Assumptions

- Opening year of 2023
- 25-year term
- Debt coverage sensitivity: 1.5x or 2x - 2x is standard Tollway policy
- Evaluated the roadway as a stand-alone project



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Finance Committee

## Coverage and Credit

- Important measure of a project's credit quality
- Calculated as net revenues divided by debt service
  - 2x: \$2 of net revenues for each \$1 of debt service
  - 1.5x: \$1.50 of net revenues for each \$1 of debt service
- Lower coverage allows more bonds to be issued but reduces credit quality
  - Lenders will demand a higher interest rate
  - Cash flow available for capital investments will be reduced



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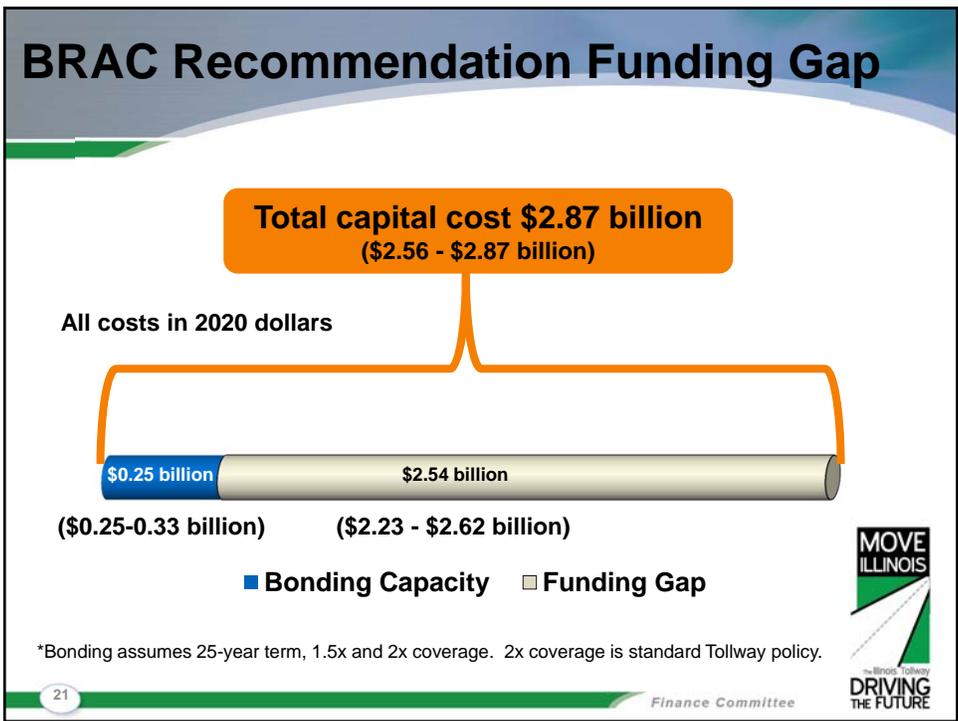
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## Financial Results

Measure	Illinois Route 53/120 Feasibility Analysis	BRAC Report
2025 and 2040 Annual Revenue (in year of collection)	\$56 - \$107 million	\$60 - \$95 million
Bond Proceeds*	\$250 million (2x coverage, 25 yr.) \$327 million (1.5x coverage, 25 yr.)	\$360 million (1.5x coverage, 25 yr.) \$410 million (1.5x coverage, 35 yr.)
Total Project Cost	\$2,870 million	\$2,388 - \$2,706 million

\* 2x coverage is standard Tollway policy

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## Primary Funding and Cost Savings Components

- What is the appropriate percentage allocation for each of these components?
  - A. User contributions through local tolls
  - B. Local government contributions
  - C. State contributions
  - D. Tollway system wide contributions
  - E. Federal funds/grants/sources
  - F. Other contributions/sources
  - G. Cost reductions from the BRAC recommendations
  - H. Other cost savings measures



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Finance Committee

## Strategy For Closing The Gap

- **What are your thoughts on the BRAC's menu of funding and financing options?**
- **Breakout session**
  - ▣ Gather in groups by color on the back of your name tag
  - ▣ What are the top five options that you would like to further explore?
  - ▣ Which of these are least favorable?
  - ▣ Are there other funding options not on this list?
  - ▣ What other strategies would you like to consider to reduce costs or to increase revenue?



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Finance Committee

# QUESTIONS AND ANSWERS



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## Next Meeting Logistics

- **Thursday, May 8, 2014**
  - Lake County Permit Facility  
500 Winchester Road  
Libertyville, IL 60048
- **Finance Committee Meeting**
  - 1- 2:30 p.m.



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Finance Committee



**PUBLIC COMMENTS**

**IL53120Info@getipass.com**

**MOVE ILLINOIS**  
ILLINOIS TOLLWAY  
**DRIVING THE FUTURE**

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This slide features a white background with a blue oval shape. The text "PUBLIC COMMENTS" is centered in blue. Below the oval, a dark blue horizontal band contains the email address "IL53120Info@getipass.com" in white. The bottom right corner has the "MOVE ILLINOIS" logo, which includes a green and white graphic of a road and the text "ILLINOIS TOLLWAY" and "DRIVING THE FUTURE". A small circle with the number "27" is in the bottom left corner.



**THANK YOU!**

**MOVE ILLINOIS**  
ILLINOIS TOLLWAY  
**DRIVING THE FUTURE**

28

This slide features a white background with a blue oval shape. The text "THANK YOU!" is centered in blue. Below the oval, a dark blue horizontal band is present. The bottom right corner has the "MOVE ILLINOIS" logo, which includes a green and white graphic of a road and the text "ILLINOIS TOLLWAY" and "DRIVING THE FUTURE". A small circle with the number "28" is in the bottom left corner.



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #4



Location: University Center of Lake County

Date: March 18, 2014

Time: 1:00 PM - 2:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Mike	Walczak	NWMC	1600 E. Golf Rd #0700 Des Plaines IL 60016	mwalczak@nwmc-cog.org	847-296-9200 x134
Nick	Meyer	Senator Melinda Bush	10 N. Lake St. Grossville, IL 60330	nich@senatormelindabush.com	847-548-5631
John	Nelson	HASON	805 Commerce Oak Brook IL 60523	jnelson@hansonrhc.com	630-990-3800 x6217
Steve	PAME	Vill of Geneva	on file		
Mike	Colsch	Tollway	2700 Ogden Downs G	mcolsch@gethpress.com	630-241-6800
Valbona	Kokoshi	LCRST		valkosshi@lakecountyil.gov	847-377-7538





IL ROUTE 53/120 FINANCE COMMITTEE MEETING #4



Location: University Center of Lake County

Date: March 18, 2014

Time: 1:00 PM - 2:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Elliot	Hartke	CMAP (Vice Chair)	900 Ardmore	Elliot.Hartke@cmar.com	847 830 610
Brian	Smith	AECOM	on file	brian.smith@aecom.com	312-373-6654
Julia	Wylie	Wylie for Lake County Board	1127 W. W. Tr. Lane, Glendale 60030	wylieforlakecountyboard@gmail.com	847-223-2424
Jeff	BRAMAN	Village of Buffalo Grove		JBRAMAN@VUBG.ORG	847 57-8810
Angie	Underwood	Long Grove	4436 RFD, Long Grove	angie@under.com	847-478-5140
ITA					
Chris	Geiseshart	LCAS	1408 Buell Creek	ccgeise@aol.com	
Jim	McLoughrey	Carseve Lake Gully	1413 Guelphway Graystone	CarseveLakeGully.ORG JMcLoughrey@	309-657-5901
Emily	KARRY	LCDOT	on file		



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #4



Location: University Center of Lake County

Date: March 18, 2014

Time: 1:00 PM - 2:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Charles	ELDRIDGE	MCEDC	PO Box 445 Richmond, IL 60071	ce16@24@egmu.il.com	812.390.3123
Michael	TALBETT	VILLAGE OF KUDZBERN			
Bill	BOLTON	TMA Lake County	One Bixler Rd OF	bill.bolton@bkr.com	
DANIEL	GRENE	LAKOTA	212 W. KINZIE CHICAGO, IL 60304	dgrene@thelabotagroup.com	312-467-5445
MIKE	PINE	PATRICK	4970 VARSITY DR LISLE IL 60532	MPINE@PATRICKCO.COM	630.795.7310



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #4

Location: University Center of Lake County

Date: March 18, 2014

Time: 1:00 PM - 2:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Marni	Pyle	D. Ward			
Mike	Sands	LPF			
Jim	Heisler	McH. Co. Blvd.			
BARRY	BARTON	LAKE COUNTY			
JOHN	HUNGARICH	FHW			
JOSEPH	MANCINO	VILLAGE OF AARONWOODS	2 LAGOON DR.		
DERRICK	HARDEN	College of Lake Co.			
CHARLES	PARKIN	ARLINGTON HEIGHTS			
PAUL	GREEN	LC Board Dist 6			



**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #5**

**Thursday, May 8, 2014  
1 - 2:30 p.m.**

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Approve March 18, 2014, meeting minutes
- III. Discussion on funding sources
- IV. Next steps
- V. Public comments
- VI. Adjournment

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RSVP by May 6 to: **Cathy Valente, (630) 765-0433** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #5  
 May 8, 2014  
 Meeting Minutes issued by Lake County

**PRESENT**

**NAME**

**REPRESENTING**

Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
	George Ranney	Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
	Mike Talbett	Village of Kildeer
	Tom Poynton	Village of Lake Zurich
Present	Matt Dabrowski	Village of Lakemoor
Present	Heather Rowe	Village of Libertyville
Present	David Lothspeich	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
	Jim Schwantz	Village of Palatine
Present	Tom Rooney	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
	Linda Lucassen	Village of Round Lake Park
Present	Roger Byrne	Village of Vernon Hills
	Burnell Russell/Eric Tison	Village of Volo
Present	Doug Maxeiner	Village of Wauconda
Present	Wayne Motley	City of Waukegan
Present	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
Present	Jim LaBelle	Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
	Pamela Althoff	Illinois State Senator
	Tony Small	Illinois Department of Transportation
Present	Robin Helmerichs	Federal Highway Administration

## General Business

Call to Order, Roll Call and Approval of Meeting Minutes

**Doug Whitley (DW)** recapped the previous Finance Committee meeting, which covered travel demand modelling results, revenue forecasting and bonding capacity estimates. The previous meeting ended with a breakout session to start talking about approaches to closing the funding gap. On a motion by **Jim LaBelle (JL)**, seconded by **Linda Soto (LS)**, the meeting minutes from March 18, 2014 were unanimously approved. **DW** stated that the objective of today's meeting was to prepare for the upcoming presentation with the Tollway Board Committee on May 21. The presentation would provide a midterm update on the Finance Committee and an opportunity for the Finance Committee to solicit feedback from the Tollway. **DW** commented that the breakout session from the previous meeting was critical because it started the conversation toward making the difficult funding decisions.

### Breakout Session Recap Discussion

**Chris Meister (CM)** introduced representatives from each of the previous breakout session groups to review the funding options they recommended during the previous meeting's breakout session. **Aaron Lawlor (AL), Red Group**, said his group based its decisions on assumptions from the Blue Ribbon Advisory Council (BRAC) report. The funding options included: value capture, federal funding; systemwide congestion pricing and indexing; tolling at existing access points along I-94 (Illinois Route 132, US Route 41, Russell Road and increasing the Waukegan toll); and lower cost borrowing.

**LS, Green Group**, stated that local contributions not be considered as funding options because local dollars are limited, and that cost reductions from the BRAC also not be considered because it could deny the project from happening. Her group recommended: longer term borrowing; low cost borrowing; new tolls at Route 132, Route 41 and Russell Road and increasing the Waukegan toll; congestion pricing and toll indexing; and tax increment financing (TIF) should first be explored.

**Steve Lentz (SL), Yellow Group**, said they wanted to create a package that was most attractive to the Tollway Board to take on the project. Aside from federal funding and tolling, **SL** said they sought to raise the most amount of money possible. The Yellow Group recommended Special Service Areas (SSA). He said there were advantages to both SSAs and TIF districts, but there are many more complexities with the TIF and the SSAs bring in money more directly. They also endorsed congestion pricing; motor fuel taxes and sales taxes; and the reconstruction and widening of the existing Illinois Route 53.

**Brad Leibov (BL), Blue Group** said the group saw the session as an opportunity to get to know their neighbors and discuss the process. He said the Blue Group strategized that cost savings are a given as engineering and costs are refined. Local contributions should not be considered yet, until all other options are exhausted, especially Tollway contributions, federal support and user fees, **BL** said.

**LS** said congestion pricing should be considered systemwide and that increased tolls in the area of Route 132 should be expected, as it is a vital tourism and business area that could support new tolls. **George Monaco (GM)** said they chose congestion pricing through a process of elimination. **LS** acknowledged that nobody wants to pay a toll, but if tolling or congestion pricing reasonably improves travel times, then it becomes a quality of life issue and residents are willing to pay.

**SL** commented that if the Committee has to come up with 10 percent and if the total cost of the project is \$2.8 billion, his group determined they must raise \$280 million. **SL** said TIF districts must gain approval from other taxing bodies, making it challenging. Multiply that by each community in the corridor, and it

becomes a larger project. An SSA is easier to implement, he said. **Joseph Mancino (JM)**, of the Yellow Group, raised concern over the SSA and the lack of time to fully rationalize funding options. **JM** said residents look at SSAs as tax increases. Most SSAs are hyper local and take on projects where taxpayers can see direct dividends. He questioned the geography of an SSA and how the committee justifies it. An SSA has not been done previously on this level, **JM** said. **Stephen Park (SP)**, of the Red Group, cautioned that whatever funding sources are needed for the Tollway, legislation will likely be needed in Springfield to advance a taxing district. He said why rest on past practices, but rather pursue the best idea. **SP** also commented that the Illinois Route 53/120 Project is not hyper local; it is a regional road with economic development potential making it a candidate for a TIF district. While there are no Tollway TIF districts, it should be considered. An SSA will not work politically or practically for residents, **SP** said. **LS** also added that she opposed an SSA, because it is another mode of taxation that will cause taxpayers to leave Illinois. One of government's duties is to provide roads. **AL** stated that the Red Group focused on TIF rather than SSAs because of economic competitiveness, and since legislative approval is already needed he said why not go after the best model. Because of the negative connotation of a TIF district, **AL** suggested calling it an infrastructure fund. **Jeffrey Braiman (JB)** asked what larger area will be part of the TIF district because the road affects and benefits everyone in the region so why hurt park districts, schools districts and villages in a limited area. He said if there is a sales tax, it should affect Lake County and Cook and McHenry counties. If there is a toll increase, it should be systemwide. Regional roads need regional solutions. **JM** said they are looking for small pieces from various sources to close the funding gap, so the TIF district can be conservative and include specific areas more impacted, like at access points to Route 53 or 120. **Heather Rowe (HR)** discussed the difficulty of implementing a TIF district, as it is a much harder sell with the numerous taxing bodies affected. She said a regional approach that touches all users will be needed to value the broader benefit outside the corridor. **BL** said the Blue Group examined the complexities of TIF and politically unpopular SSAs. They also looked at user fees through Lake County tolls as a local contribution. Those using the road and those that benefit from the road—developments near interchanges along the new roadway—are appropriate funding sources.

**SP** said the Finance Committee should look at using metro Chicago and regional revenue sources to help fund the regional Tollway network because the Illinois Route 53/120 Project will provide a larger, regional improvement. He said there are other regional sources of revenue that have not been covered, including tolls on existing Route 53 or local interchange cost sharing across the Tollway system.

**AL** said further analysis on congestion pricing is warranted. He said a countywide sale tax is difficult. A referendum on the ballot in Lake County has twice been defeated, and recently a similar sales tax referendum in Long Grove was strongly defeated. **Tom Rooney (TR)** said the concept of congestion pricing sells to the public. The same people, who oppose tolls on accessing or exiting existing Route 53 in Rolling Meadows, would also pay more to move faster. **John Yonan (JY)** said there is an incentive and disincentive to congestion pricing. There are emerging technologies to manage congestion pricing, but it is not only a payment to benefit you. It also penalizes drivers on the road during congestion.

**David Stolman (DS)** said the Illinois Route 53/120 Project should be funded regionally. Lake County already generates a 0.25 percent sales tax for the RTA and all revenues are devoted to transportation. He said state legislators should create a way to fund the road regionally and avoid a burden for Lake County. If reconstruction on the existing Route 53 is needed, he said it should be converted to a toll road to help fund the project. He said another systemwide toll increase is perhaps necessary.

**DW** commented that he was pleased with the discussion because the co-chairs are starting to hear common themes emerging to help fund the Illinois Route 53/120 Project. Those themes, he said, included tolling and some form of local value capture.

A panel of experts from federal, state and local and agencies was brought in to provide an overview of their respective funding sources and to be a resource to the Finance Committee as they further developed their mid-term update to the Tollway Board Committee.

#### **Panel Discussion**

**JBlais**, stated that there is limited amount of federal money. The FHWA is considering tolling, public-private partnerships and congestion pricing as options to finance other projects, he said. TIFIA, a funding tool that reduces borrowing, with flexible, low rates. Another federal option is TIGER grants, a competitive, discretionary program that has encouraged projects that expanded tolling facilities, congestion pricing and public private partnerships in the past. A third option discussed was CMAQ, which helped fund the EOWA. After Moving Ahead for Progress in the 21st Century (MAP-21), TIFIA loan availability has increased, **JBlais** said. He added that of the \$45 billion nationally, the State of Illinois received an average of \$1.3 to \$1.4 billion per year the last two years. About \$110 million will go through CMAP toward surface transportation projects in the Chicago region in 2014, **JBlais** said. The Highway Trust Fund however could become solvent by August, **JBlais** said. The federal gas tax is 18.4 cents/gallon, but the tax has not increased since 1993.

**Mike Sturino**, president and CEO of the Illinois Road and Transportation Builders Association, said his organization is calling for a diversion of the sales tax on fuel from the general revenue fund to the state's road fund. He said that could generate as much as \$800 million. He said this revenue change is part of a deal to make the temporary income tax permanent. He said Illinois will need a new capital bill to maintain the existing infrastructure. Without any earmarks and limited local appetite, he said the focus is on pay-as-you-go system, until a new funding plan is determined.

**Ed Barry (EB)**, Chicago Laborers District Council, said there has not been a capital bill since 2009, and the state needs money to finish ongoing projects. Without a capital bill, there is no steady work for contractors and laborers and training new hires is limited and thus unemployment is high and equipment sits idle. **EB** also said his organization is seeking a motor fuel tax increase.

**Mike Colsch (MC)**, of the Illinois Tollway, provided an overview of the Tollway's recent capital program history. Move Illinois is the Tollway's largest capital program with \$12 billion in funding toward maintenance, rebuilding and widening of the existing system and the creation of the Elgin O'Hare Western Access (EOWA), a \$3.1 billion Tollway investment and \$300 million commitment from local communities. The EOWA includes local contributions varying from CMAQ grant dollars to land donations. Move Illinois is funded from the issuance of \$5 billion in bonds and \$7 billion in revenue; it is a financial plan that works, **MC** stated. Most new roads the Tollway has constructed in recent years have been part of a broader, systemwide approach, and not isolated to one particular area. The systemwide connection is a component of a systemwide toll increase, he said. More fine-tuning of BRAC financing recommendations is needed for the Illinois Route 53/120 Project, he said. Issues, such as TIFIA loans, lower cost borrowing and longer term borrowing are relatively small pieces in finding a larger funding solution. **MC** said it is critical for the Tollway to finance future roads but also maintain its existing roads. Between 1958 and 2004, the Tollway relied heavily on tremendous traffic growth in the area, but that growth is not in future forecasts. Tolls were kept at \$0.30 from 1958 through 1983 and only raised 10 for the next few decades before being raised on average to \$0.75 in 2012.

**CM** asked what the Tollway Board seeks in new infrastructure projects. **MC** responded that the Board looks for participation from multiple stakeholders, a sound financial package that will not hurt the Tollway's credit worthiness, systemwide support and support for the project itself. **JM** asked if 10 percent is a realistic goal for the local contribution. **MC** said most new toll roads do not pay entirely for themselves, and that is why they seek additional funding, but he could not speculate what would be a sufficient level of contribution for this project. The Committee must work to minimize the funding gap. Responding to questions on the EOWA, **MC** stated that to this point, the locals have not implemented any SSAs or TIF districts for the EOWA. Although the locals have secured significant money from the federal government through the CMAQ grant, they are still short of reaching the \$300 million. The EOWA was also funded due to the phased implementation. **Marty Buehler** asked what happens in 2026 when the capital program ends. **MC** stated that the existing needs will be addressed through 2026. **SL** asked if new tolls in Lake County and congestion pricing be counted as a local contribution. **MC** answered that he could not answer that, but historically, new tolls have not been considered a local contribution.

**Paula Trigg (PT)**, of the Lake County Division of Transportation, said she was encouraged about the blue group's cost savings ideas, the FHWA opportunities and systemwide Tollway funding options. She said the roadway is needed due to area congestion and the limited funds the county has for improvements. She said it is crucial that all the communities work together to share funding sources or congestion will worsen. **Roger Byrne (RB)** suggested Lake County work with state legislators to create a county motor fuel tax. DuPage, McHenry and Kane counties currently impose a tax on the retail sale of motor fuel at a rate of 4 cents per gallon. **RB** stated this revenue could fund the project.

**CM** reminded the Committee that the co-chairs would be going to the Tollway board to provide a midterm update. He said the major message from the meeting is the level of participation and interest in the project. Next, the Committee will need to create a progress report to the Tollway board on the status of the project. This synthesized report will summarize the ideas the committee has explored. **DS** and **AL** requested to review the report through email and **JM** said he wanted to offer comments. **Aimee Lee**, of the Tollway, asked if the breakout session summary should be revised as a starting point. **SL** suggested that SSAs be moved down in the menu of funding options. **JM** said the breakout session was not long enough to be weighed heavily.

**CM** then asked if the FHWA ever provides funding for existing toll roads, and **JBlais** said not in the past. Responding to **CM**, **JBlais** said that in addition to Tiger grant funds and TIFIA loans, the federal government provides funding through CMAQ and surface transportation projects. **JM** asked that if the Tollway were to receive federal support, what effects will there be on project design, environmental changes and implementation goals of the BRAC. **JBlais** said there will be federal guidelines and restrictions to adhere to if the project is federally funded.

**CM** said Tollway staff and the co-chairs will write a report and circulate it. On a motion by **SP**, seconded by **HR**, the meeting was officially adjourned.

# Illinois Route 53/120 Project



**Finance Committee**

**Meeting Five**  
**May 8, 2014**

The Illinois Tollway  
**DRIVING THE FUTURE**

Lake County Central Permit Facility



## Summary of Previous Meeting

- **Meeting #4, March 18, 2014**
  - ▣ Results of the travel demand modeling
  - ▣ Revenue forecasting and bond capacity estimates
  - ▣ Refined estimate of funding gap
  - ▣ Breakout session on funding options

## Objective of Today's Meeting

- **Planning for mid-term update to the Tollway Board on May 21**
  - What feedback does this committee need from the Tollway Board?
  - What is our message to the Tollway Board?



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## Breakout Session Recap

- At our last meeting, we broke into groups to start the discussions about financing recommendations
- Representatives from each group to recap
  - Red Group – Aaron Lawlor, Lake County
  - Green Group – Angie Underwood, Long Grove
  - Yellow Group – Steve Lentz, Mundelein
  - Blue Group – Brad Leibov, Liberty Prairie Foundation



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# What It Takes To Make A Successful Project

- **Federal Perspective:**
  - Jeff Blais, Federal Highway Administration
- **Tollway Perspective:**
  - Mike Colsch, Illinois Tollway
- **State Perspective:**
  - Mike Kleinik, Chicago Laborers District Council
  - Mike Sturino, Illinois Road and Transportation Builders Association
- **Lake County Perspective:**
  - Paula Trigg, Lake County Division of Transportation



5 *Finance Committee*

# QUESTIONS AND ANSWERS



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## Next Meeting Logistics

- **Tuesday, July 29, 2014**
  - ▣ Lake County Permit Facility  
500 Winchester Road  
Libertyville, IL 60048
- **Finance Committee Meeting**
  - ▣ 1-2:30 p.m.



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Finance Committee

## PUBLIC COMMENTS

[IL53120Info@getipass.com](mailto:IL53120Info@getipass.com)



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IL ROUTE 53/120 FINANCE COMMITTEE MEETING #5

Location: Lake County Central Permit Facility

Date: May 8, 2014

Time: 1:00 PM - 2:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
[Signature]	[Signature]				
Liz	Schuh	CMAP			
Michael	Stevens	Lake County Partners			
Michael	Sturino	IRTBA			
Valbona	Kokochi	LCBOT			
Mike	Walczak	NWMC			
Eric	Waggoner	Lake County PB&D			
John	Wywie	Candidate / Lake County Board			
JARROD	CEBULSKI	PATRICK ENGINEERING	4970 VALSLEY DR LISLE IL 60532	JCEBULSKI@PATRICK-IL.COM	630-795-7468



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #5



Location: Lake County Central Permit Facility

Date: May 8, 2014

Time: 1:00 PM - 2:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
LINDA	WIENS	LIBERTY PRAIRIE FOUNDATION		linda@libertyprairie.org	
KEISTI	DELAURENTIS	metro Strategics		kdeLaurentis@metrostrategicsinc.com	
ED	QUANT	AUTON			
John	Ander	Rep Elvin Habarta	870 S. Bell Coon Rd B6 60089	john@repaharta.org	847-229-5499
WAYNE	MOTLEY	CITY OF WAUKESHA			847-599-2510
John	Yonon	Coske county			
Brian	Smith	AECOM			
Mark					
Nick	Meyer	Senator Melinda Bush		nick@senatormelindabush.com	(847) 548-5631



IL ROUTE 53/120 FINANCE COMMITTEE MEETING #5

Location: Lake County Central Permit Facility

Date: May 8, 2014

Time: 1:00 PM - 2:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
PETE	HARNET				
Nathan	Aaberg	Conservation Lake County		naaberg@conservationlakecounty.org	
Congressman	Schneider's Office				
Myle					
Roger Byr	Byrne	Vernon Hills			





**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #6**

**Monday, June 30, 2014  
10:00 a.m. - noon**

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Approve May 8, 2014, meeting minutes
- III. Discussion of Blue Ribbon Advisory Council recommendations
- IV. Next steps
- V. Public comments
- VI. Adjournment

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RSVP by June 27 to: **Cathy Valente, (847) 217-5004** or [cvalente@getipass.com](mailto:cvalente@getipass.com).  
Agendas, presentations and reports from the Finance Committee will be available in the  
Community Outreach section on the Illinois [Tollway's Website](#). Please don't hesitate  
to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #6  
 Roll Call June 30, 2014  
 Meeting Minutes issued by Lake County

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
Present	George Ranney	Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
		Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
		Village of Lakemoor
Present	Heather Rowe	Village of Libertyville
Present	David Lothspeich	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
		Village of Palatine
Present	Tom Rooney	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
		Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
Present	Burnell Russell	Village of Volo
		Village of Wauconda
Present	Wayne Motley	City of Waukegan
Present	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
		Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
		Lake County Transportation Alliance
Present	Rachel Barry	Representing Illinois State Senator Althoff
Present	Tony Small via phone	Illinois Department of Transportation Federal Highway Administration

## General Business

### *Call to Order, Roll Call and Approval of Meeting Minutes*

On a motion by **Stephen Park (SP)**, seconded by **Tom Poynton (TP)**, the meeting minutes from May 8, 2014 were unanimously approved. **Doug Whitley (DW)** stated that the June meeting was scheduled earlier to discuss feedback from the Illinois Tollway Board of Directors and to present the Committee with information on the costs associated with the innovations proposed by the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC). The Tollway Board suggested that the local contribution was a key component because there was a clear distinction between the typical Tollway design and the Illinois 53/120 Project, but no percentage of local contribution was targeted, **DW** said. If the highway is different than other Tollway facilities, the Board asked what those incremental costs are. They identified these costs as anything above and beyond a traditional Tollway and a good starting point for a sufficient local contribution. The Board also asked about the user survey data, but **DW** said the survey results are not available yet. **SP** asked if any innovations discussed for Illinois Route 53/120 could become standard for the Tollway. **DW** responded that it was not discussed, but the Board acknowledged this was only a “halftime report.”

**Aaron Lawlor (AL)** said the meeting with the Tollway Board was constructive, but emphasized the need for local leaders to re-educate the Tollway Board on the nuances of the project and innovative BRAC features that built consensus for the project. **AL** said Illinois Route 53/120 represents a new way of approaching infrastructure projects. **AL** then provided an overview for the day’s agenda, noting that today’s meeting would largely be informational and focused on the cost and benefits of the BRAC recommendations. Recognizing a desire by the Committee to start engaging in discussion, he noted that this information would lead into the next meeting where a lot more discussion and dialogue is planned to take place.

**George Ranney (GR)** discussed how he reversed his decades of opposition to the project until the BRAC formed and demanded the road adapt to the community, environmental setting and rich natural resources of Lake County. He said unless the BRAC garnered support among the group, they could not move forward even if the majority of the county favored the road. He noted that many of the 26 out of 28 BRAC members who supported the project were environmental leaders. He cautioned however that consensus was fragile. **GR** stressed that the BRAC innovations were interrelated and part of the process, and not incremental add-ons. **GR** said the purpose of the Finance Committee is to examine how to fund the project, while allowing the engineers to determine the best practices. He introduced **Mike Sands (MS)**, chair of the BRAC Environmental Working Group.

**MS** said the BRAC was challenged with meeting a broad range of expectations in a short period of time for many engineering issues along the corridor. During the process, they created a set of design and performance standards. The 13 design standards addressed transportation design issues, community concerns around noise and fragmentation and the impact on natural resources. Rather than specify how the engineers should solve specific problems, they assembled a set of 15 performance standards, consisting of resource protection and enhancement, impact mitigation and quality assurance, and transportation issues and community issues that gave the engineers flexibility in a limited setting. Given the need to address longer term impacts and unintended consequences, the BRAC called for an \$81 million stewardship fund that budgets for 750 acres of land restoration and protection, minimizes fragmentation, maintains integrity of wetland ecosystems and partners with environmental groups and organizations to lend consultation outside the scope or authority of the Tollway or IDOT. Building a road

attuned to Lake County comes with future costs, and a fund commits to meeting those costs, **MS** said. He introduced **Mike Matkovic (MM)** of Christopher B. Burke Engineering Ltd. to present the preliminary cost analysis.

**MM** explained the total project cost is estimated at \$2.87 billion, including all-in implementation of BRAC recommendations escalated to 2020 dollars. The cost of the BRAC innovations is estimated at \$450-\$600 million, approximately 16-20 percent of the total cost. The BRAC innovations fall into three categories: roadway design innovations, environmental mitigation and the stewardship fund. These costs are relative to a typical Tollway project and based on comparison to the engineering Plans of Record from 2001. A full update on the cost of the BRAC innovations will be provided at the next Finance Committee meeting. **MM** said they will continue to refine engineering with scope and cost efficiencies while also meeting the BRAC objectives. **MM** discussed three examples to illustrate the nature of future cost refinement: depressed roadway sections, elevated roadway sections and wetland mitigation..

### Questions and Answers

**Chris Meister (CM)** recapped the committee on its work over the first six meetings and talked about the second half requiring a smaller group format to examine cost refinements and BRAC objectives. The future meetings will elicit more discussion among the committee instead of guest speakers, so the group can begin providing recommendations that represent local ownership. **DW** said today's meeting was an important reminder of the BRAC's work and opportunity to provide the Tollway Board input. He then asked for more information regarding the 750 acres of land restoration and protection identified through the stewardship fund. **MS** said that the 750 acres included unprotected land in need of restoration, off-site wetland complexes and upland buffer areas critical to those wetlands, because if a road is built to the edge of a wetland the entire wetland is destroyed. **MS** said some local wetlands manage flood water but rank poorly in biodiversity. The stewardship fund will improve water quality and storage. **MS** said a project of this scale has a larger impact extending beyond right-of-way.

**Linda Soto, (LS)** asked whether local communities would be consulted on changes made to the BRAC recommendations, especially in terms of the elevated roadways. **MM** said the study's intention was to review the recommendations with the authors of the BRAC report. He said there is an opportunity to shorten the elevated roadway. **LS** said eliminating the elevated roadway raises concern about connectivity and sound. **AL** said as these recommendations continue to be analyzed, communities should be briefed. **Joseph Mancino (JM)** said his community wants to be engaged because the proposed elevated road goes directly through a residential area that is one of the most pristine areas of his town.

**Steve Lentz (SL)** asked if the local contribution is what they eliminate from the \$450-\$600 million in BRAC innovations. **DW** said he could not get that answer from the Tollway Board. He said the Board's response was to keep working to identify the innovations and costs. **AL** interjected that the environmental stewardship fund is not up for negotiation, and if eliminated, the project will go away. Depressed roadways, on the other hand, are enhancements that could be further scrutinized.

**Jeffrey Braiman (JB)** said Lake County should not pay for the amenities unique to Lake County. He said these were conditions of the roadway and not amenities. **JB** said it was the Tollway Board's responsibility to give the Finance Committee more direction and requested their presence at future meetings. **GR** said he met last week with Tollway Executive Director Kristi Lafleur and learned that the project would not be discussed before the Tollway Board for several months, or until the Finance

Committee has done more work. He said the Tollway Board members, who provided the feedback, were a committee that had not been fully briefed on the project and the BRAC. **GR** said it was the Finance Committee's job to advance the BRAC report, an integrated proposal of how the road can and should be built, based on previous innovations from around the world. **DW** said this Finance Committee is an advisory panel to the Tollway Board and the Committee is expected to do the heavy lifting.

**CM** suggested that communities put their specific concerns in writing regarding the refinements. **JM** said the communities cannot comment on refinements without knowing what is refined. **MM** said there are potential incremental cost savings based on limits, not changes in height or width. **MM** said the BRAC estimates were best guess figures, and now the feasibility study is drilling down for efficiencies.

**Heather Rowe (HR)** asked whether the Tollway Board had any response to congestion pricing and toll indexing outside of Lake County, and rebuilding and widening the existing Illinois Route 53. **Rocco Zucchero (RZ)**, of the Illinois Tollway, clarified that the existing Route 53 was not discussed by the Tollway Board and must first be discussed by the Finance Committee. He said the Board felt that adding tolls on the existing Tollway is not necessarily a local contribution. Historically, toll revenues have not been viewed by the Tollway Board as part of the local contribution. **RZ** said a toll was implemented on the existing Elgin O'Hare Western Access roadway, but in addition, there is also a local contribution.

**Stephen Park (SP)** asked if the study was looking at the full array of interconnected costs because the wetland mitigation work is impacted by the elevated and depressed roadways. **MS** said these impacts were all being assessed from a macro level. **MM** said they are assuming a full right-of-way wetland impact because they have no detail to assume otherwise.

**Mike Talbett (MT)** asked about the importance of the user survey to the Board. **Aimee Lee (ALee)**, of the Tollway, said there were questions from the Board regarding the speed limit, based upon public comments about building and investing in a facility with a 45 mph limit. They were curious if the survey shed any insight. She said the results of the survey will be shown to the Committee at a future meeting.

**Brad Leibov (BL)** commented that he views the situation as the start of a negotiation. The Committee does not necessarily have to pay 16-20 percent, but over the next few months the feasibility analysis will refine those costs and the Committee will have an opportunity to return with a refined percentage. It must first investigate what those costs are. **DW** said there are costs unique to the project, so the questions are what the local contribution is and what counts as a local contribution. **BL** said there is a cost to build a house, a cost to build a house in Lake County and a cost to build a house in Lake County with recommendations, and that could be the new standard to build in the future. If the Committee decides through cost refinement that the innovations equate to a certain amount, the committee has the ability to argue why the innovations matter and meet the Tollway part of the way.

**Wayne Motley (WM)** asked about the potential TIF district area, to which **CM** responded that it had not been determined. **WM** referenced Illinois Senate Bill 509 allowing transfer from one TIF district to another if the TIF districts are not contiguous.

**Charles Witherington-Perkins (CWP)** said funding options, like rebuilding and widening existing Illinois Route 53, should be discussed with surrounding communities in Cook County. **AL** said he would like to organize a few smaller group meetings to discuss the funding options. **DW** said they want to meet with Cook County Board President Toni Preckwinkle and IDOT to discuss their perspectives on the project.

**David Lothspeich (DL)** asked for more clarity regarding the phrase “relative to a traditional Tollway project,” and how the Tollway approaches a baseline project compared to other agencies and what makes the Tollway standards unique. **MM** said the Tollway understands the incredible number of high quality resources in Lake County and the Tollway is responsive to unique project settings. The Tollway has an obligation to address those resources through its own standards and in complying with wetland mitigation, for example, the Tollway must meet regulatory agency requirements, but the BRAC innovations take it to another level. **RZ** said the Tollway generally follows the same rules and regulations as IDOT, and follows federal, state and county regulations. The additional BRAC requirements were the basis for consensus. The wetland mitigation ratio, for example, was increased from 3.5:1 to 5:1. The federal threshold for noise, for example, is 67 decibels, but on the Illinois 53/120 Project, the BRAC has requested limiting it to 60 decibels. **MS** said the engineering Plans of Record are dated, and does not meet requirements for community support, and this is not a traditional highway project. **DW** stated that technology, materials and processes have changed, and this should be considered when making recommendations in the final report to the Tollway Board.

**George Monaco (GM)** criticized Tollway construction policies, stating that the Tollway traditionally takes the less expensive route in approaching noise and lighting. **GM** said the Committee should study how the Tollway standard applies to each community on the corridor. **AL** said as long as they maintain the standards created in the BRAC report on noise and light pollution, they should not have problems, because the BRAC enhancements warrant higher standards. **GR** said it is important that the Finance Committee is clear on what it wants. That is why the standards are important. The issue is not what a traditional Tollway project is, but rather what Lake County and the Finance Committee wants, and if it is not in accordance with the BRAC, then consensus will fall apart.

**SP** asked to confirm the time of the next meeting on July 29. **ALee** said it is tentatively scheduled for 2:30 p.m., but an email will go out to Finance Committee members with a confirmed time. <Note: Since then, the July 29 meeting time has been confirmed for 2:00 p.m.>

### **Public Comment**

Rob Sherman, of Buffalo Grove, conveyed three points. (1) At the Tollway Board meeting, it was stated that there should be a capital cost reduction and the local contribution should cover all the amenities beyond the standard build. (2) The Illinois General Assembly overwhelmingly passed Senate Bill 2015 that states all interstate highways and roadways of the Illinois Tollway shall be 70 mph. Thus the 45 mph option will no longer exist. (3) In order to pay for the project, the Tollway should merge toll rates. Every mile on the system should be tolled the same.

On a motion by **SP**, seconded by **MT**, the meeting was officially adjourned at 11:55 a.m.

# Illinois Route 53/120 Project

**MOVE  
ILLINOIS**



The Illinois Tollway  
**DRIVING  
THE FUTURE**

## Finance Committee

**Meeting Six  
June 30, 2014**

Lake County Central Permit Facility



## Objective of Today's Meeting

- **Recap of May 21 Tollway Board Committee Meeting**
- **Preview of preliminary information being prepared for Tollway Board Committee Briefing**
- **Discussion of next steps for the Finance Committee**



## May 21 Tollway Board Committee Feedback and Discussion

- Tollway Directors stressed that a local contribution is necessary for project advancement
- The local contribution should reflect the context of the full package of recommendations, with the cost of the Blue Ribbon Advisory Committee (BRAC) innovations being a starting point
- Local contribution must be deemed fair in context to the overall tollway system
- What are the cost implications of the BRAC Recommendation within the context of the overall project?
- What were the results of the User Survey?
  - Handout will be provided

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## Preview of Information for Tollway Board Committee

### Context:

- The Innovative BRAC Recommendations address a unique project setting
- The Tollway recognizes the unique project setting and the objective to accomplish the innovative BRAC Recommendations
- Today's status report on the cost of the BRAC innovations and potential cost refinements is informational, but sets the table for the remaining Finance Committee work
- Questions?

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## Review of Project Setting and Innovative BRAC Recommendations

### George Ranney

- ▣ Co-Chair of the Illinois 53/120 Blue Ribbon Advisory Council
- ▣ President and CEO of Metropolis Strategies

### Mike Sands

- ▣ Chairperson of the BRAC Environmental Working Group
- ▣ Senior Associate at the Liberty Prairie Foundation



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## Context for Blue Ribbon Advisory Council

- ▣ **Modern roads must be adapted to their unique environmental setting**
- ▣ **The full impact must be mitigated as a project cost, not as an “external cost” paid for by others**
- ▣ **The Illinois Route 53 Extension has not moved forward because of these community and environmental challenges**
- ▣ **The recommendations of the Blue Ribbon Advisory Council (BRAC) provide a fragile coalition of support for moving the project forward**



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## Objectives of BRAC Innovations

### □ An Innovative Context Sensitive Solution driven by Guiding Principles:

- Unique project setting (environment and communities)
- Enhance mobility, accessibility and relieve congestion
- Seek innovative, safe, integrated, multi-modal design solutions that also preserves the environment, communities, and enhances economic vitality
- Minimize environmental impacts and long term impacts
- Promote environmental features and sustainable practices in all aspects of the project
- Develop and apply innovations to create a 21<sup>st</sup> Century modern boulevard



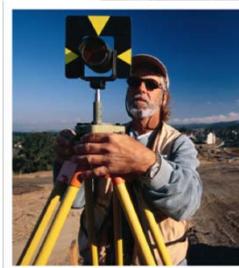
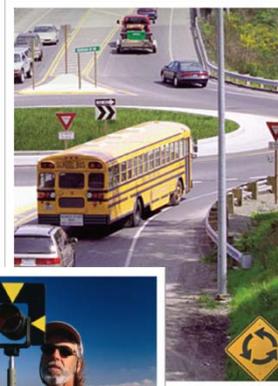
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## Objectives of BRAC Innovations

### □ Principal design standards

- Tolled parkway
- 4-lanes and 45 mph
- Roadway design to minimize impacts
- Connectivity



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## Objectives of BRAC Innovations

- **Principal performance standards**
  - ▣ Resource protection and enhancement
  - ▣ Impact mitigation
  - ▣ Quality assurance



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## Objectives of BRAC Innovations

### Stewardship Fund:

- Long term protection and enhancement of environmental resources
- At least 750 acres land restoration and protection
- Long term monitoring and stewardship by partner organizations
- Protocols and legal funding structure are to be determined
- Amount established by BRAC Report
  - ▣ Cost of \$81 million\* or 2.8 percent of project cost (First of its kind implementation)



\*2020 dollars

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## Preliminary Cost Analysis

- **Total project cost = \$2.870 billion\***  
(all-in implementation, per BRAC recommendations, year 2020)
- **Cost of BRAC Innovations = \$450 - \$600 million\***  
(16 - 20 percent of project cost)
  - ▣ Innovation cost elements include roadway design, environmental mitigation, and the stewardship fund
  - ▣ Relative to a traditional Tollway project
  - ▣ Based on engineering Plans of Record (2001) relative to roadway elevation
  - ▣ Contingent upon alternatives and future engineering developments
- **Evaluation ongoing with further information at next Finance Committee meeting July 29**
- **A few examples of potential opportunities for cost refinements**

\*2020 dollars

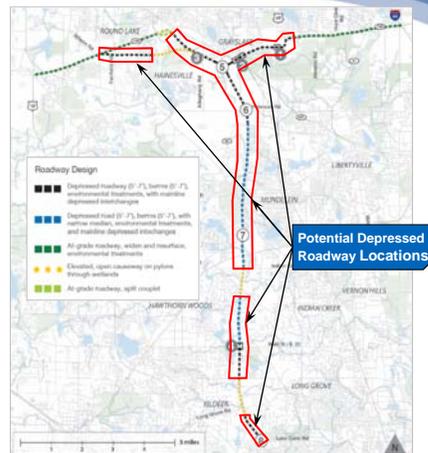
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## Opportunities for Cost Refinement

### Depressed roadway

- **Cost assumes depressed roadway areas per BRAC Report**
- **Cost includes earthwork, retaining walls, pump stations, and groundwater pumping**
- **Potential cost refinements based on coordinating high benefit areas with design requirements**



Proposed Depressed Roadway Illustration

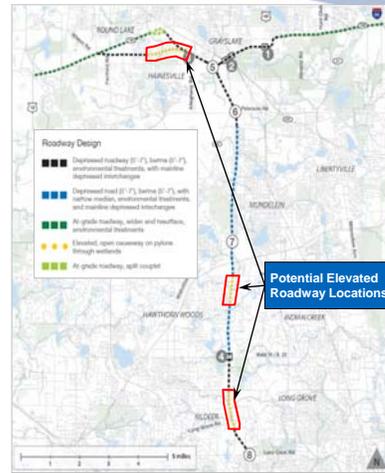


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## Opportunities for Cost Refinement

### Elevated roadway:

- Cost includes bridges or causeways to span environmental resources per BRAC Report
- Potential cost refinements based on refining limits of elevated sections to accomplish multiple objectives:
  - Avoid impacts, reduce runoff, and stormwater treatment facilities



Elevated, open causeway on pylons through wetlands

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## Opportunities for Cost Refinement

### Wetland mitigation:

- Cost based on BRAC recommendation for minimum 5:1 wetland mitigation ratio
- 495 acres of mitigation vs. 330 acres for a traditional Tollway project based on regulatory requirements
- Potential cost refinements by evaluating opportunities to accomplish the BRAC recommendations through enhancements of degraded wetlands and joint use facilities



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## A Look Back and Ahead...

- Meeting 1: Initiate the Committee, project background
- Meeting 2: Presented refined project cost
- Meeting 3: Basics of project financing and Tollway cost sharing policy
- Meeting 4: Preliminary traffic and revenue forecasts, established gap, breakout session on funding options
- Meeting 5: Developed Committee's mid-term update to Tollway
- Meeting 6: Tollway Board Committee Feedback
- **Meeting 7 (July): Identify local contribution target, assess feasibility of and prioritize local funding options**
- **Meeting 8 (September): Identify uses and sources of funding**
- **Meeting 9 (October): Nail down major aspects of the recommendation**
- **Meetings 10-?: Discuss draft recommendation and approve final**

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## QUESTIONS AND ANSWERS

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## Next Steps

- **Finance Committee Meeting #7,  
Tuesday, July 29, 2014**
  - Lake County Central Permit Facility  
500 Winchester Road  
Libertyville, IL 60048
  - Planned Agenda:
    - Final report on potential cost refinements
    - Refined bonding capacity estimates
    - Prioritization of financing strategies
    - Local contribution levels
    - Begin to formulate a financing package

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## PUBLIC COMMENTS

[IL53120Info@getipass.com](mailto:IL53120Info@getipass.com)

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**THANK YOU!**





IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #6



Location: Lake County Central Permit Facility

Date: June 30, 2014

Time: 10:00 AM - 12:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Belgian	Moore	private!	28328 Long Lane The Wood	B-A-MOORE@SBC.COM	847-816-1000
BERT	ROSENBERG	VILLAGE OF ARL HTS	33 S. ARL HTS RD ARL HTS, IL	BERT.ROSENBERG@VAH.COM	847-577-1333
JOSEPH	MANCINO	VILLAGE OF NANTWAN WOODS			
MICK	ZAWI SLACK	DAILY HERALD	1750 N. BUTTERFIELD RD SUITE 100	MZAWISLACK@DAILYHERALD.COM	847-680-5512
ROB SHERMAN	SHERMAN	ROB SHERMAN ADVOCACY	BOX 7410 BUFFALO GROVE 60089	ROB@ROBSHERMAN.COM	847-870-0700
DAVID	LOTTREPPEN	Village of Long Grove	3110 Old Nuthury Long Grove IL 60047	DLOTTREPPEN@LONGGROVE.IL.GOV	847-621-5440



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #6



Location: Lake County Central Permit Facility

Date: June 30, 2014

Time: 10:00 AM - 12:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Eric	Wagner	Lake County		ewagner@lakecounty.il.gov	377-2131
TOM	Paynter				
PAT	Quinn	Lake County			
MICHAEL	SPRETT	KIDDEE			
EVAN	Craig	Sierra Club	116 Hamilton Pl Vermont Hills		
GILLIAT	Hartke				



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #6

Location: Lake County Central Permit Facility      Date: June 30, 2014      Time: 10:00 AM - 12:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Dan	Moran	Lake County News-Sun			
Mike	Sands	Liberty Prairie			
David	Stolman	County			
GEORGE	MONACO	ROUND LAKE			
BRIAN	SUTHER	AECOM			
Donna * Jim	Cardwell	public			
AL <del>ALLEN</del>	Maiden	Hainesville Consultant			
CAROL	PORTER	Volo			
Rama	TRIGG	LC DOT			



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #6

Location: Lake County Central Permit Facility

Date: June 30, 2014

Time: 10:00 AM - 12:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Linda	Soto	Hainesville			
Rachel	Perry	Senator Aikhoff			
BARRY	Burton	Lane County			
JIM	Hensler	McHenry Co.			
Charlie	Eldridge	McHenry EDC			
Brad	Zeibon				
Emily	Karmy	ICDOT			
Pete	Krysz	CBEL			
STEVE	PARK	V. of Gurnee			



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #6

Location: Lake County Central Permit Facility

Date: June 30, 2014

Time: 10:00 AM - 12:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
SELF	BRAMAN	Village Park Golf Course			
Jane	Lentz	Mundelein			
Mike	Stuns				
Heather	Prove				
Liz	Schuh	CMAA			
Jeremy	Weber	CCC			
CHARLES	PERKINS	VAH			
TOM	ROONEY	ROLLING MEADOWS			
Bill	Beltis	TMA Lake Cook			



**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #7**

**Tuesday, July 29, 2014  
2:00 - 4:00 p.m.**

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Approve June 30, 2014, meeting minutes
- III. Initial financial plan discussion
- IV. Next steps
- V. Public comments
- VI. Adjournment

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RSVP by July 28 to: **Cathy Valente, (847) 217-5004** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's Website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #7  
 Roll Call July 29, 2014  
 Meeting Minutes issued by Lake County

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
Present	George Ranney	Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
		Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Al Maiden	Village of Hainesville
		Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
		Village of Lakemoor
Present	Heather Rowe	Village of Libertyville
Present	Angie Underwood	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
		Village of Palatine
Present	Barry Krumstock	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
		Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
Present	Burnell Russell	Village of Volo
		Village of Wauconda
Present	Wayne Motley	City of Waukegan
Present	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
		Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
Present	Rachel Barry	Representing Illinois State Senator Althoff
Present	Tony Small	Illinois Department of Transportation
Present	Robin Helmerichs via phone	Federal Highway Administration

**General Business**

*Call to Order, Roll Call and Approval of Meeting Minutes*

**Doug Whitley (DW)** moved to accept the minutes for Meeting Six with a motion, seconded by **Heather Rowe (HR)**. **DW** notified the Committee that it received a summary of the user survey results as a handout and noted that this was to be shared with the Tollway Board Committee as a follow up to the Board Committee's questions about the survey results.

**DW** reminded the Committee that its role is to develop a viable and sustainable funding and financing plan for the project and that a Tollway team of staff and consultants was available to assist them. The Committee will continue to develop a financing strategy, although ultimate decisions rest with the Tollway Board. He summarized input from the Tollway Board, stating that a local contribution was necessary and must show there is commitment to move the project forward; that the level of the contribution is fair in context of the Tollway system; and that a local contribution account for the cost of the Blue Ribbon Advisory Council (BRAC) innovations that are unique to this project. While the Tollway Board did not provide an exact dollar amount for a local contribution, preliminary information suggests that the BRAC innovations will cost in a range of \$450-\$600 million. **DW** said consultants hope to provide more refined numbers when they meet again in September, but in the meantime, the Committee should consider working toward a local contribution of 20 percent. **DW** suggested that the Committee think of it as an annual payment over the length of the bond similar to a mortgage payment.

**Aaron Lawlor (AL)** said he spoke with many local leaders in defining what financing options were feasible. **AL** said he and community leaders divided the funding options into three categories: those with high levels of interest, others with medium interest and some with a low level. The high level included pilot opportunities that could be extrapolated out to the whole Tollway system, such as congestion pricing and indexing. Other high levels of interest were in value capture through tax increment financing (TIF), focusing on new non-residential growth to build consensus and projecting a 10 and 25 percent diversion rate. Implementing TIF and potential revenue forecasts require additional studies, he said. Lake County leaders also expressed high levels of interest for longer term borrowing, lower cost borrowing and adding tolls along the Tri-State Tollway (I-94) at Illinois Route 132, the Waukegan Plaza and at the border. All interests come with caveats, including safety concerns at Illinois Route 132 and truck diversions at U.S. Route 41, **AL** said. The medium feasibility category included the four-cent motor fuel tax in Lake County. Once they learn what the gas tax could generate, **AL** said they would consider splitting that revenue stream to fund Illinois Route 53/120 and planned transportation projects throughout Lake County because the tax is countywide. Funding options that ranked lowest in level of interest among the city and county leaders were the special service area, sales tax increase and tolling the existing Illinois Route 53. **AL** said the Committee should formalize a plan to pursue the chosen funding options and direct consultants to refine figures, but not rule out other funding sources that are not local.

Tollway Executive Director **Kristi Lafleur (KL)** commented that the Committee made tremendous progress. She thanked **AL** and local leadership in Lake County for their quick response to many painful decisions in funding the project.

**AL** suggested they take a motion on formalizing the funding options and **DW** said if there is agreement among the group on **AL's** report on feasible funding options, they would create three working groups to

examine these topics in August and come back with more information at the September Finance Committee meeting. **DW** said they would vote to adopt **AL**'s report as a formal map to move forward with subcommittee groups. **Stephen Park (SP)** said **AL** and community leaders endorsed the funding options as possibilities, but also required that the subcommittees gather more information and refined figures. They also agreed to keep working on reducing the overall project cost. **SP** said Illinois Route 53/120 is an important project to Gurnee and the whole county, as it is crucial to economic development. He said the least popular funding options should be buried. **SP** said the options selected should best help fund the project while having the least negative impact on residents.

**DW** then brought the plan to a vote, asking for all in favor and all opposed, and there was no opposition. **George Ranney (GR)** asked after the vote that he be recused from voting. **DW** explained that there will be three working groups established based on the funding options attracting the highest and medium levels of interest. There will be opportunity for a fourth if there is demand for another funding option. The subcommittees will pursue the options and delve into detail. **Chris Meister (CM)** said meetings will adhere to the Open Meetings Act with advance notice, public access and adopted meeting minutes. The three subcommittees were identified as the Tax Increment Financing Value Capture Working Group, Lake County Tolling and Motor Fuel Tax Working Group and the Stewardship Fund Working Group. **DW** clarified that the value capture working group will define what value capture entails. Besides assessing tolling and the motor fuel tax, the tolling working group will also be tasked to consider longer term borrowing and lower cost borrowing, as bonding capacity numbers are refined. The stewardship fund working group will determine how it will be funded and managed. **AL** suggested that in order for the purpose of the stewardship fund to remain intact, it would be helpful if outside sources from either the BRAC or Lake County Forest Preserve can attend. **DW** said the working groups can invite outside resources to join them if they feel additional personnel provide value. **Brad Leibov (BL)** said the Committee should not accept the language that only local sources are considered to fund the stewardship fund when overall resources from the other working groups, such as value capture and motor fuel taxes can be used. Tolls however would not fund the stewardship fund. **DW** said each committee has broad latitude to develop recommendations, but they must also provide explanation. Ultimately, the committee must make a recommendation and state why it makes sense, **DW** said.

### **Questions and Answers**

**Charles Witherington-Perkins (CWP)** asked if there had been additional outreach with Cook County. **John Yonan (JY)** said Cook County Board President Toni Preckwinkle was briefed, as was the Northwest Municipal Conference (NWMC), represented in the audience, and the Council of Governments, but the county had not met with individual municipalities. **AL** said he met with North Suburban Cook County mayors. **KL** said the original intent was to engage Cook County communities, but if the recommendation is to not pursue work on existing Illinois Route 53, it may not be necessary to expand outreach.

**Steve Lentz (SL)** asked if there would be a budget for expert resources, such as TIF consultants, because it will take additional research to implement a unique, multi-jurisdictional TIF district. **Aimee Lee (Alee)** said the working groups will be staffed by the Tollway and consultants and CMAP, which provided the

original analysis, and will be available to assist the committees. **KL** said the Tollway would work to provide the resources. **AL** said the county would also assist.

**HR** asked for updated ranges of revenues, especially from value capture and motor fuel taxes, to correlate with the analysis the working groups will be conducting. She also asked about changing the definition of land use in the TIF because numbers can change dramatically. **ALee** said they would ask CMAP to refine its original numbers and they would work to present new numbers at the working group meetings. **HR** also recommended that at least the first and possibly second meetings take place in person. **Marty Buehler (MB)** asked that the co-chairs follow up with those Finance Committee members who were not in attendance. The Finance Committee then assembled into their chosen working groups for a session to discuss future meeting dates, goals and selecting chairs for each group.

The Tax Increment Financing Value Capture Working Group included: Chair **Steve Lentz, Heather Rowe, Mike Stevens, Wayne Motley, Mike Ellis, Tom Poynton, Charles Witherington-Perkins, Joe Mancino** and **Aaron Lawlor**. (Additional members have since been added.)

The Stewardship Fund Working Group included: Chair **Brad Leibov, Angie Underwood, Dave Brown, Mike Talbett, George Ranney** and **Aaron Lawlor**. (Additional members have since been added.)

The Lake County Tolling and Motor Fuel Tax Working Group included: Chair **Marty Buehler, Stephen Park, John Yonan, David Stolman, Burnell Russell, George Monaco, Jim Heisler, Pete Harmet**, (IDOT) and **Robin Helmerichs** (FHWA). (Additional members have since been added.)

**DW** provided closing comments about the group's progress and reiterated the presence of Tollway staff and consultant support. He said it was not essential that the Finance Committee draft a final report in the next five weeks, but work to make progress. It is acceptable to ask more questions.

### **Public Comment**

Rob Sherman, of Buffalo Grove, said he was content with the response he has received from his earlier concerns from earlier public comment periods.

The next Finance Committee meeting was scheduled for Sept. 11, at 2 p.m. A motion was granted and seconded and the meeting was officially adjourned.

# Illinois Route 53/120 Project

**MOVE  
ILLINOIS**



The Illinois Tollway  
**DRIVING  
THE FUTURE**

## Finance Committee

**Meeting Seven  
July 29, 2014**

Lake County Central Permit Facility



## Role of Finance Committee

- **Finance Committee will be responsible for developing a viable and sustainable plan**
  - Co-chairs, Tollway and consultant team here to support, conduct studies and analyses
- **Develop a strategy to help close the funding gap**



## Summary of Previous Meeting

- **Meeting #6, June 30, 2014**
  - Recap of May 21 Tollway Board Committee Meeting
    - A local contribution is necessary and must be fair in context to the overall Tollway system
    - The local contribution should include the cost of the BRAC innovations
  - Reviewed background and context of the BRAC innovations
  - Preliminary estimate for cost of BRAC innovations is \$450 to \$600 million (2020 dollars)
  - Next steps to identify opportunities for BRAC innovations scope refinement and provide refined cost estimate

3

Finance Committee



## LAKE COUNTY UPDATE

4



## Moving Forward

- **Form working groups focused on key subjects**
- **Opportunity for more in-depth discussion**
- **Bring recommendations back to next meeting (tentatively September 11)**



5

Finance Committee

## Value Capture (TIF) Working Group

- **Define structure and parameters of the mechanism to be used**
  - Corridor-wide districts vs. individual districts
  - New development vs. existing development
  - Inclusion of residential development
- **How much revenue would be generated to support the project?**
- **Identify necessary next steps to implement (e.g., legislation)**

6

Finance Committee

## Tolling in Lake County Working Group

- Recommend a Lake County tolling strategy
- How much revenue would be generated to support the project?
- Form a recommendation and justification for what share of these revenues should be considered a local contribution

7

Finance Committee

## Environmental Stewardship Fund Working Group

- What local funding sources should be used to support this fund?
- What is a possible structure for governance and management of this fund?

8

Finance Committee

## Other Working Groups?

- Others?

9

Finance Committee

## QUESTIONS AND ANSWERS

10



## Next Steps

- **Working group meetings TBD**
- **Finance Committee Meeting #8  
Thursday, September 11, 2014**
  - Lake County Central Permit Facility  
500 Winchester Road  
Libertyville, IL 60048
  - Planned Agenda:
    - Report on potential cost refinements
    - Identify likely financing strategies
    - Begin to formulate a financing package

11

Finance Committee

## PUBLIC COMMENTS

[IL53120Info@getipass.com](mailto:IL53120Info@getipass.com)

12



**THANK YOU!**



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IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #7



Location: Lake County Central Permit Facility

Date: July 29, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Tom	Small	IDOT	Springfield, IL	Tom.Small@illinois.siu	217 282-1816
DANIEL	GROVE	LAKOTA	212 W. KINZIE ST. CHICAGO	dgrove@the.lakotagroup.com	
MICK	ZAWISLAK	DAILY HERALD	1795 N. BUTTONFIELD LIVILLE	mzawis@kco.dailylead.com	847 680 5512
CHARLES	W-PERKINS	VTAH			
John	Wylic	Candidate, Dist 6 LC Board	1427 Wild Iris Lane Grayslake IL 60030	Wylic@lakes.com C_Smail.com	847-223-2424
Mike	Walczak	NWMA			
Bill Bohner	F	Tra Lake Govt			
Elliott Hartste	Hartste	EMAS	900 Park	Elliott.Hartste@emac.com	815 430 0077
ROB SHERMAN	SHERMAN	Self	Box 7410 Buffalo Grove		



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #7



Location: Lake County Central Permit Facility

Date: July 29, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
BARRY	BURTON	LAKE CO.			
Frank	Magner	Civiltect	450 E DEAN AVE SUITE 300	RMagner@civiltect.com	630 773 3900
AL	MARDEN	Alternate Vil. of Hainesville		amarden@tcomi.com	847-302-6800
Kathel	Perry	Pam Althoff		pamelae.pameladahl@t.com	815 455 6330
Kayley	SLEZAK	State Rep. Elaine NEKRITZ	830 S. Buffalo Grove Road	intern@repnekriz.org	
Karyn	Robles	Village of Schaumburg		Krobles@villageofschaumburg.com	
Ashie	Underwood				
Chris	Starr	NHMC	1600 E Golf Rd. Des Plaines, IL 60014	estarr@nhmc-co.org	847-296-9200
Barb	ROSENBERG	Village ARC HTS			







**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #8**

**Thursday, September 11, 2014  
2:00 - 4:00 p.m.**

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Approve July 29, 2014, meeting minutes
- III. Update from working groups
- IV. Refined cost estimate of Blue Ribbon Advisory Council recommended innovations
- V. Next steps
- VI. Public comment
- VII. Adjourn

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RSVP by September 10 to: **Cathy Valente**, (847) 217-5004 or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #8  
 Roll Call September 11, 2014  
 Meeting minutes issued by Lake County

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
Present	George Ranney	Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
	Matt Dabrowski	Village of Lakemoor
Present	Heather Rowe	Village of Libertyville
Present	Angie Underwood	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
	Jim Schwantz	Village of Palatine
	Tom Rooney	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
	Linda Lucassen	Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
Present	Burnell Russell	Village of Volo
	Frank Bart/Doug Maxeiner	Village of Wauconda
	Wayne Motley	City of Waukegan
Present	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
	Jim LaBelle	Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
	Senator Althoff	Illinois State Senator
	Tony Small	Illinois Department of Transportation
	Robin Helmerichs	Federal Highway Administration

**General Business**

*Call to Order and Roll Call*

Co-chair **Doug Whitley (DW)** recapped the Committee on its work to date and commended the working groups for their commitment and formal recommendations to be presented at the meeting. **DW** explained that today's meeting would be primarily dedicated to reports from the three working groups—Tolling and Motor Fuel Tax, Value Capture and the Environmental Stewardship Fund (ESF).

However, before that, the consultants would first provide an update on the cost estimate refinement for the overall project and the BRAC innovations.

**Mike Matkovic (MM)**, of Christopher B. Burke Engineering Ltd., said the Blue Ribbon Advisory Council (BRAC) innovations were refined from the June 30 meeting at a range of \$450 to \$600 million to a new range of \$325 to \$400 million in 2020 dollars. The cost of the BRAC innovations represents the incremental costs as compared to the previous engineering Plans of Record, Tollway standards and regulatory requirements. **MM** said they worked with members of the BRAC Environmental Working Group, Lake County Forest Preserve District and Lake County Stormwater Management Commission to refine the initial assumptions of the conceptual design, which err on being conservative. Input from those meetings allowed the consultants to refine their assumptions to achieve a lower cost while still meeting the intent of the BRAC recommendations. **MM** said the main cost areas of the BRAC innovations consisted of roadway design, environmental mitigation and the ESF. The primary areas of refinement dealt with greater utilization of wetland banking, accommodating wildlife crossings through underpasses as opposed to overpasses, and understanding that depressed roadway sections would be limited near floodplains and ADID sites. The refinements contributed to reductions in the overall project cost, now estimated in a range of \$2.35 to \$2.65 billion, **MM** said. Based on this coordination, they have gained a higher confidence level with the project cost estimates, but there is more work ahead as they move from the feasibility analysis to the next phase when more details are developed. **George Ranney (GR)** lauded the refinement effort for moving in a salutary direction, but he said additional analytical work may be necessary to ensure the cost savings still meet BRAC objectives. **Joseph Mancino (JM)** asked that the committee be provided more conceptual data and details on how they reduced costs. **MM** said they can provide those details, but there were no design concepts.

#### **Lake County Tolling and Motor Fuel Tax Working Group**

**Marty Buehler (MB)**, chair of the Lake County Tolling and Motor Fuel Tax Working Group, said the group met four times, adopted objectives and considered 16 different funding options and concluded with recommendations on strategies for tolling and the Lake County fuel tax. **MB** said the group set out to raise revenue for the project, mitigate and minimize diversion onto local roads, improve tolling equity and make safety a priority under any tolling scenario. **MB** pointed out that Lake County currently benefits from having the longest stretch between toll plazas on the Tri-State. It has been that way for 16 years since the Deerfield Toll Plaza was removed for congestion issues, but it was before Open Road Tolling, which would have alleviated those congestion issues. **MB** said the group recommended indexing and congestion pricing on Illinois Route 53/120 to promote reasonable travel times and the “I-94 Deerfield System Approach” scenario, which entails an open road mainline toll plaza restored near Deerfield Road, a toll reduction at Waukegan Plaza and new tolls at Illinois Route 132, Illinois Route 21 and Illinois Route 120. The estimated bonding capacity is pending final analysis. A “full ramp tolling” scenario is also being considered as a back-up alternative to the “Deerfield System Approach.” The group recommended that the 1989 County Motor Fuel Tax law be amended to include Lake County to add a 4-cent per gallon flat tax, with half of the revenues split toward Illinois Route 53/120 and other half to transportation needs in Lake County, the first priority benefiting U.S. Route 41 improvements. The estimated bonding capacity toward the project from the fuel tax ranges from \$34 to \$45 million in

bonding capacity. The Tollway, IDOT and Lake County would have discretion in how local funds are allocated to best leverage federal funds that can be matched for off-system improvements, **MB** said. The estimated annual revenue from the fuel tax is \$5.7 million. The group also considered longer-term borrowing for the Tollway, but acknowledged there is a low likelihood in advancing needed legislation. Lower-cost borrowing through federal TIFIA loans was not recommended due to the risk to project delivery. The group however did consider off-system improvements. These projects can be led by other agencies that may be eligible for federal aid. **Stephen Park (SP)** added that the off-system improvements also have potential to be part of the local share, similar to the Elgin O'Hare Western Access. **MB** added that the "Deerfield System Approach" was the most equitable per-mile tolling scenario.

### **Value Capture Working Group**

**Steve Lentz (SL)**, chair of the Value Capture Working Group, said his group adopted objectives and developed a proposal referred to as the "Sustainable Transportation Fund." Because the Tollway by law cannot fund the ESF, **SL** said his group wanted all project-related value capture revenue to become a dedicated source to fund the ESF. The group recommended dedicating 25 percent of new non-residential development property taxes from an area within a one-mile radius from the corridor and two miles from proposed interchange locations. The remaining 75 percent of the increment would be dedicated to underlying tax districts. **SL** said it was a politically acceptable funding approach because even without the road there would be commercial development moving into the corridor. With the road, additional commercial development will enter. The slice of new property tax will benefit both the road and underlying districts. The projected net present value ranges from \$81 to \$108 million and the projected bonding capacity is \$46 to \$61 million. **SL** said they are breaking new ground in funding a new highway facility, but he also recognized that other states like Virginia, Florida and Texas have all created similar tax districts for transportation improvements. **SL** said the next steps are garnering support from municipalities and underlying districts, Lake County would also need to perform additional analysis as more information became available (such as the market analysis from the Land Use Committee) and new legislation would need to be drafted to create a multi-jurisdictional district and to establish that the funding is pledged to the ESF. As part of their work, the group examined existing statutes in Virginia, Texas and Florida.

### **Environmental Stewardship Fund Working Group**

ESF Working Group Chair **Brad Leibov (BL)** said his group reviewed the BRAC report, worked to provide context of the ESF intent and adopted a purpose statement for the Fund. The group established that the ESF will provide financial support for the protection and enhancement of the natural resources, including agricultural lands and water bodies within two miles of the roadway. The fund will support efforts to improve the ecological health within the corridor through protection and restoration of at least 750 acres of land; long-term stewardship of the current and newly protected lands and other natural resources; innovative investments intended to remediate ecological health issues that may arise within the corridor; and monitoring and study to inform governance and funding priorities that will change over time if the ESF lasts 50 years. **BL** said the ESF is an essential and integral component of the project and should be included in the overall funding. They noted that it is desirable for funding sources

to be diverse, but recognized that statutory limitations related to what Tollway revenues can be used to fund must be considered. **BL** also noted value capture legislation requires that revenues be spent within the value capture district, which is slightly different than the defined ESF district. **BL** said the ESF will require more discussion and definition as funding is concerned, but the Tollway and Lake County should have discretion over how it is funded. The ESF can be funded over time, but a significant amount of funds may be needed to acquire and protect 750 acres of land, so it will either have to be front-funded, take on debt or fund large capital expenses over time. The group also established that the ESF shall be conducted in a transparent and financially accountable manner. An independent steering committee of Lake County municipal, environmental and elected leaders shall govern the fund. A technical advisory committee will evaluate land protection and restoration, air and water quality and the area's ecological health, and then advise the steering committee. **Linda Soto (LS)** asked how wetland mitigation banking will impact the proposed 750 acres of mitigation. **BL** said they reviewed direct and indirect environmental impacts to make clear what Tollway mitigation will take place along the corridor and what projects the ESF will cover indirectly. As technical data is developed, the Tollway and ESF steering committee will coordinate future maintenance. **SP** said it would best serve the Finance Committee to have a full assessment and specific detail on the ESF projects in anticipation of any questions from the Tollway Board. **BL** said they can give the Tollway context on how the ESF will be spent through indirect environmental impacts, but no magnitude of order or priority has been set, due to the ongoing work of the Land Use Committee. He said they still need to bring natural resource experts together to think long term. Land acquisition could be costly, and there are innovative and cost-effective options to consider, such as conservation easements. **BL** said the goal is not to fall behind in case the Tollway Board wants to advance the project. **DW** said they are cognizant of the importance of details and will identify those specifics with the Tollway Board.

### **Lake County summary**

**Aaron Lawlor (AL)** credited the working groups and chairs on their progress. He said it is not an all or nothing approach, because if funding options may fall off, it is possible to move the project forward. He said there will be more refinement and creative thinking to support innovative infrastructure funding. **AL** then summarized his view of the menu of funding options and revenues.. He said value capture will create a net present value of \$81 to \$110 million; the motor fuel tax will generate a bonding capacity of \$67 to \$89 million, half of which will fund the Illinois Route 53/120 Project and the other half dedicated to Lake County infrastructure with the priority going to U.S. Route 41; congestion pricing and indexing will generate a bonding capacity of \$128 to \$165 million; the Deerfield System Approach tolling strategy can produce a bonding capacity of \$350 to \$450 million, and potential CMAQ or ITEP grant funding can generate \$55 million in bonding capacity. **AL** said he believes the total range of potential revenue for the project is \$681 million to \$869 million. **AL** said they are addressing the revenue side while reducing costs through the new refinements. **Dave Brown (DB)** asked about the 50 percent split of the motor fuel tax revenue between Illinois Route 53/120 and making U.S. Route 41 a priority. **AL** said their first priority was to choose a project from the Lake County Consensus list and utilize additional revenues for other projects. **DB** said he recommended U.S. Route 45 instead of Route 41.

### **Discussion**

**DW** noted that more information is being refined, such as the bonding capacity estimate and the capital costs associated with the recommended tolling strategies. Though this analysis was still underway, **DW** said the Finance Committee is in position to meet with the Tollway Board and ask what their expectation is to complete the project now that the local contribution has been updated. **DW** asked what elements need to be discussed further and what messages need to be put forward to the Tollway Board meeting next week. The objective is to take the Tollway Board feedback and data gathering and then review it at the next Finance Committee meeting and begin to draft a final report. To this point, almost all of the buy-in and effort has targeted local investment and local commitment and the gap between the local funding options presented and the total cost of the overall project is still significant. **DW** said they must also return to the state to determine its contribution, perhaps to cover the cost of land acquisition. **DW** said he originally thought the Value Capture working group would be the largest dollar contributor, but the Tolling-Motor Fuel Tax working group was more straightforward and discovered a new approach to tie a primary funding source to the ESF. **DW** cautioned the group not to lose sight of the Land Use Committee's work. Conversations about value capture will begin to emerge in that committee, and likewise with the ESF, additional land acquisition issues will be addressed. **DW** said progress has been made and more work is ahead, but they have a clear path forward.

**George Monaco (GM)** said value capture is a hard sell and they should not be in a position to commit to adopting a plan. The funding mechanisms are only possibilities, and they have not endorsed a funding option yet, **GM** said. **AL** said they would come back with a report seeking adoption later. **Mike Talbett (MT)** said the Finance Committee has made innovative strides. No other project has put this kind of money and specific plans on the table. As a result, the Tollway will find it a worthy exercise to invest in and a model for future projects. **DW** agreed that the exercise was innovative and perhaps groundbreaking, especially if the Tollway can use tolling options like indexing and congestion pricing systemwide. **SP** said the Tollway Board should recognize that there are ideas here that are applicable to the entire system and Illinois Route 53/120 should be viewed as part of that system and not a stand-alone project. They need recognition from the Tollway Board that they are interested in moving forward on the project. **Chris Meister (CM)** said because of the working groups' recommendations, the Finance Committee as a whole is in a different position than it was the last time they met with the Tollway Board committee. They are providing local support, part of the rationale for expanding the Tollway system. At the co-chairs' earlier mid-term status presentation before the Tollway Board Customer Service and Planning Committee in May, the Tollway Board asked the co-chairs to go back and work with the Finance Committee to figure out how to pay for a project that calls for a premium price above the standard Tollway project, **CM** said. This time around, the message will be flipped, he said. The Finance Committee has presented systemwide implications for operations, maintenance and the planning and implementation of new projects, not only in Lake County but across the system. **CM** said the co-chairs will explain to the Tollway Board the benefits and show the local commitment and locally driven funding mechanisms. It is a completely different position for the co-chairs and a better one, **SP** and **CM** both agreed. **BL** said after the last Tollway Board meeting it was suggested that the Finance Committee had to quantify the innovations that make the project unique and the local contributions should pay for those innovations. Due to cost refinements, **BL** said the total cost has dropped 13 percent of the overall project budget, and the sum of local contributions considered exceeds the \$325 to \$400 million cost of

the BRAC innovations. **BL** said they are now over-delivering, and that puts them in great position and allows them the flexibility to identify the most appropriate and politically feasible funding strategies.

**John Yonan (JY)** reminded the Committee of the regional significance of the Illinois Route 53/120 Project and its ability to grow economic development. Cook County built the highway system 70 years ago, and today the Tollway is that leader to stimulate economic development and reduce congestion. The significance for the region has to be stressed, because they cannot afford not to deliver the project due to the future costs of congestion. Having the new facility in place will relieve the region and allow engineers to address local problems as well. **DW** said he felt positive on where they stood.

There was no public comment. The group then adopted a motion to adjourn.

# Illinois Route 53/120 Project

**MOVE  
ILLINOIS**



The Illinois Tollway  
**DRIVING  
THE FUTURE**

## Finance Committee

**Meeting Eight  
September 11, 2014**

Lake County Central Permit Facility



## Summary of Previous Meeting

- **Meeting #7, July 29, 2014**
  - Formed three working groups to focus on key subjects
    - Lake County Tolling and Motor Fuel Tax – four meetings
    - Value Capture – three meetings
    - Stewardship Fund – three meetings



## Objective of Today's Meeting

- Provide a report on BRAC innovations and project costs
- Report on findings and recommendations of the working groups
- Discuss the next steps for the Finance Committee



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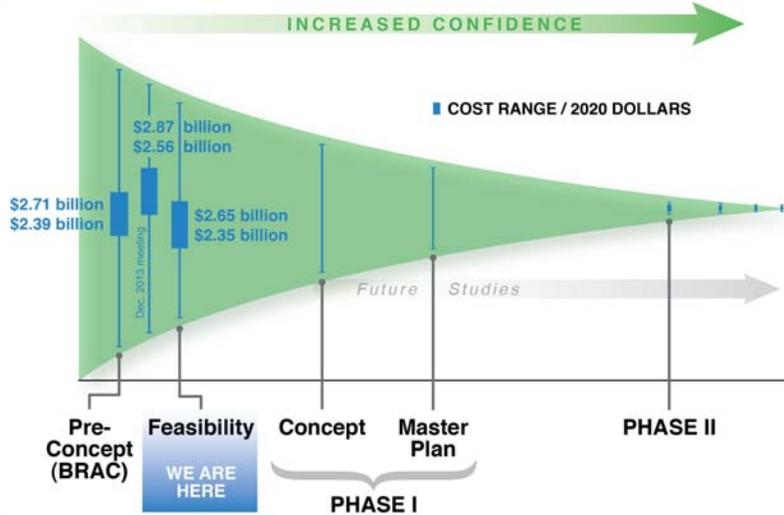
## Refined Cost Estimate of BRAC Innovations

- **Cost of BRAC innovations = \$325 – \$400 million\***
  - Higher confidence level of cost estimate
  - Better definition of design concepts to achieve BRAC innovations through working meetings with BRAC environmental working group, and Lake County Forest Preserve District (LCFPD) and Lake County Stormwater Management Commission (LCSMC)
- **Cost Refinement Areas**
  - Greater use of wetland banking, naturalized multi-purpose stormwater management and water quality facilities
  - Wildlife under crossings vs. bridges
  - Open space connectivity focused near high-quality resource areas
  - Depressed roadway limitations near floodplains and Advanced Identification (ADID) sites
- **Total project cost = \$2.35 – \$2.65 billion\***

\*2020 dollars

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## Theory of Project Cost Estimate



## Overview from the Working Groups

- **Lake County Tolling and Motor Fuel Tax (MFT)**
  - Marty Buehler – Executive Director, Lake County Transportation Alliance
- **Value Capture**
  - Steve Lentz – Mayor, Village of Mundelein
- **Stewardship Fund**
  - Brad Leibov – President and CEO, Liberty Prairie Foundation



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Finance Committee

## Lake County Tolling and MFT

- Adopted objectives to guide our work
- Met four times
- Considered 15 options
- We have recommendations for:
  - ▣ Tolling strategy in Lake County
  - ▣ Lake County fuel tax strategy
- Our recommendations can fit in with the ongoing work of the Finance Committee

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## Lake County Tolling and MFT

- Desired outcomes of a Lake County tolling strategy
  - ▣ Raise revenues for Illinois Route 53/120 Project
  - ▣ Mitigate and minimize diversion onto local roads
  - ▣ Improve tolling equity
  - ▣ Safety is a priority under any tolling scenario



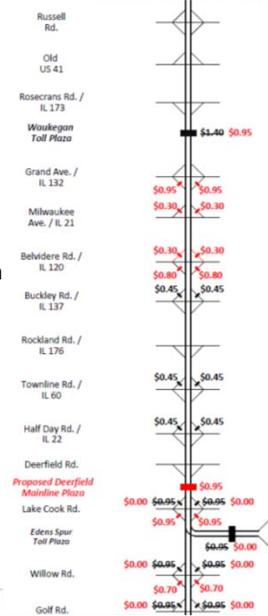
8

## Lake County Tolling and MFT

### Recommended tolling package

- Indexing and congestion pricing on Illinois Route 53/120
  - I-94 Deerfield System Approach
    - Install open road mainline toll plaza near Deerfield Road and restore original configuration (original plaza removed in 1998)
    - Reduce toll rate at Waukegan Toll Plaza
    - New tolls at Illinois Route 132, Illinois Route 21 and Illinois Route 120
- Estimated bonding capacity is pending final analysis
- Full ramp tolling scenario as alternative to Deerfield System Approach

### DEERFIELD SYSTEM APPROACH



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## Lake County Tolling and MFT

### Recommended fuel tax strategy

- Amend the 1989 County Motor Fuel Tax law to include Lake County
- Flat fuel tax (\$0.04 per gallon)
- 50/50 revenue split between project and other transportation needs in Lake County (first priority – U.S. Route 41 corridor improvements)
- Estimated bond capacity of \$34 – \$45\* million toward project
  - The Tollway, IDOT, and Lake County have discretion in how local funds are allocated to best leverage federal funds
- Estimated annual revenue of \$5.7 million

\*Assumes 20-year borrowing term by Lake County  
5.5 percent interest rate for current interest bonds  
7.5 percent interest rate for capital appreciation bonds

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## Lake County Tolling and MFT

- **Other considered strategies**
  - **Longer-term borrowing** – Low likelihood in getting the needed legislation.
  - **Lower-cost borrowing (TIFIA)** – Not recommended. Risks to project delivery and budget too great.
  - **Off-system improvements** – Project elements that may be funded by federal or state dollars and led by an agency other than the Tollway.



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Finance Committee

## Value Capture Working Group

- **Adopted objectives**
  - Define how this funding mechanism will operate
  - Determine an expected level of revenue available to support the Illinois Route 53/120 Project
  - Identify necessary next steps to implement



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Finance Committee

## Value Capture Working Group

- **Sustainable Transportation Fund**
- **How will this funding mechanism operate?**
  - Dedicate 25 percent of new non-residential development property taxes in one-mile radius of corridor, two-mile radius at interchange
    - Remaining 75 percent is left to underlying districts
- **Expected level of revenue toward project**
  - Projected net present value = \$81 – \$108 million\*
  - Projected bonding capacity = \$46 – \$61 million\* (bonding period of 25 years)
- **Desired as a dedicated source to Stewardship Fund**

\*Year 2020 dollars  
6 percent interest rate

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## Value Capture Working Group

- **Recommended next steps**
  - Garner support from municipalities and underlying districts
  - Further analysis needed including market analysis forthcoming from Land Use Plan
  - Draft new legislation
    - Create multi-jurisdictional district
    - Funding pledged to Stewardship Fund
    - Examine existing statutes and identify other things desired in new legislation

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Finance Committee

## Environmental Restoration and Stewardship Fund

- **Adopted objectives**
  - Better define the scope of the Stewardship Fund
  - Identify what existing or new local funding sources could be used to support this fund
  - Define an overall governance structure for management of this fund
  - Identify necessary next steps to implement

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Finance Committee

## Environmental Restoration and Stewardship Fund

- **Purpose**
  - The Environmental Restoration and Stewardship Fund will provide financial support for the protection and enhancement of the natural resources, including agricultural lands and water bodies, within two miles of the Illinois Route 53/120 roadway. The fund will support efforts to improve the ecological health within the corridor through:
    - Protection and restoration of at least 750 acres of land
    - Long-term stewardship of the current and newly protected lands and other natural resources, including agricultural lands and water bodies
    - Innovative investments intended to remediate ecological health issues that may arise within the corridor
    - Monitoring and study to inform governance and funding priorities

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Finance Committee

## Environmental Restoration and Stewardship Fund

### □ Funding Recommendations

- The Environmental Restoration and Stewardship Fund is an essential and integral component of the roadway project and shall be funded as part of the overall project budget.
- Contributions to the fund may include a combination of Tollway revenue, value capture, motor fuels tax or other revenues. Statutory requirements, which may impede the use of such revenues for the express purposes of the fund will need to be considered and addressed.
- The Tollway and Lake County have discretion in how Tollway and local contributions are allocated to the Environmental Restoration and Stewardship Fund.
- While the Environmental Restoration and Stewardship Fund may generally be funded incrementally over time, the commitment to protect and restore at least 750 acres will likely require a mechanism for generating a significant amount of funds upfront or the ability for the fund to finance large capital expenses over time.

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Finance Committee

## Environmental Restoration and Stewardship Fund

### □ Governance Recommendations

- The governance of the fund shall be conducted in a transparent and financially accountable manner that inspires a high level of confidence among key stakeholders and the public.
- The governance system for the fund shall be composed of an independent steering committee of Lake County environmental, municipal and elected leaders and also a technical advisory committee that will advise the steering committee. The steering committee will determine funding priorities, make specific funding decisions and evaluate the performance of the fund administrator.
- The steering committee shall be established concurrent with the Tollway Board's advancement of the project.

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Finance Committee

## Environmental Restoration and Stewardship Fund

- **Governance Recommendations (continued)**
  - Comprehensive, baseline environmental data on pre-construction conditions in the roadway corridor is necessary for the technical advisory committee to develop criteria standards and funding priority recommendations.
  - The fund administrator, under the direction of the steering committee, shall establish an open and competitive project selection process, protocols for field work evaluation and monitoring, reporting mechanisms and opportunities for public engagement. The administrator shall not be allowed to bid on projects funded by the fund.
  - The fund administrator shall be a third-party organization with professional and fiduciary expertise in fund administration, conservation field work evaluation, and reporting.

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Finance Committee

## Lake County Summary

### VALUE CAPTURE

- One-mile area with "bump-outs" up to two-miles at interchanges
  - New, non-residential growth
  - Expansion of existing commercial
  - Legislative considerations
- \$81 – \$110 million**  
net present value

### MOTOR FUEL TAX

- \$0.04 per gallon Motor Fuel Tax
  - 50 percent dedicated to the Illinois Route 53/120 Project
  - 50 percent dedicated to U.S. Route 41 rehabilitation project
- \$67 – \$89 million**  
bonding capacity

### CONGESTION PRICING AND INDEXING

- Implement congestion pricing and indexing on Illinois Route 53/120
  - Use as potential pilot for the Tollway system
- \$128 – \$165 million**  
bonding capacity

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Finance Committee

## Lake County Summary

### TRI-STATE TOLLWAY (I-94) TOLLING REVENUE

- Implement Deerfield mainline toll
  - Decrease Waukegan toll
  - Remove Edens Spur toll
  - Address free access points along the Lake County portion of Tri-State Tollway (I-94)
- \$350 – \$450 million  
bonding capacity

### POTENTIAL GRANT FUNDING

- CMAQ
  - ITEP
- \$55 – \$? million  
bonding capacity

### BRAC COST REFINEMENTS

- Previous estimates = \$450 – \$600 million
- Revised estimates = \$325 – \$400 million

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Finance Committee



## Confirm Message to Tollway Board Committee

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## Next Steps

- **Report to the Tollway Board Committee  
Thursday, September 18, 2014**
- **Finance Committee Meeting #9  
Wednesday, October 1, 2014**
  - Time change to 10:00 a.m.
  - Lake County Central Permit Facility  
500 Winchester Road  
Libertyville, IL 60048
  - Planned agenda
    - Begin to formulate a financing package

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Finance Committee



## PUBLIC COMMENTS

[IL53120Info@getipass.com](mailto:IL53120Info@getipass.com)

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**THANK YOU!**



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## **Message to Tollway Board Committee**

- **Working groups demonstrate commitment to addressing the local contribution requirement**
- **Finance Committee preliminary recommendation supports:**
  - Value capture
  - Motor fuel tax
  - Tolls in Lake County
- **Finance Committee recognizes need to address the remaining project funding gap**

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Finance Committee



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #8

Location: Lake County Central Permit Facility

Date: September 11, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Jonathan	Hart	DM Smith		<del>Jonathan.Hart</del>	
CHRIS	GEISELHART	LCAS - BRAE			
Mike	Walczak	NWMC			
Tom	Chesato				
Pamela	Tracy	LCFOT			
AL	GIERNER	"			
Ed	Sullivan	State Rep #51			
MICK D.	ZANUSK	DHERARD		nzanusk@DailyKend. com	847-1080 5512
Cathy	Williams	I			



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #8

Location: Lake County Central Permit Facility

Date: September 11, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Emily	KARPY	LCDOT			
Ashley	LUCAS	LCDOT			
Chris	Esp	Park Line Capital			
MIKE	WADSWORTH	LC SMC			
Clara	Wadsworth				



**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #9**

**Thursday, November 13, 2014  
2:00 - 4:00 p.m.**

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

[map/directions](#) / [add to your Outlook](#)

The agenda will include the following:

- I. Roll call
- II. Approve July 29, 2014, meeting minutes
- III. Approve September 11, 2014, meeting minutes
- IV. Tollway updates
- V. Discussion of outline for final report
- VI. Overview of Corridor Land Use Plan
- VII. Next steps
- VIII. Public comment
- IX. Adjourn

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RSVP by November 12 to: **Cathy Valente, (847) 217-5004** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Finance Committee Meeting #9  
 Roll Call November 13, 2014  
 DRAFT Meeting Minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
Present	George Ranney	Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
	Matt Dabrowski	Village of Lakemoor
Present	Heather Rowe	Village of Libertyville
	David Lothspeich	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
	Jim Schwantz	Village of Palatine
	Tom Rooney	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
	Linda Lucassen	Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
Present	Burnell Russell	Village of Volo
	Frank Bart/Doug Maxeiner	Village of Wauconda
Unable to attend	Wayne Motley	City of Waukegan
	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
	Jim LaBelle	Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
	Senator Althoff	Illinois State Senator Althoff
Unable to attend	Tony Small	Illinois Department of Transportation
Unable to attend	Robin Helmerichs	Federal Highway Administration

**General Business**

*Call to Order, Roll Call and Approval of Meeting Minutes*

**Doug Whitley (DW)** moved to adopt the minutes for both Meeting Seven (Sept. 11, 2014) and Meeting Eight (July 29, 2014), with a motion from **Stephen Park (SP)**, seconded by **Tom Poynton (TP)**. **Joseph Mancino (JM)** abstained from approving either set of meeting minutes, stating that he did not attend the July 29<sup>th</sup> meeting. **DW** recapped that the total project cost was estimated at a range between \$2.35 and \$2.65 billion and the cost of the BRAC innovations were estimated at \$325 to \$340 million (all costs

expressed in year 2020 dollars). The working groups recommended: (1) a “Sustainable Transportation Fund (STF)” that leverages an increase in adjacent, non-residential land values due to the new road. Revenues directly fund the Environmental Restoration and Stewardship Fund; (2) a flat 4-cent gas tax, of which 50 percent of revenues support the project and the other 50 percent go toward meeting other Lake County transportation needs; and (3) a Lake County tolling package that included a pilot for indexing and congestion pricing along Illinois Route 53/120 and a new I-94 mainline system approach.

When combining the effects of the I-94 new mainline tolling and indexing and congestion pricing along Illinois Route 53/120, an additional \$380-\$510 million in bonding capacity will be generated. If the project received half of the revenues from the gas tax, it would equate to \$34-45 million in bonding capacity. The STF is expected to generate \$81-108 million in net present value. In total, this represents a range of \$495-663 million that could help close the project funding gap. Based on the new total project estimate, toll revenue and proposed funding concepts, **DW** stated that the Committee is approximately 40 percent of the way there. **DW** said he, **Chris Meister (CM)** and **Aaron Lawlor (AL)** plan to update the Illinois Tollway Board Customer Service and Planning Committee with these figures on Tuesday, Nov. 18.

Tollway Executive Director **Kristi Lafleur (KL)** said she was encouraged by the progress of the Committee and she said the Tollway Board should be pleased that their earlier feedback has been taken into account. She said the Tollway Board has always sought local consensus around the project, political and public support to advance the project and a recommended funding plan that proposes how the project can be fully funded. **KL** encouraged the Committee to stay engaged and applauded them for their leadership and time and attention. **KL** also encouraged the Committee to be more specific in terms of what they could support the Tollway in doing to close the remaining funding gap.

**CM** introduced a proposed timeline to conclude the Finance Committee and distributed a working outline for the final report. Two final meetings are scheduled-- January 20, 2015 and will be committed to reviewing and discussing a draft final report. The final meeting is scheduled for February 26, 2015 during which the goal will be to hold a roll call vote on the final report and recommendation. The final approved report would then be provided to the Tollway Board for their consideration. **DW** urged Committee members to voice any input or changes on the draft outline and he clarified that Committee members would have a chance to see a draft of the report prior to the meeting on Jan. 20. **DW** said his initial comments were to add an appendix to the report that identified Finance Committee members, Tollway staff and consultants working on the project, a timeline of when the Committee met and themes of the various meetings and all references and sources used by the Committee. **Heather Rowe (HR)** requested there be sufficient time for each Committee member to present a report to their respective boards and that an executive summary is included. **DW** said he anticipates that Committee members will have a draft report two weeks prior to the Jan. 20 meeting. **CM** said the hope is that the timeline is sufficient for Committee members to have enough time to consult with their boards and constituents. **CM** suggested the Finance Committee consider a similar document to the Elgin O’Hare West Bypass Advisory Council, which highlighted its points of consensus in a set of Guiding Principles, which summarized the stakeholders’ consensus items on the project for the Tollway Board. **KL** encouraged the Committee to provide more specific terms of what the Committee would support to plug the remaining \$1.63 billion funding gap. **Stephen Park (SP)** asked if the Blue Ribbon Advisory

Council (BRAC) innovations could become a standard for the Tollway to use in general, and also asked what steps will be taken with the Tollway Board after the final report is adopted. **KL** said the newly merged Customer Service Strategic Planning Committee is potentially meeting in March of 2015. The project is significant enough that there will likely be more discussion before the full Board, and if the schedule remains the same, the Board would take the final report under consideration and make a decision. She said she cannot commit to any action, and that is why she urged them for more specificity on how to fund the project.

**Aaron Lawlor (AL)** said it was important to take a comprehensive view of how they pay for the project and that funding also includes systemwide Toll revenue. Compared to the Elgin O'Hare Western Access, the Illinois Route 53/120 Project is far ahead in contributing local revenue, **AL** said. He cautioned that the final report not limit its financing options. He said he does not want to pin the success of the project to a state capital bill. **AL** said it is a multi-faceted opportunity that may take multiple funding sources and multiple capital bills. **SP** concurred that they examine the total menu of funding options to help them decide what makes most sense in combination. **KL** said knowing that there is broad support of any or all items on that list will be important to the Tollway Board in reaching consensus from local communities. **George Ranney (GR)** reminded the Committee of the importance of the Land Use Committee. Despite its timing being different than the Finance Committee, the Land Use Committee will also confirm that municipalities and Lake County are on board with plans for the road. He said the pressure is on that Committee to tie in with the rest of the project in a timely fashion.

**HR** asked if there was any anticipation that only parts of the financing formula will be adopted rather than the full report. **CM** said the level of specificity in the final report is critical, but the overriding goal is consensus and being able to articulate that consensus. **DW** said there is incentive for the Finance Committee Report to complete its report by February, so that it may accelerate the work of the Land Use Committee. If the Tollway Board accepts the final report, they will wait to see how the Land Use Committee develops. He said the report should praise all the unique aspects of the process and the road they envision, and if these recommendations are adopted it is a strong statement from Lake County.

**AL** told the Committee he is cognizant of the need for new legislation to authorize a county-wide gas tax and to create the Sustainable Transportation Fund. **AL** said further discussion around strategy and leveraging partners within the county and across the region is needed. He said that substantial legislation likely cannot be pushed through in one session. It often takes multiple years to educate and refine language that legislators are comfortable with, **AL** said. **CM** said it can take a one-to-three-year cycle of legislative sessions because of the exclusivity of the potential legislation, but having a new general assembly and governor in office presents a rare opportunity in which new ideas are often considered more quickly. **DW** said important legislative changes will need to occur for the financing recommendations to be implemented. Keeping these decisions in the Finance Committee's hands any longer could result in unnecessary delays. He said the Finance Committee will hand off the legislative strategy to **AL** and Lake County to lead for the foreseeable future.

A draft motion was then circulated among the Committee to adopt, calling for a state contribution to the project. **DW** said they have never officially made it an action to ask the state to partner in the

project, and putting a motion on record would allow them a chance to put it in the report. It will then be more apparent when they draft a report that the state is involved. **Brad Leibov (BL)** asked what the estimated cost is for land acquisition if the state were to cover. **DW** said they did not want to provide a specific number, but IDOT has already acquired about 60 percent of the needed land and it will require approximately \$200 million additionally to complete the land acquisition, and that number can rise, the longer it takes to acquire the identified land. It is difficult to place a number on the IDOT contribution, **DW** said, but it is significant to show that the state is a partner in the project. By making it open ended, they can better keep the project pliable to being the beneficiary of multiple capital programs that could occur before and during potential construction.

**AL** asked what the state's contribution was toward the Elgin O'Hare Western Access. **Rocco Zucchero**, of the Tollway, and **Pete Harmet**, of IDOT, said a \$140 million federal grant and \$35 million state grant contributed toward planning and land acquisition in addition to handing off right-of-way from the existing road, that was worth an estimated \$200 million. **KL** added it is difficult to pin down an exact contribution. **AL** said it is not realistic for one project to claim a quarter of a future capital bill. It will likely take several capital programs to ensure sufficient funding. He said the motion can at least hold the state accountable to be at the table and help fund the project. **George Monaco (GM)** asked if there was a reason to vote on it today. **DW** said the greater detail the Committee can package together the more productive the meeting would be with the Tollway Board Committee on November 18. **SP** added that it would also be beneficial prior to any January discussion as a new administration will then take office and the Finance Committee cannot meet again until Jan. 20. **DW** said he has been involved in the planning and development process for potential capital programs for the state and the Illinois Route 53/120 Project has never consistently appeared on any list. By having this vote, it will elevate the project's status. Despite CMAP's support, it has never showed up as a key component of a capital program, and it is better to have on the list sooner rather than later, **DW** said. **CM** said the communities have a valuable opportunity to deliver a firm and succinct message to policy makers in the Illinois General Assembly and new members of the executive branch.

**Charles Witherington-Perkins (CWP)** stated that the Illinois Route 53/120 Project is consistent with CMAP's top five new constrained priority projects along with the Elgin O'Hare Western Access, I-294/I-57 interchange, extension of the Red Line and the West Loop Transportation Center. **DW** commented that of the five projects it is the only one not underway. **HR** asked if there is any benefit in asking that as part of the motion they also include that IDOT contribute the land that has already been acquired for the project. **DW** said they have assumed the IDOT land is part of the contribution, but he and **HR** agreed that they include this point in the final report. **GM** asked that they include all past examples of when IDOT has contributed toward expansions or extensions, instead of limiting it to the I-355 extension and Elgin O'Hare Western Access. **RZ** said they could add the I-294/I-57 interchange also be included, as the first phase of the project would never have been completed without IDOT's contribution. **DW** agreed they amend the motion to include the interchange. **CM** said the intent of the motion was to highlight the precedent of significant state funding contribution to large scale Tollway projects.

**Action item:** On a motion from **Marty Buehler (MB)**, seconded by **Mike Ellis (ME)**, the Committee adopted the motion (as attached).

**JM** and **GM** abstained from voting on behalf of their villages. **GR** recused himself of voting due to what he called the technical language of the conflict of provisions.

**AL** then provided the Committee with an overview of the Land Use Committee work. He said the discussion has centered on the detailed planning areas and finalizing hot and cool spot maps to provide a balanced land use plan that both protects open space and natural areas and allows for economic development and local mobility and protects the character of local communities. The first public input session was held Nov. 12 at the Byron Colby Barn at Prairie Crossing in Grayslake. **Jason Navota (JN)**, of CMAP, reported that they 175 people attended to learn about the land use plan and share their values and interests. The next public input session was scheduled for Nov. 19 at Lake Zurich High School. The public has an opportunity to make written input at the open houses or online at [www.lakecorridorplan.org](http://www.lakecorridorplan.org). In the first quarter of 2015, the Land Use Committee will refine and review corridor scenarios and work with local partners on detailed planning concepts and develop a strategy on how they will implement the land use plan. In the second quarter, they will develop the draft report and the remainder of the year they will take the plan to the public and attempt to get buy in from communities. **AL** said by design the Land Use Committee started after the Finance Committee to limit the amount of meetings at once, but now it is time to marry the two groups back together, refine value capture estimates, identify areas for wetland mitigation and where stewardship fund investments may take place. It is not just a roadway but a conservation network that is critical to Lake County, **AL** said. The job now is to bring the Land Use Committee up to speed with the Finance Committee.

In closing, **Aimee Lee (ALee)**, of the Tollway, reminded the Committee to review the working outline for the draft final report and provide her with any comments. The Tollway Board Committee meeting will be held on Nov. 18 at 9 a.m. The next Finance Committee meeting will be held Jan. 20, 2015. The last meeting is scheduled for Feb. 26, 2015, at which point discussion regarding the adoption of the final report will take place.

There was no public comment. On a motion from **SP**, seconded by **Jeffrey Braiman (JB)**, the Committee officially adjourned at 3:16 p.m.

# Illinois Route 53/120 Project

**MOVE  
ILLINOIS**

The Illinois Tollway  
**DRIVING  
THE FUTURE**

## Finance Committee

**Meeting Nine  
November 13, 2014**

Lake County Central Permit Facility



## Summary of Previous Meeting

- **Meeting #8, September 11, 2014**
  - Reported refined project cost estimates
    - Total project cost = \$2.35 – \$2.65 billion\*
    - Cost of BRAC innovations = \$325 – \$400 million\*
  - Reported findings and recommendations of working groups
    - New funding mechanism – Sustainable Transportation Fund
    - Flat fuel tax (\$0.04 per gallon, 50 percent of revenues)
    - Lake County tolling package
      - Indexing and congestion pricing on IL Route 53/120
      - New I-94 mainline system approach

\*2020 dollars



# Preliminary Funding Recommendations for Local Contribution

## Tollway Analysis Results

Tri-State Tollway (I-94) mainline system tolling AND Illinois Route 53/120 indexing and congestion pricing	\$380 – \$510 million* <i>(25 year bonding, 2.0x – 1.5x coverage)</i>  <i>(Approximately 75% attributable to the Tri-State Tollway component and approximately 25% attributable to the Illinois Route 53/120 component)</i>
County-wide fuel tax	\$34 – \$45 million* <i>(20 year bonding, 50% of overall amount)</i>
Sustainable transportation fund	\$81 – \$108 million* <i>(net present value, preliminary results from CMAP)</i>
<b>TOTAL</b>	<b>\$495 to \$663 million*</b>

\*2020 dollars

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# Project Funding Gap

**Total capital cost \$2.65 billion**  
*(\$2.35 - \$2.65 billion)*

All costs in 2020 Dollars



Baseline Tolling (\$0.25 – \$0.33 billion)

Lake County Sources\* (\$0.11 – \$0.17 billion)

Recommended Tolling Strategy\*\* (\$0.38 – \$0.51 billion)

Funding Gap (\$1.36 – \$1.91 billion)

\* Lake County sources include motor fuel tax and sustainable transportation fund

\*\* Recommended tolling strategy includes I-94 mainline tolling combined with indexing and congestion pricing for IL Route 53/120

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## Next Steps

- **Confirm timeline for Finance Committee final report**
  - Outline presented today
  - January 2015: Draft report presented for discussion, comment and revision
  - February 2015: Final report presented for discussion and adoption
- **Land Use Committee work continues**
- **State legislative action required**
  - Substantive statutory changes required
    - County-wide fuel tax
    - Sustainable Transportation Fund
      - Purpose and governance
  - Significant state financial contribution to the project

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Finance Committee



## Illinois Route 53/120 Corridor Land Use Plan

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## Scope of Land Use Plan

- **Assess corridor existing conditions**
- **Identify “hot” and “cool” spots**
- **Plan for balanced land use**
  - Open space and natural resources
  - Economic development
  - Land use
  - Local mobility
  - Community character



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Finance Committee

## Schedule and Milestones

- **First Quarter 2015**
  - Review and refine corridor scenarios
  - Work with municipalities to develop detailed planning area concepts
  - Develop Corridor Land Use Plan implementation strategy
- **Second Quarter 2015**
  - Develop and finalize draft corridor plan and policy recommendations
  - Public outreach
- **Remainder of 2015**
  - Municipal meetings to approve corridor plan



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Finance Committee

## Land Use and Finance Coordination

- **Land use market analysis will better inform potential for value capture**
- **Land use plan will identify opportunities for:**
  - Wetland mitigation for Illinois Route 53/120
  - Stewardship fund investments
- **Land use plan implementation strategy will be explored**

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Finance Committee



## Next Steps

- **Report to the Tollway Board Committee Thursday, November 18, 2014**
- **Finance Committee Meeting #10 Tuesday, January 20, 2015**
  - Draft report presented for discussion, comment and revision
- **Finance Committee Meeting #11 Thursday, February 26, 2015**
  - Final report presented for discussion and adoption

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Finance Committee



# PUBLIC COMMENTS

[IL53120Info@getipass.com](mailto:IL53120Info@getipass.com)



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# THANK YOU!



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IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #9

Location: Lake County Central Permit Facility

Date: November 13, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Bunny	Anderson	Tollway		zanderson@getipass.com	630/ 241-6800 *3806
Lindsay	Dubin	Environmental Law & Policy Ctr		ldubin@elpc.org	
Tom	Chygator	LCPB&D			
Ashley	Lucas	LC DOT		ALucas@lakecountytill.gov	
Emily	Kamy	LC DOT			
AL	Maiden	Consultant v.t. of Hannesville		amaiden@trccai.com	
Matt	Lehar	AECOM		mlehar@getipass.com	
Jason	Javota				
Chris	Benechut	LCAS		CCgrefer@go.com	



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #9

Location: Lake County Central Permit Facility Date: November 13, 2014 Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
John	Ander	57th Dist - Nehuta	830 S 66th Rd Burlington	john.ender@taz.org	847-225-5449
Mike	Walczak				
Brian	Pigeon				
Jim	Andersson	Lake County Forest Preserve	1899 W Winchester Libertyville, IL	janderson@lcfpd.org	



**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #10**

***Tuesday, January 20, 2015  
2:00 - 4:00 p.m.***

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

The agenda will include the following:

- I. Roll call
- II. Approve November 13, 2014, meeting minutes
- III. Discussion of the Finance Committee draft final report and recommendations
- IV. Next steps
- V. Public comment
- VI. Adjourn

Illinois Route 53/120 Project  
 Finance Committee Meeting #10  
 Roll Call January 20, 2015  
 Meeting Minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
Present	George Ranney	Co-Chair, BRAC
	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
	Tom Poynton	Village of Lake Zurich
Present	Matt Dabrowski	Village of Lakemoor
Present	Heather Rowe	Village of Libertyville
Present	Angie Underwood	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
	Jim Schwantz	Village of Palatine
	Tom Rooney	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
	Linda Lucassen	Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
Present	Burnell Russell	Village of Volo
	Doug Maxeiner	Village of Wauconda
	Wayne Motley	City of Waukegan
	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
	Jim LaBelle	Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
	Senator Althoff	Illinois State Senator Althoff
Present	Pete Harmet	Illinois Department of Transportation
	Robin Helmerichs	Federal Highway Administration

**General Business**

*Call to Order, Roll Call and Approval of Meeting Minutes*

On a motion from **Mike Talbett (MT)**, seconded by **Stephen Park (SP)**, the meeting minutes from the previous meeting were approved. **Doug Whitley (DW)** then reviewed the work and progress of the Finance Committee. **DW** said at the last meeting on November 13, 2014, the Committee reported preliminary funding recommendations for local contribution and also adopted a resolution calling for a state funding contribution toward all future needed land acquisition. **Aaron Lawlor (AL)** briefly

commented on the November 18, 2014 Tollway Board Committee Meeting at which he and Co-Chair **Chris Meister (CM)** presented. **AL** said the meeting was positive and offered a chance to lay out the Committee's working thoughts about a funding plan. **DW** said on December 18 draft recommendations were distributed to the Finance Committee, serving as a synopsis that could be early socialized with village boards and local constituents. Following that, a draft final report and recommendations document was distributed on January 13, 2015. **DW** said few comments had been received to date. He encouraged more comments before the Committee's next meeting. **DW** said the final report summarizes the committee and working group meetings, and includes six financing recommendations, two future action items and a conclusion. He said the report builds off of the recommendations proposed by the working groups to the full Committee in December. The intent of today's meeting was to discuss any initial comments to the report.

**DW** said financing recommendations consist of innovative local contributions. The Sustainable Transportation Fund (STF) is a mechanism intended to generate revenue for the Environmental Restoration and Stewardship Fund (ERSF), a requisite component of the project. **DW** said the report lays out the concept of how the STF would function but does not go into detail. Lake County will take the lead on advancing and shaping this through legislation in Springfield. **George Monaco (GM)** questioned the use of value capture, stating that it will be a difficult sell to local municipalities on a "new tax" and was under the impression that value capture was already dismissed as an option. **AL** explained that it was not a "new tax" and that they are capturing 25 percent of new non-residential growth and that the other 75 percent will benefit local taxing bodies. He said it is a local revenue source that would be used to fund local projects, and that 75 percent is an improvement over 100 percent of nothing. **Heather Rowe (HR)** confirmed that the 25 percent targets new non-residential development. **SP** also clarified that value capture was not dismissed, but rather that more specifically Special Service Areas (SSA) were rejected. He said it is not a new tax because Lake County cannot afford new taxes. **Matt Dabrowski (MD)** asked if it will be considered a "perpetual tax" on that value. He stated that smaller towns will be at a competitive disadvantage with other small towns outside of the STF district. **Joseph Mancino (JM)** said a new road will create traffic and that traffic will generate a greater chance to capture the increase in value. **DW** said he understood it not as a perpetual tax, but a revenue generating resource to help fully fund the ERSF. **GM** questioned why they would divert money from schools to a toll road. **Steve Lentz (SL)** explained to **GM** that the revenue created was not going to the roadway but rather to the ERSF and that new development will not occur without the road. **Brad Leibov (BL)**, who chaired the ERSF subcommittee, said his group looked at defining the purpose of the ERSF and not its funding source. He said if funds do not materialize, then there would be a problem. **Jeffrey Braiman (JB)** responded that the legislation will shape the STF and that the goal of the STF is to fund the \$81 million needed for the ERSF. The term of the STF could end upon fulfillment of the \$81 million need for the ERSF.

The Committee then discussed the recommendation to include Lake County in the 4-cent-per-gallon county option fuel tax. This new gas tax would commit 50 percent of revenues to the Illinois Route 53/120 Project with remaining revenue committed to other transportation priorities in Lake County. **AL** pointed out the topic corresponded with language on page 21 of the report. **Paula Trigg (PT)**, of Lake County, said other counties use it as an option tax in which they can use funds on state as well as county

roads. **DW** said Kane County uses it on all infrastructure projects. **Jim Heisler (JH)** confirmed that McHenry County uses all its gas tax revenue on infrastructure projects as well. **Rocco Zuccherro (RZ)**, of the Tollway, commented on how DuPage County has been instrumental in helping fund projects like the Eola Road interchange at I-88 and the Elgin O'Hare Western Access (EOWA). Kane and McHenry County also helped fund projects like the I-90/Illinois Route 47 interchange in Huntley and Cook County has assisted with funding off-system projects on the Elgin-O'Hare. **Marty Buehler (MB)** said the working group assessed how the gas tax would be implemented from a conceptual level, and not designed to provide technical recommendations about what other county priorities should be funded. **JM** said the gas tax revenue however could help underdeveloped county roads. **SP** said the local roads carrying increased traffic near the new Route 53 extension would also benefit from this funding. **GM** said he would support a gas tax if it could provide a benefit for these county roads. **AL** added that once the bonding commitment to the project is paid off, they will still have funds available to make improvements across the county.

The Committee discussed local support for innovative tolling strategies, featured on pages 19 and 20 of the report. The new tolling strategy affirms the Blue Ribbon Advisory Council's (BRAC) proposal of a tolled roadway consistent with national average for new projects of 20 cents per mile. It supports indexing and congestion pricing as a pilot for implementation across the Tollway system and supports a strategy to restructure I-94 tolls in Lake County to raise revenue, promote toll equity and mitigate diversions on to local roads. **RZ** explained to **JM** that 20 cents a mile is on pace with national toll rates for new projects. Although the Illinois Tollway rates are on average of 6 cents per mile, newer projects, such as the I-355 south extension (15 cents per mile), and the EOWA (20 cents per mile) are on par with national averages.

The Committee also noted that a state funding contribution was essential, as documented on page 25 of the report. This financing recommendation builds off of a resolution from the last meeting, which calls on the state to include the project in future Illinois Department of Transportation (IDOT) multi-year plans and that IDOT should complete land acquisition for the project and dedicate property already acquired to the project. **JM** asked if they could specify what funds would be allocated under section 9.5 on page 25. **DW** said this section allows the Tollway and Lake County the opportunity to maximize and leverage dollars. To avoid federalizing the entire project, **SP** noted that federal funding, such as CMAQ, can be applied by a county or local agency for off system projects that complement the Route 53/120 Project. **BL** also indicated that this section was in recognition that the County and Tollway may have statutory restrictions on how toll and other revenues can be used. This recommendation simply gives the Tollway and Lake County some discretion over how funds are allocated to the project in a way that can both bring in more outside dollars and comply with governing statutes.

Referring to maps on pages 10 and 12 of the report, **Linda Soto (LS)** raised concern with remaining congestion in 2040 in the Hainesville area where some off-system projects could be considered. **Jeff Hall**, of TranSystems, said one map presents where congestion currently is and the other map displays how the new roadway could impact future congestion, but it does not study future interchanges or any proposed improvements. A future Phase I study would more closely examine these issues. **Action items:** **LS** asked for more information on how Figure 2 was derived. **George Ranney (GR)** stated that Figure 1 on

page 10 did not show current improvements along Illinois Route 45, and he said the colors used on the map were confusing. He requested maps be revised accordingly.

Local partners will also seek federal money for stand-alone projects in a similar manner to the EOWA, as alluded to on page 25 of the report. **Pete Harmet (PH)** said federal funding is used primarily and to the greatest extent at the state and county level. During the EOWA process, **PH** said they made the whole project available for federal funding. In addition to the Tollway and Lake County maintaining discretion over allocation of funds to best leverage potential federal dollars, **DW** said the Committee's report called on the remainder of the funding gap to be addressed through systemwide revenue and that the Tollway Board identify the Illinois Route 53/120 Project as its next priority project.

**DW** continued to step through the remaining sections of the report. Recommended future actions included legislative work to create the STF, establish the ERSF and authorize the four cents per gallon gas tax. The Committee also encouraged continued stakeholder participation and discussion through finalizing the corridor land use plan and future Tollway community and stakeholder participation. **HR** said it would be helpful if information being developed through the Land Use Plan were available to take to taxing bodies when explaining the STF and illustrating how the concept will benefit them. She said it will be difficult to provide a recommendation and push too far on financing without the land use component being complete. To that point, **AL** said section 9.8 of the report on page 26, which calls for continued stakeholder participation and discussion, is critical to complete the project, while being mindful that the land use work is still being developed. He added that it will be a 75 percent benefit based on the new resources captured. **MD** confirmed that the 25 percent tax rate was not a county rate but the total rate. **AL** said it covers 25 percent of all new non-residential growth in the proposed district. **Jason Navota (JN)**, of CMAP, said the Land Use Committee was shooting to be done by June, but would work with any communities afterwards about any unresolved issues. Referring to section 9.7 of the report on page 26, **Action items: JM** stated that the legislative actions required should be expanded to include municipalities. **AL** committed to working with **JM** on new language. **JN** said CMAP would work with and provide **HR** and any other Committee members with updated market figures and requested data.

The recommendation concludes that the Committee has developed an innovative plan that supports new and creative funding and generates a package of \$745 to \$993 million toward the project. Continued engagement and coordination with local stakeholders will be critical to maintain consensus. **Action items: DW** asked if it would be beneficial to begin discussing the report to the news media before or after the Committee approved it. **AL** suggested they wait until after.

In closing, **DW** alerted the Committee that he had spoken with Randy Blankenhorn, Governor Bruce Rauner's nominee for Illinois Secretary of Transportation, and **DW** said he conveyed to him the progress of the Committee and the advancement of the project.

After an approved motion, the Committee officially adjourned at 3:35 p.m.

# Illinois Route 53/120 Project

**MOVE  
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THE FUTURE**

## Finance Committee

**Meeting Ten  
January 20, 2015**

Lake County Central Permit Facility



## Recap from Previous Meeting

- **Meeting #9, November 13, 2014**
  - Reported preliminary funding recommendations for local contribution
  - Adopted a motion regarding State funding contributions for all future needed land acquisition
  - Status update from the Land Use Committee
- **November 18: Tollway Board Committee Meeting**
- **December 18: Distributed draft recommendations**
- **January 13, 2015: Distributed draft final report and recommendations**



## Recommendations from the Final Report

- **Finance Committee Final Report and Recommendations**
  - Summary of all meetings
    - Six financing recommendations
    - Two future action items
    - Conclusion
  - Report builds off of the recommendations provided to the committee in December
  - Focus of the meeting today to review and discuss initial comments

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Finance Committee



## Financing Recommendations

- **Innovative Local Contribution**
  - Stewardship Fund and Value Capture
    - Environmental Restoration and Stewardship Fund a requisite component of the project
    - Sustainable Transportation Fund is the mechanism to generate revenue for the Environmental Restoration and Stewardship Fund

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Finance Committee



## Financing Recommendations

### □ Innovative Local Contribution

- County Gas Tax
  - Follow model from other collar counties
  - Commit 50 percent of revenues to Illinois Route 53/120
  - Remaining revenue committed to transportation priorities in Lake County

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Finance Committee



## Financing Recommendations

### □ Local Support for Innovative Tolling Strategies

- Affirms BRAC proposal of a tolled roadway consistent with national average 20 cents per mile
- Supports indexing and congestion pricing as a pilot for implementation across the Tollway system
- Supports strategy to restructure I-94 tolls in Lake County to raise revenue, promote equity, and mitigate and minimize diversions onto local roadways

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Finance Committee



## Financing Recommendations

- **State Contribution Essential**
  - Builds off of resolution from last meeting
  - Significant contribution from State of Illinois is essential
    - Department of Transportation complete land acquisition
    - Dedicated property already acquired to the project
  - Include project in future multi-year plans

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Finance Committee



## Financing Recommendations

- **Seek Federal Funding**
  - Local partners to seek federal monies for stand alone projects in a similar manner to the Elgin O'Hare Western Access project

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Finance Committee



## Financing Recommendations

- **Allocation of Funding**
  - Tollway and Lake County maintain discretion over allocation of funds to best leverage potential federal dollars
- **A financially sustainable Tollway system**
  - Remainder of funding gap addressed through system wide toll revenues
  - Identify Illinois Route 53/120 as the next top priority project for the Tollway



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Finance Committee

## Recommended Future Action Items

- **Legislative action**
  - Enable creation of Sustainable Transportation Fund
  - Establish the Environmental Restoration and Stewardship Fund
  - Authorize four cents per mile gas tax
- **Continued stakeholder participation and discussion**
  - Finalize corridor land use plan
  - In a future phase of the project, the Tollway remains committed to community and stakeholder involvement



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Finance Committee

## Recommendation Conclusion

- **Developed innovative plan**
- **Supports new and creative funding**
- **Complete package generates \$745 million to \$993 million toward project**

Funding Options	Projected Contributions to project (2020\$)
I-94 Toll Restructuring + IL 53/120 Indexing and Congestion Pricing	\$380 million - \$510 million (bonding capacity)
Sustainable Transportation Fund	\$81 million - \$108 million (net present value)
Lake County Fuel Tax	\$34 million - \$45 million (bonding capacity)
<b>SUBTOTAL</b>	<b>\$495 million - \$663 million</b>
Base Tolls from IL 53/120	\$250 million - \$330 million
<b>TOTAL</b>	<b>\$745 million - \$993 million</b>

- **Engagement and coordination with local stakeholders is critical to maintain consensus**



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Finance Committee

## Other Comments?

- **Review of comments received**
- **Other comments?**



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Finance Committee

# PUBLIC COMMENTS

[IL53120Info@getipass.com](mailto:IL53120Info@getipass.com)



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# THANK YOU!



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IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #10

Location: Lake County Central Permit Facility

Date: January 20, 2015

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
William	Bohler	TMA Lake Cook		bill_bohler@boxen.com	
Annette	Anderson				
Rana	TRIGG	WCOT			
Elwin	Nekritz	State Rep		enkrntz@connetks.org	
JARLOO	CEBUSMI	PATRICK ENG			
MIKE	WANNER	LESNC			
Tom	Chetalo	Lake County Planning			



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #10

Location: Lake County Central Permit Facility

Date: January 20, 2015

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Jon	VANA	CULZEA	450 S. DEVON FARMER, IL 60143	jvana@culzeetec.com	630 775 3387
Paul B.	Salomon	LCRA			
Ellen	Dean	Village of Geneva	325 N. O'Plains Rd.	edean@village-geneva.il.us	847-549-7574
Liz <del>Blaug</del>	Blaug			b.lizard@comcast.net	
Jim Anderson		LCFD		janderson@lcpd.org	
Tom <del>Clark</del>	CLARK	-	LONG GROVE 60117 1519 SUMNER CT. A	tom.clarke@properties.com	
Brian	Pigeon	NWMC			



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #10

Location: Lake County Central Permit Facility

Date: January 20, 2015

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Donna & Tim Sawden	Cardwell		28065 N. Spring Ct Mundelein	ARTC28065@highnet.net	847-526-5414
MICK ZAWISLAK	DAILY HEALD		1795 N. BUTTERFIELD RD SUITE 100	mzawislak@dailyheald.com	847-680-5512
AL <del>MAIDOW</del>	Maidow	Consultant Vil. of Harrisville		amaidow@rccai.com	847-302-6800
JANELL	JENSEN	McHenry county DOT			
Even	Craig	Sierra Club	16 Hamilton Place Vernon Hills 60061	evan_craig@sierraclub.org	847-680-6437
Lindsay	Dubin	Environmental Law & Policy Center	35 E. Wacker Ste 1600 Chicago	ldubin@elpc.org	
Nick	Wakzak	NWMC			
Emily	Karmy	LCDOT			
Ed	Quinn	Agon			



**The Illinois Tollway invites you to attend the  
Illinois Route 53/120 Project  
Finance Committee Meeting #11**

***Thursday, March 12, 2015***

***2:00 - 4:00 p.m.***

Lake County Central Permit Facility, 2nd Floor  
500 West Winchester Road  
Libertyville, Illinois 60048

The agenda will include the following:

- I. Roll call
- II. Approve January 20, 2015, meeting minutes
- III. Overview of future public involvement opportunities
- IV. Discussion/action-Revised draft Finance Committee final report and recommendations
- V. Next Steps
- VI. Public comment
- VII. Adjourn

Illinois Route 53/120 Project  
 Finance Committee Meeting #11  
 Roll Call March 12, 2015  
 DRAFT Meeting minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Chris Meister	Co-Chair
Present	Doug Whitley	Co-Chair
Present	Aaron Lawlor	Lake County
	George Ranney	Co-Chair, BRAC
Present	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Stephen Park	Village of Gurnee
Present	Linda Soto	Village of Hainesville
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Mike Talbett	Village of Kildeer
Present	Tom Poynton	Village of Lake Zurich
Present	Matt Dabrowski	Village of Lakemoor
Present	Terry Wepler	Village of Libertyville
Present	Angie Underwood	Village of Long Grove
Present	Steve Lentz	Village of Mundelein
	Jim Schwartz	Village of Palatine
	Tom Rooney	Village of Rolling Meadows
Present	George Monaco	Village of Round Lake
Present	Linda Lucassen	Village of Round Lake Park
Present	Dave Brown	Village of Vernon Hills
Present	Burnell Russell	Village of Volo
Present	Frank Bart	Village of Wauconda
Present	Wayne Motley	City of Waukegan
Present	John Yonan	Cook County Department of Transportation and Highways
Present	Jim Heisler	McHenry County
Via Phone	Jim LaBelle	Metropolis Strategies
Present	David Stolman	BRAC Founding Co-Chair
Present	Brad Leibov	Liberty Prairie Foundation
Present	Michael Stevens	Lake County Partners
Present	Marty Buehler	Lake County Transportation Alliance
Via Phone	Cathy Danca	Illinois State Senator Althoff Office
Present	Pete Harmet	Illinois Department of Transportation
Present	Robin Helmerichs	Federal Highway Administration

**General Business**

*Call to Order, Roll Call and Approval of Meeting Minutes*

**Doug Whitley (DW)** welcomed the committee and noted an amendment to the previous meeting minutes from **Pete Harmet**, of IDOT, who clarified that “federal funding is used primarily and to the greatest extent at the state and county level.” There were no additional amendments or comments, and on a motion from **Stephen Park (SP)** and seconded by **Tom Poynton**, the previous minutes with the amendment were approved. **DW** said the main intent of meeting #11 was to discuss the comments and revisions to the draft final report. The report attempts to capture the analysis and deliberation of the

committee and its working groups, **DW** said. It packages a final recommendation for how the project could be funded, complemented by needed future action items. The funding recommendations in total are expected to generate between \$745 million and \$993 million toward the project.

There were requests from some committee members to learn more about how the Tollway would keep the communities involved if and when the project advances. **Rocco Zuccherro, (RZ)**, of the Tollway, stated that in addition to public meetings and stakeholder outreach, the Tollway is mandated by the Toll Highway Act, which is enacted by legislation, to convene a local advisory committee (LAC) to assess the proposed roadway and its impacts within the community. The LAC, comprised of the communities impacted by the roadway, is required by the Toll Highway Act to be represented by no less than 50 percent of members being from citizen groups. The mayors can appoint member representatives and the LAC appoints a chair and decides on the topics of meetings. Because this committee functions as an advisory body to the Tollway Board, these meetings are moderated and staffed by the Tollway. The purpose of the LAC is to keep local residents engaged throughout the process in a formal procedure, **RZ** said.

Based on comments received and subsequent revisions to the report, **DW** said, there were no material changes to the report's initial recommendations. Most of the comments were either stylistic or intended to bring greater clarity to the original text. Revisions were made based on input from the Chicago Metropolitan Agency for Planning (CMAP) staff, the village of Hainesville, IDOT staff, Lake County and the Liberty Prairie Foundation. To highlight substantive changes and make them known to the group, **Aimee Lee, (ALee)**, of the Tollway, presented those changes as follows:

- The Executive Summary was revised with an expanded open section; the description of the Sustainable Transportation Fund (STF) was clarified; a statement was incorporated to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues; and the closing articulated next steps including the corridor land use plan and phase 1 environmental analysis.
- Section 2.0 revisions were made to strengthen and clarify the existing narrative; change formatting and information was added to indicate non-voting members in Table 1.
- Section 3.0 edits were made to be more precise and/or more accurate regarding historical statements.
- Figure 1 was amended to show deficient routes in 2040 if the Illinois Route 53/120 Project is not completed; previous figures showed existing conditions not 2040. Revisions were also made to the text, reflecting the modification of to Figure 1.
- Figure 2 was deleted. The previous figure showed changes in traffic volumes. Related text was amended and remaining figures were re-numbered. Table 4, Examples of Travel Time Savings, was also revised to include trip information from Hainesville to Schaumburg.
- Section 6.0, Figure 3, Project Location Map had potential interchange locations removed, as these locations will be determined in a future phase of the project. Table 5, Feasibility Analysis Cost Estimate, was revised to incorporate BRAC innovations into the

general cost categories and a separate line item was added for the Environmental Restoration and Stewardship Fund (ERSF). Table 6, Cost Estimate of BRAC Innovations, was removed and information was included with Table 5. Other revisions were also made to strengthen and clarify existing narrative

- Section 8.3.2, Tolling Strategies along I-94 in Lake County, a sentence was added regarding the recommended alternate strategy should a new mainline concept prove not feasible. Section 8.3.5 incorporated a statement to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues.
- Section 9.1.b. incorporated a statement to prioritize the U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues. Additional text was included to add more clarity and to better ensure municipal involvement in the next steps: Section 9.5 (Allocation of funding), Section 9.7 (Legislative action required) and Section 9.8 (Continued stakeholder commitment and involvement). There was a desire to note that the STF did not impact existing tax increment financing (TIF) districts within the corridor and that a sunset provision be included to terminate the STF once the obligations of the ERSF are met.
- Attachment A was revised to include the ERSF working group funding recommendations

## Discussion

**Linda Soto (LS)** questioned how funds from the county motor fuel tax would be committed and disputed the wording of making the U.S. Route 41 corridor the highest priority to receive the other half of the funding. **LS** said the way it was previously worded accomplished its meaning just the same, and they were creating more questions than answers by getting into detail about how those funds will be precisely distributed. **ALee** said it was originally intended to promote geographic equity, so that the motor fuel tax proceeds will be shared across the county. **Aaron Lawlor (AL)** said the spirit of the wording is to drive regional equity and distribute funds across the county. **Marty Buehler (MB)**, who chaired the Tolling Working Group, said the subcommittee had worked to ensure that a county-wide tax provided a county-wide benefit, and the improvements along U.S. Route 41 came as a result of the Lake County Consensus Plan, which focused on delivering key regional projects, such as Illinois Route 53/120 and U.S. Route 41. **DW** said ultimately it will be a county decision of how that money is allocated. **AL** said the Lake County Consensus Plan was called out in Section 9.5 of the report. **LS** said she does not oppose improving U.S. Route 41, but she said the sentiment in central and west Lake County is that they do not even have roads to improve because these have not been built yet. **AL** said 100 percent of the county's quarter sales tax is committed to transportation. He said one of the reasons they were in this position was because they have never received the 4-cent gas tax.

**George Monaco (GM)** acknowledged that without any value capture there is no ERSF, but he stated his opposition for value capture and was previously under the impression that it had already been taken off the table. **GM** said he supported the motor fuel tax, but he questioned why the committee was using those funds for a Tollway project. **AL** questioned the accuracy of **GM's** comments, and added that the recommendation to utilize the STF had already passed unanimously. He said if value capture does not materialize, revenue sources must be found to fund the ERSF to move the project forward. This

is a commitment that must be met, **AL** added. **Brad Leibov (BL)**, who chaired the ERSF Working Group, said the ERSF is an integral part of the project and will be funded. The ERSF Working Group was charged with defining how the ERSF would operate, not where the funding came from, but they did create a recommendation that allowed for future flexibility in providing funding, **BL** said. The recommendation was advanced in the final report and gives the Tollway, Lake County and the leaders of the ERSF as project funders the discretion on how to allocate and match sources of funding. **AL** said the value capture was limited to 25 percent of new non-residential growth with 75 percent of that increase in revenue still flowing to the community. With the road, there will be development and better land uses and more favorable impact on equalized assessed values. **SP** said there were several different options within value capture that the Working Group examined. To remind **GM** of previous discussions, there was opposition to Special Service Areas, but support for a TIF concept. The subcommittee sought value capture through new non-residential development because it would be better to have a percentage of something versus nothing, **SP** said. The focus has always been on funding the gap and then later determining how to use those funds, **SP** said. **Frank Bart**, who said he was a member of the same subcommittee, said the STF was the fair way to distribute dollars and eliminate the funding gap given the options. **GM** said building more roads will not solve congestion and there was not a significant need for the project, given the light traffic he said he experiences while driving U.S. Route 12 between Lake Cook Road and Route 120 during rush hour. **GM** said tolls were tantamount to taxes and there is no way taxpayers can afford a \$2.6 billion roadway project. **Jeffrey Braiman (JB)** said in contrary to **GM**'s comments, there is a strong need for the project and that has been voiced repeatedly. Despite sharing the same concerns about using public dollars to support toll roads, **JB** said he is also realistic and knows if the project is going to be built it will require support from tolls and local funding sources.

**AL** said the report was a work product the committee should be proud of. Approving the report is a seminal moment, but not the end of the group's work. There are still land use planning and financing details to be worked out as well as Phase 1 Engineering and Environmental Analysis study to vet all scenarios and the work of an eventual Local Advisory Committee (LAC) as Rocco spoke of. **AL** said the report addresses the growing population and congestion in the region, while also striving to protect natural resources and character of the communities. At this time, **AL** made a motion to finalize and adopt the final report as drafted and to submit the report for the Tollway Board's consideration. Asking to speak before the roll call, **Joseph Mancino (JM)** said he enjoyed being part of the process, but expressed his displeasure for Hawthorn Woods not being a member of the Blue Ribbon Advisory Council (BRAC) to weigh in on environmentally sensitive areas like Indian Creek. **Mike Talbett (MT)** asked when an approved report would go before the Tollway Board of Directors. **Kristi Lafleur (KL)**, executive director of the Illinois Tollway, said that could occur as early as April or May. **MT** also asked if the Board would wait for the completion of the Land Use Committee study. **KL** responded that it will be the board's decision, but it is clear from the report that the Land Use study is important. They will certainly convey to the Board the priority of the Land Use Committee's work.

**ALee** reminded the Committee of the disclosure agreements that had been signed and received, and there were no questions before voting. On the motion from **AL**, and seconded by **David Stolman**,

the committee then moved to vote on the following statement: “To finalize and adopt the final report as drafted and to submit the report for the Tollway Board’s consideration.”

Committee Member	Representing	Vote
George Ranney	<b>Co-Chair, BRAC</b>	<b>Recused</b>
Aaron Lawlor	<b>Lake County</b>	<b>Yes</b>
Jeffrey Braiman	<b>Village of Buffalo Grove</b>	<b>Yes</b>
Michael Ellis	<b>Village of Grayslake</b>	<b>Yes</b>
Stephen Park	<b>Village of Gurnee</b>	<b>Yes</b>
Linda Soto	<b>Village of Hainesville</b>	<b>Yes</b>
Joseph Mancino	<b>Village of Hawthorn Woods</b>	<b>No</b>
Mike Talbett	<b>Village of Kildeer</b>	<b>Yes</b>
Tom Poynton	<b>Village of Lake Zurich</b>	<b>Yes</b>
Todd Weihofen	<b>Village of Lakemoor</b>	<b>Yes</b>
Terry Wepler	<b>Village of Libertyville</b>	<b>Yes</b>
Angie Underwood	<b>Village of Long Grove</b>	<b>Abstain</b>
Steve Lentz	<b>Village of Mundelein</b>	<b>Yes</b>
George Monaco	<b>Village of Round Lake</b>	<b>No</b>
Linda Lucassen	<b>Village of Round Lake Park</b>	<b>Abstain</b>
Dave Brown	<b>Village of Vernon Hills</b>	<b>Yes</b>
Burnell Russell	<b>Village of Volo</b>	<b>Yes</b>
Frank Bart	<b>Village of Wauconda</b>	<b>Yes</b>
Wayne Motley	<b>City of Waukegan</b>	<b>Yes</b>
John Yonan	<b>Cook County Department of Transportation and Highways</b>	<b>Yes</b>
Charles Witherington-Perkins	<b>Village of Arlington Heights</b>	<b>Yes</b>
Jim Schwantz	<b>Village of Palatine</b>	<b>Absent</b>
Tom Rooney	<b>Village of Rolling Meadows</b>	<b>Absent</b>
Jim Heisler	<b>McHenry County</b>	<b>Yes</b>
David Stolman	<b>BRAC Co-Chair</b>	<b>Yes</b>
Brad Leibov	<b>Liberty Prairie Foundation</b>	<b>Yes</b>
Michael Stevens	<b>Lake County Partners</b>	<b>Yes</b>
Marty Buehler	<b>Lake County Transportation Alliance</b>	<b>Yes</b>

By vote count, **ALee** said the total was 21 yes votes, 2 no votes, 2 abstentions, 1 recusal and 2 absentees. **Chris Meister (CM)** announced that the motion passes. He then thanked the committee members, **KL** and Tollway staff for facilitating the process. **DW** said it was an honor to be a part of the exercise and thanked everyone for their roles.

**Public Comments**

Evan Craig, volunteer chair of the Illinois Chapter of the Sierra Club Woods and Wetlands Group, read from a letter. The letter is attached.

Another public comment asked if the two attachments after the report would be included in the full report, given that there are funding items. **ALee** said the attachments will be included in the report.

## **Final Comments**

**KL** recognized everyone in the room for their contributions to the project and provided a token of appreciation to **DW** and **CM** for their leadership and guidance. She said the report will be taken to the board and the vote and concerns of committee members and public comments will be shared. **KL** said they will continue to provide an open and transparent process for whatever action is to come. On a motion from **AL**, seconded by **SP**, the group officially adjourned at 3:03 p.m.



SIERRA  
CLUB  
FOUNDED 1892

ILLINOIS CHAPTER  
70 East Lake Street • Suite 1500 • Chicago, IL 60601

tel: 312.251.1680  
fax: 312.251.1780  
web: [illinois.sierraclub.org](http://illinois.sierraclub.org)

Comments made to the Illinois Tollway's Rt. 53/120 Finance Committee  
March 12, 2015

My name is Evan Craig and I'm the volunteer Chair of the Sierra Club Woods & Wetlands Group. I represent the environmental concerns of over 1800 in our NE IL territory, 23,000 members statewide.

I am here today to object to your use of selected facts and half-truths in a misguided effort to sell a terribly expensive and environmentally damaging nightmare to the taxpayers of Lake County.

First, I'd like to challenge your regularly repeated 75% referendum result of asking voters to support the extension of Rt. 53 in an off-election year without stating any of the financial or environmental costs. Only 16% of registered voters bothered to vote for that free-lunch offer.

Second, I'd like to challenge your repeated consensus assertion. Two of the so-called Blue Ribbon Advisory Committee environmental members objected vocally, and many more environmental organizations excluded from that committee signed a letter of opposition. There is no consensus.

As a citizen tax and toll payer, I must say that the recent spate of resentment about unfunded mandates is ironic from a group poised to pass a \$1.3 to \$1.9B unfunded mandate on to the Tollway and its toll payers. As a resident I also resent your plan to exact an average \$1,000 from every man, woman and child in Lake County, while converting over 6,000 acres of public open space into an invitation for more cul-de-sacs, truck depots, malls and industrial parks. As some here today have noted, roads create congestion. More roads are not a solution. However you structure the deal, ultimately all the cost will be paid by citizens like me.

As an environmental volunteer, I am troubled by the myopic and outdated effort to superimpose a polluting road on the sensitive wetland-rich core of Lake County. The promises to minimize and mitigate the impacts are remarkable, but mostly reveal the damage caused by trucks and cars and roads. And they are only promises and they are already being compromised and delayed in this financial proposal.

This Rt. 53/120 proposal is unfair, unwise and infeasible. I regret that you have not rejected it today.

# Illinois Route 53/120 Project

**MOVE  
ILLINOIS**



The Illinois Tollway  
**DRIVING  
THE FUTURE**

## Finance Committee

**Meeting Eleven  
March 12, 2015**

Lake County Central Permit Facility



## Today's Agenda

- **Recap Meeting #10, January 20, 2015**
- **Discussion of comments and revisions to the draft report**
  - Questions about future public involvement opportunities if project moves forward
- **Consideration to finalize report**
- **Public comment**



## Recap from Previous Meeting

- **January 20, 2015 – Reviewed recommendations from the Final Report**
  - Summary of all meetings
    - Six financing recommendations
    - Two future action items
  - Complete package generates \$745 million to \$993 million toward project

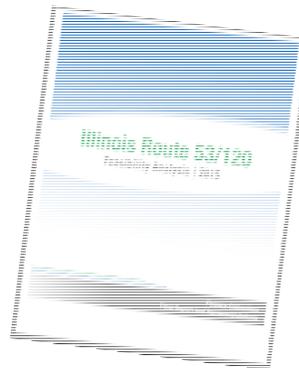


3

Finance Committee

## Final Report and Recommendations

- **Revisions made based on input from**
  - CMAP staff
  - Village of Hainesville
  - IDOT staff
  - Lake County
  - Liberty Prairie Foundation



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Finance Committee

## Highlights of Report Comments

- **Executive Summary**

- Expanded opening section
- Sustainable transportation fund – amended the description to provide clarity
- Incorporated statement to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues
- Revised closing with more articulated next steps

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Finance Committee



## Highlights of Report Comments (continued)

- **Section 1.0 Background and Introduction**

- Revisions made to strengthen and clarify existing narrative

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Finance Committee



## Highlights of Report Comments (continued)

- **Section 2.0 Finance Committee Process**
  - Revisions made to strengthen and clarify existing narrative
  - Revised formatting
  - Table 1, Finance Committee Membership
    - Information added to indicate non-voting members

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Finance Committee



## Highlights of Report Comments (continued)

- **Section 3.0 Project History**
  - Edits were made to be more precise and/or more accurate about historical statements

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Finance Committee



## Highlights of Report Comments (continued)

- **Section 4.0 Need for Project**
  - Revisions made to strengthen and clarify existing narrative
  - Figure 1, Lake County Traffic Congestion
    - Amended figure to show deficient routes in 2040 if Illinois Route 53/120 Project is not completed
    - Previous figure showed existing conditions not 2040
  - Revisions made to text, reflecting modification to Figure 1



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Finance Committee

## Highlights of Report Comments (continued)

- **Section 5.0 A New Look at Project Benefits**
  - Other revisions made to strengthen and clarify existing narrative
  - Deleted Figure 2
    - Previous figure showed changes in traffic volumes
    - Related text amended, remaining figures re-numbered
  - Table 4, Examples of Travel Time Savings
    - Included trip information from Hainesville to Schaumburg



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Finance Committee

## Highlights of Report Comments (continued)

- **Section 6.0 Assessing Project Scope and Cost**
  - Figure 3, Project Location Map
    - Removed potential interchange locations
    - Locations will be determined in a future phase of the project
  - Table 5, Feasibility Analysis Cost Estimate
    - Revised to incorporate BRAC innovations into general cost categories
    - Added separate line item for Environmental Restoration and Stewardship Fund (ERSF)
  - Table 6, Cost Estimate of BRAC Innovations
    - Table was removed and information added to Table 5
  - Other revisions made to strengthen and clarify existing narrative

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Finance Committee



## Highlights of Report Comments (continued)

- **Section 7.0 Establishing the Project Funding Gap**
  - Revisions made to strengthen and clarify existing narrative

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Finance Committee



## Highlights of Report Comments (continued)

- **Section 8.0 Finance Committee: Funding Options and Findings**
  - Section 8.3.2, Tolling Strategies along I-94 in Lake County
    - Added a sentence regarding the recommended alternate strategy
  - Section 8.3.5, Incorporated statement to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues
  - Revisions made to strengthen and clarify existing narrative



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Finance Committee

## Highlights of Report Comments (continued)

- **Section 9.0 Final Recommendation**
  - Section 9.1.b, Incorporated statement to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues
  - Additional text was included to add more clarity and to better ensure municipal involvement in the next steps:
    - Section 9.5 (Allocation of funding)
    - Section 9.7 (Legislative action required) and
    - Section 9.8 (Continued stakeholder commitment and involvement)
  - Other revisions made to strengthen and clarify existing narrative



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Finance Committee

## Highlights of Report Comments (continued)

- **Attachment A: Environmental and Restoration Stewardship Fund Guiding Principles**
  - Working group funding recommendations included

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Finance Committee



## DISCUSSION

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# PUBLIC COMMENTS

[IL53120Info@getipass.com](mailto:IL53120Info@getipass.com)



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# THANK YOU!



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IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #11

Location: Lake County Central Permit Facility

Date: March 12, 2015

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
PETE	HARNETT	IDOT			
Doug	Whitley	SINIC			
Evan	Craig	Sierra Club			
CRIG	TAYLOR	LUKE Co. BOARD			
Noelle	Kischer-Lepper	City of Waukegan			
Dale	Perrin	LZ Area Chamber of Commerce	1st Bank Plaza #308 Lake Zurich IL	dperrin@lzaac.com	847-438-5572
Lindsay	Dubin	ELPC			
John	Andr	57th District			
Jim	Anderson	LCFPD		janderson@lcpfd.org	



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #11

Location: Lake County Central Permit Facility

Date: March 12, 2015

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
NICK	SAUER	LAKE CO. BOARD	18 N. COUNTY ST.	NSauer@LakeCountyIL.gov	
DAN	FOOTE	Illinois Tollway		dfoote@getpass.com	
TERRY	WOPPER	VISSER LIBERTYBUS	721 W. GARAGE ST. LIB 1		
JASON	NAUTA				
PAULA	TRIGS				
Beverly	RODR	Park City		Beverly.Rodriguez@ParkCityIL.org	
KRIST	LAFEUR	Township			
WAYNE	MOTLEY	CITY OF WAUKEGAN	100 MARTIN LUTHER KING		
ED	QUANT	Aurora	5500 WILSONS ST, SKOKIE		



IL ROUTE 53/120 PROJECT FINANCE COMMITTEE MEETING #11

Location: Lake County Central Permit Facility

Date: March 12, 2015

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
JEFF	WERFEL	LC Board	18 N. County St.	jwerfel@lakecounty.il.gov	
DANIEL	GROVE	LAKOTA			
RICHARD	ROEHR	CITY OF PARK CITY	3355 BELVIDERE RD	RICHARD.ROEHR@PARKCITYIL.GOV <del>MR. ROEHR@PARKCITYIL.GOV</del>	
Linda	Heins	Liberty Prairie Fdn	32400 N. Harris Rd	linda@libertyprairie.org	
CHRIS	GEISELHART	LCA-S	1408 Bull Creek Dr 60098	ccgeisel@aol.com	8
Ronnie	Wichner	Tribe			
Brian	Pigeon	Northwest Municipal Conference	1600 E Golf Rd Des Plaines	bpigeon@nwmc-cog.org	
Matt	Lehan	AECOM		mlehan@getipass.com	
CHARLES	WITTFANGSTON - PARSONS	VAK			



## Illinois Route 53/120 Project Finance Committee Meeting Attendance Record

Representing	Name	Alternate	Meeting #1 October 21, 2013	Meeting #2 December 3, 2013	Meeting #3 February 13, 2014	Meeting #4 March 18, 2014	Meeting #5 May 8, 2014	Meeting #6 June 30, 2014	Meeting #7 July 29, 2014	Meeting #8 September 11, 2014	Meeting #9 November 13, 2014	Meeting #10 January 20, 2015	Meeting #11 March 12, 2015
	Chris Meister		X	X	X	X	X	X	X	X	X	X	X
	Doug Whitley		X		X	X	X	X	X	X	X	X	X
	Aaron Lawlor		X	X	X	X	X	X	X	X	X	X	X
	George Ranney	Jim LaBelle	X, A	X, A	A	X	A	X	X	X	X	X	A
	Tom Hayes	Charles Witherington-Perkins			A	A	A	A	A	A	A	A	A
	Jeffrey Braiman	Jeffrey Beriman	X	A	X	X	X	X	X	X	X	X	X
	Michael Ellis		X	X	X	X	X	X	X	X	X	X	X
	Stephen Park		X	X	X	X	X	X	X	X	X	X	X
	Linda Soto	Al Maiden	X	X	X	X	X	X	A	X	X	X	X
	Joseph Mancino		X	X	X	X	X	X	X	X	X	X	X
	Village of Hawthorn Woods		X	X	X	X	X	X	X	X	X	X	X
	Village of Kildeer	Mike Talbett		X	X	X	X	X	X	X	X	X	X
	Village of Lake Zurich	Tom Poynton		X	X	X	X	X	X	X	X	X	X
	Village of Lakemoor	Todd Weihofen			A		A					A	A
	Village of Libertyville	Tery Weppler	A	A	X		A	A	A	A	A	A	X
	Village of Long Grove	Joseph Barry / David Lohspeich	X	X	A	X	A	A	X	X	X	X	X
	Village of Mundelein	Steve Lentz	X	X	X	X	X	X	X	X	X	X	X
	Village of Palatine	Jim Schwantz									X		
	Village of Round Lake	George Monaco	A		X	X	X	X	X	X	X	X	X
	Village of Round Lake Park	Linda Lucassen											
	Village of Vernon Hills	Roger Byrne	A	A	A	A	A	A	A	A	A	A	A
	Village of Volo	Burnell Russell									X		
	Village of Wauconda	Frank Bart	X	A	A	A	A	A	X	X	X	X	X
	City of Rolling Meadows	Tom Rooney			X	A	X	X	A				
	City of Waukegan	Wayne Motley	X	X	X	X	X	X	X	X	X	X	X
	Cook County Department of Transportation and Highways	John Yonan	X		A	X	X	X	X	X	X	X	X
	McHenry County	Jim Heisler		X	X	X	X	X	X	X	X	X	X
	BRAC Founding Co-Chair	David Stolman	X	X	X	X	X	X	X	X	X	X	X
	Liberty Prairie Foundation	Brad Leibov	X	X	X	X	X	X	X	X	X	X	X
	Lake County Partners	Michael Stevens	X	X	X	X	X	X	X	X	X	X	X
	Lake County Transportation Alliance	Marty Buehler	X	X	X	X	X	X	X	X	X	X	X
	Ex-Officio	Suzanne Zupec											
	Illinois State Senator- 32nd District	Pamela Althoff			X				A				A
	Illinois Department of Transportation	Erica Borggren	A	A	A	A	A	A	A	A	A	A	A
	Federal Highway Administration	Robin Helmerichs	X	X	X	X	X	X	X	X	X	X	X
	GENERAL PUBLIC	Mike Hine											
			23	24	28	20	15	14	18	8	7	23	17

**Legend**

"X": Primary attended  
"A": Alternate attended  
Blank Cell: Primary nor Alternate attended  
: Invited to participate in January 2014

# | Appendix B

## **Lake County Tolling and Motor Fuel Tax Working Group**



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meeting

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Lake County Tolling and Motor Fuel Tax Working Group  
Tuesday, August 5, 2014  
2:00 - 3:30 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Establish working group objectives
2. Tolling along Illinois Route 53/120
3. Tolling along the Tri-State Tollway (I-94)
4. Motor fuel tax
5. Discuss desired research and analysis
6. Next steps

---

RSVP by August 4 to: **Cathy Valente, (847) 217-5004** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's Website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
Lake County Tolling and Motor Fuel Tax Working Group #1  
Roll Call August 5, 2014  
Meeting Minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Aaron Lawlor	Lake County
Present	Marty Buehler	Lake County Transportation Alliance
Present	John Yonan	Cook County DOT and Highways
Present	Burnell Russell	Village of Volo
Present	George Monaco	Village of Round Lake
Present	Pete Harmet via phone	Illinois Department of Transportation
Present	Charles Eldredge	McHenry County
Present	David Stolman	BRAC Founding Co-Chair
Present	Pat Muetz	Village of Gurnee
Unable to attend	Robin Helmerichs	Federal Highway Administration

## General Business

### *Call to Order and Roll Call*

Chair **Marty Buehler (MB)** established draft working group objectives:

1. Recommend a tolling strategy within Lake County for Illinois Route 53/120 and for I-94
2. Determine the recommended tolling strategy's expected level of revenue available to support the Illinois Route 53/120 project
3. Provide a recommendation and justification on what portion of these toll revenues should be considered a local contribution to the Illinois Route 53/120 project
4. Identify implementation and potential legislative challenges associated with the selected tolling concept
5. Develop a recommended strategy for how a new motor fuel tax could be structured and determine the expected level of revenue available to support the Illinois Route 53/120 project
6. Identify necessary next steps related to implementing a new motor fuel tax (County analysis, outreach, legislation, etc.)

**Action item:** The group then moved to adopt the objectives on a motion by **David Stolman (DS)**, seconded by **John Yonan (JY)**.

As a follow up to initial questions raised at the July 29 Finance Committee Meeting, **Ron Shimizu (RS)**, of Parsons Brinkerhoff, provided an overview of the project tolling assumptions, forecasted traffic by county and results of the project's stated preference survey. **MB** noted that the group supported all-electronic tolling (i.e. gantries between each interchange). **Action items: George Monaco (GM)** requested to know how high the toll rate would be if the goal was to maximize the revenue from the new roadway. **MB** confirmed the group's interest in a toll sensitivity analysis.

**Matt Smith (MS)** of TranSystems, presented the refined bonding capacity estimates related to the BRAC menu of funding and financing options. **RS** stated congestion pricing assumes a 25-cent toll in 2025 and a 35-cent toll by 2040 to ensure a reasonable level of service during peak periods. **Aaron Lawlor (AL)** said congestion pricing combined with indexing were very favorable among the local mayors. He said these options provide revenue for the project and also a qualitative value to the Tollway Board, serving as a pilot for potential future systemwide application. **MB** noted the group endorsed congestion pricing combined with indexing on the facility and would carry that forward in the group's discussion.

The group then discussed the options of longer term borrowing and lower cost borrowing. Lengthening the borrowing term would require legislation. **Action item: MB** asked for a summary on other states' borrowing terms. **MB** also asked for more information regarding the terms of borrowing for Illinois public-private partnerships.

The group turned to a discussion on potential tolling of I-94. **MB** requested that **Rocco Zucchero (RZ)** of the Tollway, speak to existing tolling along I-94 and opportunities to address long standing concerns about toll diversion while also generating revenue for the project. Removing the Deerfield Road Plaza in 1998 alleviated congestion due to cash payments that were used prior to I-PASS, but it also eliminated one of the more equitable ways to toll the corridor. **Action items:** The group agreed it was important to address toll equity and limit toll diversions by examining three tolling strategies: (1) a new mainline toll plaza near Deerfield Road, (2) per-mile tolling using all-electronic tolling with gantries between each interchange and (3) adding tolls at all existing un-tolled ramps. The group asked for more information on each, such as the bonding capacities, safety impacts and local road impacts.

It was stated that a new mainline toll plaza may be the most cost-effective strategy, but did little to reduce the toll diversions experienced north, near the state border. Legislation is required to convert that stretch of I-94 south of the state border to a Tollway. **Action item:** The group sought more information regarding the legal and regulatory hurdles of tolling at the border.

Currently, 87 percent of transactions are made through I-PASS systemwide. The industry is increasingly moving toward a cashless system. In the meantime, cash is still an option at the Waukegan Plaza, due to a notable amount of out-of-state traffic entering and exiting the system. **Action items:** The group asked what the percentage of I-PASS use in Lake County was and sought more information about I-PASS use at the Waukegan Plaza (Plaza 21) in the north and the Lake Cook Road ramps (Plaza 26) in the south.

The revenue from all three options should be fairly similar, but the cost to implement and operate new technology and policies may be different. **RZ** clarified that new revenue from I-94 in Lake County could not necessarily be assumed to solely fund the Illinois Route 53/120 Project. The Tollway would need to evaluate other long term systemwide capital needs in the corridor that are not included in the current capital program and apportion sufficient funds to address those needs. An example is the potential ramp tolling at Illinois Route 132 would also require improvements. The goal is to provide a benefit to the customers that are using I-94 as well as the new facility. **Action items:** The group agreed to study what impacts earlier tolling on the system may make, starting as early as 2018. They also sought more

information on what those improvements at Illinois Route 132 might include if ramp tolling was pursued.

A conversation on the Lake County motor fuel tax was postponed until the next meeting on August 19 at 2 p.m. With a motion from **AL** and seconded by **JY**, the meeting was officially adjourned at 3:52 p.m.



IL ROUTE 53/120 PROJECT LAKE COUNTY TOLLING AND MOTOR FUEL TAX WORKING GROUP



Location: Lake County DOT, Main Conference Room

Date: August 5, 2014

Time: 2:00 PM - 3:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Charlie	Eldredge	McHenry County	PO Box 445 Richmond, IL 60071	ce100240@gmail.com	812.390.3123
Pat	Metz	Quince	325 N. O'Plunkett	patm@villageofquince.il.us	847-599-7500
Rana	TRIGG	LCDOT	600 W. WINCHESTER	ptrigg@lakecounty.il.gov	847-377-7600
Jonathon	Hert	CDM Smith for ISTHA	801 Wainerville	j.hertj@cdmsmith.com	203.514.4872
Emily	Kerny	LCDOT			
Bruce	Christensen	LCDOT			



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings #2

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048

Tax Increment Financing Value Capture Working Group #2  
Monday, August 18, 2014  
10:00 a.m. - noon

The agenda will include the following:

1. Roll call
2. Approve August 12, 2014, meeting minutes
3. Overview of refined CMAP value capture analysis
4. Discussion
5. Next steps

Lake County Tolling and Motor Fuel Tax Working Group #2  
Tuesday, August 19, 2014  
2:00 p.m. - 3:30 p.m.

1. Roll call
2. Approve August 25, 2014, meeting minutes
3. Follow-up on analysis requested at August 5, 2014, meeting
4. Tolling along Illinois Route 53/120
5. Tolling along the Tri-State Tollway (I-94)
6. Motor fuel tax
7. Discussion
8. Next steps

Illinois Route 53/120 Project  
Lake County Tolling and Motor Fuel Tax Working Group #2  
Roll Call August 19, 2014  
Meeting minutes issued by Lake County

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Aaron Lawlor	Lake County
Present	Marty Buehler	Lake County Transportation Alliance
Present	John Yonan	Cook County DOT and Highways
Present	Burnell Russell	Village of Volo
Present	George Monaco	Village of Round Lake
	Pete Harmet	Illinois Department of Transportation
Present	Jim Heisler	McHenry County
Present	David Stolman	BRAC Founding Co-Chair
Present	Stephen Park	Village of Gurnee
Present via phone	Robin Helmerichs	Federal Highway Administration

**General Business**

*Call to Order and Roll Call*

Meeting minutes from the first meeting were approved. **Jeff Hall (JH)**, of TranSystems, led the group through refined analysis results for funding options related to this working group.

**Lake County fuel tax.** **JH** presented three options: a 4-cent per gallon flat fuel tax (same as in other collar counties), a fuel tax of 4-cents per gallon annually indexed at 2.25 percent, and a 1 percent excise tax on fuel revenue. **Aaron Lawlor (AL)** said in order to achieve consensus for a gas tax, revenues would need to be split 50/50 between the project and other needs in the county; for example towards projects on the Lake County State Highway Consensus Plan (see [www.lcta1.com](http://www.lcta1.com)). The group endorsed the flat tax of 4 cents per gallon, as the most straightforward, feasible option. This option is estimated to generate \$67 to \$89 million in bonding capacity, of which 50 percent would go to the IL53/120 project.

**Longer term borrowing.** Based on its trust indenture, the Tollway is currently allowed to borrow on a 25-year-term. A legislative change to the Toll Highway Act would be needed to extend the term. **JH** said another 10 years can generate a potential bonding capacity ranging from \$45 to \$56 million. **Stephen Park (SP)** supported extending the bond terms to 35 years to parallel the federal TIFIA guidelines. **SP** asked whether the Tollway saw any benefit from having a longer borrowing term. **Rocco Zuccherro (RZ)** indicated that the current Move Illinois capital program is advancing based on a 25-year borrowing term and does not need an extended term. **Robin Helmerichs (RH)** said TIFIA is the only federal borrowing program she knows of (35-year borrowing is allowed with TIFIA), while most federal programs are grants. The group expressed general support to consider a longer borrowing term.

**Lower cost borrowing.** **JH** explained that lower borrowing rates offered through TIFIA require a regular revenue stream, possibly from tolling or the gas tax and TIFIA loans come with federal regulations that pose challenges to the Tollway. **John Yonan (JY)** said the benefit is that loans are not reimbursed until project completion. The group discussed federal support through CMAQ grants similar to the Elgin O'Hare Western Access (EOWA) funding for off system, or stand-alone projects. **Marty Buehler (MB)**

said there are many unknowns to using TIFIA as revenue. **SP** said they may be eligible for TIFIA, but might not qualify and more costs could be incurred. **Ron Shimizu (RS)** also noted that the TIFIA program is currently oversubscribed. It was suggested that a better option would be to identify off system, or stand-alone improvements that could be funded through CMAQ dollars. **Action item:** **JH** said the consultants would research what projects would be federally eligible as off system, stand-alone projects that are eligible for CMAQ grants and how much federal funding is available for the county. **MB** suggested they make it another line item in the menu of funding options.

**Toll sensitivity.** **JH** said the travel demand model showed that the optimal toll rate (26 cents per mile on opening day in 2023) for revenue purposes generates \$79 to \$102 million in 2040. **JH** noted that the revenue from this option is double counted if coupled with congestion pricing and indexing. **MB** suggested they withhold from advancing this option until they review the more favored options and consider the analysis results.

**Tolls on I-94 (Tri-State Tollway) in Lake County.** **Jonathon Hart (JHart)**, of CDM Smith, reviewed forecasted local road diversions and bonding capacity results for various I-94 tolling scenarios. **MB** requested Scenarios be given numbers for the Menu of Funding and Financing Table. Options included:

**Full ramp tolling:** \$328-\$422 million. Diversion: -1 to 6 percent.

**New tolls at Illinois Route 132 (Grand Avenue) (BRAC #12):** \$70-\$90 million. Diversion: -1 to 3 percent.

**New tolls at Illinois Route 132 and increased toll rate at the Waukegan Plaza (BRAC #13A):** \$224-\$288 million. Diversion: 0 to 3 percent.

**New tolls at Illinois Route 132, increase toll at Waukegan Plaza and tolling at the state border (BRAC #13B):** \$252 million-\$324 million. Diversion: -30 to 30 percent.

**Close free movements with new tolls at Grand Avenue, Illinois Routes 120 and 21:** \$224-288 million. Diversion: Results not yet available.

**SP** expressed safety and congestion concerns that may accompany new ramp tolls at Grand Ave. **JHart** said there is a period of initial hesitation with all electronic tolling (AET), but research does not show safety or operational issues. **RZ** said some safety issues are already being addressed through the current ramp reconstruction where a physical barrier will separate mainline westbound I-94 traffic from the northbound exit ramps at Grand Avenue.

**JHart** provided background on federal guidance related to implementing tolls at the state border. **JHart** said an interstate that uses federal money can only be tolled if it is a new facility, a bridge, tunnel, or used strictly for new capacity. U.S. Route 41 could be tolled if it is reconstructed, but tolling Grand Avenue is an easier and less expensive option. **JHart** said previous requirements for an interstate to have a free exit entering a state border before a tolled section were removed from the federal highway acts. **MB** said the group recommended removing the option of tolling at the border from the list.

Remaining I-94 tolling scenarios that still needed to be analyzed include a **new mainline toll plaza at Deerfield Road** and **per mile tolling using AET** between interchanges. **MB** asked if there was any follow up from last meeting's request for I-PASS penetration rates. It was stated that the percentage of transactions via I-PASS are 87.5 percent for systemwide, 91 percent at Lake Cook Road and 81.4 percent at the Waukegan Plaza. **JHart** noted that the **Deerfield mainline scenario** preliminary results indicate revenue levels similar to that of the Full Ramp Tolling scenario and is much less costly to implement. The group requested an assessment of the potential placement of a Deerfield mainline toll plaza. Noting the group's interest in the **Deerfield mainline scenario**, **JHart** recommended that the group consider a scenario that combines a new Deerfield mainline toll plaza, tolls at the Grand Avenue ramps and a toll decrease at the Waukegan Plaza. This scenario, dubbed the **Deerfield System** approach, provides the best option to mitigate diversion, improve equity and raise revenues. Recognizing limited time for additional analysis, the group was comfortable with foregoing the **per mile tolling scenario** analysis and to focus time and resources on analysis of the **Deerfield System** approach.

The next meeting was scheduled for August 29, at 12 p.m. The final meeting was scheduled for September 9, at 2 p.m. **MB** noted that more time may be needed before making a final recommendation to the entire Finance Committee on September 11.

**Public Comment: Rob Sherman**, of Buffalo Grove, stated the group should consider a mainline plaza between Lake Cook Road and Dundee Road rather than at Deerfield; a toll at the border would not work because traffic would divert north of the border. The Tollway should merge its rates to ensure customers paid equally; and tolling all ramps disregards communities outside the Illinois Route 53/120 corridor that will experience traffic increases on local roads.

On a seconded motion, the group officially adjourned at 3:49 p.m.



IL ROUTE 53/120 PROJECT LAKE COUNTY TOLLING AND MOTOR FUEL TAX WORKING GROUP #2

Location: Lake County DOT, Main Conference Room

Date: August 19, 2014

Time: 2:00 PM - 3:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
GEORGE	MONARO	ROUND LAKE		george@mo.mta.cd@roundlake.net	708 966 4977
Charlie	Feldrop	McHenry County	PO Box 445 Rt 110 and IL 60071	cefd@240@gmail.com	812.390.3123
CHRIS	GEISELHART	BRAC / LCAS	60048 1408 BULL CREEK	ccgeisel@caep.com	847-362-5134
Bruce	Bruce	Volo	30583 N HWY 12 Volo IL	brussell@caul.net	847-740-6982
Pam	TRIGG	LC DOT		ptrigg@lakecounty.il.gov	
Pamela	Perry	Office of Senator Althoff	5400 W. Fern St McHenry 60050	pamela@pamelaalthoff.net	815 455 6330
EMILY	KARBY	LC DOT			
Reed	Panther	Tollway		reepanther@tollway.com	630-241-6900 x3476
Mike Walczak	Walczak	NWMC			





## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Stewardship Fund Working Group Meeting #2  
Wednesday, August 27, 2014  
2:00 - 3:30 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 14, 2014, meeting minutes
3. Discussion of direct vs. indirect impacts
4. Discussion of Stewardship Fund guiding principles
5. Next steps
6. Public comment
7. Adjourn

Lake County Tolling and Motor Fuel Tax Working Group Meeting #3  
Friday, August 29, 2014  
Noon - 2:00 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 19, 2014, meeting minutes
3. Tolling along the Tri-State Tollway (I-94)
  - a. Deerfield mainline toll analysis results
  - b. Deerfield system tolling analysis results
4. Discussion of preferred tolling and gas tax scenarios
5. Potential opportunities for federal loans and grants
6. Next steps
7. Public comment
8. Adjourn

RSVP by August 26 to: **Cathy Valente, (847) 217-5004** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
Lake County Tolling and Motor Fuel Tax Working Group #3  
Roll Call August 29, 2014  
Meeting minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Aaron Lawlor	Lake County
Present	Marty Buehler	Lake County Transportation Alliance
Present	John Yonan	Cook County DOT and Highways
Present	Burnell Russell	Village of Volo
	George Monaco	Village of Round Lake
Present	Pete Harmet	Illinois Department of Transportation
Present	Jim Heisler	McHenry County
Present	David Stolman	BRAC Founding Co-Chair
Present	Stephen Park	Village of Gurnee
Present	Robin Helmerichs	Federal Highway Administration

**General Business**

*Call to Order and Roll Call*

Meeting minutes from the second meeting were approved on a motion from **David Stolman (DS)**, seconded by **Stephen Park (SP)**.

**Jonathan Hart (JHart)**, of CDM Smith, provided an update on the new analysis results for two tolling scenarios: Deerfield Mainline and Deerfield System Approach. The two tolling scenarios that implement a new Deerfield Plaza will achieve similar revenue goals, but the Deerfield Systems Approach equalizes toll rates north of the Edens Spur, generates revenue by closing toll free movements and affects traffic patterns by closing toll free movements. Additional benefits in reducing diversion to local arterials—US 41 in particular—would be realized by lowering the toll rate at the Waukegan Mainline Plaza under the System Approach. The group narrowed its interest on the Deerfield System Approach and the Full Ramp Tolling scenarios.

The Full Ramp Tolling scenario has drawbacks as it does not necessarily equalize toll rates across the northern Tri-State and is less effective at reducing diversion around the Waukegan Plaza when compared to the Deerfield System Approach. The negative to the Deerfield System approach is that many people were relieved that the Deerfield Mainline Plaza was eliminated due to noise and congestion, **Rocco Zuccherro (RZ)** said, however, that was a different issue back then since it was prior to open road tolling. **JHart** speculated that diversions due to a mainline at Deerfield would be minimal since local roads do not appear to be an attractive alternative. **JHart** speculated that Full Ramp Tolling Scenario may not be as high profile as a mainline plaza but it could mean potentially addressing concerns of multiple municipalities and tier constituents. The approach has greater potential for operational issues due to the multiple tolling points.

**SP** said the other options from the funding table are too piecemeal and do not generate enough revenue, nor do they address diversion and equity. **JHart** said in his final opinion the benefits of the Full Ramp Tolling scenario are superseded by that of the Deerfield System Approach.

**Aaron Lawlor (AL)** said the goal of the exercise is to find the best solution with the least amount of pain. The Deerfield System is a fair amount of pain but it is an equitable distribution that provides political will to the Tollway Board and accomplishes its strategic goals **SP** said he liked the Deerfield System best because it takes the biggest bite now so they do not have to return a few years later looking for more funds. **DS** and **Jim Heisler (JH)** also chose the Deerfield System Approach. **SP** suggested they keep Full Ramp Tolling as a back up plan. **AL** asked that there be more information on potential diversion to have an idea of the impact on local roads.

**Action item:** The group agreed to make the Deerfield System approach as its chosen tolling scenario, but keep the full ramp tolling option alive while modeling is completed.

The group then reviewed what items were chosen from the menu of funding and financing options:

**Item No. 4 Lake County Fuel Tax (\$0.04/gallon)** was chosen with the option of splitting half the revenue generated to fund countywide road projects recognized in the Lake County Consensus Plan. **AL** said emphasis should be placed on U.S. Route 41 corridor operational improvements to promote geographic equity. **Jeff Hall (JHall)** stated that the Lake County State Highway Consensus List had US 41 as a regional corridor just like IL 120/53, so there is already historical precedent.

**Item 6A Congestion Pricing Combined with Indexing.** Limited only to the Illinois Route 53/120 Project.

**Item 10 Longer Term Borrowing.** **ALee** said she thought there was a willingness to keep the option on the table but pursue it knowing that it has been tried before and has failed. Rocco Zucchero said there was little support for a 35-year term for systemwide projects in the past due to questions on how it would affect the Tollway's bond rating. Refinancing existing bonds is not out of possibility however. Consensus was to drop this item.

**Item 11 Lower Cost Borrowing (TIFIA).** **ALee** said TIFIA was considered as part of the Elgin O'Hare Western Access and was not ultimately pursued. TIFIA may be considered from an off-system approach through Cook County or IDOT, but not for the entire project. **RZ** said the Tollway is able to take on risk inherent to an aggressive schedule, and if TIFIA is brought into the equation with additional layers of review it may impede the Tollway's project implementation schedule. **Robin Helmerichs (RH)** said the application process costs time and money and there is no guarantee projects will be qualified. Consensus was to drop this item in favor of standalone federally funded off-system projects.

**Item 15 Deerfield System.** Chosen option.

**Item 17 Full Ramp Tolling.** A secondary option to fall back on if the Deerfield System approach is not acceptable.

**RZ** said there are significant improvements off system, such as intersection improvements or widening projects that will be necessary and already included as part of the Illinois Route 53/120 costs. With regards to the Elgin O'Hare Western Access, there have been three Congestion Mitigation and Air Quality (CMAQ) grants administered by CMAP and led by Cook County and IDOT, local agencies that are entitled to apply for the federal funds while the Tollway is not. **RZ** said there are opportunities for Lake

County or other agencies to take the lead on similar off system projects for the Illinois Route 53/120 Project. **JHall** highlighted four potential projects: Midlothian Road and Illinois Route 60 (\$40 million-IDOT); Route 120 improvements west of the Route 120 bypass ties in near Wilson Road to Illinois Route 12 (\$80 million-IDOT); Hainesville Road extended south of existing Route 120 and connect to Alleghany Road and the Route 120 bypass (\$30 million-local roads); and near the I-94/Illinois Route 120 interchange, River Road would have to be relocated from Route 120 to O'Plaine Road southeast (\$30 million-local roads). The four stand-alone projects add up to \$180 million possibly eligible for CMAQ dollars. **AL** said these federal options should be included in the group's recommendations to the Tollway Board. **RZ** said it is important to show that correctly as a way of closing the gap of the project cost. **PT** said some of these are the projects the county typically pursues CMAQ funding for. This would be a new Item No.

### **Working Group Objectives**

The group then reviewed where it stood on meeting the objectives it originally set out to accomplish.

- Recommend a tolling strategy within Lake County for Illinois Route 53/120 and for I-94. **ALee: Accomplished.**
- Determine the recommended tolling strategy's expected level of revenue available to support the Illinois Route 53/120 project. **ALee: More time needed to run model. It will not be available likely until after Sept. 11.**
- Provide a recommendation and justification on what portion of these toll revenues should be considered a local contribution to the Illinois Route 53/120 project. **ALee: Further discussion is warranted.**
- Identify implementation and potential legislative challenges associated with the selected tolling concept. **Further discussion is warranted**
- Develop a recommended strategy for how a new motor fuel tax could be structured and determine the expected level of revenue available to support the Illinois Route 53/120 project. **ALee: Accomplished**
- Identify necessary next steps related to implementing a new motor fuel tax (County analysis, outreach, legislation, etc.). **ALee: Accomplished. The group has discussed how to merge this with the Lake County State Highway Consensus List Plan and engage those who are east of I-94.**

**ALee** then stated that the toll revenue discussion is a hefty portion of the group's recommendation. The precedent is that toll revenues are not seen as a local contribution by the Tollway board, but there is a strong case to be made that the tolling strategy discussed here should be counted as a local contribution. It would be a stronger recommendation however if there was some verbiage behind that recommendation.

**Marty Buehler (MB)** asked that hereafter all new funding items have a number in the funding tables presented and the staff assigned the new numbers.

**SP** said he would be more comfortable having the model run to make a recommendation once all the pieces are there.

The report to the Finance Committee may state that this is preliminary information and this is the progress made with items pending, with analysis done after September 11. What is important of the timing is that there will be a presentation updating the Tollway Board on September 18, and having a preliminary recommendation will be helpful to gather feedback from the Board. **Action item:** The group, led by **MB** and **PT**, would draft a set of final recommendations to the Finance Committee.

#### **Public Comment**

**Rob Sherman**, of Buffalo Grove, said future toll indexing on freight will lead to more truck diversion to U.S. Route 41; he said there is a lack of inclusion among the working group from communities in southeast Lake County, where tolls and traffic on local roads may both increase; the working group should do more to merge rates across the system.

The group adjourned at 1:41 p.m.



IL ROUTE 53/120 PROJECT LAKE COUNTY TOLLING AND MOTOR FUEL TAX WORKING GROUP #3

Location: Lake County DOT, Main Conference Room

Date: August 29, 2014

Time: 12:00 PM - 2:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Dung	Whifley	Committee Co-Chair			
Brunell	Russell	Vol			
Anna	TRIAG	LC DOT			
ROBIN	HEURICH	THWA			
Matt	Lehan	AECOM			
EMILY	KARRY	LC DOT			



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meeting

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Lake County Tolling and Motor Fuel Tax Working Group #4  
Tuesday, September 9, 2014  
2:00 - 3:30 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 29, 2014, meeting minutes
3. Discussion of working group report
4. Other discussion
5. Public comment
6. Adjourn

RSVP by September 8 to: **Cathy Valente**, (847) 217-5004 or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
Lake County Tolling and Motor Fuel Tax Working Group #4  
Roll Call September 9, 2014  
Meeting minutes issued by Lake County

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Aaron Lawlor	Lake County
Present	Marty Buehler	Lake County Transportation Alliance
Present	John Yonan	Cook County DOT
Present	Burnell Russell	Village of Volo
Present	George Monaco	Village of Round Lake
Present	Pete Harmet	Illinois Department of Transportation
Present	Jim Heisler	McHenry County
Present	David Stolman	BRAC Founding Co-Chair
Present	Stephen Park	Village of Gurnee
	Robin Helmerichs	Federal Highway Administration

**General Business**

*Call to Order and Roll Call*

The group approved the last meeting's minutes and was given an updated handout of the menu of funding and financing options and a set of slides summarizing the tolling and motor fuel tax recommendations the group had proposed to be presented at the next Finance Committee meeting on Sept. 11. **Aimee Lee (ALee)**, of the Tollway, and Chair **Marty Buehler (MB)** presented the recommendations to be edited as follows:

**Desired outcomes of a Lake County tolling strategy:** (foundation for approaching tolling strategies)

- Raise revenues for Illinois Route 53/120 Project
- Mitigate and minimize diversion onto local roads
- Improve tolling equity (recognizing inconsistencies on current system that can be corrected through a new strategy)
- Safety is a priority under any tolling scenario

**Recommended tolling package:**

- Indexing and congestion pricing on Illinois Route 53/120
- I-94 Deerfield System Approach
  - Install open road mainline toll plaza near Deerfield Road and restore original configuration (original plaza removed in 1998)
  - Reduce toll rate at Waukegan Toll Plaza
  - New tolls at Illinois Route 132, Illinois Route 21 and Illinois Route 120
- Estimated bonding capacity is pending final analysis
  - Expected to generate \$400-\$500 million
- Full ramp tolling scenario as alternative to Deerfield System Approach

**Recommended fuel tax strategy:**

- Amend the 1989 County Motor Fuel Tax law to include Lake County
- Flat fuel tax (\$0.04 per gallon)

- 50/50 revenue split between project and other transportation needs in Lake County (first priority-U.S. Route 41 corridor improvements)
- Estimated bond capacity of \$34-\$45 million toward project (assumes 20-year borrowing term issued by Lake County, 5.5 percent interest rate for Current Interest Bonds, 7.5 percent interest rate for Capital Appreciation Bonds)
  - The Tollway, IDOT and Lake County have discretion in how local funds are allocated to best leverage federal funds
- Estimated annual revenue \$5.7 million

**Other considered strategies:**

- **Longer term borrowing:** Low likelihood in getting the needed legislation.
- **Lower cost borrowing (TIFIA):** Not recommended. Risks to project delivery and budget too great.
- **Off-system improvements:** Project elements that may be funded by federal or state dollars and led by an agency other than the Tollway.

**SP** asked if installing a Deerfield Plaza was physically possible. **ALee** said it is feasible based on preliminary geometric studies, but the cost to implement new infrastructure has to be considered along with the recommendation for a new mainline plaza. **George Monaco (GM)** asked if it were cost effective to implement and operate a toll gantry for as little as 30 cents. **Jonathon Hart (JHart)**, of CDM Smith, said it is for policy reasons as much as revenue because they are trying to reduce toll free movements. **Rocco Zucchero (RZ)**, of the Tollway, said the Deerfield System approach provides a more equitable balance of tolls along I-94. Traveling from Milwaukee Avenue (Illinois Route 21) to Wisconsin is currently \$1.40 with one toll paid at the Waukegan Plaza, but under the Deerfield System that trip would be \$1.25 based on a 30 cent toll at Illinois Route 21 and 95 cent toll at the Waukegan Plaza. **David Stolman (DS)** said under the new rates there is a significant amount of southbound traffic entering at Willow Road that would only pay 70 cents all the way to Irving Park Road. **JHart** said toll rates were based on a per-mile rate of about \$0.5.8 to 6 cents per mile and factored in the distance from the mainline plaza. To provide a true per-mile tolling strategy, **RZ** said a gantry would be needed at every interchange or between each interchange. **MB** said the recommendations summarize the group's fairness and equity objective, meet the diversion issue and offer consistent per-mile tolling. New tolls at Grand Avenue and reduced tolls at Waukegan Plaza will lead to less diversion in the area and new tolls will eliminate toll free movements at Illinois Route 120.

Commenting on the draft recommendations, **SP** asked if U.S. Route 41 was intended as an example and not 50 percent dedicated solely to it. **Aaron Lawlor (AL)** said geographic parity is important and Route 41 is a marquee project in the Lake County Consensus Plan. **Barry Burton (BB)**, of Lake County, said Route 41 was the only corridor studied and there were operational improvements proposed that benefit all communities of the east side of the county. **BB** recommended they make Route 41 the first priority to gain community support rather than promote a fight over limited road improvement dollars. **MB** pointed out that revenue from a \$.04 cent per gallon motor fuel tax is only \$5.7 million a year.

**Action item:** On a motion from **SP** and seconded by **Burnell Russell (BR)**, the group voted in favor of approving the edited recommendations to go before the Finance Committee.

**GM** said if there is going to be a local contribution for improved methods of building the road, there ought to be a clear definition between a normal road and the Illinois Route 53/120 Project. **Mike**

**Matkovic (MM)**, of Christopher B. Burke Engineering, Ltd., said the Blue Ribbon Advisory Council (BRAC) recommended several environmental and engineering innovations, such as depressed roadway segments, elevated causeway roadway segments, noise abatement at higher standards than the Tollway, IDOT and FHWA, significant stormwater detention and water quality measures and a minimum 5:1 wetland mitigation, more than the 3.5:1 ratio that regulatory agencies typically require. **MM** said the BRAC recommendations total between \$450 and \$600 million for the whole corridor, but they were working to reduce that cost. The incremental difference is the locals' share of the cost. **GM** said he was open to limiting wetland mitigation requirements, as long as noisewall standards met BRAC recommendations, unless it defeats the project. **GM** said he wanted to ensure the added costs are what they are requesting and not what they are already entitled to have. He reminded the group that raising tolls may not be considered a local contribution by the Tollway Board of Directors. **SP** said the question is how far the Tollway's current standards should be moved up and how far the local officials' standards should be moved down. **GM** said federal standards are not necessarily the best. **RZ** said they will take these recommendations and combine them with the other groups' and then gather feedback from the Finance Committee and the Tollway Board of Directors, engage them in dialogue and attempt to push the project forward. They have to consider what is right when setting the standards, given that the Tollway already has 286 miles built at different standards than the BRAC standards. **AL** said they have an opportunity to sell local communities on why they are receiving a better quality product that costs more, but they also have to be respectful of the consensus that brought them here.

There was no public comment. The group officially adjourned at 2:55 p.m.



IL ROUTE 53/120 PROJECT LAKE COUNTY TOLLING AND MOTOR FUEL TAX WORKING GROUP #4

Location: Lake County DOT, Main Conference Room

Date: September 9, 2014

Time: 2:00 PM - 3:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Charles	F. W. ...	McHenry City	PO Box 445, Robinson, IL 60071	ce16@24kegmail.com	812.3903123
JARCOO	CEBULSKI	PATRICK ENGINEER-INT	4970 VARSITY DR LUSLE IL 60532	JCEBULSKI@PATRUCK-IL.COM	630-795-7468
EMILY	KARPY	LC DOT			
MIKE	Walczak	NWMC			
Brian	Pigron	NWMC			
CHRIS	GEISELHART	LCA5/BRAE	1408 Bull Creek Dr Rocky Hill	c.c.g.e.s.e.l.h.a.r.t@l.c.a.5	847-362-5134
AU	BIENKHA	LC DOT			847-377-7410
Jim	Horsler	McH Co.			

## Illinois Route 53/120 Project Lake County Tolling and Motor Fuel Tax Working Group Attendance Roster



Representing	Name	Alternate	Lake County Tolling and Motor Fuel Tax Working Group Workshop #1 August 5, 2014	Lake County Tolling and Motor Fuel Tax Working Group Workshop #2 August 19, 2014	Lake County Tolling and Motor Fuel Tax Working Group Workshop #3 August 29, 2014	Lake County Tolling and Motor Fuel Tax Working Group Workshop #4 September 9, 2014
Co-Chair	Chris Meister					
Co-Chair	Doug Whitley					
Lake County	Aaron Lawlor		X	X	X	X
Co-Chair, BRAC	George Ranney					
Village of Arlington Heights	Tom Hayes	Charles Witherington-Perkins				
Village of Buffalo Grove	Jeffrey Braiman	Jeffrey Berman				
Village of Grayslake	Michael Ellis					
Village of Gurnee	Stephen Park	Pat Muetz	A	X	X	X
Village of Hainesville	Linda Soto	Al Maiden				
Village of Hawthorn Woods	Joseph Mancino					
Village of Kildeer	Mike Talbett					
Village of Lake Zurich	Tom Poynton					
Village of Lakemoor	Todd Weihofen	Matt Dabrowski				
Village of Libertyville	Terry Weppler	Heather Rowe				
Village of Long Grove	Angie Underwood	Joseph Barry / David Lothspeich				
Village of Mundelein	Steve Lentz	Dawn Abernathy				
Village of Palatine	Jim Schwantz					
Village of Round Lake	George Monaco	Dan MacGillis	X	X		X
Village of Round Lake Park	Linda Lucassen					
Village of Vernon Hills	Roger Byrne	Dave Brown				
Village of Volo	Burnell Russell	Eric Tison	X	X	X	X
Village of Wauconda	Frank Bart	Doug Maxeiner				
City of Rolling Meadows	Tom Rooney	Barry Krumstock				
City of Waukegan	Wayne Motley	Noelle Kischer-Lepper				
Cook County Department of Transportation and Highways	John Yonan	Jennifer Killen / Mike Streitmatter	X	X	X	X
McHenry County	Jim Heisler	Charles Eldredge	A	X	X	X
Metropolis Strategies	Jim LaBelle					
BRAC Founding Co-Chair	David Stolman		X	X	X	X
Liberty Prairie Foundation	Brad Leibov					
Lake County Partners	Michael Stevens					
Lake County Transportation Alliance	Marty Buehler	Suzanne Zupec	X	X	X	X
Illinois State Senator- 32nd District	Pamela Althoff	Rachel Barry				
Illinois Department of Transportation	Erica Borggren	Tony Small / Pete Harnet	A		A	A
Federal Highway Administration	Robin Helmerichs	Mike Hine		X	X	
GENERAL PUBLIC			2	3	1	5

### Legend

"X": Primary attended  
"A": Alternate attended  
Blank Cell: Not a member of that working group  
: Invited to participate

# | Appendix C

**Value Capture Working Group**



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Tax Increment Financing Value Capture Working Group  
Tuesday, August 12, 2014  
2:00 - 3:30 p.m  
[add to your Outlook](#)

The agenda will include the following:

1. Establish working group objectives
2. Recap of CMAP value capture analysis
3. Discuss desired research and analysis
4. Next steps

Stewardship Fund Working Group  
Thursday, August 14, 2014  
2:00 - 3:30 p.m  
[add to your Outlook](#)

The agenda will include the following:

1. Overview of the intent of the stewardship fund
2. Establish working group objectives
3. Discuss desired research and analysis
4. Next steps

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RSVP by August 11 to: Cathy Valente, (847) 217-5004 or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
 Tax Increment Financing Value Capture Working Group  
 Roll Call August 12, 2014  
 Meeting Minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Aaron Lawlor	Lake County
Present	Steve Lentz	Village of Mundelein
	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Joseph Mancino	Village of Hawthorn Woods
	Tom Poynton	Village of Lake Zurich
	Heather Rowe	Village of Libertyville
	Wayne Motley	City of Waukegan
Present	Michael Stevens	Lake County Partners

**General Business**

*Call to Order and Roll Call*

Chair **Steve Lentz (SL)** established draft working group objectives. **Action item:** The group then moved to adopt the objectives on a motion by **Michael Stevens (MS)**, seconded by **Joseph Mancino (JM)**. The adopted working group objectives include:

- Define how this funding mechanism will operate
- Determine an expected level of revenue available to support the Illinois Route 53/120 project
- Identify necessary next steps to implement

**Liz Schuh (LS)**, of CMAP, gave an overview of CMAP’s previous value capture analysis for the Blue Ribbon Advisory Council (BRAC), concentrating on tax increment financing (TIF) and the statutory issues involved with implementation. She introduced the group to Tax Allocation Districts practiced in Georgia and Transportation Reinvestments Zones (TRZ) in Texas. **LS** said the BRAC study provided a high-level market analysis that examined the whole area by 2040, and did not assign development to a particular parcel, area or interchange. **Michael Ellis (ME)** asked if a “no-road” scenario could be provided to compare the values and present them to school districts to show the substantial benefit the districts could receive with a road. **Action item:** **LS** said they can provide rough estimates based on SB Friedman Development Advisor’s market analysis ongoing for the Illinois Route 53/120 Land Use Committee.

**LS** presented a map of the proposed TIF district that covered a mile within the proposed road and also extended up to two miles from an interchange on major arterials, restricted to commercial and industrial areas. **LS** said who creates the TIF, who receives revenue, who issues bonds for those revenues and how those payments would flow to the Tollway are all issues open for discussion. **Action item:** Based on **JM**’s request, **LS** said they would provide the group a high-res version of the map.

**Aaron Lawlor (AL)** said that to make value capture palatable to taxing bodies, the TIF district must be constrained to new non-residential development. **LS** provided earlier CMAP estimates for potential bonding capacities for non-residential TIF districts for existing and new growth Equalized Assessed property Value (EAV). **Mark Briggs (MB)**, of Parsons Brinkerhoff, noted that these figures are projected for 2040, and that TIF districts start at zero. The challenge is how to issue the debt and attract revenues to fund construction when there is no bonding capacity. **LS** said using only new development creates more risk and affects interest rates and ability to issue bonds. **Barry Burton (BB)**, of Lake County, suggested they not rule out that the Tollway recoup the revenue and issue the bonds based on its systemwide revenues. If the Tollway is willing to take the risk, the bonding could be structured differently. The previous analysis projected that TIF bonding estimates assume a diversion of 50 percent. **Action items:** The working group agreed that they assess diversions of 10, 25 and 50 percent to the facility and 50, 75 and 90 percent respectively going to underlying jurisdictions. Tollway staff would also assess the agency's ability to issue bonds as suggested by **BB**.

**BB** discussed the budgetary challenges for school districts that rely heavily on property taxes, thus non-residential values are critical to keeping them from going backwards as development patterns occur. **Action item:** **LS** said they would only include new non-residential development. She will provide a table showing existing EAV for comparison, but exclude residential.

**MB** stated that it eventually comes down to political will and the mayors to champion the project to implement a TIF district. **LS** listed four statutory hurdles in Illinois: (1) TIF districts can only be created by individual municipalities; (2) as a condition of establishment, TIFs require a finding of blight; (3) TIF districts cannot be established on active farmland; (4) and all parcels in the TIF district must be contiguous. TIF districts exist currently in Mundelein, Lake Zurich, Long Grove, Libertyville and Vernon Hills. **MB** said after parameters are agreed on, they will decide on legislation, TIF governance, who issues the debt. Although the district looks fairly large by the size of the map, **LS** cautioned there will be a considerably smaller tax base due to the limited industrial, commercial and vacant land in the proposed district. **Action item:** **LS** said they will create a TIF map identifying vacant land primed for non-residential development.

**MB** presented the group information on state statutes for multi-jurisdictional transportation districts in Virginia and Florida. Neither match the Illinois Route 53/120 Project, but each addresses multi-jurisdictional districts with informative options for governance. **SL** reiterated the challenge of seeking approval of many taxing bodies. **AL** said Lake County would take a lead and suggested they write a one-page report providing the "no road" versus "road" comparison to show how the taxing bodies stand to benefit, then gather letters of support from those bodies and introduce legislation. **JM** said every mayor along the TIF district should be engaged and mayors should be equipped with more details to provide their communities. **Action item:** Communities impacted by the proposed TIF district will be kept informed of the process and mayors in the district will receive more information, as it is available.

The second meeting was scheduled for Monday, August 18, at 10 a.m. With a motion from **ME**, seconded by **JB**, the meeting was officially adjourned at 3:16 p.m.



IL ROUTE 53/120 PROJECT TAX INCREMENT FINANCING VALUE CAPTURE WORKING GROUP MEETING #1



Location: Lake County Division of Transportation

Date: August 12, 2014

Time: 2:00 PM - 3:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Matt	Lehar	AECOM	Illinois Tollway	mlehar@geti@ss.com	845-602-1518
Pamela	TRUGG	LEDOT			
Mike	Walczak	NWMC			
Linda	Klein	Liberty Prairie Foundation		linda@libertyprairie.org	
Sandra	Hart	LC Board	455 Pine Ct. Lake Bluff	shhart@lakecounty.il.gov	847.372.8934
Jeff	Roskorn	Village of Roskorn Cong. Peter Roskorn			847.677.8870
Anna	Stachulak			Anna.Stachulak@mai.house.gov	



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings #2

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Tax Increment Financing Value Capture Working Group  
Monday, August 18, 2014  
10:00 a.m. - noon  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 12, 2014, meeting minutes
3. Overview of refined CMAP value capture analysis
4. Discussion
5. Next steps

Lake County Tolling and Motor Fuel Tax Working Group #2  
Tuesday, August 19, 2014  
2:00 p.m. - 3:30 p.m.  
[add to your Outlook](#)

1. Roll call
2. Approve August 25, 2014, meeting minutes
3. Follow-up on analysis requested at August 5, 2014, meeting
4. Tolling along Illinois Route 53/120
5. Tolling along the Tri-State Tollway (I-94)
6. Motor fuel tax
7. Discussion
8. Next steps

RSVP by August 15 to: **Cathy Valente**, (847) 217-5004 or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
Tax Increment Financing Value Capture Working Group #2  
Roll Call August 18, 2014  
Meeting minutes issued by Lake County

<b>PRESENT</b>	<b>NAME</b>	<b>REPRESENTING</b>
Present	Aaron Lawlor	Lake County
Present	Steve Lentz	Village of Mundelein
	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
Present	Joseph Mancino	Village of Hawthorn Woods
Present	Tom Poynton	Village of Lake Zurich
Present	Heather Rowe	Village of Libertyville
Present via phone	Wayne Motley	City of Waukegan
Present	Michael Stevens	Lake County Partners

**General Business**

*Call to Order and Roll Call*

Meeting minutes from the August 12, 2014 meeting were approved. **Tom Poynton (TP)** and **Heather Rowe (HR)** abstained from voting. **Liz Schuh (LS)** of CMAP provided a recap of the previous meeting and presented new revenue analysis based on direction from the last meeting to capture only new, non-residential development in the proposed project tax increment financing (TIF) district at various levels of diversion to underlying tax districts. No market study has yet been done on what the county would look like with and without the facility, so they used historical capture rates to approximate baseline data. The revenue figures assume that the TIF district would be established in 2018 accounting for net present values and projected bonding capacities for a 25 year term. **LS** also reviewed broad statutory issues that challenge the implementation of a TIF district. Those issues include: creating a TIF across multiple jurisdictions, the need for finding of blight, inclusions of farmland, 23-year TIF term limits and impacts on underlying jurisdictions.

**Aaron Lawlor (AL)** said it is important that the group sells the TIF district as not only an opportunity to build the road, but also to support the environmental stewardship fund (ESF) to mitigate against unintended consequences. **LS** provided a map of the value capture analysis area which is assumed to be in one-mile radius from the road's approximate centerline and two miles from interchanges **Mike Talbett (MT)**, of Kildeer, asked if they can broaden the base to minimize individual taxes and maximize the total revenue. **AL** considered that politically untenable. **Barry Burton (BB)** said there would be opposition from communities east of I-94, while **Michael Ellis (ME)** said more parties at the table will complicate their chances of reaching consensus. **LS** clarified that the proposed boundaries do not interact with any existing TIF districts. **LS** also stated the analysis did not account for land use changes, in a response to a question from **HR**.

**AL** said TIF dollars don't have to be bonded, but can be directed as annual cash payments to directly fund the ESF and the Tollway. **ME** said an agreement between the Tollway and local communities

represents a pledge for the locals to provide the Tollway a revenue stream. **AL** said a governance structure will be created to oversee the ESF and its use. **BB** said a similar advisory committee would be created to oversee a TIF district. **SL** reminded the group that the Finance Committee was told by the Tollway Board that the locals must cover the cost of the environmental enhancements recommended by the Blue Ribbon Advisory Council (BRAC). He questioned if they were raising enough revenue. **Aimee Lee (ALee)** said the BRAC innovations were preliminarily estimated at \$450 to \$600 million. Consultants are working with the BRAC environmental working group and stakeholders to further refine the cost estimate. New numbers will be presented to the Finance Committee on September 11. **AL** said he is less concerned about meeting that target and more concerned about making value capture work and providing the best offer. **AL** said tolling along I-94 projects bonding capacities of potentially \$252 to \$324 million. These tolls generate revenue and respond to equity issues and diversions on I-94. **BB** said other working groups are progressing; cost efficiencies will be achieved through the cost refinement process, new funds available from value capture, I-94 tolling and the county gas tax. Until all revenues are added, they do not know the final number. **ME** said a new stand-alone legislation would be needed to implement this speculated TIF district. They can decide what boundaries, numbers and percentages to insert later. **AL** requested they look at previous state statutes across the country to see how to overcome legislative issues earlier noted. **Action item: Mark Briggs (MB)**, of Parsons Brinckerhoff, stated that he could provide statutes used in other states.

**AL** said linking the TIF district to the ESF makes most sense, but **JM** said more explanation is needed to address what the fund does. **HR** said they would be better off not saying that the TIF will last forever. **LS** cautioned that, by statute, TIF funds must be spent before the TIF ends. **LS** said although future TIF districts may be prevented, the underlying districts would receive new funding based upon the diversion. **BB** said there will be few impacts because there are not many areas in the boundary right for a TIF district. **Action item: AL** asked CMAP/Lake County GIS for a list of all the taxing districts impacted in the proposed TIF district. **LS** said she would also look at what data CMAP has available, but suggested the County would have better information.

**LS** reminded the group that with TIF, the revenue must be spent in the boundaries, and if the TIF is the primary funder for the ESF, then the ESF would need to limit its geographic scope accordingly. **MT** said the fund may need to cover indirect impacts that spread beyond the corridor. **BB** said that can be made clear in any proposed legislation. The group then discussed the diversion rate. **JM** expressed concern for gaining approval of 50 percent diversion in Hawthorn Woods. The group agreed that 25 percent essentially underwrites the ESF (cost of \$81 million), estimated at \$72 to \$96 million in net present value revenues. The taxing districts in these areas are receiving 25 percent of something they didn't before, **BB** said. **LS** added that the new facility will additionally increase property values and rents. **JM** disagreed, saying it may do the exact opposite in Hawthorn Woods, where it is unclear what the road will look like. He said there are serious concerns about the proposed elevation of the road and the effect of salt spray and potential reductions in property values. **JM** said he would like to see design concepts through Hawthorn Woods. **ALee** said the Tollway and consultants would talk with **JM**. **Action item:** Based on the discussion, the group supported a TIF mechanism that captures new, non-residential growth in the corridor with 25 percent of revenues dedicated to the Illinois Route 53/120 project.

**AL** said the next challenge is establishing a footprint to marry the ESF with the TIF. **HR** suggested a map be overlaid with environmental hot spots identified in the BRAC to ensure the ESF is used within the proper boundaries. **LS** said land use data is still coming. **AL** said the project costs encompass direct impacts, while the ESF will cover indirect impacts within the corridor which cannot be funded through toll revenues. **Action item:** **SL** noted that the group's recommendation was that the TIF funds support the ESF. The next meeting was scheduled for Thursday, September 4, at 2 p.m. The group will discuss statutory issues and legislative principles to implement a TIF district and work to draft a summary and recommendation. A motion was approved to adjourn and the group broke at 11:20 a.m.



IL ROUTE 53/120 PROJECT TAX INCREMENT FINANCING VALUE CAPTURE WORKING GROUP MEETING #2

Location: Lake County DOT, Main Conference Room

Date: August 18, 2014

Time: 10:00 AM - 12:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
CHRIS	GEISELHAET	LCAS	60048 1408 BULL CREEK DR.	ccgeisel@aot.com	847-362-5134
PANA	TRIGG	LCDOT		p.trigg@laketcounty.il.gov	847-377-7400
BRUCE	CHRISTENSEN	LCDOT			847-377-7455
MARI	PIPE	Daywood		mpipe@daywood.com	



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Tax Increment Financing Value Capture Working Group #3  
Thursday, September 4, 2014  
2:00 - 4:00 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 18, 2014, meeting minutes
3. Discussion of statutory issues and examples
4. Confirm guiding principles for tax increment financing recommendation
5. Discussion
6. Public comment
7. Adjourn

Stewardship Fund Working Group #3  
Friday, September 5, 2014  
11:00 a.m. - 12:30 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 27, 2014, meeting minutes
3. Discussion of governance and funding recommendation
4. Public comment
5. Adjourn

RSVP by September 3 to: **Cathy Valente**, (847) 217-5004 or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
Tax Increment Financing Value Capture Working Group  
Roll Call September 4, 2014  
Minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Aaron Lawlor	Lake County
Present	Steve Lentz	Village of Mundelein
Present	Charles Witherington-Perkins	Village of Arlington Heights
Present	Jeffrey Braiman	Village of Buffalo Grove
Present	Michael Ellis	Village of Grayslake
	Joseph Mancino	Village of Hawthorn Woods
	Tom Poynton	Village of Lake Zurich
Present	Heather Rowe	Village of Libertyville
Present via phone	Wayne Motley	City of Waukegan
Present	Michael Stevens	Lake County Partners

**General Business**

*Call to Order and Roll Call*

The group moved to adopt meeting minutes from the previous meeting on a motion from **Jeffrey Braiman (JB)**, seconded by **Michael Ellis (ME)**. **Mark Briggs (MB)**, of Parsons Brinckerhoff, then led a review of statutes created in Virginia, Florida and Texas to fund local transportation districts. **MB** noted that none of the statutes entirely match the Illinois Route 53/120 Project, but each has applicable aspects that can inform how new legislation might be drafted. **Charles Witherington-Perkins (CWP)** suggested there is framework in place through the STAR Line proposal that created a tax increment financing (TIF) district without meeting blight or conservation criteria through a public transportation component. **Liz Schuh (LS)**, of CMAP, noted that the STAR Line was included as a unique consideration by amending the existing TIF statute.

**JB** asked if there had been discussion with legislators. **Aaron Lawlor (AL)** said he briefed some legislators on a high level and there were plans to meet with State Sen. Terry Link the next week. **Barry Burton (BB)**, of Lake County, said before they begin drafting legislation they have several financing decisions to make. **BB** said they will not understand when and how much is needed until they receive more information from the other working groups because this intertwined with the Environmental Stewardship Fund (ESF). **Doug Whitley (DW)**, Finance Committee co-chair, said the report ultimately goes to the Tollway, but he is reluctant to bring legislators in until decisions are sorted. **AL** said when the Finance Committee drafts the final report they will engage a broader group of lawmakers and the Tollway Board of Directors. **DW** said local mayors would also like to review plans. **Heather Rowe (HR)** said the details of the legislation will help them draft a recommendation to the Tollway Board. **AL** said they still have a number of decisions to make, such as what the taxing district is called, how it is formed, how it is governed and its purpose. **AL** said it could likely be formed through the county and all taxing bodies would pass a resolution in favor of it. He said the concern there is that the state legislature can require 100 percent support from taxing districts, making it challenging to implement. **CWP** said

Arlington Heights has a Joint Review Board, comprised of the taxing districts, which vote and recommend to the Village of Arlington Heights Board. **AL** said they could follow a similar process. **BB** said they have to be careful how to craft special legislation. They first have to make a recommendation for Tollway staff and consultants to pursue and analyze.

Chair **Steve Lentz (SL)** asked that the group consider the length of time allotted for the tax district and amount invested. **JB** said if it is for the ESF, then it would have to be for 50 years. **BB** said they will not be able to decide how bonds are issued or make any clear recommendations about the length of the term until the ESF plan is aligned. **AL** said Tollway leadership has stated it is not in their framework to be the bonding authority for funds generated through value capture. The ESF working group has ideas, but needs more time to discuss, **AL** said. **Aimee Lee (ALee)**, of the Tollway, said the new table of projected value capture revenues the group received was including updated figures in 2020 dollars, as opposed to the 2018 dollars previously used. The net present value of the estimated TIF value capture for new non-residential development was \$81 million to \$108 million under the 25 percent diversion.

**SL** suggested they also consider a threshold to define what happens when a non-residential property owner in the district expands a property. There was no figure provided because it is difficult to project, **LS** said. **HR** said not only expansion should be viewed but also potential changes of land use from residential to commercial where redevelopment or expansion can also occur. **ME** said the increased value of existing non-residential development is not included in the total figures. That increment is set aside for the taxing districts, a significant selling point to implement a TIF. The group then debated whether the expansion of a non-residential structure would be taxed on its size increase or the value of the expansion. **JB** said it would be more fairly based on size expansion, while **CWP** said it would be easier for the assessor to track a dollar amount. **MB** said more job growth takes place with expansion than new business. **BB** said there are not many existing businesses within the corridor aside from the northern edge, so it would not impact many. **BB** suggested they postpone establishing too much detail, and rather let the right people decide on these issues later on as this concept develops. **LS** said a conversation with the Lake County Assessor's Office would be needed if these changes were made.

The group then discussed the proposed funding mechanism and the desire to give it a name that distinguishes it from a TIF, given that it functions quite differently from a TIF, and is reflective of its intended use. **SL** said it has been established they will fund the ESF with a one mile radius from the roadway and two miles from interchanges. After several suggestions, for the purposes of easy reference the group agreed to refer to it as the Sustainable Transportation Fund (STF).

The group then discussed what points should be presented to the full project Finance Committee on September 11. The group agreed that more definition will be needed to set the exact boundaries of the STF. **BB** suggested they build support from communities now knowing there is more to be decided. **LS** said the majority of the property taxes are being directed back already because 85 percent of the property value base is residential, and 75 percent of new development will return to the community. **MB** said there is a strong incentive for the communities to encourage new development because they will receive 75 percent of the benefit. **MB** said property values will accelerate much more than before based off the new transportation benefits. **DW** suggested they use the word "dedicated" instead of

“capture” because capture gives the impression that they are taking something away. The group also agreed that if a TIF district is created at a later date, it would be established in future legislation that the STF is given priority funding. **AL** said it is important that they develop legislation that encompasses all of the project needs, and that the ESF is not set aside but rather part of the project. The ESF is part of project cost; it is just funded differently. **Action item:** The group summarized their recommendations as the following:

### **Sustainable Transportation Fund (STF)**

#### **How will this funding mechanism operate?**

- ❑ Dedicate 25 percent of new non-residential development property taxes in 1-mile radius of corridor, 2-mile radius at interchange
  - Remaining 75 percent is left to underlying districts
  - All residential is left to underlying districts

#### **Expected level of revenue toward project**

- ❑ Projected net present value = \$81 million - \$108 million (2020 dollars)
- ❑ Projected bonding capacity = \$46 million - \$61 million (2020 dollars)

#### **Desired as a dedicated source to Stewardship Fund**

#### **Recommended next steps**

- ❑ Garner support from municipalities and underlying districts
- ❑ Further analysis needed, market analysis forthcoming from Land Use Plan
- ❑ Draft new legislation
  - Create multi-jurisdictional district
  - Funding pledged to Stewardship Fund
  - Examine existing statutes and identify other things desired in new legislation

There was no public comment. On a motion from **JB** and seconded by **Mike Stevens**, the group officially adjourned at 3:17 p.m.

**Estimated TIF value capture net present value and bonding capacity from nonresidential development in the 53/120 corridor, in millions, 2020\$**

	Proportion of district revenues available for Value Capture Funding		
	50%	25%	10%
<b>Projected Net Present Value</b>			
Additional new development with the 53/120 facility, from incremental accelerated capture rates.	\$68 -\$96 M	\$34 -\$48 M	\$14 -\$19 M
Baseline new development occurring at historical capture rates	\$95 -\$119 M	\$47 -\$60 M	\$19 -\$24 M
<b>New Development Total*</b>	<b>\$162 -\$216 M</b>	<b>\$81 -\$108 M</b>	<b>\$32 -\$43 M</b>
Normal value inflation on vacant non-residential land **	\$9 -\$12 M	\$5 -\$6 M	\$2 -\$2 M
Existing non-residential development	\$83 -\$146 M	\$41 -\$73 M	\$17 -\$29 M
<b>TOTAL Projected Net Present Value</b>	<b>\$254 -\$374 M</b>	<b>\$127 -\$187 M</b>	<b>\$51 -\$75 M</b>
<b>Projected Bonding Capacity</b>			
Additional new development with the 53/120 facility, from incremental accelerated capture rates.	\$38 -\$54 M	\$19 -\$27 M	\$8 -\$11 M
Baseline new development occurring at historical capture rates	\$53 -\$67 M	\$27 -\$34 M	\$11 -\$13 M
<b>New Development Total*</b>	<b>\$91 -\$122 M</b>	<b>\$46 -\$61 M</b>	<b>\$18 -\$24 M</b>
Normal value inflation on vacant non-residential land **	\$5 -\$7 M	\$3 -\$3 M	\$1 -\$1 M
Existing non-residential development	\$47 -\$82 M	\$23 -\$41 M	\$9 -\$16 M
<b>TOTAL Projected Bonding Capacity</b>	<b>\$143 -\$211 M</b>	<b>\$72 -\$105 M</b>	<b>\$29 -\$42 M</b>

\* New development square footage within the value capture area through 2040 was estimated in the 2012 analysis. To provide a high-level attribution of potential development to the 53/120 facility, new development occurring at historical capture rates within the corridor or on proximate arterial roads was estimated. This provided a "baseline" development allocation. The remainder of development projected in the market analysis was attributed to the development of 53/120. This number is for order of magnitude purposes only. Further analysis of the market impacts of not developing the 53/120 facility would be required to better assess the value of new development attributable to the proposed roadway.

\*\*Without completion of the land use plan, it is uncertain where new development in the corridor will be located. This line item contains the tax increment revenues from all vacant, non-residential land in the corridor that has not been utilized in the new development analysis. Annual value inflation is 2-3%.

Note: All values are provided in \$2020 dollars. Numbers may not add to totals due to rounding. These projections are based on modifications to the March 2012 53/120 value capture analysis completed by CMAP. An analysis of the market development directly attributable to 53/120 has not been completed.

Sources: CMAP analysis of CoStar and Lake County Assessor data, 2012



IL ROUTE 53/120 PROJECT TAX INCREMENT FINANCING VALUE CAPTURE WORKING GROUP MEETING #3

Location: Lake County DOT, Main Conference Room

Date: September 4, 2014

Time: 2:00 PM - 4:00 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Mike	Walczak	NWMS			
Heather	Rene	Libertyville			
Charles	BEKINS	ARUNGTON HHS.			
Brian	Pigeon	NWMC			
Randa	TRIGG	LEOOR			

# Illinois Route 53/120 Project Value Capture Working Group Attendance Roster



Representing	Name	Alternate	Value Capture Working Group	Value Capture Working Group	Value Capture Working Group
			Workshop #1 August 12, 2014	Workshop #2 August 18, 2014	Workshop #3 September 4, 2014
Co-Chair	Chris Meister				
Co-Chair	Doug Whitley				
Lake County	Aaron Lawlor		X	X	X
Co-Chair, BRAC	George Ranney				
Village of Arlington Heights	Tom Hayes	Charles Witherington-Perkins			X
Village of Buffalo Grove	Jeffrey Braiman	Jeffrey Berman	X	X	X
Village of Grayslake	Michael Ellis		X	X	X
Village of Gurnee	Stephen Park				
Village of Hainesville	Linda Soto	Al Maiden			
Village of Hawthorn Woods	Joseph Mancino		X	X	
Village of Kildeer	Mike Talbett				
Village of Lake Zurich	Tom Poynton			X	
Village of Lakemoor	Todd Weihofen	Matt Dabrowski			
Village of Libertyville	Terry Weppler	Heather Rowe		A	A
Village of Long Grove	Angie Underwood	Joseph Barry / David Lothspeich			
Village of Mundelein	Steve Lentz	Dawn Abernathy	X	X	
Village of Palatine	Jim Schwantz				
Village of Round Lake	George Monaco	Dan MacGillis			
Village of Round Lake Park	Linda Lucassen				
Village of Vernon Hills	Roger Byrne	Dave Brown			
Village of Volo	Burnell Russell	Eric Tison			
Village of Wauconda	Frank Bart	Doug Maxeiner			
City of Rolling Meadows	Tom Rooney	Barry Krumstock			
City of Waukegan	Wayne Motley	Noelle Kischer-Lepper		X	X
Cook County Department of Transportation and Highways	John Yonan	Jennifer Killen / Mike Streitmatter			
McHenry County	Jim Heisler				
Metropolis Strategies	Jim LaBelle				
BRAC Founding Co-Chair	David Stolman				
Liberty Prairie Foundation	Brad Leibov				
Lake County Partners	Michael Stevens		X	X	X
Lake County Transportation Alliance	Marty Buehler	Suzanne Zupec			
Illinois State Senator- 32nd District	Pamela Allthoff	Rachel Barry			
Illinois Department of Transportation	Erica Borggren	Tony Small / Pete Harmet			
Federal Highway Administration	Robin Helmerichs	Mike Hine			
GENERAL PUBLIC			4	2	4

**Legend**

"X": Primary attended  
 "A": Alternate attended  
 Blank Cell: Not a member of that working group  
 Invited to participate

# | Appendix D

## **Environmental Restoration and Stewardship Fund Working Group**



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Tax Increment Financing Value Capture Working Group  
Tuesday, August 12, 2014  
2:00 - 3:30 p.m  
[add to your Outlook](#)

The agenda will include the following:

1. Establish working group objectives
2. Recap of CMAP value capture analysis
3. Discuss desired research and analysis
4. Next steps

Stewardship Fund Working Group  
Thursday, August 14, 2014  
2:00 - 3:30 p.m  
[add to your Outlook](#)

The agenda will include the following:

1. Overview of the intent of the stewardship fund
2. Establish working group objectives
3. Discuss desired research and analysis
4. Next steps

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RSVP by August 11 to: Cathy Valente, (847) 217-5004 or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
Stewardship Fund Working Group #1  
Roll Call August 14, 2014  
Meeting minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Aaron Lawlor	Lake County
Present	Brad Leibov – Chairperson	Liberty Prairie Foundation
	George Ranney	Co-Chair, BRAC
Present	Mike Talbett	Village of Kildeer
Present	Angie Underwood	Village of Long Grove
Present	Dave Brown	Village of Vernon Hills

### General Business

#### *Call to Order and Roll Call*

Chair **Brad Leibov (BL)** introduced **Mike Matkovic (MM)**, of Christopher B. Burke Engineering Ltd., to provide an overview of what the Blue Ribbon Advisory Council (BRAC) report says about the proposed the Environmental Stewardship Fund (ESF). **MM** stated that the ESF was intended to preserve and enhance the local environment around the Illinois Route 53/120 corridor and minimize long-term impacts and unintended consequences. The \$81 million stewardship fund can accomplish long-term environmental protections over the 50-year life expectancy of the project and included in that cost was the acquisition of 750 acres of land to be protected, restored and enhanced. **BL** said this working group must put forth recommendations on how the ESF is funded, how it will function and how it will be managed.

To help further lay the foundation for these issues, **BL** provided a handout that highlighted relevant language from the BRAC report as well as excerpts from a joint position letter from local environmental groups submitted during the BRAC process that served to inspire the proposed ESF. **Aimee Lee (ALee)**, of the Tollway, explained that the Tollway, by its authority, is allowed to apply toll revenues toward the cost of mitigating direct impacts of the roadway, but there are restrictions on the Tollway beyond that. The intent of the ESF will dictate what funding sources are eligible to support the ESF. **BL** acknowledged that the Tollway does not have statutory authority to use Tollway funds for unintended consequences outside of the right-of-way (ROW). However, **BL** further proposed that local contributions should not be used to fund the ESF at any different level than the overall project, but suggested that the Tollway and Lake County be granted discretion in aligning Tollway and local contributions among the various project costs, including the ESF. **Mike Talbett (MT)** suggested that if the group has any input with the other committees it would be to inform the Tax Increment Financing-Value Capture Working Group to create a wider taxing district to draw more funds from a broader base. **ALee** noted that the BRAC report does not specify the geographic boundaries in which the fund must be dedicated to which may impact governance and management of the fund.

**Jim Anderson (JA)**, of the Lake County Forest Preserve District, said the group must account for other issues that extend beyond the corridor downstream and decide what the Tollway is already mitigating directly and what the ESF can assist indirectly. He also pointed out that at a mitigation ratio of 5:1, there

is already a significant amount of land required of the Tollway to buy and mitigate in addition to the 750 acres of land required in the ESF. **MM** clarified there are between 75 and 95 acres of direct impacts and the 5:1 mitigation ratio recommended by the BRAC provides more than 490 acres of mitigation, all included in project cost, outside of the ESF. The ESF is intended to cover indirect impacts that are unknown. **JA** said that is a significant amount of land to manage over time. The ESF could meet the maintenance costs for a local resource agency after five years of Tollway mitigation. **MM** said the USACE looks at wetland bank sites first as a preferred option. If the Tollway purchases bank credits from a certified bank site, that will relieve the Tollway of long-term maintenance responsibility. Currently, there are not 490 acres of bank credits available, but that may change over time. The Forest Preserve District may be a source for those credits. If it's on Tollway right-of-way (ROW), it is still the responsibility of the Tollway to maintain however, but if it is off ROW, there can be a land easement granted to the Tollway or an agreement made.

The group then debated over management of the ESF. **MT** said if the land acquisition costs are added to the restoration costs, a great deal of the fund will be consumed. **JA** said a larger site that provides public access, wetlands and tree planting is much easier to manage over the long term rather than fragmented smaller pieces. **JA** also noted that a larger site provides for better quality habitat, etc. over fragmented pieces. **BL** said organizations, like The Conservation Fund and The Nature Conservancy, have a history of managing similar funds. It's up to the local resource agencies to propose projects. The national organizations would work with advisory councils on when and where to fund projects. **MT** said the working group can surrender that responsibility to them and then create an oversight committee to oversee that work. **JA** said there will be a necessity for a steering committee with all stakeholders to identify priorities and what needs must be funded.

As a first step to this discussion, **ALee** said the Tollway is looking for more clarity from the group on whether the ESF is intended for direct and/or indirect impacts. If it is established that the ESF is only for indirect impacts, then resources must come from state, federal or local, and not the Tollway. **RZ** said it is difficult to say what impacts come as a result of a new roadway due to unintended impacts of development and potential degradation to natural resources.

For the current level of analysis, **ALee** said the project costs related to all direct impacts is estimated at \$242 million, and is outside the cost of the ESF. **BL** said it is clear that the Tollway is not permitted, able or willing to fund indirect impacts. **BL** said the language is clear that this land acquisition and restoration is an indirect impact, so the question is how to address the fact that the Tollway can't participate in or fund the ESF. **Aaron Lawlor (AL)** said it is a natural fit to look at the TIF as the primary funding source for the ESF. **AL** said a TIF district would provide the local communities along the corridor a tangible benefit through the utilization of the ESF. There are statutory issues and legislation required to implement a TIF, but part of that legislation package would include permitting a TIF for a function like the ESF. **Liz Schuh (LS)**, of CMAP, said the proposed TIF boundaries include commercial and industrial properties within a mile of Illinois Route 53/120 and within two miles at interchanges. **LS** cautioned that TIF funds have to be spent within the TIF district.

**ALee** commented that recognizing the ESF as an important component to maintaining consensus on the overall project, this working group was formed to help kick start the discussion of the ESF and provide it with enough foundation and definition to ensure future discussions can continue beyond the Finance Committee process. **BL** then solicited comments about the working group's objectives before adopting them.

**Action item:** The group moved to adopt the edited objectives with a motion from **MT**, seconded by **Angie Underwood (AU)**. All were in favor and there was no opposition. The word "fully" was omitted from the second objective at the direction of **BL** based on his earlier comment that Lake County and the Tollway should determine alignment of funding sources to project cost items. The adopted working group objectives are as follows:

- Better define the scope of the stewardship fund
- Identify what existing or new local funding sources could be used to support this fund
- Define an overall governance structure for management of this fund
- Identify necessary next steps to implement

The group then debated whether the fund should be for future uses or strictly as a contingency fund for unintended consequences. **Dave Brown (DB)** asked for a better understanding of the direct and indirect impacts and more clarity on funding priorities. He also sought more information about the challenges in the corridor and opportunities for a 750-acre wetland mitigation site to be implemented in the corridor. As it relates to funding priorities, **LS** said the Land Use Committee is defining cold spots for preservation and developing analysis, but that data is not readily available. **BL** said the ESF can be coordinated and informed through other processes like the Land Use Committee.

**Action items:** The group then summarized takeaways for the next meeting: provide better distinction between direct and indirect impacts to the project; discussion of potential priorities for the ESF; discussion of potential restoration issues or areas in need of attention within the corridor.

**BL** said the goal is not to prioritize specific projects for the fund over 50 years but just to provide context and guiding principles for how to set priorities. Subsequent meetings were scheduled for Wednesday, August 27, at 2 p.m., and Friday, September 5, at 11 a.m. There was a motion to adjourn and the group broke for the day at 3:44 p.m.



IL ROUTE 53/120 PROJECT STEWARDSHIP FUND WORKING GROUP MEETING #1



Location: Lake County Division of Transportation

Date: August 14, 2014

Time: 2:00 PM - 3:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Celena	Coker-Thorn	Lake County Surc	500 W. Wabasha Libertyville	gwatson@lakecountylt.gov	847 377-7768
Matt	Lehan	AECOM	Illinois Tollway	MLehan@getipass.com	630-241-6800 ext 3953
DAVID	Brown	VERNON HILLS			
Angie	Underwood	Village of Long Grove		angie@auder.com	847-418-5140
Franca	Trigg	LEDOT		p.trigg@lakecountylt.gov	847-377-7400
Reed	Panther	Illinois Tollway	2700 Ogden Ave, Downers Grove	rpanther@getipass.com	630-241-6800 x3970
Nathan	Aaberg	Liberty Prairie Fdn.	32400 N Harris Road	nathan@libertyprairie.org	847-518-7062 x21



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048  
[map/directions](#)

Stewardship Fund Working Group Meeting #2  
Wednesday, August 27, 2014  
2:00 - 3:30 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 14, 2014, meeting minutes
3. Discussion of direct vs. indirect impacts
4. Discussion of Stewardship Fund guiding principles
5. Next steps
6. Public comment
7. Adjourn

Lake County Tolling and Motor Fuel Tax Working Group Meeting #3  
Friday, August 29, 2014  
Noon - 2:00 p.m.  
[add to your Outlook](#)

The agenda will include the following:

1. Roll call
2. Approve August 19, 2014, meeting minutes
3. Tolling along the Tri-State Tollway (I-94)
  - a. Deerfield mainline toll analysis results
  - b. Deerfield system tolling analysis results
4. Discussion of preferred tolling and gas tax scenarios
5. Potential opportunities for federal loans and grants
6. Next steps
7. Public comment
8. Adjourn

RSVP by August 26 to: **Cathy Valente, (847) 217-5004** or [cvalente@getipass.com](mailto:cvalente@getipass.com).

Agendas, presentations and reports from the Finance Committee will be available in the Community Outreach section on the Illinois [Tollway's website](#). Please don't hesitate to contact us with any questions.

Illinois Route 53/120 Project  
Stewardship Fund Working Group #2  
Roll Call August 27, 2014  
Meeting minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present via phone	Aaron Lawlor	Lake County
Present	Brad Leibov - Chairperson	Liberty Prairie Foundation
Present	George Ranney	Co-Chair, BRAC
Present	Mike Talbett	Village of Kildeer
Present	Angie Underwood	Village of Long Grove
Present	Dave Brown	Village of Vernon Hills

### General Business

#### *Call to Order and Roll Call*

Before adopting the previous meeting minutes, **Aimee Lee (ALee)**, of the Tollway, noted that at the last meeting she had incorrectly stated the project costs related to the mitigation of direct environmental impacts. The correct cost is estimated at \$242 million, which was presented at the second Finance Committee meeting. **Mike Matkovic (MM)**, of Christopher B. Burke Engineering, Ltd., clarified that the \$242 million estimate captures both the regulatory requirements for mitigation as well as those recommended by the Blue Ribbon Advisory Council (BRAC). **MM** further noted that this cost is currently being refined through the input of environmental stakeholders and will be presented at the next Finance Committee meeting. **Action item: Dave Brown (DB)** moved to adopt the meeting minutes on a motion that the amended direct impact costs be included, and **Angie Underwood (AU)** seconded the motion and the group approved it.

**MM** provided the group with an explanation and handout defining potential direct and indirect environmental impacts. The list illustrated potential direct impacts that are caused by the project that occur within or directly adjacent to the project construction zone. There is typically a regulatory and permit requirement for mitigation of most direct impacts, as part of the project. These impacts are measurable and observable, while the indirect impacts are generally not readily measurable or foreseeable as resulting from the project. Potential indirect environmental impacts would be monitored long term and addressed through the proposed \$81 million Environmental Stewardship Fund (ESF). **Mike Talbett (MT)** asked how chloride impacts and water quality degradation would be categorized. **MM** said water quality impacts will be mitigated as direct and indirect impacts. Direct impacts cover construction or operations, and this will be further addressed in the next phase of project development. Indirectly, the ESF will provide for previously degraded wetlands and the roadway's secondary or cumulative impacts and long-term monitoring. **ALee** noted that the handout was developed at the request for better distinction to be made between direct and indirect impacts and asked if there was need for any further information needed. The group noted that the handout was helpful.

Based on the BRAC recommendation to use the ESF for acquiring 750 acres for land preservation and restoration to address indirect impacts, **MM** said the cost would be approximately \$65 million, based on

a Lake County average of \$2 per square foot, or \$87,000 per acre. **JA** said that it may be helpful to provide a range due to the high cost that may swallow the majority of the fund. **Jason Navota (JN)** said there is confusion on why increased stormwater runoff is a direct impact and stream erosion is an indirect impact. **MM** said the Tollway will have to meet requirements and comply with local ordinances to mitigate stormwater runoff and detention issues as a result of the project, but there may be increased stormwater runoff that may arise 10 years after the project is complete. This is categorized as an unforeseen, indirect impact. **MW** said the SMC is currently dealing with drainage and water runoff issues that have come as a result of other projects over time. There is no perfect system designed to cover these unintended consequences. **AU** asked who and how it will be determined that these consequences are a result of the road. **ALee** said that will be decided through the governance of the ESF. Chair **Brad Leibov (BL)** said it is up to the group to identify the strategic goals of the governance. He acknowledged that there is not enough technical data available to determine every detail of this governance and how the ESF will exactly improve the corridor's ecological health, but the list of direct and indirect impacts gives the group a better understanding of what the ESF is intended to cover. **MT** said there is more comfort that environmental concerns will be met knowing the Tollway's direct impacts will account for \$242 million in mitigation. **DB** said it is incumbent on the group to figure out what the baseline is now to determine what is attributable to the ESF before the indirect impacts occur later. **George Ranney (GR)** said they know there will be significant impacts but the question is figuring out how much and when. They cannot provide a number for what is unanticipated. **MT** said those unknown costs should be covered by the ESF. **MW** said the issue of stream erosion should not be considered an expensive indirect impact, but it should be tied to drainage impacts because these are most times inseparable issues.

**BL** provided the group with a prepared statement to clarify the intent and purpose of the ESF. **BL** said it was important the group build consensus to articulate and describe the ESF to the Finance Committee and Tollway Board. The group established that the corridor included two miles on either side of the roadway. **Aaron Lawlor (AL)** said if a tax increment financing (TIF) district is utilized to generate funds for the ESF, then the boundaries must be aligned and this becomes a discussion for the TIF-Value Capture Working Group, which was studying a corridor with only a one mile radius from the centerline with two miles at intersections. **JA** said reducing the boundary by a mile will limit the opportunities to mitigate. The value capture area can benefit from major infrastructure because it will grow commercial development to which people will travel to, **GR** said. **MT** said the limit on broadening the TIF is impacting the existing TIF districts that currently exist. **Lenore Beyer-Clow (LBC)**, of Openlands, said after land acquisition takes place, the ESF is a small pot of money and innovation will be required to leverage other investment resources to restore the ecological health of the area and have a broad scale impact on the region. The group agreed that a technical advisory committee will likely be needed to oversee how the fund is managed. **MT** said they still have to address how administrative regulations are imposed; how investments and paying for unintended consequences is decided; and how long the ESF will last. **JA** said establishing the baseline would shed light on the future management of the ESF. **JN** said the Land Use study will provide additional insight but it does not include a baseline for all natural resource conditions. All agreed that a baseline would need to be developed in a future effort. **Action item:** **BL** said governance and funding will be discussed at the next meeting.

**Action item:** After lengthy discussion, the group amended, approved and adopted the ESF guiding principles as follows:

The Environmental Restoration and Stewardship Fund will provide financial support for the protection and enhancement of the natural resources, including agricultural lands and water bodies, within two miles of the Illinois Route 53/120 roadway. The Fund will support efforts to improve the ecological health within the corridor through:

- Protection and restoration of at least 750 acres of land
- Long-term stewardship of the current and newly protected lands and other natural resources, including agricultural lands and water bodies
- Innovative investments intended to remediate ecological health issues that may arise within the corridor
- Monitoring and study to inform governance and funding priorities

The group agreed to establish recommendations for the funding and governance of the ESF at its next meeting to recommend to the Finance Committee. The next meeting was scheduled for Friday, September 5 at 11 a.m. The meeting officially adjourned at 3:45 p.m.



IL ROUTE 53/120 PROJECT STEWARDSHIP FUND WORKING GROUP MEETING #2



Location: Lake County Division of Transportation

Date: August 27, 2014

Time: 2:00 PM - 3:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
GEORGE	MONARD	ROUND LAKE			708 466 4979
DAVID	BROWN	Vernon Hills			847 918 3544
Angie	Underwood	Long Grove Village			847-478-5146
Debra	Moran	Lake County News-S-			847-809-1428
Pamua	TRIGG	LEDOT		ptrigg@lakecountyl.gov	847-377-7400
Nathan	Aaberg	Liberty Prairie Fedn.		nathan@libertyprairie.org	



## The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Working Group Meetings

Lake County Division of Transportation, Main Conference Room  
600 West Winchester Road  
Libertyville, Illinois 60048

Tax Increment Financing Value Capture Working Group #3  
Thursday, September 4, 2014  
2:00 - 4:00 p.m.

The agenda will include the following:

1. Roll call
2. Approve August 18, 2014, meeting minutes
3. Discussion of statutory issues and examples
4. Confirm guiding principles for tax increment financing recommendation
5. Discussion
6. Public comment
7. Adjourn

Stewardship Fund Working Group #3  
Friday, September 5, 2014  
11:00 a.m. - 12:30 p.m.

The agenda will include the following:

1. Roll call
2. Approve August 27, 2014, meeting minutes
3. Discussion of governance and funding recommendation
4. Public comment
5. Adjourn

Illinois Route 53/120 Project  
Stewardship Fund Working Group #3  
Roll Call September 5, 2014  
Meeting minutes issued by Lake County

PRESENT	NAME	REPRESENTING
Present	Aaron Lawlor	Lake County
Present	Brad Leibov - Chairperson	Liberty Prairie Foundation
Present	George Ranney	Co-Chair, BRAC
Present	Mike Talbett	Village of Kildeer
Present	Angie Underwood	Village of Long Grove
Present	Dave Brown	Village of Vernon Hills

### General Business

#### *Call to Order and Roll Call*

Chair **Brad Leibov (BL)** asked for approval of the previous meeting minutes. **Jim Anderson (JA)**, of the Lake County Forest Preserve District, asked that a breakdown of the \$242 million for mitigation of direct environmental impacts be provided. **Action items: Mike Matkovic (MM)**, of Christopher B. Burke Engineering, Ltd., said they can supply the requested information. On a motion from **Mike Talbett (MT)**, seconded by **Angie Underwood (AU)**, the minutes were then approved.

**Mike Sands (MS)**, of the Liberty Prairie Foundation and chair of the Environment and Sustainability Working Group for the Blue Ribbon Advisory Council (BRAC), said the handout sufficiently documented the list of direct environmental impacts that would be mitigated as part of the Illinois Route 53/120 facility and the indirect impacts that would be addressed via the Environmental Stewardship Fund (ESF). While the definitions are blurred at times to what is direct and indirect, **MS** said the environmental groups and BRAC would support the list and its summary of direct and indirect impacts. **Action items:** The group agreed to change the word "preservation" to "protection" in the handout, based on the original wording of the BRAC. **ALee** said they would revise it, but also noted that it is an organic document that will evolve as discussion of the ESF progresses beyond the project Finance Committee. **Mike Warner (MW)**, of the Lake County Stormwater Management Commission, suggested they label the document with a date to mark revisions and he also requested that drainage is included with stream erosion under potential indirect impacts. **MM** suggested they rename it storm water management. **BL** said they will date the working document, and future comments and corrections are welcome.

**BL** called for discussion regarding recommendations for funding the ESF. The group discussed what revenues could be used toward the ESF. **BL** said private revenues suggest fundraising, and the expectation is that the ESF is funded as part of the project. **Dave Brown (DB)** said other revenues allow more flexibility. **AL** said it is important to lay out a solid funding plan that the ESF does not bank entirely on foundation or private support. **BL** said statutory limitations recognize they must leave the door open to other revenues. **George Ranney (GR)** said a private funding component is highly unlikely. **GR** said he did not see why a board of trustees or a foundation would provide dollars toward a public project. The group agreed to identify other revenues as all-encompassing and that future decisions will be made on

exactly how the ESF is funded. **Action item:** On a motion by **AL** and seconded by **MT**, the group adopted the following funding recommendations:

### **Funding Recommendations**

- The Environmental Restoration and Stewardship Fund is an essential and integral component of the roadway project and shall be funded as part of the overall project budget.
- Contributions to the Fund may include a combination of Tollway revenue, value capture, motor fuels tax, or other revenues. Statutory requirements which may impede the use of such revenues for the express purposes of the Fund will need to be considered and addressed.
- The Tollway and Lake County have discretion in how Tollway and local contributions are allocated to the Environmental Restoration and Stewardship Fund.
- While the Environmental Restoration and Stewardship Fund may generally be funded incrementally over time, the commitment to protect and restore at least 750 acres will likely require a mechanism for generating a significant amount of funds upfront or the ability for the Fund to finance large capital expenses over time.

The group then reviewed draft recommendations for governance of the ESF. **GR** said the governing body will be charged with fiduciary and financial responsibilities. **AL** said if other tax revenues are utilized, a corresponding agreement will be needed to provide checks and balances to provide taxpayer protection. **BL** said the goal is to create the most efficient, transparent and effective governing structure. **MT** said there will be a technical advisory committee that will make recommendations to remediate unintended consequences and a steering committee that will address policy and identify priorities and implementation. **MS** said the steering committee will evolve over time. **GR** noted that he sits on the board of The Conservation Fund, which serves a similar role and has infrastructure in place to administer a large fund and report back to a steering committee. **BL** also mentioned Openlands as another local example. He said the steering committee can establish what type of organization will take on the role. Because of the different sources of funds being used, **BL** said statutory issues may ultimately entail an auditing requirement. **Action item:** On a motion by **DB** and seconded by **AU**, the group adopted the following governance recommendations:

### **Governance Recommendations**

- The governance of the Fund shall be conducted in a transparent and financially accountable manner that inspires a high level of confidence among key stakeholders and the public.
- The governance system for the Fund shall be composed of an independent steering committee of Lake County environmental, municipal, and elected leaders, and a technical advisory committee that will advise the steering committee. The steering committee will determine funding priorities, make specific funding decisions, and evaluate the performance of the Fund administrator.
- The steering committee shall be established concurrent with the Tollway Board's advancement of the project.
- Comprehensive baseline environmental data on pre-construction conditions in the roadway corridor is necessary for the technical advisory committee to develop criteria standards and funding priority recommendations.
- The Fund administrator, under the direction of the steering committee, shall establish an open and competitive project selection process, protocols for field work evaluation and monitoring, reporting mechanisms, and opportunities for public engagement. The administrator shall not be allowed to bid on projects funded by the Fund.

- The Fund administrator shall be a third-party organization with professional and fiduciary expertise in fund administration, conservation field work evaluation, and reporting.

There was no public comment. After agreeing on the recommendations, the group then adjourned.



IL ROUTE 53/120 PROJECT STEWARDSHIP FUND WORKING GROUP MEETING #3

Location: Lake County Division of Transportation

Date: September 5, 2014

Time: 11:00 AM - 12:30 PM

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Pamela	TRIGG	LC DOT		p.trigg@lakecounty.il.gov	847-377-7400
Linda	Shiens			linda@libertyprairie.org	
Nathan	Asberg	Liberty Prairie Fedh.		nathan@libertyprairie.org	
Angie	Underwood	Long Grove			
David	Brown	Vernon Hills		Dave Brown@v hills.org	
Jim	Anderson	LCFRD		janderson@lcfprd.org	847.968.3282
Mick	ZAWISLAK	DAULY HERALD		mzawislak@daillyherald.com	847.680-5512

# Illinois Route 53/120 Project Environmental Stewardship Fund Working Group Attendance Roster



Representing	Name	Alternate	Environmental Stewardship Fund Working Group	Environmental Stewardship Fund Working Group	Environmental Stewardship Fund Working Group
			Workshop #1 August 14, 2014	Workshop #2 August 27, 2014	Workshop #3 September 5, 2014
Co-Chair	Chris Meister				
Co-Chair	Doug Whitley				
Lake County	Aaron Lawlor		X	X	X
Co-Chair, BRAC	George Ranney			X	X
Village of Arlington Heights	Tom Hayes	Charles Witherington-Perkins			
Village of Buffalo Grove	Jeffrey Braiman	Jeffrey Berman			
Village of Grayslake	Michael Ellis				
Village of Gurnee	Stephen Park				
Village of Hainesville	Linda Soto	Al Maiden			
Village of Hawthorn Woods	Joseph Mancino				
Village of Kildeer	Mike Talbett		X	X	X
Village of Lake Zurich	Tom Poynton				
Village of Lakemoor	Todd Weihofen	Matt Dabrowski			
Village of Libertyville	Terry Weppler	Heather Rowe			
Village of Long Grove	Angie Underwood	Joseph Barry / David Lothspeich	X	X	X
Village of Mundelein	Steve Lentz	Dawn Abernathy			
Village of Palatine	Jim Schwantz				
Village of Round Lake	George Monaco	Dan MacGillis			
Village of Round Lake Park	Linda Lucassen				
Village of Vernon Hills	Roger Byrne	Dave Brown	A	A	A
Village of Volo	Burnell Russell	Eric Tison			
Village of Wauconda	Frank Bart	Doug Maxeiner			
City of Rolling Meadows	Tom Rooney	Barry Krumstock			
City of Waukegan	Wayne Motley	Noelle Kischer-Lepper			
Cook County Department of Transportation and Highways	John Yonan	Jennifer Killen / Mike Streitmatter			
McHenry County	Jim Heisler				
Metropolis Strategies	Jim LaBelle				
BRAC Founding Co-Chair	David Stolman				
Liberty Prairie Foundation	Brad Leibov		X	X	X
Lake County Partners	Michael Stevens				
Lake County Transportation Alliance	Marty Buehler	Suzanne Zupec			
Illinois State Senator- 32nd District	Pamela Althoff	Rachel Barry			
Illinois Department of Transportation	Erica Borggren	Tony Small / Pete Harmet			
Federal Highway Administration	Robin Helmerichs	Mike Hine			
GENERAL PUBLIC			2	2	4

**Legend**

"X": Primary attended  
 "A": Alternate attended  
 Blank Cell: Not a member of that working group  
 : Invited to participate

# | Appendix E

## **User Survey Report**



the science of insight | 6.30.2014

FINAL REPORT

## ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY



55 Railroad Row  
White River Junction, VT 05001  
802.295.4999  
[www.rsginc.com](http://www.rsginc.com)

**PREPARED FOR:**  
ILLINOIS TOLLWAY

**SUBMITTED BY:**  
RSG: MARK FOWLER, SENIOR CONSULTANT

**IN COOPERATION WITH:**  
TRANSYSTEMS



# ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY

PREPARED FOR:  
ILLINOIS TOLLWAY

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## 1.0 INTRODUCTION

The Illinois State Toll Highway Authority (Illinois Tollway) is conducting a feasibility study for the proposed State Route 53/120 project to improve connectivity and reduce congestion in Lake County and northern Cook County. Currently, arterial and local routes in the study corridor experience significant congestion, specifically in the eastbound and southbound directions in the morning, and the westbound and northbound directions 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 study corridor, and the greatest employment growth occurring at the southern part of the study corridor.

The proposed improvements in the corridor include the following components (Figure 1.1):

- Extension of IL Route 53 from Lake Cook Road to IL Route 120.
- Upgrade of IL Route 120 from U.S. Route 12 to I-94 Tri-State Tollway, including a five-mile Bypass between Wilson Road and U.S. Route 45.

The objective of the study is to determine if the project is feasible across five key areas: 1) design and engineering; 2) operations; 3) environmental impact; 4) financing; and 5) regulatory.



FIGURE 1.1: ROUTE 53/120 PROJECT OVERVIEW

In October and November 2013, RSG conducted a stated preference (SP) survey for passenger vehicle drivers in Lake County and northern Cook County. The purpose of the survey was to estimate the willingness to pay for travel time savings, or value of time (VOT) of travelers who could use the proposed Route 53/120 corridor improvements. The estimates of travelers' VOT will be used to support estimates of highway traffic and toll revenue in the corridor.

RSG developed and implemented a SP survey questionnaire that gathered information from travelers who recently made a trip within, through, or into the Route 53/120 study corridor. The questionnaire collected data on current travel behaviors, presented respondents with information about the planned Route 53/120 Project, and used SP experiments to collect data that were used to estimate travelers' willingness-to-pay and propensity to use the proposed improvements under several possible future conditions.

The SP survey instrument was customized for each respondent by presenting questions and modifying wording based on respondents' previous answers. These dynamic survey features provide an accurate and efficient means of data collection and allow the presentation of realistic future conditions that correspond with respondents' reported experiences.

The survey was administered to respondents who reside in or near the study region. Respondents were recruited through one of two methods:

- E-mail invitations sent to 96,809 I-PASS account holders who reside in one of 33 ZIP Codes in the study area.
- Postcard invitations sent to 15,000 household addresses in one of 33 ZIP Codes in the study area.

The e-mails and postcards were distributed proportionally to the number of trips originating and ending in each ZIP code based on trip distribution output from the regional travel forecasting model. In total, 8,848 surveys were completed between November 6 and November 27, 2013. This total includes 8,298 completes obtained through the e-mail outreach to I-PASS customers, and 550 completes obtained through the postcard distribution to residential addresses.

Data from these travelers were analyzed using advanced statistical methods to estimate travelers' VOT and propensity to use the proposed Route 53/120 improvements under a variety of potential future conditions.

This report documents the development and administration of the survey questionnaire, presents survey results, and summarizes the discrete choice model estimation methodology and findings. The complete set of survey screen captures, response tabulations, and respondents' comments about the project are provided as appendices.

## 2.0 SURVEY QUESTIONNAIRE

---

RSG worked closely with TranSystems and Illinois Tollway staff to develop a questionnaire to meet the primary objective of this research effort—to estimate the willingness to pay for travel time savings for travelers in the study corridor.

At the beginning of the survey questionnaire, respondents were presented with an introduction to the purpose of the survey, the estimated time required to complete the questionnaire, and instructions for how to navigate through the computer-based instrument. A project e-mail address was included on this and all subsequent screens to provide respondents with a way to contact the survey team with any technical questions about the survey.

Following the introduction, the questionnaire had questions grouped into five main sections:

1. Trip qualification questions to determine respondent eligibility.
2. Trip-detail questions to collect details about a recent trip within, through, or into the study area.
3. SP questions designed to reveal respondents' sensitivities to travel-time savings and toll costs.
4. Debrief questions to identify reasons behind the choices made in the SP section and to collect respondents' attitudes toward tolling and congestion.
5. Demographic questions to ensure a broad range of the traveling population had been sampled.

The complete set of survey questions, as they appeared to respondents, can be found in Appendix A.

### 2.1 | INTRODUCTION AND TRIP QUALIFICATION QUESTIONS

Respondents were asked if they had made a qualifying trip after being presented with basic instructions about how to navigate the computer-based instrument and a brief introduction to the purpose of the study. In order to construct credible SP scenarios, it is necessary for respondents to have recent and personal experience making a trip that could use the proposed Route 53/120 improvements. To participate in the survey, respondents must have made a trip within, through, or into the study area in Lake or northern Cook County, on a weekday, and in a personal vehicle. For reference, respondents were shown a map highlighting the study area (Figure 2.1). Respondents who indicated that they had not made a trip that met any of the stated criteria were thanked for their time and released from the survey.

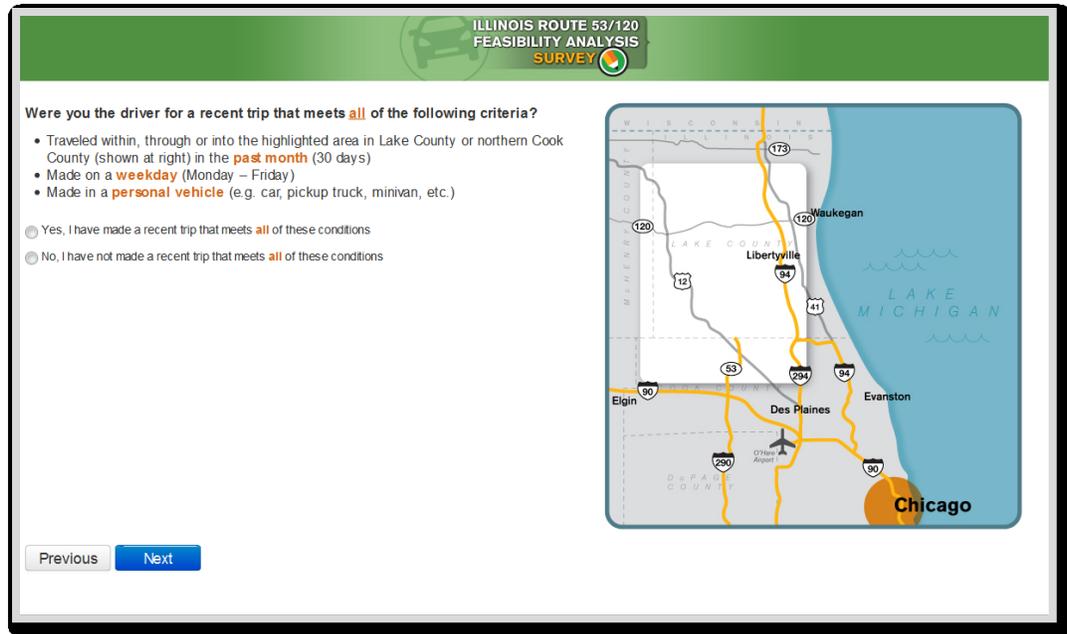


FIGURE 2.1: SAMPLE SURVEY SCREEN: TRIP QUALIFICATION

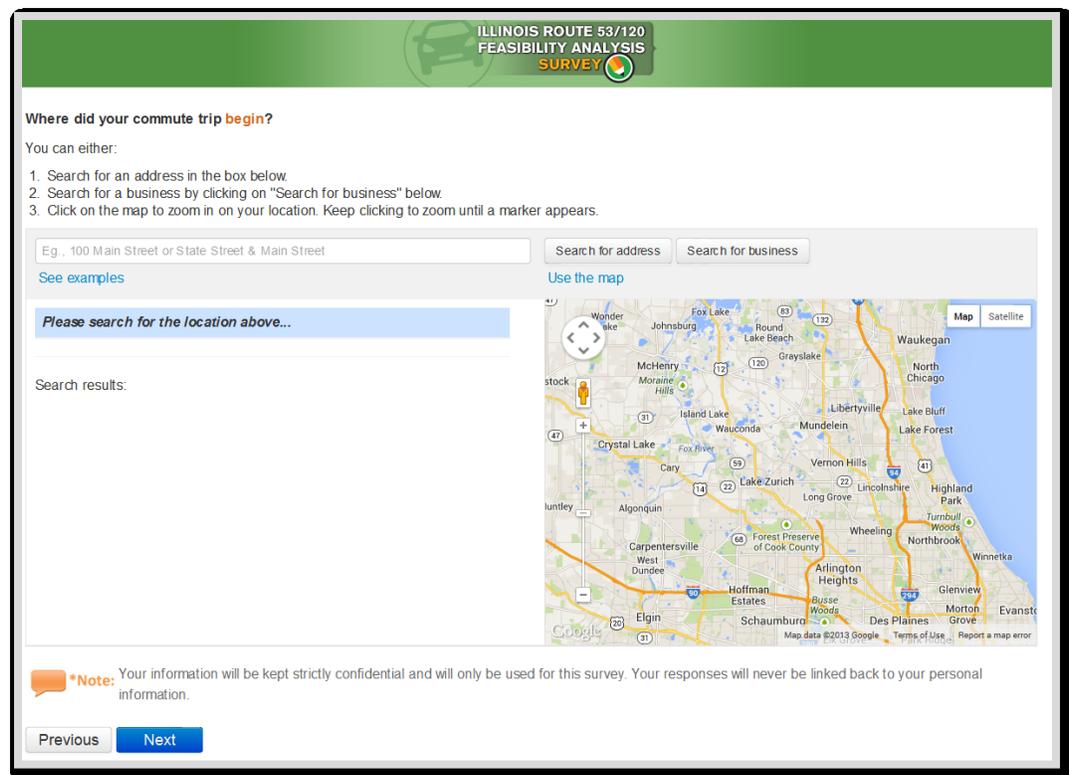
## 2.2 | TRIP DETAIL QUESTIONS

Qualifying respondents were asked to focus on their most recent trip that met all of the screening criteria as they continued through the survey. This most recent trip, referred to as the respondent’s reference trip, formed the basis for the rest of the questions in this section of the survey. Respondents were asked to remember their most recent trip, and not a typical or average trip that they might make, to ensure that the sample included a diverse range of trip types and travel characteristics. This most recent trip also provided a frame of reference for respondents when completing the SP scenarios in the next section of the survey.

Respondents were asked to think of the one-way portion of their trip, rather than the entire round trip, and were asked a series of questions regarding the specific details of their reference trip, including:

- Day of week trip was made;
- Trip purpose;
- Major roads used on trip;
- Beginning and ending locations;
- Trip begin time;
- Travel time;
- Preferred arrival time at final destination;
- Delay due to traffic congestion;
- Vehicle occupancy;
- Trip frequency; and
- Tolls paid.

After qualifying for the survey, respondents were asked to select the primary purpose of their trip and the day of the week on which it occurred. Respondents were then asked to indicate, from a list, roads they used in the study area to make their reference trip. Next, focusing on their trip in one direction only, respondents were asked to report the general type of locations where their trip began and ended by selecting home, work, or another place. If a respondent indicated their trip both began and ended at home, or both began and ended at work, they were asked to clarify whether these locations are physically distinct locations to ensure that a one-way trip was reported. In addition to general location type, all respondents were asked to report the specific locations where their trip began and ended. Respondents identified their origin and destination by either entering a business name, street intersection or street address, or by selecting the location using an interactive map (Figure 2.2).



**FIGURE 2.2: SAMPLE SURVEY SCREEN—ORIGIN ADDRESS AND MAP INTERFACE**

These locations were then geocoded using a Google Maps application programming interface (API) to provide a latitude and longitude for both the trip origin and destination. The latitude and longitude coordinates were used to verify that the trip began and ended in two different locations in the 53/120 study region, and to estimate the likely interchanges that a respondent would use to access the proposed Route 53/120 improvements. A simple straight-line distance was used to identify the interchange closest to the respondent's origin (the on-ramp) and the interchange closest to the respondent's destination (the off-ramp). These interchanges, along with the distances between the interchanges, were later used in surveys to customize the SP experiments for each respondent.

Trip distance and estimated travel time were also calculated from the Google Maps API so that they could be compared to the respondent’s reported travel times. If the locations suggested an invalid trip, respondents were reminded to describe a one-way portion of the trip and asked if they needed to change the beginning or ending location.

Next, respondents entered their trip departure time and their travel duration, door-to-door, between their origin and destination. If a respondent entered a trip that was significantly longer or shorter than the Google-calculated trip time, they were asked if they needed to correct their reported travel time. If respondents reported a trip that was significantly longer than expected and did not correct their travel time, they were then asked why the trip took longer than expected (Figure 2.3).

**ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY**

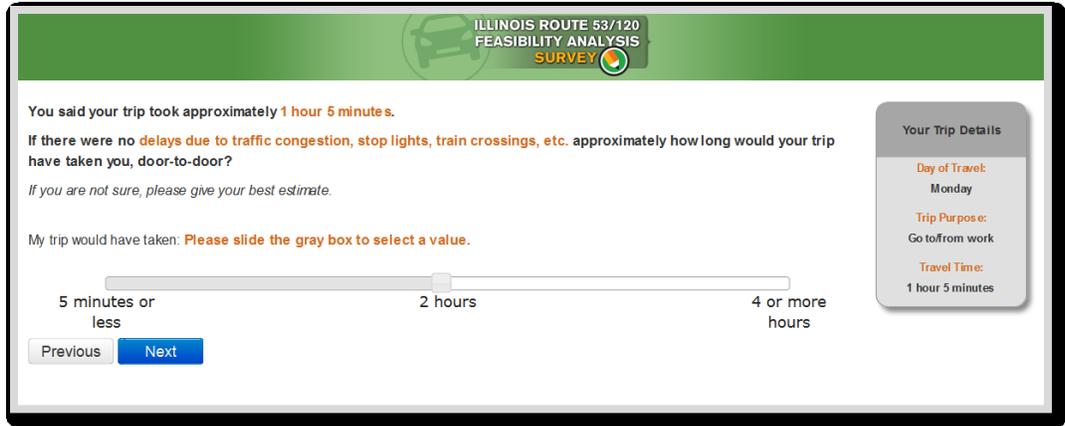
**What are the primary reason(s) your trip from your home to your workplace took much longer than would normally be expected?**  
Select all that apply.

- Traffic accident
- Unusually long delay from congestion
- Road work/c construction
- Inclement weather/poor driving conditions
- Did not take the most direct route
- Made one or more diversions or other stops along the way
- Another reason, please specify:

**FIGURE 2.3: SAMPLE SURVEY SCREEN—REASONS(S) FOR LONGER TRAVEL TIME**

Each respondent’s approximate arrival time at their final destination was calculated from their trip start time and travel time, and they were asked if this was their preferred arrival time or if they arrived earlier or later than they would have liked. If a respondent indicated they would have rather arrived at a different time, a follow-up question asked them to indicate their preferred arrival time.

Next, respondents were asked if they encountered delay due to traffic congestion, and if so, how long their trip would have taken had they not encountered delay (Figure 2.4).



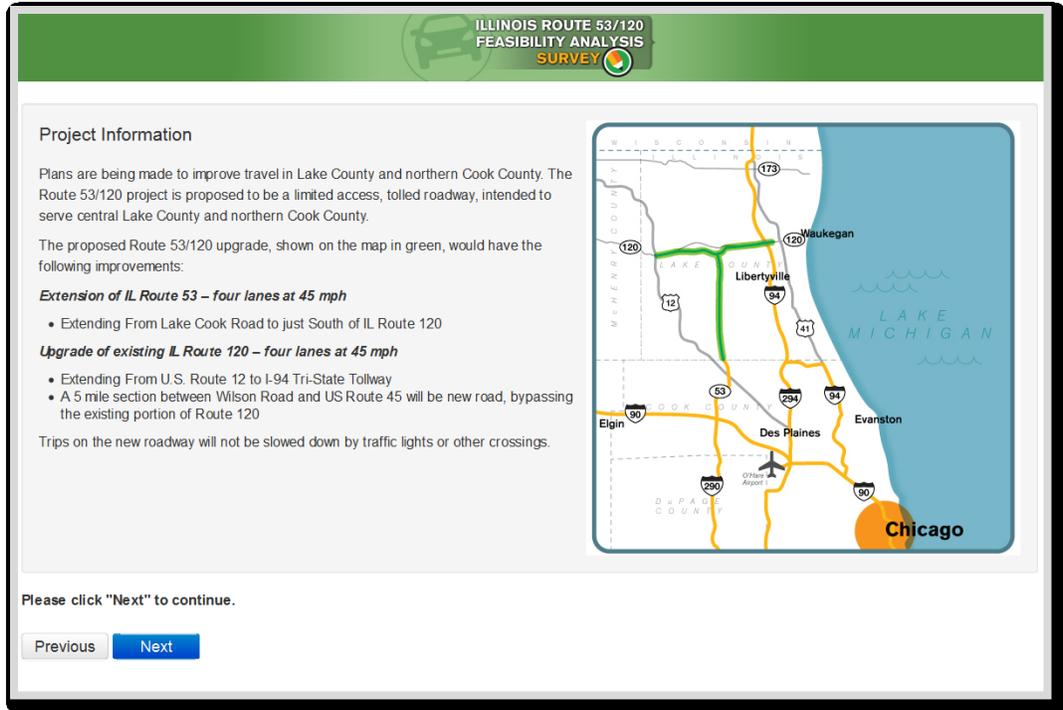
**FIGURE 2.4: SAMPLE SURVEY SCREEN—TRAVEL TIME WITHOUT DELAY**

Respondents who did not use I-94 were asked if they paid a toll on their most recent trip. Respondents who indicated that they had paid a toll, and respondents who used I-94 on their reference trip, were then asked how much they paid in toll costs.

The trip characteristics section concluded with respondents being asked to detail the number of passengers in their automobile during their trip and if they own an I-Pass, E-ZPass, or any other type of transponder to pay tolls electronically.

**2.3 | STATED PREFERENCE QUESTIONS**

After completing the trip characteristics section of the questionnaire, respondents completed a series of SP questions. Respondents were first given a brief introduction to the planned improvements to Route 53 and Route 120 (Figure 2.5) and information about the payment options that would be available for using the proposed highway.



**FIGURE 2.5: SAMPLE SURVEY SCREEN—PROJECT INFORMATION**

The SP questions were designed as quantitative experiments used to estimate respondents' travel preferences and behavioral responses under hypothetical future conditions. The details of each respondent's reference trip were used to build a credible set of 10 SP scenarios that included two travel alternatives:

1. Make your trip using your current route.
2. Make your trip using the new Route 53/120.

Each alternative was described by two attributes: travel time and toll cost. The values of the attributes varied independently across the 10 questions according to a specific set of levels, and respondents were asked to select the alternative that they favored under the presented conditions.

The attribute values presented in each question varied around a set of base values. To ensure that the scenarios were realistic, the trip characteristics of each respondent's reference trip were used to calculate the base values for each attribute.

Travel time savings and toll costs on the new route are dependent on the origin and destination of a given trip. Trips that only use a small portion of the Route 53/120 improvements will have lower toll costs and less potential travel time savings over competing routes than trips that can take advantage of the full length of the facility. To account for this in the SP scenarios, respondents' origin and destination coordinates were used to determine which on/off ramp combinations on the proposed extension they would most likely use to access and egress Route 53/120. The distances between on/off ramp combinations were used to assign respondents to one of three trip distance bins:

- **Short Trips.** Trips that would travel less than five miles on the proposed Route 53/120.
- **Medium Trips.** Trips that would travel five or more miles but less than 10 miles on the proposed Route 53/120.
- **Long Trips.** Trips that would travel 10 miles or more on the proposed Route 53/120.

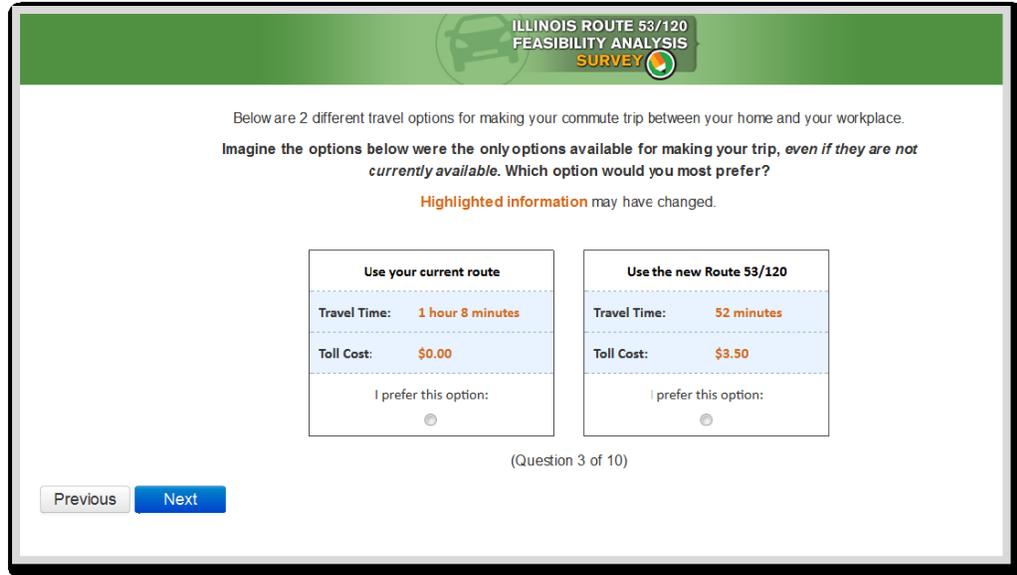
A different set of travel time and toll-cost levels were used for each distance bin to ensure that the tradeoffs were realistic for each reference trip. The range of travel time values either added to a respondent's current trip in Alternative 1, or subtracted in Alternative 2, were determined by estimating the potential speed differentials between the proposed Route 53/120 improvements and the existing routes in the corridor. For example, consider a trip that would use 15 miles of the proposed Route 53/120 improvements at 45 miles per hour. If the average speed on competing routes were 20 miles per hour (e.g., during rush hour), the potential time savings for using Route 53/120 would be 25 minutes. If the average speed of competing routes was 30 mile per hour, the potential times savings for using Route 53/120 would be 10 minutes. In sum, shorter trips would have less potential time savings as the speed differential would apply to a shorter travel distance.

Table 2.1 presents the attribute levels that were added or subtracted to the base travel time and cost values for each trip distance segment. By varying the travel time and toll cost shown in each experiment, the respondent was presented with different travel time savings for different toll costs, allowing them to demonstrate their travel preferences across several VOTs.

**TABLE 2.1: SP ATTRIBUTE LEVELS**

		ALTERNATIVE 1: CURRENT ROUTE				ALTERNATIVE 2: ROUTE 53/120			
Attribute	Level		Short Trips	Medium Trips	Long Trips		Short Trips	Medium Trips	Long Trips
Travel Time	1	Reported Travel Time + Level	1 min	1 min	3 min	Reported Travel Time + Level	-1 min	-3 min	-5 min
	2		3 min	3 min	5 min		-2 min	-5 min	-7 min
	3		5 min	5 min	7 min		-3 min	-7 min	-9 min
	4		7 min	7 min	9 min		-4 min	-9 min	-11 min
	5		9 min	9 min	11 min		-5 min	-11 min	-13 min
Toll Cost	1	Reported Toll				Reported Toll + Level	\$0.25	\$0.50	\$1.00
	2						\$0.50	\$0.75	\$1.50
	3						\$0.75	\$1.00	\$2.00
	4						\$1.00	\$1.25	\$2.50
	5						\$1.25	\$1.50	\$3.00
	6						\$1.50	\$2.00	\$3.50
	7						\$1.75	\$2.50	\$4.00
	8						\$2.00	\$3.00	\$4.50
	9						\$2.25	\$3.50	\$5.00
	10						\$2.50	\$4.00	\$6.00

Figure 2.6 presents an example of a SP scenario. Additional examples of SP scenarios can be found in Appendix A.



**FIGURE 2.6: SAMPLE SURVEY SCREEN—SP EXPERIMENT**

The specific levels used in each SP experiment were determined by using an orthogonal experimental design, which ensured that information was collected from respondents in a statistically efficient manner. The experimental design for this survey contained 100 experiments, which were divided into 10 groups of 10. One of the 10 groups was randomly chosen for each respondent and the 10 experiments were shown to the respondent in a randomized order.

## 2.4 | DEBRIEF QUESTIONS

After completing the 10 SP scenarios, respondents answered a series of questions to assess the underlying rationale for their choices and to identify any potential strategic bias in their responses. Respondents who never selected the tolled Route 53/120 alternative were asked to select the primary reason for their choices. A series of attitude assessment statements were also included to help identify those respondents in the sample who may be strategically biased against tolls or toll roads, and therefore not necessarily answering the survey in a way that reflects how they would actually behave if the new extension and upgrades were implemented. Respondents were asked the degree to which they agree or disagree with a series of statements about tolls, congestion, and travel behavior.

## 2.5 | DEMOGRAPHIC QUESTIONS

In the final section of the survey, demographic information was collected in order to classify respondents, identify differences in responses among traveler segments, and confirm that the sample contained a diverse cross-section of the traveling population that is served by the proposed Route 53/120 improvements. Respondents were informed that the demographic information they provided will not be linked back to individual responses and that their answers will only be analyzed in conjunction with all other survey responses. All respondents answered demographic questions for:

- Home ZIP Code;
- Gender;
- Age;
- Employment status;
- Household size;
- Number of household vehicles;
- Annual household income; and
- Race and ethnicity.

A final question asked respondents if they are interested in participating in future research conducted for the Illinois Tollway and if they would like to be included in the drawing to win one of two \$500 Visa Check Cards. Respondents were asked to provide an e-mail address for contact purposes to be eligible to participate in future research or to be included in the drawing.

Before finishing the questionnaire, respondents were given the opportunity to leave comments about the survey. These open-ended comments are provided in Appendix C.

### 3.0 SURVEY ADMINISTRATION

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RSG coordinated closely with the project team to administer the survey to a generally representative sample of travelers who may use the proposed Route 53/120 improvements. The sampling plan was designed to include a sufficient range of travelers and trip types to support the statistical estimation of the coefficients of a logit choice model. By collecting data from several traveler and trip types, it is possible to identify the ways in which different characteristics affect route choice behavior. These differences can then be reflected in the structure and coefficients of the resulting choice models.

The survey instrument was administered entirely online through RSG's proprietary rsgsurvey.com website. Survey administration began on Nov 6, 2013, and concluded on November 27, 2013. A total of 8,848 respondents completed the survey during this time.

The survey recruitment approach targeted residents of 33 ZIP codes within Lake County, northern Cook County, and eastern McHenry County. The ZIP codes were chosen based on proximity to the Route 53/120 study corridor and the likelihood of residents making trips that could use the proposed Route 53/120 improvements.

Figure 3.1 shows a map of the 33 targeted ZIP codes where invitations were distributed.



Residents of the 33 ZIP codes were recruited into the survey instrument using two invitation methods:

- **E-mail.** E-mail invitations were distributed to 96,809 I-PASS customers within the 33 ZIP code study area. The invitations contained a brief description of the study and asked respondents to enter the survey by clicking on a web link embedded within the invitation text. A total of 8,298 respondents recruited from the e-mail administration completed the survey, resulting in a response rate of approximately 8.6%.
- **Postcard.** Postcard invitations were sent to 15,000 random addresses in the 33 ZIP code study area. The invitations contained a brief description of the research and asked respondents to enter the survey using a web address and a unique password printed on the card. The survey was completed by 550 respondents from the postcard administration, resulting in a response rate of approximately 3.6%.

The number of e-mail and postcard invitations sent to each ZIP Code was determined by conducting a select link analysis using the regional travel forecasting model. In this way, the number of invitations distributed to each ZIP Code was proportional to that ZIP codes' likely contribution to generating trips that could use the 53/120 corridor. Table 3.1 shows the percentage of all 111,809 invitations sent to each ZIP and the percentage of the total number of completed surveys from each ZIP. Ninety-seven percent of completed surveys were submitted by respondents with a home ZIP Code in the 33 ZIP Code study area, while 3% reported a home ZIP Code outside of the area. This is most likely because they had moved to a different ZIP Code and had not updated their account address with I-PASS or because the survey website address could have been forwarded to travelers residing in other ZIP codes.

While the distribution of complete surveys by community generally matched the distribution of invitations, the community of Grayslake had a higher survey completion rate (18.1% of responses compared to 12.6% of invitations) while Waukegan had a lower completion rate (3.1% of responses compared to 10.5% of invitations). The precise reason for this discrepancy is not known; however, it is likely due to the proximity of the communities to the study corridor and the subsequent local interest in the project and survey. Grayslake is at the heart of the corridor near the proposed intersection of Route 53 and Route 120, while Waukegan is the town farthest east of the corridor on the other side of the Tri-State Tollway.

**TABLE 3.1: SURVEY DISTRIBUTION AND COMPLETION BY ZIP CODE**

ZIP CODE	PO NAME	PERCENT OF INVITES SENT	PERCENT OF COMPLETED SURVEYS
60030	Grayslake	12.6%	18.1%
60085	Waukegan	10.5%	3.1%



ZIP CODE	PO NAME	PERCENT OF INVITES SENT	PERCENT OF COMPLETED SURVEYS
60073	Round Lake	9.3%	11.3%
60048	Libertyville	9.1%	8.0%
60047	Lake Zurich	8.0%	10.7%
60031	Gurnee	6.6%	6.2%
60060	Mundelein	5.5%	6.9%
60051	McHenry	4.0%	5.4%
60087	Waukegan	2.6%	1.0%
60004	Arlington Heights	2.2%	1.6%
60061	Vernon Hills	2.1%	1.8%
60041	Ingleside	2.1%	2.8%
60084	Wauconda	2.0%	3.5%
60099	Zion	1.9%	0.8%
60045	Lake Forest	1.8%	0.8%
60074	Palatine	1.8%	1.5%
60050	McHenry	1.8%	2.2%
60046	Lake Villa	1.7%	2.1%
60064	North Chicago	1.4%	0.3%
60173	Schaumburg	1.3%	0.4%
60010	Barrington	1.3%	1.3%
60089	Buffalo Grove	1.1%	1.1%
60083	Wadsworth	1.0%	0.7%
60067	Palatine	1.0%	1.0%
60007	Elk Grove Village	1.0%	0.4%
60002	Antioch	1.0%	0.8%
60088	Great Lakes	0.9%	0.1%
60015	Deerfield	0.8%	0.4%
60008	Rolling Meadows	0.8%	0.4%
60044	Lake Bluff	0.7%	0.5%
60020	Fox Lake	0.7%	1.1%
60005	Arlington Heights	0.7%	0.2%

ZIP CODE	PO NAME	PERCENT OF INVITES SENT	PERCENT OF COMPLETED SURVEYS
60069	Lincolnshire	0.7%	0.4%
Other	Other	0.0%	3.1%
<b>Total</b>		<b>100%</b>	<b>100%</b>

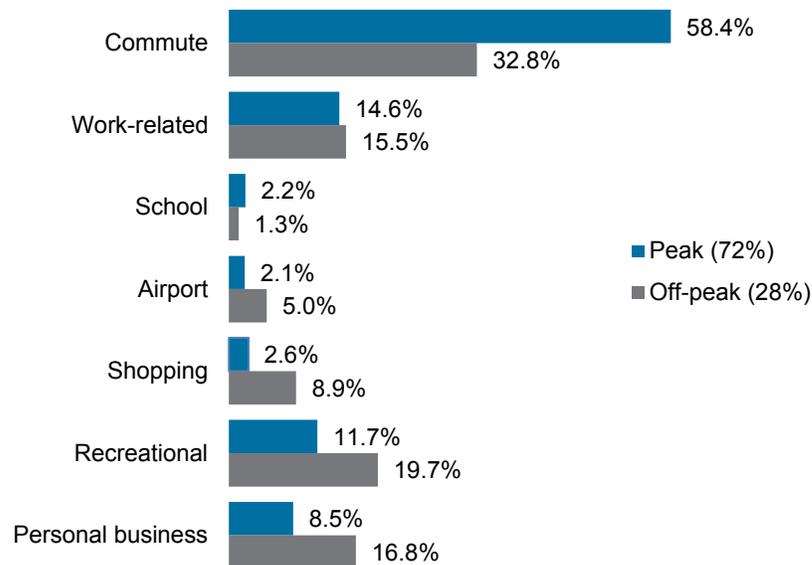


## 4.0 SURVEY RESULTS

A total of 8,848 respondents completed the online survey between November 6, 2013 and November 27, 2013. The number of records was reduced to 8,351 after completing data checks and outlier analysis during the model estimation work, which is described in more detail in Section 5.0. The descriptive analysis of the data presented here is based on the 8,351 respondents who were included in the model estimation work and is provided in four sections: 1) trip detail; 2) SP; 3) debrief; and 4) demographic questions.

### 4.1 | TRIP DETAIL QUESTIONS

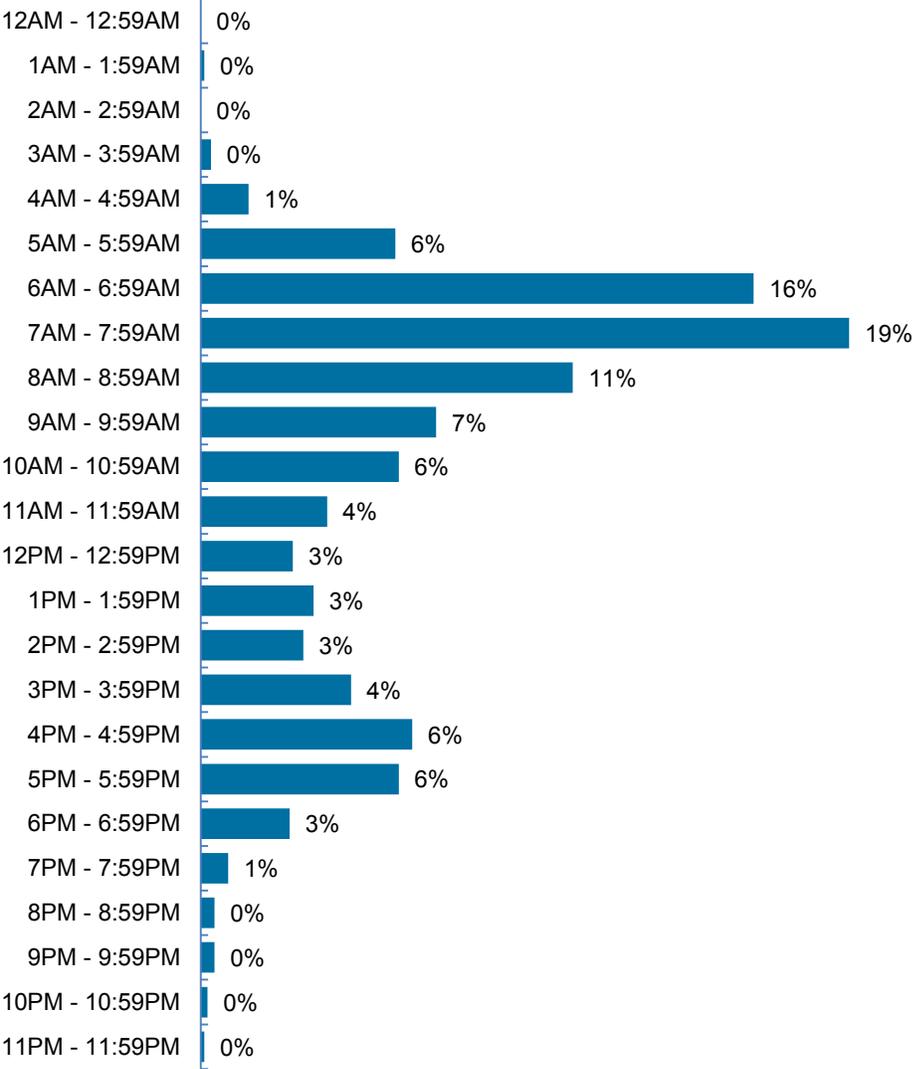
At the beginning of the trip details section, respondents were asked about their most recent trip that traveled within, through, or into the Route 53/120 study area (as shown in Figure 2.1). Fifty-one percent of respondents reported a commute to or from work, 15% reported a business-related trip, and 18% reported a shopping or recreational trip. Figure 4.1 shows reported trip purposes by peak and off-peak time periods. A trip made during the peak period is defined as a trip that started between the hours of 6:00 a.m. and 9:59 a.m. or 3:00 p.m. and 6:59 p.m., while an off-peak trip is one that started during any other time. A high proportion of the sample reported making a trip during a peak travel period (72%). Reported trip purposes varied by time of day; commute trips were more common during the peak periods, while shopping, recreational, and personal business trips comprised a higher proportion of off-peak trips.



**FIGURE 4.1: TRIP PURPOSE**

The majority of respondents reported a trip during the morning peak travel period (53%), indicating that most reference trips were likely composed of morning commute trips that began at home. Fewer respondents reported a trip in the afternoon peak period (19%). This

is most likely a result of the fact that many respondents completed the survey during daytime hours, meaning that their most recent trip in the corridor would have occurred during the morning. Figure 4.2 shows the distribution of reported trip departure times, categorized into one-hour bins.



**FIGURE 4.2: TRIP BEGIN TIME**

Respondents were asked to indicate other major roads in and around the study area that they used on their reference trip. The most commonly used road was I-94, selected by 42% of respondents, closely followed by respondents who used the existing Route 120 (41%) and Route 53 (34%) south of Lake-Cook Road. Most respondents (71%) used three or fewer of the roads presented in the survey. Table 4.1 shows the number of times (and percentage of time) each road was selected.



**TABLE 4.1: ROAD(S) USED (SELECT ALL THAT APPLY)**

ROADS USED	COUNT	PERCENT
I-94 (Tri-State Tollway)	3,497	41.9%
IL Route 120 (Belvidere Road)	3,402	40.7%
IL Route 53	2,868	34.3%
IL Route 83	2,336	28.0%
Another Road	2,292	27.4%
US Route 12 (Rand Road)	2,204	26.4%
US Route 45	2,137	25.6%
IL Route 60/Townline Road	1,940	23.2%
IL Route 21 (Milwaukee Ave.)	1,776	21.3%
IL Route 137/Buckley Road	1,376	16.5%
Peterson Road	1,014	12.1%
<b>Total</b>	<b>8,351</b>	<b>--</b>

A significant majority (83%) of trips began at home. The most commonly reported origin and destination combination originated at home and ended at a regular work place (42%), closely followed by a trip that started at home and ended at a place other than work, characterizing 41% of all origin and destination combinations. All other beginning and end combinations comprise the remaining 17% of all reported trips. Table 4.2 summarizes the distribution of beginning and ending locations for all respondents.

**TABLE 4.2: ORIGIN AND DESTINATION LOCATIONS**

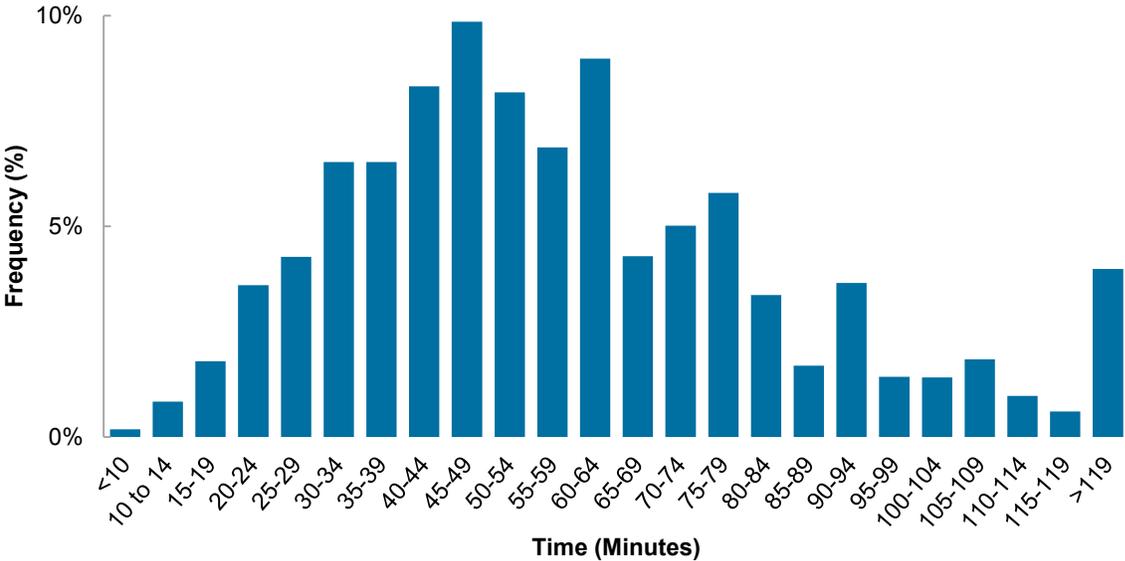
		DESTINATION			
		HOME	WORKPLACE	ANOTHER PLACE	TOTAL
Origin	Home	0.2%	41.6%	40.9%	82.7%
	Workplace	8.0%	0.0%	4.8%	12.9%
	Another place	3.1%	0.4%	1.1%	4.5%
	Total	11.2%	42.0%	46.7%	100%

The latitude and longitude coordinates for each origin-destination pair were used to calculate individual trip distances using a Google Maps travel direction algorithm. The median reported travel time for all respondents was 50 minutes, and the median trip distance was 26 miles. Trip duration and trip distance varied by trip purpose, as shown in Table 4.3, with work trips being slightly shorter in both distance and duration as compared to non-work trips.

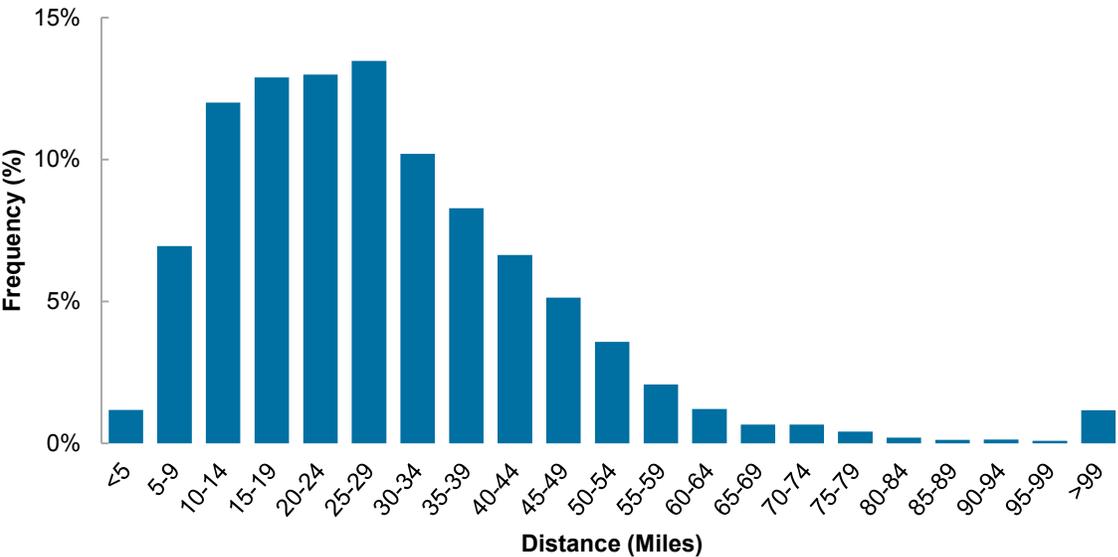
**TABLE 4.3: MEAN AND MEDIAN TRAVEL TIME AND DISTANCE BY TRIP PURPOSE**

	TRAVEL TIME (MINUTES)		TRAVEL DISTANCE (MILES)	
	Mean	Median	Mean	Median
Work	57	50	29	26
Non-work	60	55	31	27

Figure 4.3 and Figure 4.4 show the distributions of reported travel times and calculated trip distances for all respondents respectively.



**FIGURE 4.3: DISTRIBUTION OF REPORTED TRAVEL TIMES**



**FIGURE 4.4: DISTRIBUTION OF CALCULATED TRIP DISTANCE**

Table 4.4 shows mean and median travel times and distances for respondents from each of the 33 ZIP codes included in the survey administration plan. The ZIP codes have been labeled according to their post office name. Respondents residing in Deerfield reported the shortest median trip times at approximately 23 minutes, while the longest trip times were reported by respondents from two zip codes in eastern McHenry County. The shortest calculated trip distances were from Arlington Heights, and the longest calculated distances were from respondents from McHenry County.

**TABLE 4.4: MEAN AND MEDIAN TRAVEL TIME AND DISTANCE BY COMMUNITY**

ZIP PO NAME	TRAVEL TIME (MINUTES)		TRIP DISTANCE (MILES)	
	MEAN	MEDIAN	MEAN	MEDIAN
Antioch	67	60	36	36
Arlington Heights	48	45	22	16
Arlington Heights	61	55	33	28
Elk Grove Village	55	53	28	24
Rolling Meadows	61	45	31	20
Barrington	65	58	29	26
Deerfield	52	40	21	18
Fox Lake	74	70	37	36
Grayslake	54	50	28	26
Gurnee	51	45	29	26
Ingleside	72	65	37	33
Lake Bluff	52	40	30	18
Lake Forest	52	40	27	20
Lake Villa	58	55	31	28
Lake Zurich	53	45	26	21
Libertyville	50	45	26	22
McHenry	80	75	41	38
McHenry	77	75	40	37
Mundelein	52	45	25	22
Vernon Hills	45	40	23	20
North Chicago	48	45	28	23

ZIP PO NAME	TRAVEL TIME (MINUTES)		TRIP DISTANCE (MILES)	
	MEAN	MEDIAN	MEAN	MEDIAN
Palatine	57	50	29	22
Lincolnshire	49	45	26	23
Round Lake	65	60	32	29
Palatine	49	45	22	19
Wadsworth	60	55	32	30
Wauconda	61	60	27	23
Waukegan	56	50	29	26
Waukegan	63	55	35	30
Great Lakes	39	30	26	20
Buffalo Grove	49	40	22	20
Zion	63	60	37	32
Schaumburg	65	55	39	31
Other	71	65	38	34

Trip origins and destinations, stratified by calculated trip distance, are displayed in Figure 4.5 and Figure 4.6, respectively. Figure 4.5 shows that the majority of respondents' trip origins, particularly for trips over 30 miles in distance, are scattered in the northern portion of Lake County, roughly clustered along the east-west axis of Route 120 and Grayslake. Figure 4.6 distinctively shows many trips move from Lake County into northern Cook county and downtown Chicago. This indicates that a sizable portion of respondents reported a commute trip and would likely use the 53/120 extension to access or egress their places of employment, primarily in Chicago or its northern and western suburbs.

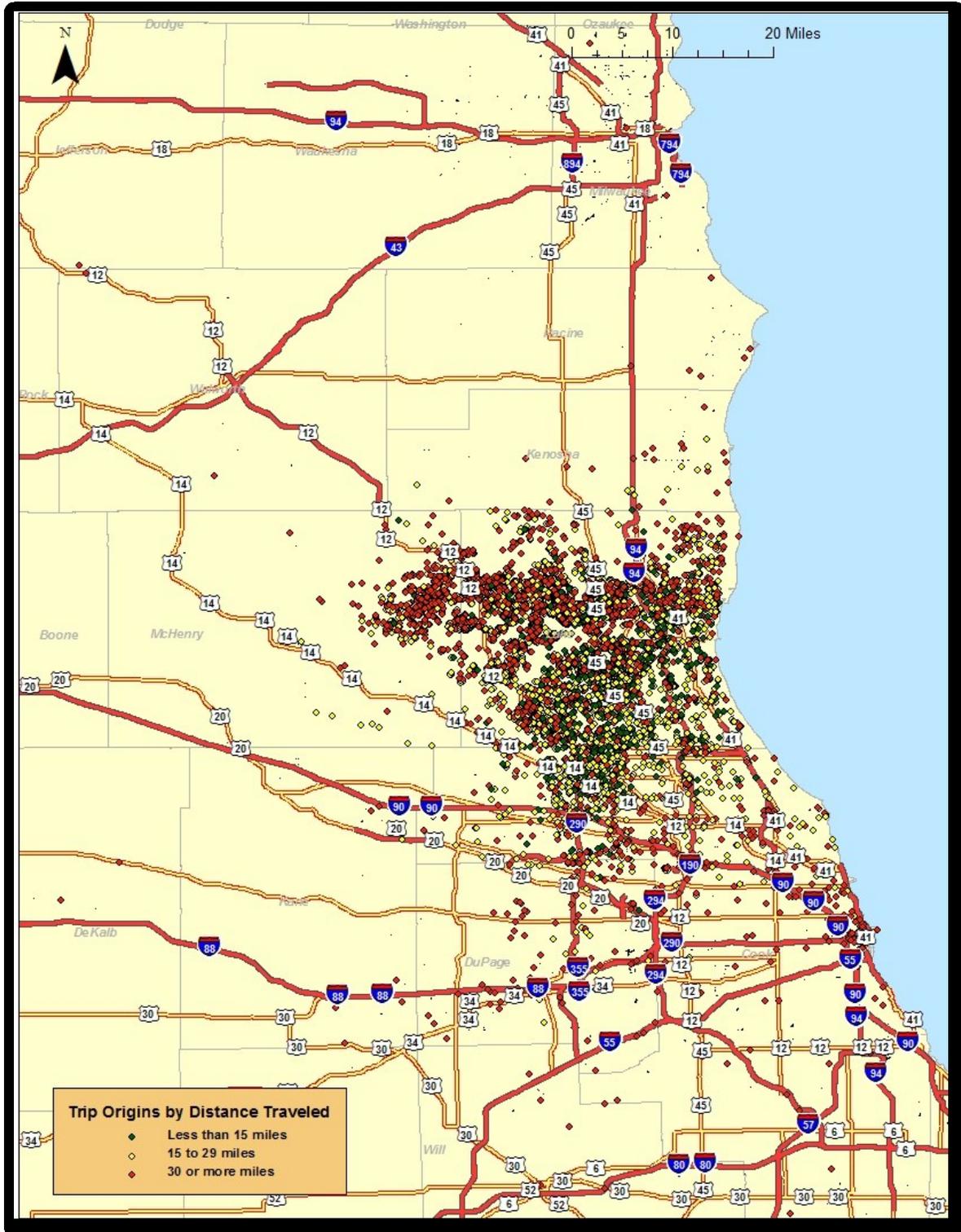


FIGURE 4.5: TRIP ORIGIN LOCATION BY TRIP DISTANCE

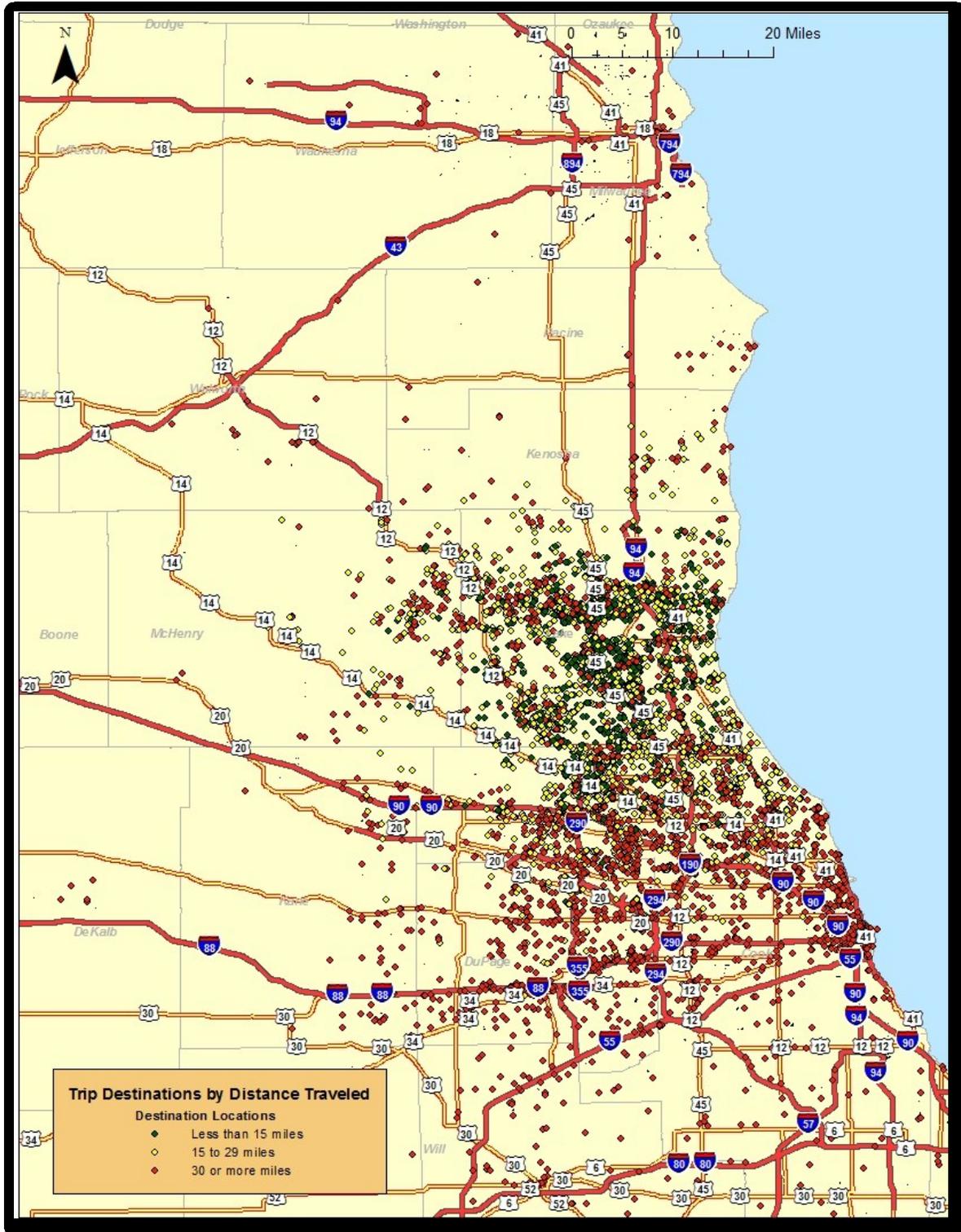
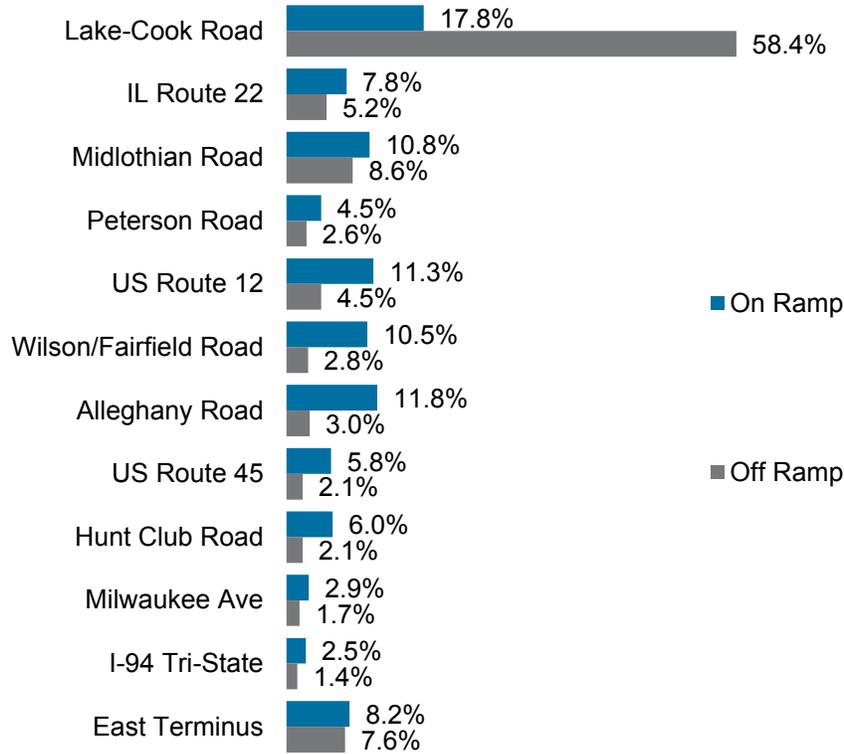


FIGURE 4.6: TRIP DESTINATION LOCATION BY TRIP DISTANCE

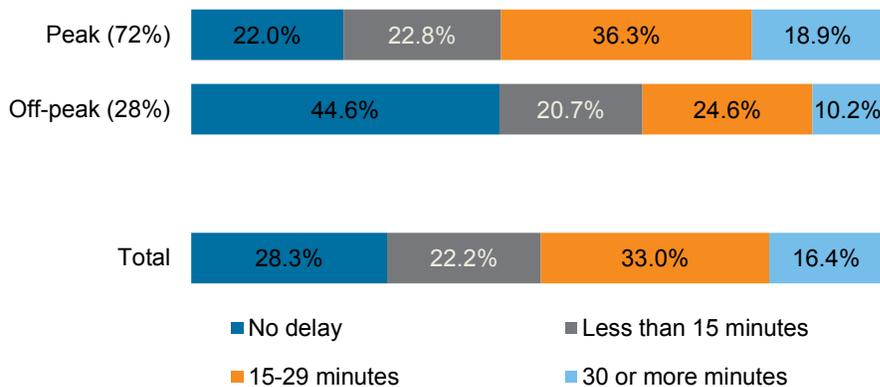
Figure 4.7 displays the likely on and off ramps that a respondent would use to access and egress Route 53/120 on their reference trip. The survey software assigned respondents to a

particular access and egress ramp based on the latitude and longitude coordinates of their reported origin and destination. A simple straight-line distance was used to identify the interchange closest to the respondent’s origin (the on-ramp) and the interchange closest to the respondent’s destination (the off-ramp). The general pattern of access and egress ramp use reflects the large proportion of work trips made in the southbound direction during the morning peak period. For example, 58% of respondents would likely have traveled to the southern terminus of the Route 53 extension, and either continued onto the existing Route 53 in Cook County or exited at Lake-Cook Road.



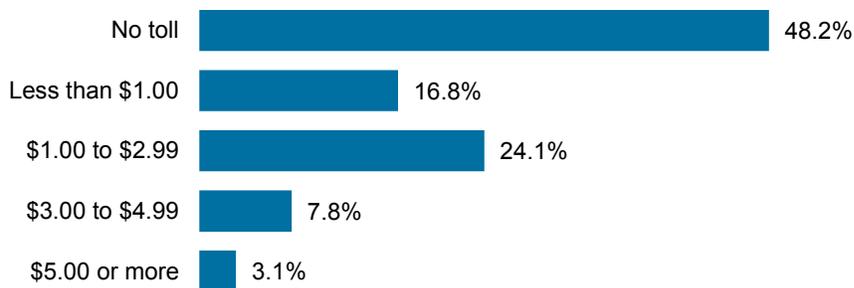
**FIGURE 4.7: CALCULATED ROUTE 53/120 ON/OFF RAMPS**

The large majority of surveyed travelers reported delays due to traffic conditions on their reference trip. Overall, 72% of respondents reported at least some delay due to traffic congestion during their trip, with significant variation by time of day. Seventy-eight percent of peak period trips experienced delay, while only 55% of off-peak trips experienced delay. Approximately 19% of all peak trips reported 30 minutes or more of delay due to traffic congestion. Figure 4.8 shows the amount of delay that respondents reported by peak and off-peak travel periods.



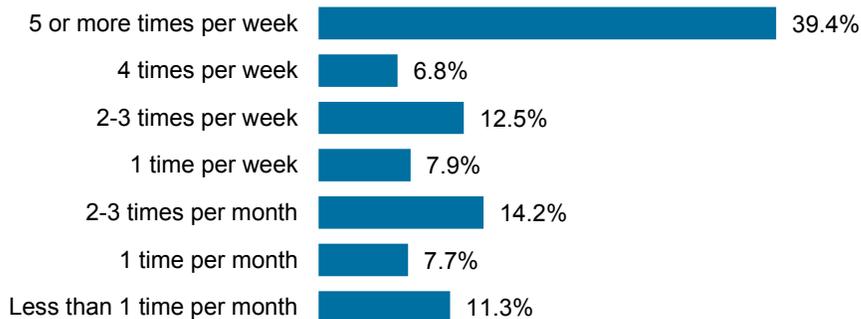
**FIGURE 4.8: DELAY DUE TO TRAFFIC CONGESTION BY TIME OF DAY**

Fifty-two percent of respondents indicated they paid a toll on their reference trip, with 42% paying a toll on I-94, and the remaining 10% paying a toll on other routes. Respondents who paid a toll on their reference trip paid \$1.95, on average. Figure 4.9 shows the amount in tolls paid in five categories. Most respondents who paid a toll paid between \$1.00 and \$3.00.



**FIGURE 4.9: TOLLS PAID**

The majority of respondents (67%) reported they made the same trip as their reference trip at least once per week, while 39% made their reference trip five or more times per week. Less than 20% of respondents made their reference trip once or fewer times per month. Figure 4.10 shows how many times per week or month respondents indicated that they make the same trip as their reference trip.



**FIGURE 4.10: TRIP FREQUENCY**

A final set of questions in the trip details section asked respondents: 1) how many occupants were in their vehicle while making their trip; and 2) whether they own an electronic transponder. The majority of trips were made without additional occupants (75%), and almost all respondents (98.6%) owned an I-Pass and/or E-ZPass transponder. The high rate of transponder ownership in the survey sample reflects the sampling plan that primarily targeted I-Pass customers. In comparison, 86.3% of transactions on the Illinois Tollway system are conducted using I-Pass.

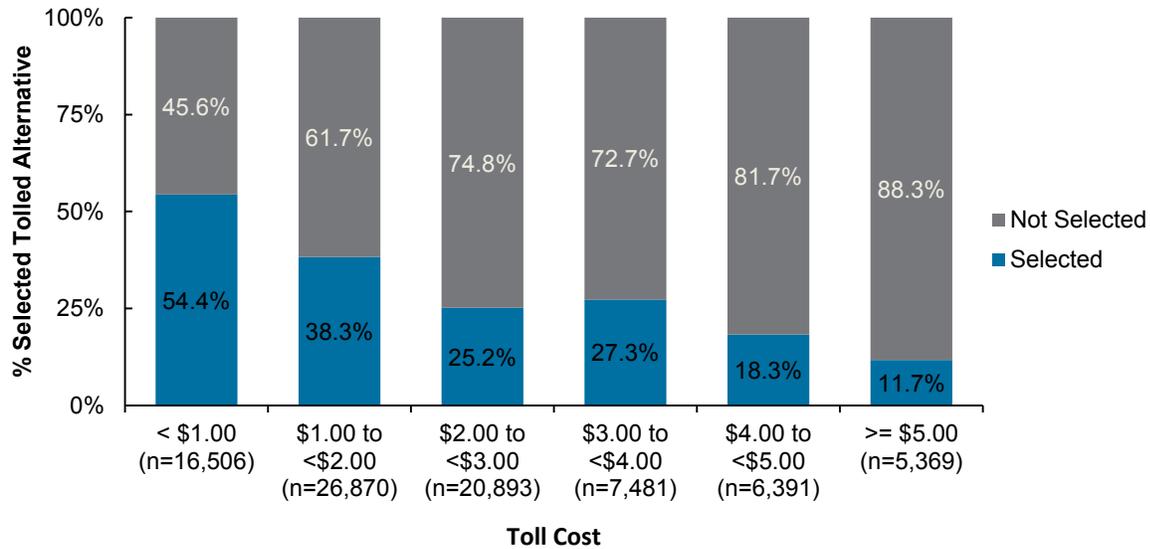
## 4.2 | STATED PREFERENCE QUESTIONS

Respondents completed 10 SP questions. These questions had respondents choose between making a trip using their current route or making their trip using the proposed Route 53/120 improvements. The values of travel time and toll cost presented to respondents were systematically varied according to the experimental design, as described in Section 2.2. Overall, respondents chose the current route (Alternative 1) in approximately 66% of the SP experiments, and chose the proposed Route 53/120 (Alternative 2) in the remaining 34% of experiments (Table 4.5).

**TABLE 4.5: SP CHOICES BY CHOICE AVAILABILITY**

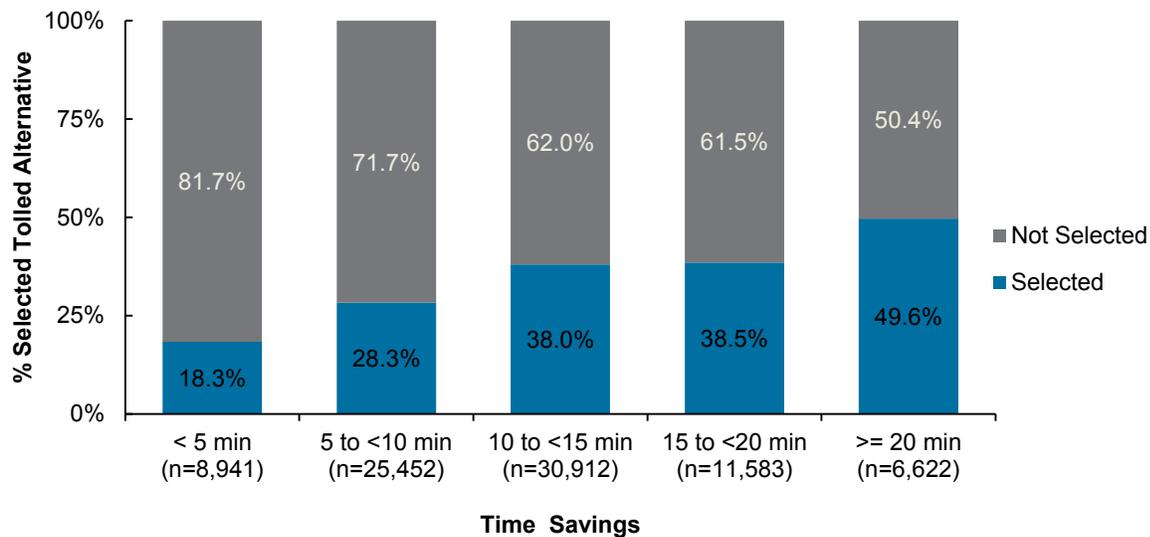
ALTERNATIVE	NUMBER OF EXPERIMENTS SHOWN	NUMBER OF EXPERIMENTS SELECTED	PERCENT OF TIME SELECTED
Alternative 1: Current Route	83,510	55,163	66.1%
Alternative 2: Route 53/120	83,510	28,347	33.9%

Respondents were, in general, less likely to choose the Route 53/120 alternative as the toll cost for that alternative increased. Figure 4.11 shows the percentage of time Route 53/120 was chosen in the SP scenarios, by different toll rates. The toll rates shown represent the difference between the Route 53/120 toll and the respondent’s current route toll (if any). The first bar on the left in Figure 4.11 illustrates that when the difference in toll cost between the Route 53/120 alternative and the respondent’s current route alternative was less than \$1.00 (a total of 16,506 scenarios), it was selected a majority of the time (54%). Alternatively, when the difference in cost was between \$1.00 and \$1.99 (26,870 scenarios), the Route 53/120 alternative was selected less frequently, or 38% of the time. When the difference in tolls was \$5.00 or more, only 12% of respondents chose the Route 53/120 alternative. Because each respondent was presented with 10 questions, the total number of choice observations is 83,510, or the sum of all the values presented in the horizontal axis of Figure 4.11.



**FIGURE 4.11: PERCENT OF TIME ROUTE 53/120 SELECTED BY TOLL COST**

Figure 4.12 shows how often Route 53/120 was selected, at different increments-of-time savings, when presented in the 83,510 SP experiments. In general, respondents were more likely to select Route 53/120 at higher amounts of time savings. In experiments where the presented time saving for using Route 53/120 was less than 5 minutes, respondents selected this alternative 18% of the time. Alternatively, if the time savings for using Route 53/120 was 20 minutes, this alternative was selected in 50% of experiments.



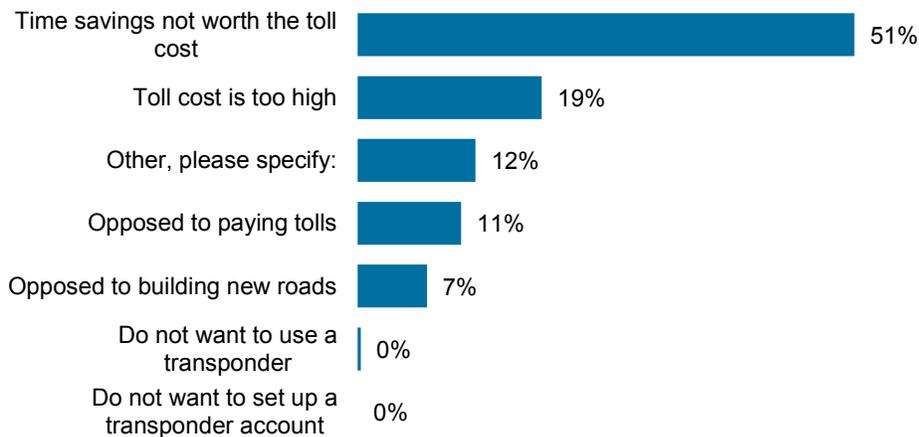
**FIGURE 4.12: PERCENT OF TIME ROUTE 53/120 SELECTED BY TIME SAVINGS**

In summation, Figure 4.11 and Figure 4.12 illustrate that respondents generally behaved rationally in the SP scenarios and considered both the time savings and the toll costs presented before selecting an alternative. Analysis of the SP data is described in more detail in the Model Estimation section of this report.

### 4.3 | DEBRIEF QUESTIONS

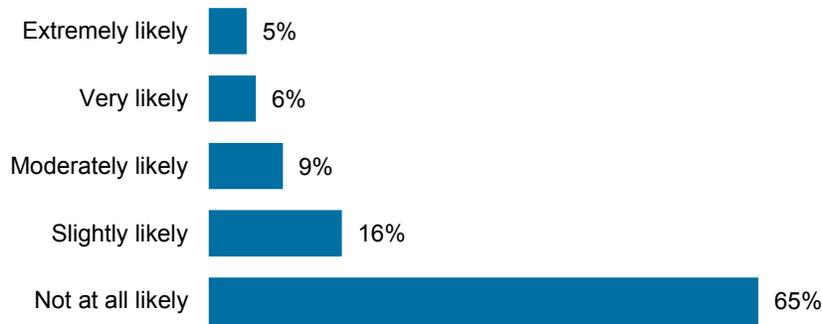
Upon completing the SP scenarios, respondents were asked to answer a series of debrief questions to understand the underlying reasons for their choices. A series of attitude assessment statements were included to help identify respondents in the sample who may have been strategically biased against tolls or toll roads (These respondents were not necessarily answering the survey in a way that reflects how they would actually behave if the new extension and upgrades were implemented.)

In most SP surveys that include labeled alternatives, a fraction of respondents will choose the same alternative across the entire set of scenarios. In this study, approximately 23% of respondents never chose the Route 53/120 alternative in any of the 10 scenarios. These respondents were asked the primary reason for their choices to help identify strategic bias and assess their rationale. Of these respondents, over half (51%) said they never chose the new toll route because they said the time savings presented were not worth the toll cost. Nineteen percent of those who never selected Route 53/120 said the toll costs were too high, and 7% said they were opposed to building new roads. Figure 4.13 shows the primary reasons why some respondents never selected the tolled alternative in the SP experiments.



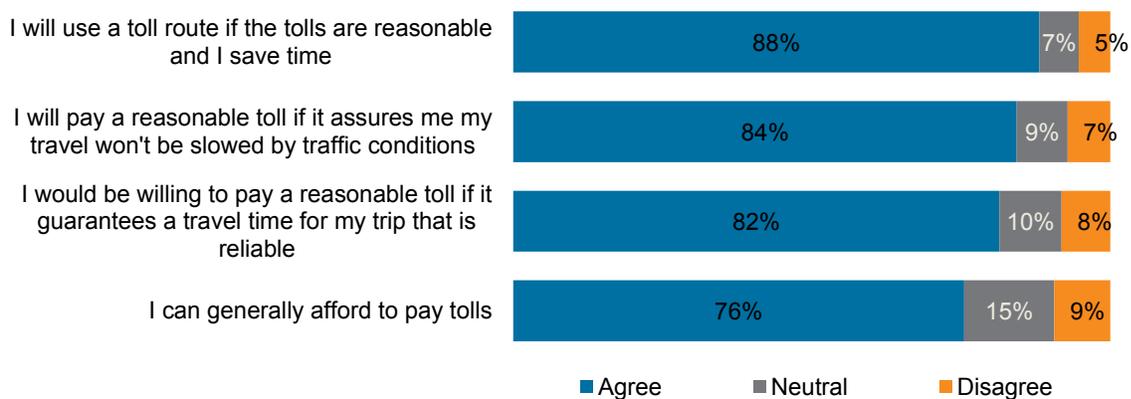
**FIGURE 4.13: PRIMARY REASON FOR NEVER SELECTING ROUTE 53/120 ALTERNATIVE**

Respondents who reported being the sole occupant in their vehicle, or those who had one passenger (94% of the sample), were asked how likely they would be to include additional occupants in their vehicle if they had access to a dedicated high-occupancy toll (HOT) lane and a toll discount that ranged from 10%–30%. Most respondents (65%) reported that they would be unlikely to add passengers to access the HOT lane (Figure 4.14).



**FIGURE 4.14: LIKELIHOOD TO TAKE ADDITIONAL OCCUPANTS TO USE HOT LANES**

When presented with a series of questions regarding their attitudes about tolls, respondents were most likely to agree that they will use a toll route if the tolls are reasonable and that they will save time (88%). Figure 4.15 shows the level to which respondents agreed or disagreed with a set of four attitudinal statements regarding the use of toll routes and paying tolls in general. Across all statements, respondents indicated generally supportive and favorable attitudes toward tolling when compared to similar studies across the country. It is important to note that support for the project and favorable attitudes about tolling do not necessarily equate to a higher willingness to pay or VOT although favorable attitudes may imply a higher willingness to use toll facilities in general.

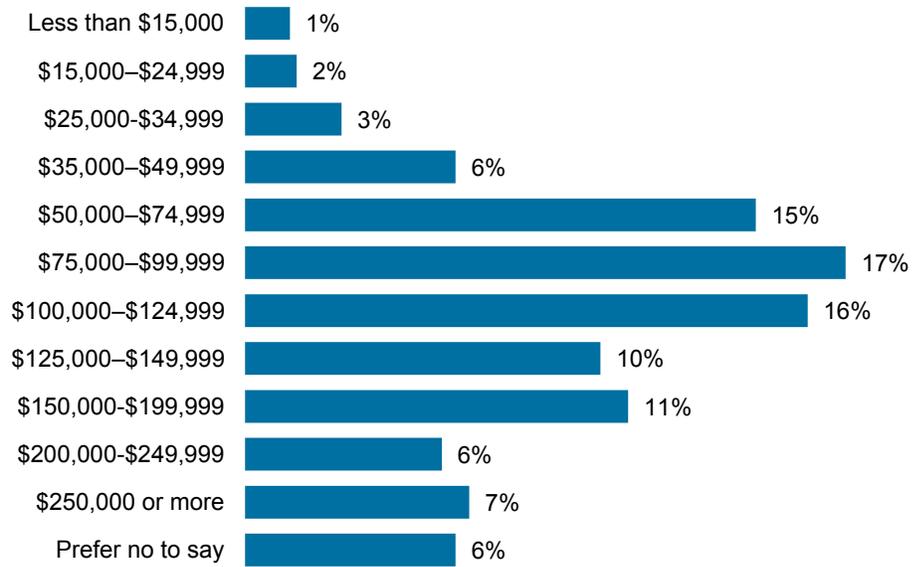


**FIGURE 4.15: TOLL ATTITUDE STATEMENTS**

#### 4.4 | DEMOGRAPHIC QUESTIONS

The last section of the survey collected traveler demographics, such as home ZIP Code, gender, age, employment status, and household income. The dataset covers a wide range of ages, with most respondents in the 45-54 year-old group. Sixty-five percent of those surveyed were male. About 70% of respondents were employed full time, while another 5% were employed part time. Figure 4.16 shows the distribution of annual household income; the median household income falls into the \$100,000–\$124,999 range.<sup>1</sup>

<sup>1</sup> The overall median income of the sample used in the model estimation procedure assumes the yearly household income of respondents who did not report one to fall in the \$25,000–\$34,999 income



**FIGURE 4.16: ANNUAL HOUSEHOLD INCOME**

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category. This assumption lowers the overall median income of the sample. More information on this is available in Section 5.3.

## 5.0 MODEL ESTIMATION

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Statistical analysis and discrete choice model estimation were carried out using the SP survey data. Responses from the SP scenarios were expanded into a dataset containing 10 observations for each respondent. Each observation included the values of the attributes presented in each alternative, the respondent's chosen alternative, and additional background information about the respondent's reported trip, attitudes to tolling, and demographic characteristics. This dataset formed the basis for the discrete choice model estimation described below.

### 5.1 | METHODOLOGY AND ALTERNATIVES

The statistical estimation and specification testing were completed using a conventional maximum likelihood procedure that estimated a set of coefficients for a multinomial logit (MNL) model.<sup>2</sup> The model coefficients provide information about respondents' sensitivities to the attributes that were tested in the tradeoff scenarios. The sensitivities will serve as inputs into the travel demand model to forecast behavioral response, traffic, and revenue for the proposed Route 53/120 extension and upgrades.

In each SP scenario, the following two alternatives were presented for making a future trip in the corridor:

- Make your trip using your current route.
- Make your trip using the extended and upgraded Route 53/120.

The alternatives presented to each respondent are described in more detail in Section 2.2.

### 5.2 | IDENTIFICATION OF OUTLIERS

The choice data were screened to ensure that all observations included in the model estimation represented realistic trips and reasonable tradeoffs in the SP exercises. Several variables were used for screening purposes, including an examination of total survey duration, SP duration, and inconsistent or irrational choice behavior.

After reviewing these variables and the effects that extreme values had on the models, it was determined that respondents who met the following conditions should be excluded from the final analysis (the categories are not mutually exclusive):

- Respondents demonstrating inconsistent or irrational choice behavior in the SP exercises. For example, respondents who established a certain dollar amount for willingness to pay for time savings in one experiment and rejected paying less money

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<sup>2</sup> The multinomial logit model has the general form  $p(i) = \frac{e^{U_i}}{\sum_{AllModes} e^{U_j}}$ , where  $p(i)$  is the probability

that mode  $i$  will be chosen and  $U_i$  is the "utility" of mode  $i$ , a function of service and other variables. See, for example, M. E. Ben-Akiva and S. R. Lerman, *Discrete Choice Analysis*, MIT Press, 1985 for details on the model structure and statistical estimations procedures.

for more time savings in another experiment (275 respondents, 2,750 choice observations).

- Respondents whose implied speed ( $60 * \text{estimated trip distance} / \text{reported travel time}$ ) for their trip was less than 3 mph or more than 100 mph (46 respondents, 460 choice observations).
- Respondents whose reported amount of delay during their trip was 75% or more of their entire trip time (50 respondents, 500 choice observations).
- Respondents whose calculated travel distance was less than two miles or greater than 250 miles (72 respondents, 720 choice observations).
- Respondents who took less than six minutes to complete the entire survey (23 respondents, 230 choice observations).
- Respondents whose origin and destination coordinates implied their trip could not make reasonable use of the proposed Route 53/120 improvements for their reference trip (171 respondents, 1,710 choice observations).
- Respondents whose home ZIP Code was not in Illinois or Wisconsin (6 respondents, 60 choice observations).

Based on this outlier analysis, 497 unique records were excluded from the final analysis (5.6% of the collected data), yielding a final dataset with 8,351 respondents (83,510 observations).

### 5.3 | MODEL SPECIFICATION

The MNL model estimates a choice probability for each alternative presented in the SP tradeoff exercises. The alternatives are represented in the model by observed utility equations of the form:

$$U_1 = \beta_1 X_1 + \beta_2 X_2 + \dots + \beta_n X_n$$

Where each  $X$  represents a variable specified by the researcher, and each  $\beta$  is a coefficient estimated by the model that represents the sensitivity of the respondents in the sample to the corresponding variable.

Several utility equation structures were tested using the variables included in the SP scenarios, as well as trip characteristics, attitudinal indicators, and demographic variables. The models presented in this section are final model specifications, including only the variables that proved statistically significant.

Utility equations were specified for each alternative using the variables tested in the SP exercises (travel time and toll cost), as well as certain trip detail, attitude, and demographic variables that could have explanatory power in the model, including:

- Time of day (departure time);
- Trip purpose;
- Attitudes regarding tolls;
- Household income;
- Trip distance;

- Delay experienced; and
- ETC ownership.

After reviewing the significance of each variable, alone and in concert, the final model specification was chosen based on model fit, the intuitiveness and reasonableness of the model coefficients, and the expected application of the model results in the regional travel forecasting model.

The final model specifications include variables for travel time and toll cost. Three alternative-specific constants were included in on the Route 53/120 alternative, segmented by attitude:

- A constant for respondents who agreed with the statement, “I will use a toll route if the tolls are reasonable and I save time.”
- A constant for respondents who replied neutrally to the statement, “I will use a toll route if the tolls are reasonable and I save time.”
- A constant for respondents who disagreed with the statement, “I will use a toll route if the tolls are reasonable and I save time.”

These constants reflect preferences for the Route 53/120 alternative that cannot be attributed to time and cost alone, and the impact that a respondent’s toll attitude has on that preference.

Transformations of the cost coefficients by total-trip distance and household income were tested in order to capture any systematic relationship between cost sensitivity and income or distance. To capture the relationship between cost sensitivity, trip distance and income, the elasticities of the cost coefficients relative to trip distance and income were estimated by including the following transformations in the utility equation:

$$V_i = \dots + \beta_{Cost} * TC_i * \left( \frac{income}{\overline{income}} \right)^{\lambda_{c,inc}} * \left( \frac{distance}{\overline{distance}} \right)^{\lambda_{c,dist}}$$

Where:

- $TC_i$  gives the toll cost of alternative  $i$ ; and
- Income and distance give the household income and trip distance for the current respondent, with  $\overline{income}$  and  $\overline{distance}$  giving the median household income midpoint and the median trip distance for the sample.

The remaining terms are estimated in the model:

- The term  $\beta_{Cost}$  is the cost sensitivity (in units of 1/\$).
- The interaction term  $\lambda_{c,inc}$  gives the cost elasticity in relation to income and  $\lambda_{c,dist}$  gives the cost elasticity in relation to trip distance.

The sign of the estimated elasticity coefficients indicates whether cost sensitivity decreases or increases with increasing trip distance and income, while the magnitude of the coefficients indicates the strength of the relationship.

Because some respondents chose not to provide their household income, an additional analysis was conducted to identify the income group these respondents most closely resembled from a choice behavior perspective. This was accomplished through a separate modeling effort that established individual cost coefficients for respondents in each of the 11 income categories, and a cost coefficient for the 507 respondents who preferred not to answer. The resulting set of coefficients allowed the 507 respondents to be assigned an income category by matching their estimated cost utilities with the existing income group that exhibited the closest behavioral tendencies in the SP experiments. Through this exercise, respondents who did not report their annual household income were included in the income category of \$25,000–\$34,999 per year. As a result of this reclassification, the overall median income of the sample changes from \$100,000–\$124,999 to \$75,000–\$99,999. This adjustment is important to note as the median sample income is a key input in the model specification described above.

#### 5.4 | COEFFICIENT ESTIMATES

The results of the final model specifications are presented in the following tables and include coefficients for each of the tested parameters. The coefficient values, robust standard errors, robust t-statistics, and general model statistics are presented in Table 5.1 and Table 5.2.

The coefficient values are the values estimated by the choice model that represent the relative importance of each of the variables. It should be noted that these values are unit-specific and the units must be accounted for when comparing coefficients. The sign of the coefficient indicates a positive or negative relationship between utility and the associated variable. For example, a negative travel time coefficient implies that utility for a given travel alternative will decrease as the travel time associated with that alternative increases.

The standard error is a measure of error around the mean coefficient estimate. The t-statistic is the coefficient estimated divided by the standard error, which can be used to evaluate statistical significance. A t-statistic greater/less than  $\pm 1.96$  indicates that the coefficient is statistically different from zero (unless otherwise reported) at the 95% level.

The model fit statistics that are presented include the number of observations, the number of estimated parameters, the initial log-likelihood, the log-likelihood at convergence, rho-squared, and adjusted rho-squared. The log-likelihood is a model fit measure that indicates how well the model predicts the choices observed in the data. The null log-likelihood is the measure of the model fit with coefficient values of zero. The final log-likelihood is the measure of model fit with the final coefficient values at model convergence. A value closer to zero indicates better model fit. The log-likelihood cannot be evaluated independently as it is a function of the number of observations, the number of alternatives, and the number of parameters in the choice model. The rho-square model fit measure accounts for this to some degree by evaluating the difference between the null log-likelihood and the final log-likelihood at convergence. The rho-square is not analogous to an  $R^2$  value used to judge the explanatory power of a linear regression model. The  $R^2$  value in a linear regression gives the proportion of the variance in the dependent variable that is explained by the variance in the

independent variables. The adjusted rho-square in a choice model depends on the ratio of the beginning and ending log-likelihood functions and is used to judge the level of improvement from null model (where all independent variable coefficients are assumed to be zero) to a model fitted with independent variables. Therefore, the adjusted rho-square value in an MNL model is expected to be much less than the expected R<sup>2</sup> value in a linear regression model, as a perfect rho-square value—where all choices are correctly predicted by the model—is not normally achievable in the context of modeling transportation and route-choice options. The adjusted rho-square value of 0.264 shown in Table 5.2 is a reasonable model fit that is comparable to similar toll road studies in other regions of the country.

**TABLE 5.1: MULTINOMIAL LOGIT MODEL RESULTS**

COEFFICIENTS		ALTERNATIVES		COEFFICIENT VALUES			
Name	Description	Units	Current Route	Route 53/120	Value	Rob. Std. Err	Rob. T-Test
$\beta$ Time	Travel Time	Min	X	X	-0.181	0.00277	-65.43
$\beta$ Cost	Toll Cost	\$	X	X	-0.868	0.0142	-61.06
$\beta$ Neutral	Neutral-Use a toll route to save time	(0,1)	--	X	-2.83	0.0977	-28.96
$\beta$ Disagree	Disagree - Use a toll route to save time	(0,1)	--	X	-3.88	0.161	-24.1
$\beta$ Agree	Agree - Use a toll route to save time	(0,1)	--	X	-0.823	0.0388	-21.21
$\lambda$ Dist	Elasticity term for trip distance	--	X	X	-0.0967	0.0181	-5.35
$\lambda$ Inc	Elasticity term for income	--	X	X	-0.139	0.0171	-8.13

**TABLE 5.2: MULTINOMIAL LOGIT MODEL STATISTICS**

MODEL STATISTICS	
Number of parameters	7
Number of observations	83,510
Number of individuals	8,351
Initial log-likelihood	-57884.721
Final log-likelihood	-42581.244
Rho-square	0.264
Adjusted rho-square	0.264
TRIP AND INCOME STATISTICS	
Median Trip Distance (miles)	26
Median Income Midpoint	\$87,500

### 5.5 | WILLINGNESS TO PAY FOR TRAVEL TIME SAVINGS (VOT)

One way to evaluate the sensitivities that are estimated in the MNL models is to calculate the marginal rates of substitution for different attributes of interest. In basic economic theory, the marginal rate of substitution is the amount of one good (e.g., money) that a person would exchange for a second good (e.g., travel time), while maintaining the same level of utility, or satisfaction. In this analysis, the marginal rate of substitution of the travel time and toll cost coefficients provides the implied toll value that travelers would be willing to pay for a given amount of travel time savings offered by using Route 53/120 compared to their current route.

The willingness to pay for travel time savings, or VOT, can be calculated by simply dividing the travel time coefficient by the toll cost coefficient after accounting for the income and distance transformation that was applied in the model specification. The resulting VOT is in units of dollars per minute; multiplying by 60 will convert this into the more commonly cited units of dollars per hour:

$$VOT = 60 \times \frac{\beta Time}{\beta Cost * \left(\frac{income^{\lambda_{c,inc}}}{income}\right) * \left(\frac{distance^{\lambda_{t,dist}}}{distance}\right)}$$

Where  $\beta Time$  is the value of the travel time coefficient (with units of 1/min),  $\beta Cost$  is the value of the toll cost coefficient (with units of 1/\$), and the lambdas control for non-linear income and distance effects.

Table 5.3 shows a matrix of VOT calculations at different combinations of trip distance and household income. The median distance traveled by respondents was 26 miles, and the median household income midpoint category of the entire sample was approximately

\$87,500. The VOT for a trip that matches these specifications is \$12.51 per hour. The VOTs presented in Table 5.3 are displayed graphically in the surface chart in Figure 5.1. These estimates of toll price sensitivity and propensity to use the proposed extension and upgrade will be incorporated into the travel demand model to support accurate estimates of traffic and revenue on IL 53/120.

**TABLE 5.3: VOT BY HOUSEHOLD INCOME AND TRIP DISTANCE**

DISTANCE (MILES)	HOUSEHOLD INCOME (\$)										
	\$15K	\$20K	\$30K	\$42.5K	\$62.5K	\$87.5K	\$112.5K	\$137.5K	\$175K	\$225K	\$250K
5	\$8.35	\$8.69	\$9.19	\$9.65	\$10.18	\$10.67	\$11.05	\$11.36	\$11.75	\$12.16	\$12.34
10	\$8.93	\$9.29	\$9.83	\$10.32	\$10.89	\$11.41	\$11.81	\$12.15	\$12.56	\$13.01	\$13.20
15	\$9.28	\$9.66	\$10.22	\$10.73	\$11.32	\$11.86	\$12.29	\$12.63	\$13.06	\$13.53	\$13.73
20	\$9.55	\$9.94	\$10.51	\$11.03	\$11.64	\$12.20	\$12.63	\$12.99	\$13.43	\$13.91	\$14.11
25	\$9.75	\$10.15	\$10.74	\$11.27	\$11.89	\$12.46	\$12.91	\$13.27	\$13.72	\$14.21	\$14.42
30	\$9.93	\$10.33	\$10.93	\$11.47	\$12.11	\$12.69	\$13.14	\$13.51	\$13.97	\$14.47	\$14.68
35	\$10.08	\$10.49	\$11.10	\$11.65	\$12.29	\$12.88	\$13.33	\$13.71	\$14.18	\$14.68	\$14.90
40	\$10.21	\$10.62	\$11.24	\$11.80	\$12.45	\$13.04	\$13.51	\$13.89	\$14.36	\$14.87	\$15.09
45	\$10.32	\$10.75	\$11.37	\$11.93	\$12.59	\$13.19	\$13.66	\$14.05	\$14.53	\$15.04	\$15.27
50	\$10.43	\$10.86	\$11.49	\$12.06	\$12.72	\$13.33	\$13.80	\$14.19	\$14.68	\$15.20	\$15.42
55	\$10.53	\$10.96	\$11.59	\$12.17	\$12.84	\$13.45	\$13.93	\$14.32	\$14.81	\$15.34	\$15.57
60	\$10.62	\$11.05	\$11.69	\$12.27	\$12.95	\$13.57	\$14.05	\$14.44	\$14.94	\$15.47	\$15.70



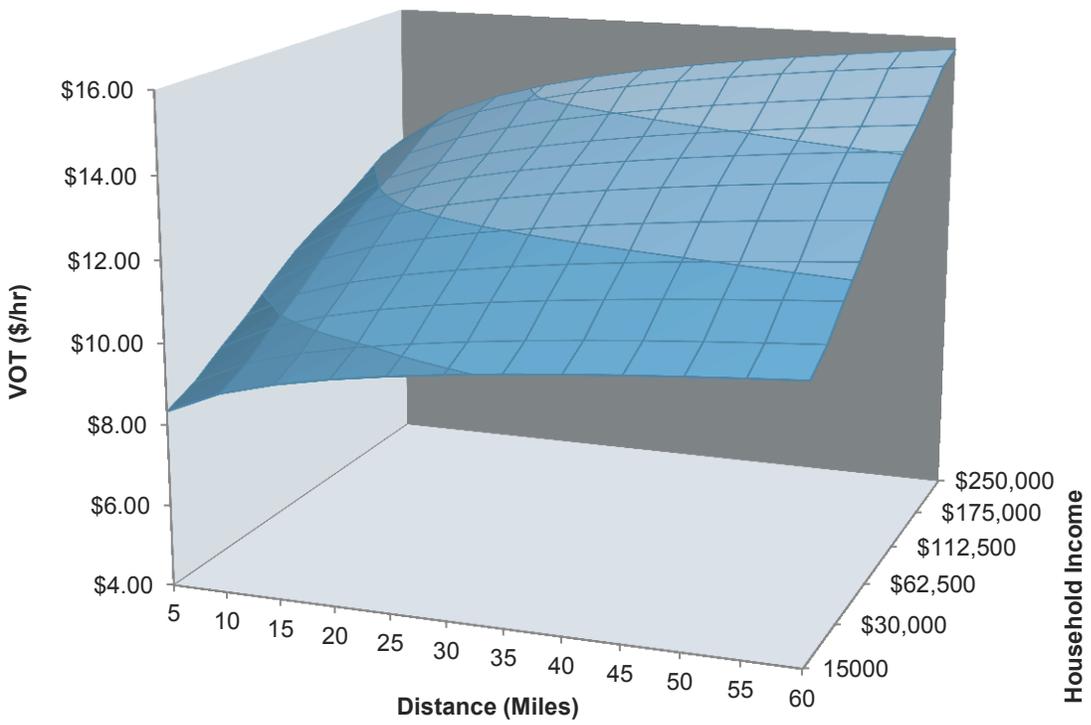


FIGURE 5.1: VOT BY HOUSEHOLD INCOME AND TRIP DISTANCE

## 6.0 SUMMARY AND CONCLUSION

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RSG successfully developed and implemented a SP survey questionnaire that gathered information from 8,351 passenger vehicle travelers in and around Lake County and Northern Cook County, Illinois. The purpose of the survey was to measure the VOT of travelers within the study area who would qualify to use the proposed Route 53/120 improvements. The questionnaire collected data on current travel behavior, presented respondents with information about the planned Route 53/120 project, and engaged the travelers in a series of SP experiments to measure their propensity to use the newly upgraded/expanded route under a variety of travel time and toll cost conditions.

Choice models were developed to produce estimates of VOT for travelers in the region. The magnitude and signs of the sensitivity estimates are reasonable and intuitively correct, and the values of time that were estimated are consistent with what would be expected given the demographic and trip characteristic of the sampled travelers. Overall, the calculated VOTs are within the ranges found in other major metropolitan areas across the country. For travelers, the average values of time varied by household income and trip distance, and generally fell within a range of \$8.00 to \$15.00 per hour, depending on the household income and distance of the trip. The average VOT for the entire sample at the sample median income and trip distance is \$12.51 per hour.

These estimates of values of time and propensity to use the proposed extension and upgrade of Route 53/120 will be incorporated into the travel demand model to support estimates of traffic and revenue for the project.



the science of insight 7.2.2014

## APPENDIX A: SURVEY SCREEN SHOTS

# ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY



**PREPARED FOR:**  
ILLINOIS TOLLWAY

**SUBMITTED BY:**  
RSG: MARK FOWLER, SENIOR CONSULTANT

**IN COOPERATION WITH:**  
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**ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY**

**PREPARED FOR:**  
**ILLINOIS TOLLWAY**



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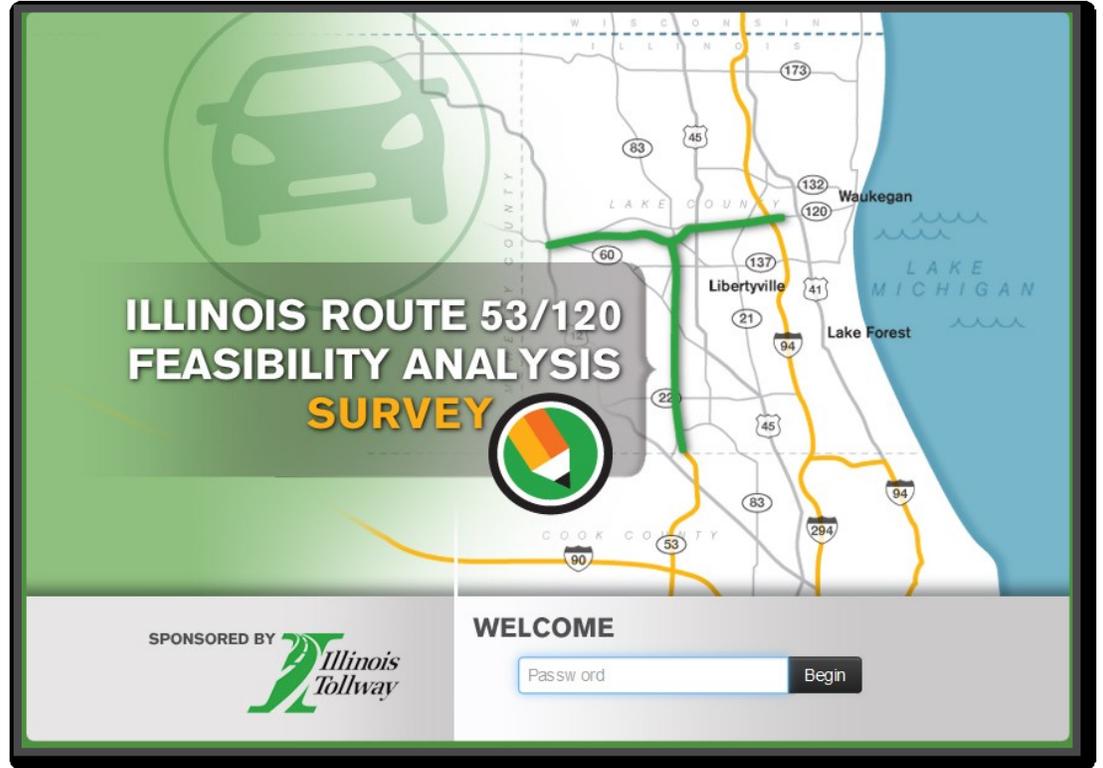
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# 1.0 INTRODUCTION AND QUALIFICATION QUESTIONS

FIGURE 1.1 ENTRY PAGE



*If respondent entered the survey using a postcard invitation*

FIGURE 1.2: SURVEY INTRODUCTION AND INSTRUCTIONS

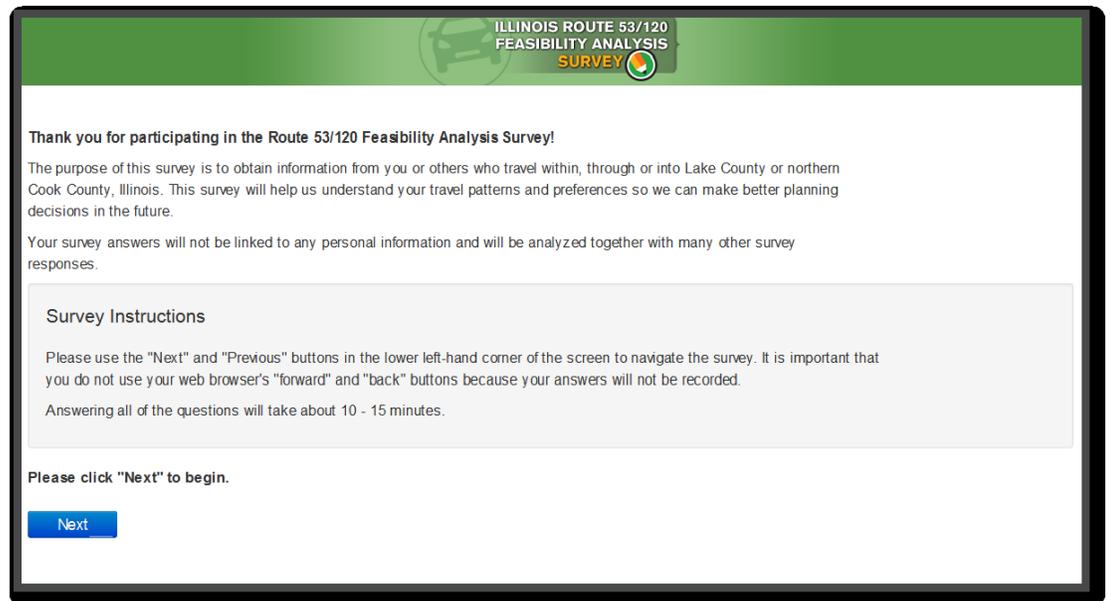


FIGURE 1.3: TRIP QUALIFICATION

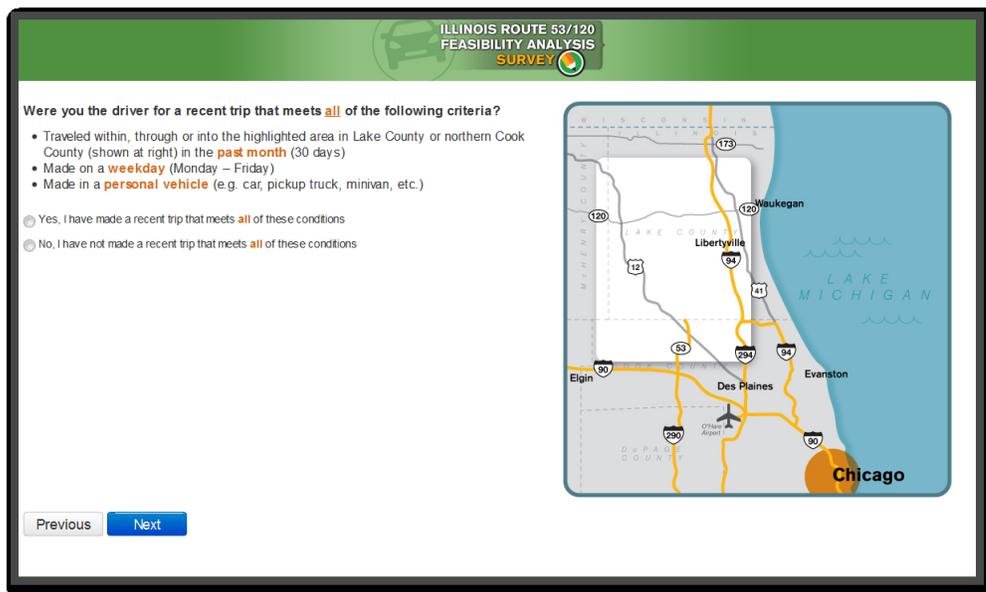
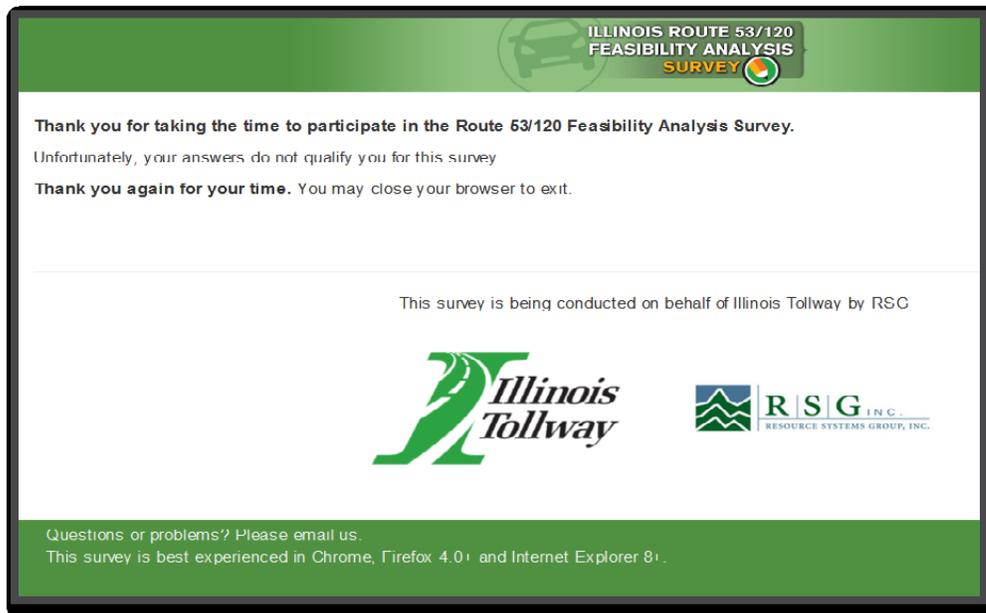


FIGURE 1.4 TERMINATION



*If respondent did not make a qualifying trip*

FIGURE 1.5: ONE-WAY TRIP DESCRIPTION

 ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

The questions in the next section of this survey will ask about **your most recent weekday trip** where you drove within, through or into the highlighted region in Lake County or northern Cook County shown at right.

For the purposes of this survey, please think of a trip as travel in **one direction only**, not as a complete round-trip.

Example trip in one direction:

  
Work  
(Start)

  
Route 120

  
I-94 South

  
Home  
(End)



Previous Next

## 2.0 TRIP DETAIL QUESTIONS

FIGURE 2.1: DAY OF WEEK

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Remember, we are asking about your most recent weekday trip where you drove within, through or into the highlighted region in Lake County or northern Cook County shown at right.

**What day of the week did you make your most recent trip?**

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday

Previous
Next

FIGURE 2.2: ROAD(S) USED

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

**Which of the following roads did you use on your most recent trip?**

*Select all that apply.*

- I-94 (Tri-State Tollway)
- IL Route 21 (Milwaukee Ave.)
- IL Route 53
- IL Route 137/Buc Key Road
- Peterson Road
- IL Route 60/Tow nine Road
- IL Route 83
- IL Route 120 (Belvidere Road)
- US Route 12 (Rand Road)
- US Route 45
- I used other road(s), please specify:

Previous
Next

FIGURE 2.3: TRIP PURPOSE

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

What was the **primary purpose** of your most recent trip?

- Commuting to/from work
- Business-related travel (such as going to a meeting, sales call, etc.)
- Go to/from school/college/university or drop off/pick up a student
- Go to/from the airport
- Shop
- Social or recreational (such as going to a restaurant, visiting a friend, or going to a sporting event, or vacation)
- Other personal business (such as a medical appointment)

Previous Next

Your Trip Details  
Day of Travel:  
Monday

FIGURE 2.4: START & END LOCATIONS

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Where did you begin and travel to for your trip?

My trip began at: I traveled to:

- My home
- My regular workplace
- Another place

Previous Next

Your Trip Details  
Day of Travel:  
Monday  
Trip Purpose:  
Go to/from work

FIGURE 2.5: LOCATION CONFIRMATION

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

You indicated that your trip began and ended at your home. Remember, we are asking about your travel in **one direction only**, not your complete round trip.

Are your beginning and ending locations two physically different locations?

- Yes
- No

Previous Next

*If beginning and ending locations are the same. If 'yes', send back to Start & End Locations*

FIGURE 2.6: ORIGIN ADDRESS AND MAP INTERFACE

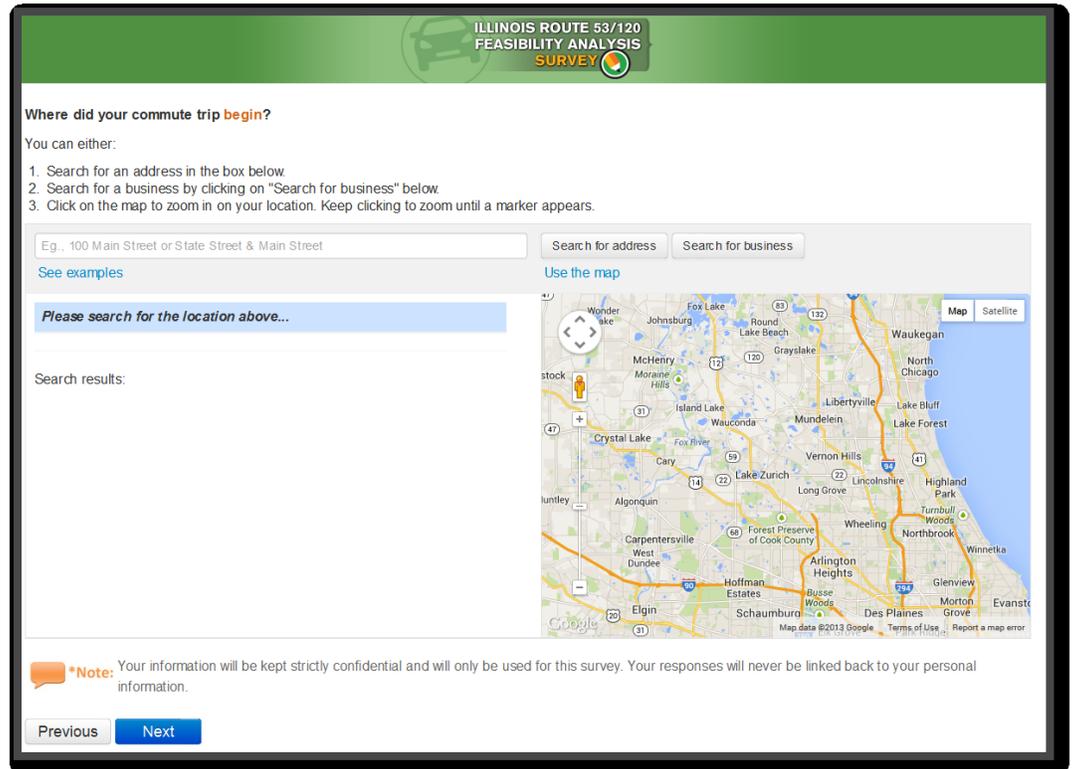


FIGURE 2.7: DESTINATION ADDRESS AND MAP INTERFACE

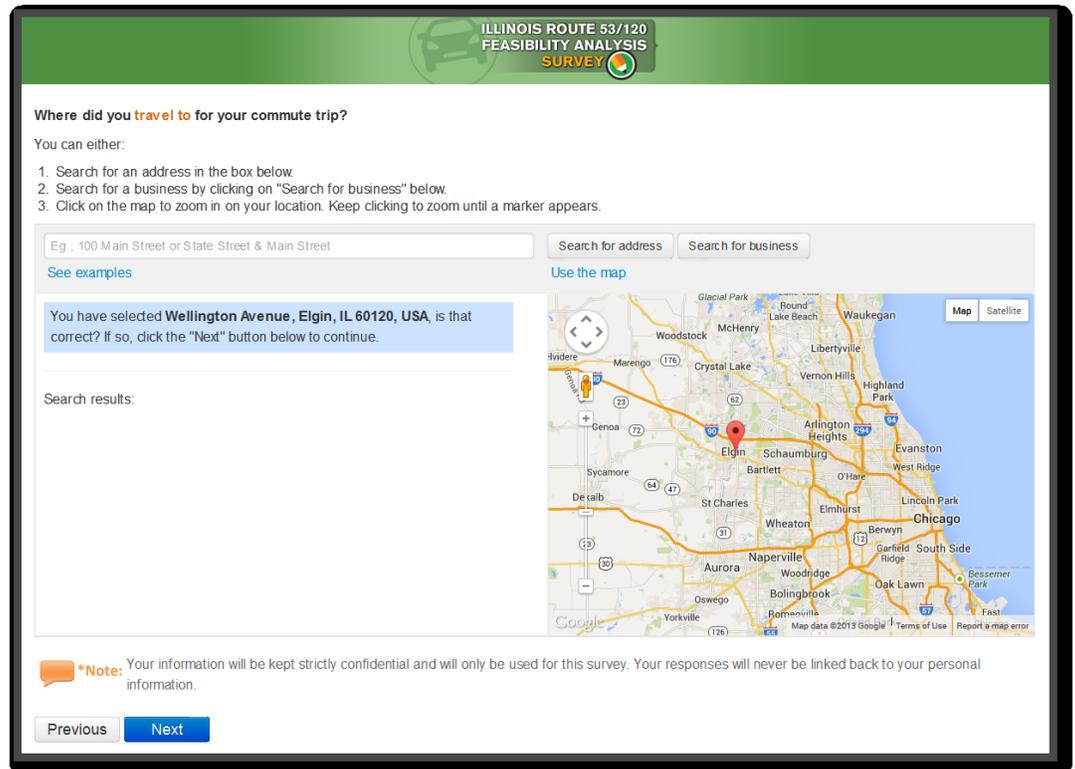


FIGURE 2.8: INVALID TRIP

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

The trip you just described seems to have started and ended in the same place, or two locations close together. Please describe only the **one-way portion** of your trip, not the complete round trip.

Do you need to change the beginning or ending location of your trip?

Yes  
 No

Previous Next

*If origin and destination are less than 0.5 miles apart or indicate a trip that could not reasonably use the proposed project. If yes, send back to Trip Qualification.*

FIGURE 2.9: DEPARTURE TIME

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

What time did you **begin** your trip?

My trip started at: **Please slide the gray box to select a value.**

6:00 am Noon 6:00 pm

Previous Next

Your Trip Details  
Day of Travel: Monday  
Trip Purpose: Go to/from work

FIGURE 2.10: TRAVEL TIME

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Approximately how long did it take you, door-to-door, to drive from **your home** to **your workplace**?

Please do not include any time spent at stops you may have made along the way (e.g. to get gas or coffee).

My trip took: **Please slide the gray box to select a value.**

5 minutes or less 2 hours 4 or more hours

Previous Next

Your Trip Details  
Day of Travel: Monday  
Trip Purpose: Go to/from work

FIGURE 2.11: TRAVEL TIME CONFIRMATION

The screenshot shows a survey question with a green header. The header contains a car icon and the text "ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY". The main text reads: "Based on the locations you provided earlier, it appears that your time of 3 hours 10 minutes is significantly longer than what we estimate it should take to make your trip." Below this, it says: "Remember, please tell us how long it took to drive from your home to your workplace in one direction only. Please do not include any time spent at stops along the way." The question is: "Do you need to change your reported time?" There are two radio button options: "Yes" and "No". At the bottom, there are "Previous" and "Next" buttons.

*If travel time is greater than 2.5 times or less than 0.75 times of Google-calculated travel time. If 'Yes,' send back to Travel Time*

FIGURE 2.12: REASON(S) FOR LONGER TRAVEL TIME

The screenshot shows a survey question with a green header. The header contains a car icon and the text "ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY". The main text reads: "What are the primary reason(s) your trip from your home to your workplace took much longer than would normally be expected? Select all that apply." Below this, there are seven checkbox options: "Traffic accident", "Unusually long delay from congestion", "Road work/c construction", "Inclement weather/poor driving conditions", "Did not take the most direct route", "Made one or more diversions or other stops along the way", and "Another reason, please specify:" followed by a text input field. At the bottom, there are "Previous" and "Next" buttons.

*If respondent did not change their reported travel time*

FIGURE 2.13: ARRIVAL TIME PREFERENCE

The screenshot shows a survey question with a green header. The header contains a car icon and the text "ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY". The main text reads: "You indicated that you arrived at your final destination at 8:20 AM. Is this your preferred arrival time?" There are three radio button options: "Yes, I arrived at my destination at my preferred arrival time", "No, I arrived at my final destination later than I would have liked", and "No, I arrived at my final destination earlier than I would have liked". At the bottom, there are "Previous" and "Next" buttons. On the right side, there is a grey box titled "Your Trip Details" containing: "Day of Travel: Monday", "Trip Purpose: Go to/from work", and "Travel Time: 1 hour 5 minutes".

FIGURE 2.14: PREFERRED ARRIVAL TIME

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

You indicated that you arrived at your final destination at **8:20 AM**.

**At what time would you have preferred to arrive at your final destination?**  
*(I.e. to be at work or to meet any other obligations?)*

I would have preferred to arrive at: **Please slide the gray box to select a value.**

6:00 am      Noon      6:00 pm

Previous    Next

**Your Trip Details**

Day of Travel:  
Monday

Trip Purpose:  
Go to/from work

Travel Time:  
1 hour 5 minutes

*If respondent would have preferred to arrive earlier or later at their final destination*

FIGURE 2.15: DELAY DUE TO CONGESTION

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Did you experience any **delay due to traffic congestion, stop lights, train crossings, etc.** on your trip?

Yes  
 No

Previous    Next

**Your Trip Details**

Day of Travel:  
Monday

Trip Purpose:  
Go to/from work

Travel Time:  
1 hour 5 minutes

FIGURE 2.16: TRAVEL TIME WITHOUT DELAY

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

You said your trip took approximately **1 hour 5 minutes**.

If there were **no delays due to traffic congestion, stop lights, train crossings, etc.** approximately how long would your trip have taken you, door-to-door?  
*If you are not sure, please give your best estimate.*

My trip would have taken: **Please slide the gray box to select a value.**

5 minutes or less      2 hours      4 or more hours

Previous    Next

**Your Trip Details**

Day of Travel:  
Monday

Trip Purpose:  
Go to/from work

Travel Time:  
1 hour 5 minutes

*If experienced delay*

FIGURE 2.17: VEHICLE OCCUPANCY

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Including you, how many people were in the vehicle during your trip?

- 1 (I drove alone)
- 2 people
- 3 people
- 4 people
- 5 people
- 6 people or more

Previous Next

Your Trip Details

- Day of Travel: Monday
- Trip Purpose: Go to/from work
- Travel Time: 1 hour 5 minutes

FIGURE 2.18: TRIP FREQUENCY

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

How often have you made this same trip, in this direction, between your home and your workplace in the past 3 months (90 days)?

- 5 or more times per week
- 4 times per week
- 2-3 times per week
- 1 time per week
- 2-3 times per month
- 1 time per month
- Less than 1 time per month

Previous Next

Your Trip Details

- Day of Travel: Monday
- Trip Purpose: Go to/from work
- Travel Time: 1 hour 5 minutes

FIGURE 2.19: TOLLS PAID

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Did you pay any tolls on your trip?

- Yes
- No

Previous Next

Your Trip Details

- Day of Travel: Monday
- Trip Purpose: Go to/from work
- Travel Time: 1 hour 5 minutes

*If did not use I-94*





**FIGURE 3.3: STATED PREFERENCE INSTRUCTIONS**

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

**Instructions**

In the next section of the survey you will see a series of 10 questions. Each question will show you a set of 2 travel options for making a trip like the one you just described.

In addition to your current route, you will have the option of using the proposed IL 53/120 project.

- For each question, select the travel option that you would **most likely choose** under the conditions shown.
- For each question, **focus only on the 2 travel options shown**. Do not consider the choices you made on previous questions.
- Please **assume both options shown are available** and are feasible options for making the trip you have described, even if these options are not currently available to you.

Please click "Next" to continue.

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**FIGURE 3.4: STATED PREFERENCE EXPERIMENT EXAMPLE I**

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Below are 2 different travel options for making your commute trip between your home and your workplace.  
Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information will vary from screen to screen.

Use your current route	Use the new Route 53/120
Travel Time: <b>1 hour 16 minutes</b>	Travel Time: <b>1 hour</b>
Toll Cost: <b>\$0.00</b>	Toll Cost: <b>\$3.00</b>
I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>

(Question 1 of 10)

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FIGURE 3.5: STATED PREFERENCE EXPERIMENT EXAMPLE II

**ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY**

Below are 2 different travel options for making your commute trip between your home and your workplace.  
**Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?**

**Highlighted information** may have changed.

Use your current route	Use the new Route 53/120
Travel Time: <b>1 hour 10 minutes</b>	Travel Time: <b>56 minutes</b>
Toll Cost: <b>\$0.00</b>	Toll Cost: <b>\$4.00</b>
I prefer this option: <input checked="" type="radio"/>	I prefer this option: <input type="radio"/>

(Question 2 of 10)

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FIGURE 3.6: STATED PREFERENCE EXPERIMENT EXAMPLE III

**ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY**

Below are 2 different travel options for making your commute trip between your home and your workplace.  
**Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?**

**Highlighted information** may have changed.

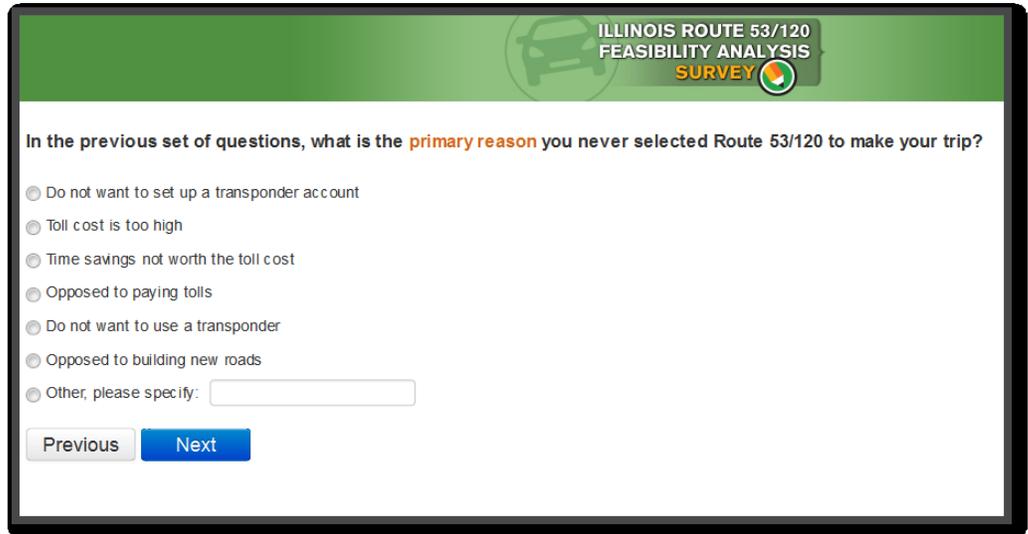
Use your current route	Use the new Route 53/120
Travel Time: <b>1 hour 8 minutes</b>	Travel Time: <b>52 minutes</b>
Toll Cost: <b>\$0.00</b>	Toll Cost: <b>\$3.50</b>
I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>

(Question 3 of 10)

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## 4.0 DEBRIEF QUESTIONS

FIGURE 4.1: REASON FOR NOT SELECTING ROUTE 53/120



ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

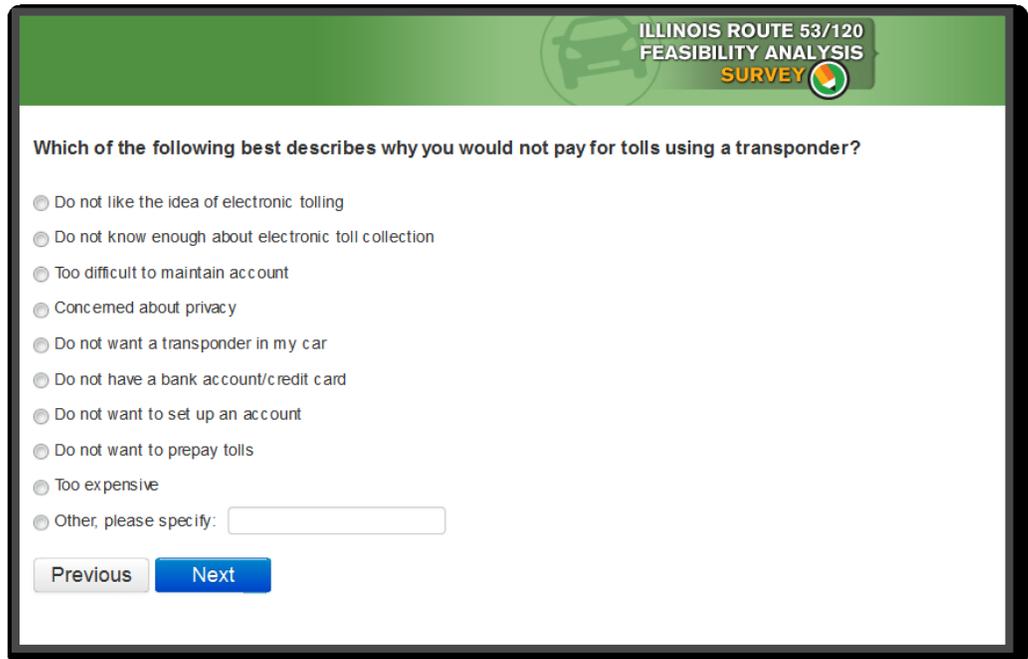
In the previous set of questions, what is the **primary reason** you never selected Route 53/120 to make your trip?

- Do not want to set up a transponder account
- Toll cost is too high
- Time savings not worth the toll cost
- Opposed to paying tolls
- Do not want to use a transponder
- Opposed to building new roads
- Other, please specify:

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*If never chose a Route 53/120 alternative in the stated preference experiments*

FIGURE 4.2: REASON FOR NOT USING A TRANSPONDER



ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Which of the following best describes why you would not pay for tolls using a transponder?

- Do not like the idea of electronic tolling
- Do not know enough about electronic toll collection
- Too difficult to maintain account
- Concerned about privacy
- Do not want a transponder in my car
- Do not have a bank account/credit card
- Do not want to set up an account
- Do not want to prepay tolls
- Too expensive
- Other, please specify:

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*If respondent indicated they do not want to own a transponder or set up an account for a transponder*

FIGURE 4.3: LIKELIHOOD OF USING HOT LANES

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

One option under consideration on Route 53/120 is the addition of High Occupancy Toll (HOT) Lanes where vehicles with 2 or more passengers would be charged a discounted toll.

If a 10% discount was offered for carpools to use the HOT Lanes with 3 occupants how likely would you be to add 1 passenger?

- Extremely likely
- Very likely
- Moderately likely
- Slightly likely
- Not at all likely

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*If SOV or HOV2*

FIGURE 4.4: TOLL ATTITUDE STATEMENTS

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

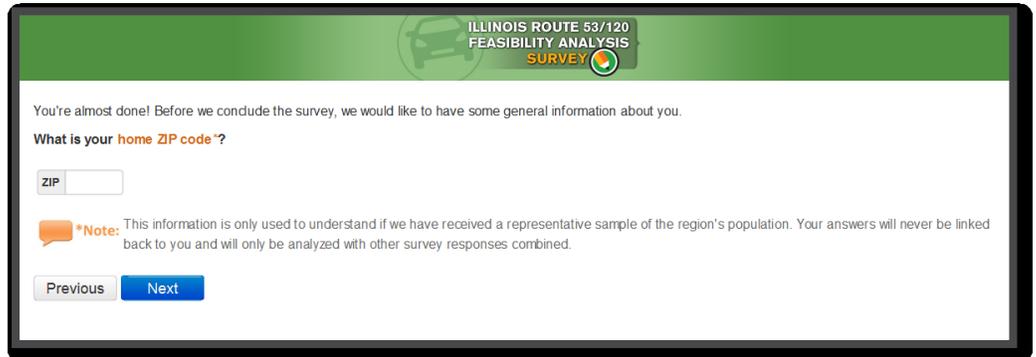
How strongly do you agree or disagree with each of the following statements?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I can generally afford to pay tolls	<input type="radio"/>				
I will pay a reasonable toll if it guarantees me my travel won't be slowed by traffic conditions	<input type="radio"/>				
I will use a toll route if the tolls are reasonable and I save time	<input type="radio"/>				
I would be willing to pay a reasonable toll if it guarantees a travel time for my trip that is reliable	<input type="radio"/>				

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## 5.0 DEMOGRAPHIC QUESTIONS

FIGURE 5.1: HOME ZIP CODE



ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

You're almost done! Before we conclude the survey, we would like to have some general information about you.

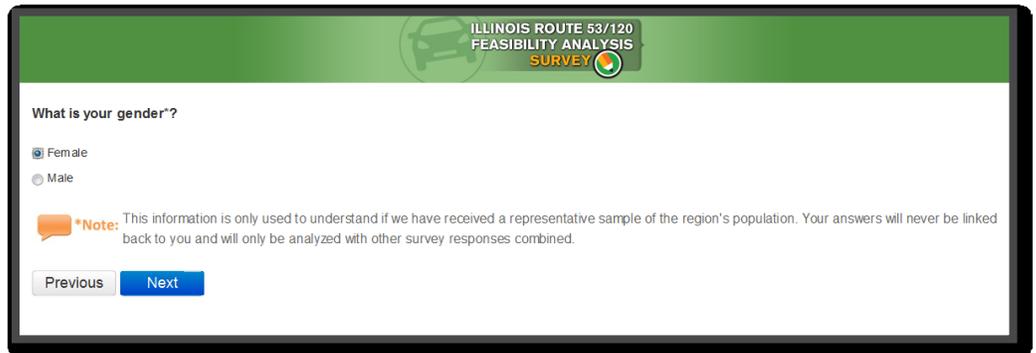
What is your home ZIP code\*?

ZIP

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.2: GENDER



ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

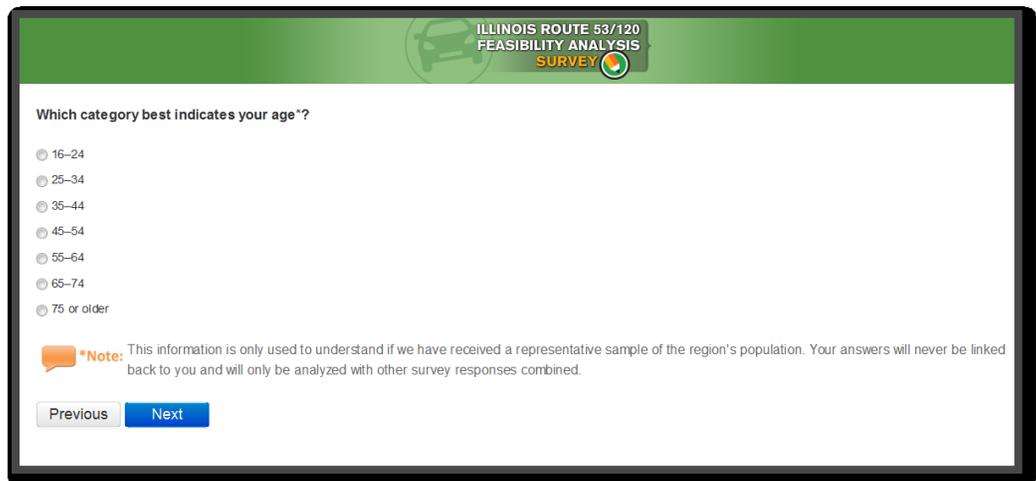
What is your gender\*?

Female  
 Male

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.3: AGE



ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Which category best indicates your age\*?

16-24  
 25-34  
 35-44  
 45-54  
 55-64  
 65-74  
 75 or older

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.4: EMPLOYMENT STATUS

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

What is your employment status\*?

- Employed full-time
- Employed part-time
- Self-employed
- Student
- Student and employed
- Homemaker
- Retired
- Disabled and unable to work
- Unemployed and looking for work
- Unemployed and not looking for work

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.5: HOUSEHOLD SIZE

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

How many people live in your household\*?

- 1 (I live alone)
- 2 people
- 3 people
- 4 people
- 5 or more people

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.6: VEHICLE OWNERSHIP

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

How many vehicles are there in your household\*?

*Please include all cars, pickup trucks, minivans and motorcycles that you own or lease.*

- 0 (no vehicles)
- 1 vehicle
- 2 vehicles
- 3 vehicles
- 4 vehicles
- 5 or more vehicles

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.7: ANNUAL HOUSEHOLD INCOME

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

What category best indicates your household annual income before taxes\*?

- Less than \$15,000
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$124,999
- \$125,000-\$149,999
- \$150,000-\$199,999
- \$200,000-\$249,999
- \$250,000 or more

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.8: ETHNICITY

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Are you a person of Hispanic, Latino or Spanish origin?

- Yes, I am of Hispanic, Latino or Spanish origin
- No, I am not of Hispanic, Latino or Spanish origin
- Rather not say

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.9: RACE

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Which of the following categories best describes your race?

Select all that apply.

- Asian/Pacific Islander
- American Indian/Alaska Native
- Black/African-American
- White/Caucasian
- Other
- Rather not say

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

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FIGURE 5.10: FUTURE STUDIES AND PRIZE DRAWING

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

Thank you for participating. All of your answers have been saved.

**If you would like to be included in the drawing to win one of two \$500 Visa Check Cards, please enter your email address below.**

*Your information will only be used to contact you for the purposes of the prize drawing and will not be used for any other reason.*

Email address:

**Would you be willing to participate in future studies regarding travel in Illinois?**

*Your information will only be used to contact you for future studies and will not be used for any other purposes.*

Yes, and my email address is:

No

**Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with other survey responses combined.

FIGURE 5.11: SURVEY COMMENTS

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

**Thank you again for participating!**

If you have additional comments or suggestions, please enter them in the box below and click "Finish."

Otherwise, please click "Finish" to complete the survey.

FIGURE 5.12: END

ILLINOIS ROUTE 53/120  
FEASIBILITY ANALYSIS  
SURVEY

**Thank you for taking the time to complete this survey. All of your responses have been saved, so you may now exit your browser.**

*Please note: the information collected in this survey will be used to support planning efforts related to Route 53/120. The information presented about the proposed Route 53/120, including hypothetical travel times and toll costs, will be used for planning purposes only and does not reflect current or future tolling policies.*

This survey is being conducted on behalf of Illinois Tollway by RSG



the science of insight 7.2.2014

## APPENDIX B: SURVEY TABULATIONS

# ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY



**PREPARED FOR:**  
ILLINOIS TOLLWAY

**SUBMITTED BY:**  
RSG: MARK FOWLER, SENIOR CONSULTANT

**IN COOPERATION WITH:**  
TRANSYSTEMS

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White River Junction, VT 05001  
802.295.4999  
[www.rsginc.com](http://www.rsginc.com)





**ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY**

**PREPARED FOR:**  
**ILLINOIS TOLLWAY**

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## 1.0 TRIP QUALIFICATION AND TRIP DETAIL QUESTIONS

### What day of the week did you make your most recent trip?

	Count	Percent
Monday	1374	16.5%
Tuesday	1836	22.0%
Wednesday	1539	18.4%
Thursday	1945	23.3%
Friday	1657	19.8%
Total	8351	100.0%

### Survey recruitment method

	Count	Percent
Email	7837	93.8%
Postcard	514	6.2%
Total	8351	100.0%

### Which of the following roads did you use on your most recent trip (Select all that Apply)?

	Count	Percent
I-94 (Tri-State Tollway)	3497	41.9%
US Route 45	2137	25.6%
Another Road	2292	27.4%
IL Route 21 (Milwaukee Ave.)	1776	21.3%
IL Route 53	2868	34.3%
IL Route 137/Buckley Road	1376	16.5%
Peterson Road	1014	12.1%
IL Route 60/Townline Road	1940	23.2%
IL Route 83	2336	28.0%
IL Route 120 (Belvidere Road)	3402	40.7%
US Route 12 (Rand Road)	2204	26.4%
Total	8351	---

**What was the primary purpose of your most recent trip?**

	Count	Percent
Commute	4276	51.2%
Work-related	1238	14.8%
School	162	1.9%
Airport	245	2.9%
Shopping	364	4.4%
Recreational	1163	13.9%
Personal business	903	10.8%
Total	8351	100.0%

**My trip began at:**

	Count	Percent
Home	6903	82.7%
Workplace	1075	12.9%
Another place	373	4.5%
Total	8351	100.0%

**I traveled to:**

	Count	Percent
Home	939	11.2%
Workplace	3511	42.0%
Another place	3901	46.7%
Total	8351	100.0%

**Calculated 53/120 Access Interchange**

	Count	Percent
Lake Cook Road	1486	17.8%
IL Route 22	655	7.8%
Midlothian Road	906	10.8%
Peterson Road	376	4.5%
US Route 12	942	11.3%
Wilson/Fairfield Road	875	10.5%
Alleghany Road	987	11.8%
US Route 45	483	5.8%
Almond Road	504	6.0%
Milwaukee Ave	239	2.9%
I-94 Tri-State	210	2.5%
East Terminus	688	8.2%
Total	8351	100.0%

**Calculated 53/120 Egress Interchange**

	Count	Percent
Lake Cook Road	4873	58.4%
IL Route 22	438	5.2%
Midlothian Road	718	8.6%
Peterson Road	214	2.6%
US Route 12	378	4.5%
Wilson/Fairfield Road	233	2.8%
Alleghany Road	254	3.0%
US Route 45	178	2.1%
Almond Road	178	2.1%
Milwaukee Ave	138	1.7%
I-94 Tri-State	113	1.4%
East Terminus	636	7.6%
Total	8351	100.0%



**Appendix B: Survey  
Tabulations**

Illinois Tollway  
Illinois Route 53/120 Feasibility Analysis Survey

**What time did you start your trip?**

	Count	Percent
12AM - 12:59AM	4	.0%
1AM - 1:59AM	5	.1%
2AM - 2:59AM	4	.0%
3AM - 3:59AM	29	.3%
4AM - 4:59AM	117	1.4%
5AM - 5:59AM	480	5.7%
6AM - 6:59AM	1351	16.2%
7AM - 7:59AM	1586	19.0%
8AM - 8:59AM	907	10.9%
9AM - 9:59AM	580	6.9%
10AM - 10:59AM	486	5.8%
11AM - 11:59AM	306	3.7%
12PM - 12:59PM	227	2.7%
1PM - 1:59PM	278	3.3%
2PM - 2:59PM	249	3.0%
3PM - 3:59PM	365	4.4%
4PM - 4:59PM	515	6.2%
5PM - 5:59PM	488	5.8%
6PM - 6:59PM	218	2.6%
7PM - 7:59PM	64	.8%
8PM - 8:59PM	37	.4%
9PM - 9:59PM	31	.4%
10PM - 10:59PM	18	.2%
11PM - 11:59PM	6	.1%
<b>Total</b>	<b>8351</b>	<b>100.0%</b>

### Calculated Trip Arrival Time

	Count	Percent
12AM - 12:59AM	3	.0%
1AM - 1:59AM	2	.0%
2AM - 2:59AM	5	.1%
3AM - 3:59AM	8	.1%
4AM - 4:59AM	27	.3%
5AM - 5:59AM	154	1.8%
6AM - 6:59AM	604	7.2%
7AM - 7:59AM	1367	16.4%
8AM - 8:59AM	1543	18.5%
9AM - 9:59AM	847	10.1%
10AM - 10:59AM	612	7.3%
11AM - 11:59AM	451	5.4%
12PM - 12:59PM	270	3.2%
1PM - 1:59PM	242	2.9%
2PM - 2:59PM	251	3.0%
3PM - 3:59PM	237	2.8%
4PM - 4:59PM	352	4.2%
5PM - 5:59PM	531	6.4%
6PM - 6:59PM	516	6.2%
7PM - 7:59PM	170	2.0%
8PM - 8:59PM	68	.8%
9PM - 9:59PM	42	.5%
10PM - 10:59PM	29	.3%
11PM - 11:59PM	20	.2%
Total	8351	100.0%

### Approximately how long did it take you, door-to-door, to drive from <begin location> to <end location>?

	Count	Percent
Less than 20 minutes	235	2.8%
20 to 29 minutes	658	7.9%
30 to 39 minutes	1090	13.1%
40 to 49 minutes	1518	18.2%
50 thru 59 minutes	1257	15.1%
One hour or more	3593	43.0%
Total	8351	100.0%



**What are the primary reason(s) your trip took much longer than would normally be expected? (Select all that apply)**

	Count	Percent
Traffic accident	21	4.2%
Unusually long delay from congestion	333	66.9%
Road work/construction	208	41.8%
Inclement weather/poor driving conditions	48	9.6%
Did not take the most direct route	32	6.4%
Made one or more diversions or other stops along the way	40	8.0%
Another reason, please specify:	92	18.5%
Total	498	---

*If travel time is greater than 2.5 times or less than 0.75 times then Google-calculated travel time and respondent did not change their reported travel time*

**Is this your preferred arrival time?**

	Count	Percent
I arrived at my preferred arrival time	4088	49.0%
No, I arrived later than I would have liked	4145	49.6%
No, I arrived earlier than I would have liked	118	1.4%
Total	8351	100.0%

**Did you experience any delay due to traffic congestion, stop lights, train crossings, etc. on your trip?**

	Count	Percent
Yes	5987	71.7%
No	2364	28.3%
Total	8351	100.0%

**Amount of delay experienced due to traffic congestion**

	Count	Percent
No delay	2365	28.3%
Less than 15 minutes	1854	22.2%
15-29 minutes	2759	33.0%
30 or more minutes	1373	16.4%
Total	8351	100.0%

**Including you, how many people were in the vehicle on your trip?**

	Count	Percent
1 (I drove alone)	6288	75.3%
2 people	1572	18.8%
3 people	318	3.8%
4 people	128	1.5%
5 people	27	.3%
6 people or more	18	.2%
Total	8351	100.0%

**How often have you made this same trip, in this direction, between <begin location> and <end location> in the past 3 months (90 days)?**

	Count	Percent
5 or more times per week	3291	39.4%
4 times per week	571	6.8%
2-3 times per week	1048	12.5%
1 time per week	663	7.9%
2-3 times per month	1189	14.2%
1 time per month	645	7.7%
Less than 1 time per month	944	11.3%
Total	8351	100.0%

**Did you pay any tolls on your trip?**

	Count	Percent
Yes	829	17.1%
No	4025	82.9%
Total	4854	100.0%

*If did not use I-94*

**How much did you pay in tolls on your trip?**

	Count	Percent
Did not pay toll	4025	48.2%
Less than \$1.00	1406	16.8%
\$1.00 to \$2.99	2011	24.1%
\$3.00 to \$4.99	654	7.8%
\$5.00 or more	255	3.1%
Total	8351	100.0%

*If used I-94 or paid a toll on other roads*

**Do you currently have an electronic toll transponder, such as an I-Pass or E-ZPass, in your car for electronic toll collection? (Select all that apply)**

	Count	Percent
Yes, I have an I-Pass or E-ZPass transponder	8230	98.6%
Yes, I have another type of transponder, please specify:	9	.1%
No, I do not have a transponder	117	1.4%
Total	8351	---

## 2.0 DEBRIEF QUESTIONS

**What is the primary reason you never selected Route 53/120 to make your trip?**

	Count	Percent
Toll cost is too high	359	18.9%
Opposed to paying tolls	202	10.6%
Time savings not worth the toll cost	969	51.0%
Opposed to building new roads	135	7.1%
Do not want to use a transponder	5	.3%
Other, please specify:	229	12.1%
Total	1899	100.0%

*If never chose a Route 53/120 alternative in the stated preference experiments*

**Which of the following best describes why you would not pay for tolls using a transponder?**

	Count	Percent
Do not want a transponder in my car	1	20.0%
Do not want to prepay tolls	1	20.0%
Concerned about privacy	2	40.0%
Too difficult to maintain account	1	20.0%
Total	5	100.0%

*If do not want to use a transponder to pay tolls*

**If a discount were offered to use HOT Lanes with additional occupants, how likely would you be to add additional passengers?**

	Count	Percent
Extremely likely	352	4.5%
Very likely	441	5.6%
Moderately likely	695	8.8%
Slightly likely	1245	15.8%
Not at all likely	5127	65.2%
Total	7860	100.0%

*If SOV or HOV2*



**Level of agreement: I will pay a reasonable toll if it guarantees me my travel  
won't be slowed by traffic conditions**

	Count	Percent
Strongly Agree	3945	47.2%
Agree	3100	37.1%
Neutral	707	8.5%
Disagree	327	3.9%
Strongly Disagree	272	3.3%
Total	8351	100.0%

**Level of agreement: I can generally afford to pay tolls**

	Count	Percent
Strongly Agree	3250	38.9%
Agree	3056	36.6%
Neutral	1257	15.1%
Disagree	513	6.1%
Strongly Disagree	275	3.3%
Total	8351	100.0%

**Level of agreement: I would be willing to pay a reasonable toll if it  
guarantees a travel time for my trip that is reliable**

	Count	Percent
Strongly Agree	3721	44.6%
Agree	3082	36.9%
Neutral	865	10.4%
Disagree	361	4.3%
Strongly Disagree	322	3.9%
Total	8351	100.0%

**Level of agreement: I will use a toll route if the tolls are reasonable and I save time**

	Count	Percent
Strongly Agree	4438	53.1%
Agree	2914	34.9%
Neutral	554	6.6%
Disagree	226	2.7%
Strongly Disagree	219	2.6%
Total	8351	100.0%



### 3.0 DEMOGRAPHIC QUESTIONS

#### What is your gender?

	Count	Percent
Female	2952	35.3%
Male	5399	64.7%
Total	8351	100.0%

#### Which category best indicates your age?

	Count	Percent
16–24	87	1.0%
25–34	1015	12.2%
35–44	1855	22.2%
45–54	2398	28.7%
55–64	2015	24.1%
65–74	852	10.2%
75 or older	129	1.5%
Total	8351	100.0%

#### What is your employment status?

	Count	Percent
Employed full-time	5823	69.7%
Employed part-time	422	5.1%
Self-employed	710	8.5%
Student	30	.4%
Student and employed	57	.7%
Homemaker	215	2.6%
Retired	868	10.4%
Disabled and unable to work	53	.6%
Unemployed and looking for work	158	1.9%
Unemployed and not looking for work	15	.2%
Total	8351	100.0%

**How many people live in your household?**

	Count	Percent
1 (I live alone)	927	11.1%
2 people	3095	37.1%
3 people	1588	19.0%
4 people	1778	21.3%
5 or more people	963	11.5%
Total	8351	100.0%

**How many vehicles are there in your household?**

	Count	Percent
0 (no vehicles)	1	.0%
1 vehicle	1099	13.2%
2 vehicles	4309	51.6%
3 vehicles	1974	23.6%
4 vehicles	641	7.7%
5 or more vehicles	327	3.9%
Total	8351	100.0%

**Are you a person of Hispanic, Latino or Spanish origin?**

	Count	Percent
Yes, I am of Hispanic, Latino or Spanish origin	269	3.2%
No, I am not of Hispanic, Latino or Spanish origin	7220	86.5%
Rather not say	862	10.3%
Total	8351	100.0%

**Which of the following categories best describes your race?**

	Count	Percent
Asian/Pacific Islander	298	3.6%
American Indian/Alaska Native	36	.4%
Black/African-American	109	1.3%
White/Caucasian	6938	83.1%
Other	150	1.8%
Rather not say	877	10.5%
Total	8351	100.0%



**What category best indicates your 2012 household annual income before  
taxes?**

	Count	Percent
Less than \$15,000	112	1.3%
\$15,000–\$24,999	122	1.5%
\$25,000–\$34,999	236	2.8%
\$35,000–\$49,999	510	6.1%
\$50,000–\$74,999	1236	14.8%
\$75,000–\$99,999	1455	17.4%
\$100,000–\$124,999	1365	16.3%
\$125,000–\$149,999	858	10.3%
\$150,000–\$199,999	928	11.1%
\$200,000–\$249,999	479	5.7%
\$250,000 or more	543	6.5%
Rather not say	507	6.1%
<b>Total</b>	<b>8351</b>	<b>100.0%</b>



the science of insight | 7.2.2014

## APPENDIX C: SURVEY COMMENTS

# ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY



- 55 Railroad Row  
White River Junction, VT 05001  
802.295.4999  
[www.rsginc.com](http://www.rsginc.com)

- **PREPARED FOR:**
- ILLINOIS TOLLWAY
  
- **SUBMITTED BY:**
- RSG: MARK FOLWER, SENIOR CONSULTANT
  
- **IN COOPERATION WITH:**
- TRANSYSTEMS



**ILLINOIS ROUTE 53/120 FEASIBILITY ANALYSIS SURVEY**

**PREPARED FOR:**  
**ILLINOIS TOLLWAY**



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**SURVEY COMMENTS ..... 1**





## SURVEY COMMENTS

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Before clicking the “End Survey” button on the last page of the survey, respondents had the opportunity to leave open-ended comments. These comments about the project and the survey itself are presented below, edited only for profane or inappropriate remarks.

- The rout really should be finished all the way to four lane 12 at the Wisconsin boarder!
- There needs to be much better East-West travel options.
- Highways in Illinois are more painful than a slow death.

Traffic moves slower than molassas in January because every road is a two lane highway.

I avoid travel in Illinois when possible because of this.

- I think it is outrageous that Illinois is considering putting in other toll roads in the state. The whole concept of governments taking billions of dollars in revenue from its citizens, taking billions of dollars in aide from the federal government (its citizens) and then on top of all that, creating toll roads to collect even more revenue from the citizens of the state and others is ridiculous. You need to learn how to create a budget and live by it, not be creative in how to gain even more revenue to spend. Once again, This Is Outrageous!
- Please do the improvements ASAP!
- I would be reluctant to participate in future surveys only because I no longer drive regularly using the tollways.
- If not for me, for others, I think the 53/120 extention is a great idea!
- The Toll after Gurnee going Northbound on I-94 punishes Illinois residents that live in Antioch and get off at Route 173. This does not seem fair, and anyone with an iPass that resides in that area should get a substantial credit - and or No Charge for using the tollway for a few miles.. Makes no sense. This has been communicated to our local politicians and senators as well.
- Please, please, please build the 53 extension!!!
- 53/120 would be a great addition to the area.
- Any plans to connect with the Wisconsin Rte 12 4 lane section of highway? Currently traffic from the end of Rte 53 via Rte 12 to Wisconsin is generally a night mare!!
- I would be willing to use toll roads if the tolls were guaranteed to be removed once construction financing has been paid off. This was the original promise for other toll roads in Illinois, which has been broken repeatedly. As it stands now, I rarely use toll roads in Illinois, as there are alternative routes for most of my travels that take either a similar amount of time or only a small amount of additional time. Most of the time, I would rather spend 10-20 minutes on longer trips more driving time than spend \$5 in tolls.
- This should have been done 30 yrs.ago
- I find the idea of a 45 mph speed limit on a road people will be PAYING TOLLS to use totally absurd.
- Build 53!
- This was a great survey, really appreciate being asked for my opinion.
- Please build this, it's been two long without it.



Construction on Route 12, Fairfield, Miller Rd, this summer/fall cost me and extra 20-30 minutes of my commute one way.

- Thank you
- 4 lanes at 45 MPH is wholly inadequate for the 53 extension and will not significantly improve travel
- Please indicate in future route 53 correspondence whether tolls would be eliminated once the construction costs are recouped???
- The Rte 53/ 120 extension is long, lone overdue!
- We have been advocates for 45 years for an extension of route when we were residents of Palatine, IL . I still have a few "Build 53" bumper stickers. Do it, build 53!!
- Keep tolls reasonable and plan "green" routes to reduce pollution
- What's with the Hispanic question? Race question?
- The 53/120 extension is long overdue. Thanks for pursuing this action. hope you succeed!
- When the tollways were first proposed, it was stated that once they loans were paid off the roads would be freeways. I do not think more TOLL roads are needed. Illinois needs better roads but they should be FREEWAYS.
- the "53" extension should be built. What are you waiting for.
- Screw tolls. Everyone is sick of them and the increasing prices. They were only supposed to pay for construction of I-90 also, but they never went away.
- Have been waiting for rt 53 extension north for 36 years, please try to complete right when I retire!!
- I have traveled throughout the nation for my job and in general have found that HOV lanes on urban highways do little to reduce congestion for the vast majority of people. The larger the urban area the less likely it becomes for people to need to travel in the same direction for work. Ultimately, HOV lanes create greater congestion for the vast majority of highway users and not less. A better solution would be to vary the price of tolls dependent upon the level of traffic. People have a far greater ability to change when they drive than they do where they drive to or who they drive with.
- Extend 290/53 to the Illinois Toll-road along any route you want. You are killing property values, creating unbearable congestion and you have been needlessly surveying and discussing this for 30 years. The only conclusion I can reach is you are incredibly incompetent or you are morons!!!!!!!!!!!!
- speed limit should 55 or 65. prefer toll at \$1.00 total
- I think it's a great idea because it would get the crazy-fast drivers off Rte 12 northbound!! Yeah!!
- Toll Pricing is absolutely and completely out of line. They were TEMPORARY! Ridiculous.
- Highway 53 should be expanded but not as a toll!
- The 53 extension is well overdue and has to be done.
- Residents in the rural villages of Long Grove, Kildeer, Hawthorne Woods, etc. have successfully stalled through legal maneuvers the creation of interstate highway travel through their areas to maintain the pristine seclusion of their country setting while forcing the rest of us to travel in heavy traffic. They gladly use our area roads to get where they're going yet prohibit us from traveling through their areas. A Route 53 extension is drastically needed in this area, and has been for years, to relieve congestion on Route 12, Route 53, Route 83, Route 45, and adjacent roads. Thank you.
- I think an extension of 53 into Lake Country makes some sense, but not at a speed limit of 45. It needs to be higher speed, limited access like the portion between I-90 and Lake Cook Rd -- or not built at all. The current plan reminds me of Palatine Rd between 53 and Milwaukee, which is awful. And I also don't support converting any of the existing expressway portion of 53 between I-90 and Lake Cook Rd into a toll road. New roads can be built and maintained as toll roads, but the free roads should remain free. Again, if that makes the project infeasible or impractical, then it

should not be built.

- Please extend 53 further north!
- Something has to be done about the traffic congestion on Route 12. It keeps getting worse!
- I don't know why we are screwing around with a tollway that only goes 45 mph. Lake County needs roads that are suitable for the population that lives there, rather than cow paths. Let the bulldozers roll and build a real expressway!
- any road improvement to ease congestion on us 12 needs to extend to richmond or spring grove. A limited access expressway/interstate is needed. why should the northwest suburbs not have decent through roads? The west and southwest suburbs already do.
  
- Based on he amount of people and vehicles that inhabit the Northern Suburbs, this 53 extension is LONG overdue. Probably should have been done over 15 years ago.
- As a retired senior citizen, I'm not a good rep. for commuting options. This survey would make for sense for those commuting from between Lake and Cook County.
- The tolls in Illinois are way toooo high just like everything else in this crooked state. Cook county is full of criminals that do nothing but steal our tax money and then demand more. The federal govt is going in the same direction. They have taken too much. Where the heck does all the tax and toll money go???
- I don't want to see homes taken away from people for this extension, but it sure is needed. Crazy traffic on Route 12 and 83...what a nightmare! I hope it goes through.
- When you used the word "reasonable" referring to the tolls paid, that term is subjective. My income is so low, hardly anything is reasonable as far as I am concerned.
- Rather than speed up the flow as far north as 120, why not look at Palatine Rd again? Now that the portion in Northfield is getting fixed, it is the right time. You should see the backups on Palatine Rd at rush hours.
- I found the question asking if you would take a road that is not subject to congestion - I think that is dream land. If someone can have a reliable arrival time they will use the road. If its consistently dependable everyone will take it - thus congestion!
- I like the idea of toll roads. That way the user is the only one that pays, not all the tax payers..
- I believe Route 53 needs to be extended North but to charge people to use it in this economy would not be the way to go.

You can not keep charging the people of Illinois when the job marked is so poor. It would make is hard on the income of a senior citizen.

- I strongly oppose yet another wasteful project by the Illinois toll authority and will vote against any project that will increase costs for what I am already overtaxed for. I will vote out of office any commissioner that tries to ram this through, and will be very surprised if this proposed project does anything for the commuter other than increase costs and travel times. The problem with this roadway is caused by the poor engineering where interstate 90 intersects with 53 on both the north and south direction of travel. If you increase the amount of traffic on 53, you will make the travel down that corridor slower, more expensive and cause longer back ups and travel times. Your proposal is not feasible and is an obvious attempt to line the pockets of the usual corrupt politicians and the contractors that are in bed with them. The only difference with this project is how the corruption is being expanded into Lake county.
- I think this would be a wonderful thing and I fully support it.
- If the proposal to expand 53 farther is implemented, what is the plan to deal with the increased congestion on the part of 53 that is already an expressway? 53 is already extremely congested during the daily commute, adding more cars to that road, which will be inevitable if you expand 53, will only serve to increase travel times and frustrate those who already use it even more.
- This project is long overdue. I have clients in Waukegan, Fox Lake, Mchenry, Crystal Lake and



Mchenry. current crow fly routes like Rand Rd US 12 or Northwest Hwy US 14 take too long>

- I would like you to consider a highway/toll road traveling from Lake Cook south to Indiana
- This extension is LONG OVERDUE. The amount of trucks traveling on two lane roads and at rapid speeds along with the volume of traffic in this area has at least tripled since I moved into my home.

Hurry Up and get this done to improve the quality of life in this area.

- I am willing to pay tolls, but to pay a dollar or more to save 5-10 minutes is asinine. Make it appealing to people or don't waste the time and money. Because even though you say this will be paid with tolls only, we have all heard that tired line before. The original tolls were supposed to be retired after the bonds were paid off and I am still waiting for that to happen.
- I appreciate the survey but have little confidence that this project will ever come to fruition.
- 53/120 extension needs to happen. It has been a long time coming. As it is now, there is no 'easy' way to get from Cook County to Lake County. You either have to go way out of your way using 94, or there is only side roads to get from point A to B. Having an hour + commute to go 20+ miles is just not right.
- I own a business at 53 and Dundee and would love to see this extension completed. 53 South was extended in the 80's and over 30 years is way too long to wait to extend to the north. Do it sooner than later please. It will create more jobs and business around my place of business not to mention to the "new north "
- The route 53 extension should have been built years ago. We lived in Lake County for 27 years and moved back to northwest Cook county because the Lake County infrastructure was so bad. The roads are just too crowded to give the residents a good quality of life.
- The route 53 extension should have been completed years ago and should be more than a 4 lane roadway. Look into the future when expanding 53.
- Asking question of ethnic background does not seem to fit into a tollway survey.
- It would be nice if there was a reduced rate offered senior citizens that are living on fixed or reduced incomes.
- I blame most delays on the communities along route 12 , especially on the weekends in the Summer months.

Closing down the road or limiting traffic seems to be a favorite sport for some of the local Police departments. They have walks , bike races, runs , horse walks , and village celebrations along this important highway almost every weekend during the summer.

- Please do this project ASAP
- Would there be on and off ramps from Lake Cook to 120?
- Driving from route 60 to get to route 53 is unbearable.
- I will take round about ways to avoid tolls
- The extension would need exits on major roads in order for me to use it.
- I would like the 53 extension to go even farther north.
- Congratulations, yet another reason for people to want to move out of Illinois - tolling them to death. As much as I have been waiting for decades for this project to be completed. I oppose it becoming one more tollway.Chicago has become known country-wide as the area to avoid because of, among other things, the worst tolled roadways. I would rather drive the extra time, than pay anymore tolls to private companies. ABSOLUTELY NOT!
- I've been living in the North West suburbs. It's been talked about to the point yjat the price has doubled. I avoid going up noth because of the traffic on rt 12. It's a shame that a 30 min ride takes 2 plus hours when off hours takes 35 mins
- Traffic conditions in the area obviously need to be addressed! We are however concerned about

the environmental impact and hope that IDOT takes care of the beauty and well being of Lake county! We are also concerned about a by pass going thru Glacial State park.

- I am glad this option is being considered to reduce congestion. It is very much needed and I do a lot of local travel. Thank you!
- i highly endorse this project!!
- Build the extension in some manner or format. Just exiting 53 at the north end in the evening is a nightmare! Build it!
- I have lived in this area over 30 years. There has been talk of extending 53 N. for at least 25 years. Everyone I know wants this project to go forward. Traffic on Rand Road and Lake Cook is terrible during rush hour.
- Please extend rt 53 asap!  
Thanks
- Built 53! And don't stop at Rt. 120. Connect it all the way up to the Richmond, IL - Genoa City, WI. area. No half measures.
- Please build this LONG overdue extension!!
- Provide a mobile app that will give real time information regarding road construction projects and lane closures
- The exit and entry at 139/143 street from I355 is unreasonably expensive.
- This is disappointing. Your options are ti increase costs with little reduction of time. Your model is antiquated. How about mass transit solutions. I find it a stretch, a very large stretch in having confidence that you could Guarantee a reduction in travel time. The #'s don't work. We are continuing to grow in vehicles and if there was any gain the average increase in lost time during construction would not have a long enough return to support your guarantee. We have the highest fuel tax in the nation and we still can't manage what we control now. At least in NY were ther is high tolls and taxes, it does not take on avg the 2 hrs it does in the Chicago Land area. I lived in NY up until the past 4 yrs and our traffic here is 100 percent worse.
- Too complicated to find start and stop locations.
- Please extend 53. The congestion shuold be eliminated.
  
- Lake county really need to get this toll road of the ground and built. It will add jobs ,promote new business, and hopefully help the traffic problems on RT-12
- I think \$5.00 tolls for a 35 minute drive are excessive. I would take back roads and not travel by highway at all if this were the decision.
- We PAY too many tolls and our property taxes are sky high in Northern Illinois. When are the politicians going to help the middle class?

Taxes, fees, tolls property taxes, school fees, special assessments all RUN business OUT of Illinois. You bozos have all been doing a great job of that for the last eight years(so sad). To make matters worse, all of you clowns want to be re-elected (amazing)!

- Please complete the 53/120 project SOON!
- tolls have to be less than 75 cents. Each way for a commuter going to work in one month with a 75 cent toll adds over \$390 to expenses. This in a time of high unemployment, high gas prices, Obamacare and a free-spending democratic government will further harm disposable income.
- Please build this road. It has been needed for a long time.
- If the extension is approved I would like to see more than one exit along the extended route between Lake Cook Road and Route 120.
- A toll road at 45 MPH is way too slow. Should be at least 55 MPH.



- Please extent Route 53.
- The state is broke. The federal government is broke.

Stop spending money no one has.

- Please start and complete construction as soon as possible. There is way to much pressure on Barrington rd.
- BUILD 53-
- Had some problems entering the Start address. A few more instructions would be helpful.
- I am so excited that there is action on this issue. I take Lake Cook road to arrive at my house and this area is so congested with people continuing on their journey north. I and my husband would greatly welcome an extention of rt 53. Hope you can get it done!
- Because I am retired and only use the interstates/toll roads occasionally, I am not a good sample of what is needed.
- The problem is that based on the historical status of Illinois "Toll Roads"....they will always be under construction..always be "drive at a reduced speed limit"....always be in a state of repair(generally because of shoddy original construction "...look at the crap on I-90 right...a huge toll for a 45 mile an hour speed limit..and it goes on for YEARS ! The 80/94 monster around Gary and South Chicago has been under construction/re-construction for 28 ...COUNT THEM ...28 years...we are so full of graft..lousy engineering..and kick backs that new "Toll Roads in Illinois"makes me vomit !!!!
- 45 mph speed limit on a road that charges \$3 tolls is ridiculous!
- I think Hwy53 should be extended north but NO NEW TOLL on the current Hwy53!!!!
- We have been waiting for this road improvement since we moved to Lake County in 1980!! Hope this new roadway happens!
- Object to tolls.

Govt is bloated and has more than enough \$ to provide roads without added revenue if run properly.

Rather 'waste' an extra 5 minutes than give govt any more money purely on principle.

Further do not accept that more roads provide less congestion - research indicates that traffic grows to capacity of roads.

Just as likely to get traffic jams in toll roads than others routes.

Unless I am in a great hurry I stay off toll roads.

- The 53 extension is a good idea!
- We pay enough taxes and tolls already. New roads in Lake County should NOT be toll roads. Let's figure out where the current money is disappearing and get it routed to the right places. Also, let's recall the promise that was made decades ago that tolls will be temporary. A well-run state should not need tolls to finance road work, especially with such high property and income taxes as we already have.
- I think the 53/120 project is a wonderful idea and would definitely use it if it's built.
- JUST DO IT!!!!!!!!!!!!!!
- Hopefully this project will be completed in my lifetime..

- Build it!!
- Property taxes are already ridiculously high adding another tax (toll) would just more cost to the family budget
- It does not make sense to me that you plan to build a modern 4 lane highway and REDUCE the speed limits from what they are now on the old 2 lane (rt120 west of Hainsville)
- I read that the speed limit wiykd be 45 nog, I will never pay a toll to drive that slow on a divided highway.
- Lake County needs a limited access north-south highway roadway BADLY!
- Hey, about working at night you pricks! Everyday this summer i've sat on rt 12 and all over Illinois for hours and hours while you lazy asses slowly work on these roads. Do the construction at night instead of morning rush hour!!!! Also, enough with the material you are using now. We all know there is far better, extremely longer lasting road materials you can use, but you won't cause than you can't destroy the roads every year and make huge projects that don't need to happen! its a money making scam, you people suck! Here, I have a survey for you: on a scale from 1-10 (1 being very likely and 10 being extremely likely), how likely are you to SUCK MY BALLS????????!!!!!!!
- I'd be curious to know how this project could impact home values near 120 & 12.
- The 53 ext. is needed by all lake and Mchenry counties, It is a shame that hundreds of thousands of peoples prosperity has been held hostage by a small number of people. That use loophole a political game too stop the economic development of 3/4 of the county. MAKE THIS ROAD GO THROUGH PLEASE!
- I like that you are considering traffic relief into nw lake county
- Good luck getting your project through Long Grove, they will fight the project to the end.
- A change to the timing of the stoplight at Midlothian and Gilmer road will alleviate a lot of traffic on NB and SB Gilmer Road. it'scurrently timed with a longer green for light or no traffic on Midlothian causing miles and miles of backup on Gilmer during morning and evening rush. Adding only 30-40 seconds to the green for Gilmer would have a big impact on alleviating that traffic.
- new highway would avoid congestion going through the Lake Zurich area which is congested by numerous stop lights from all the shopping malls
- the 53/120 extension would be an excellent alternative to Rand road/ RT12 there are too many traffic lights and a lot of shopping and is inconvenient unless you are intending to shop. I am looking forward and welcome this addition. Thank you
- I would like to see this project happen because it would help alleviate traffic on US 12 which I drive to and from work twice a day between Fox Lake and Lake Zurich. Unfortunately, I likely would not use it on a daily basis because it would be too far out of the way (too far east from Rand Road) to make it worthwhile. I would use it on occasion when I have to travel towards the western suburbs of Chicago though.
- What a NON-Sense survey. This road should have been built 40 years ago and the longer it's delayed the harder and more expensive it's going to be. This survey did nothing to help out that cause or understand how and why I travel the routes I do.
- 45 mph for a tolled road is too slow.
- state of illinois does not have the money to pay for another toll road worry about current conditions thanks
- Hurry up and start the project.
- I would be for almost any measure that would extend Rte 53 and relieve traffic on Rte 12.
- I'm concerned about the corruption in and the inefficiency of the Illinois government and how it affects the Tollway Authority. I avoid toll raods whenever possible because I don't want to pay into a corrupt system.
- Please complete this construction project, the traffic on route 120 and rand road is horrible.

- Hello, the reason I'm able to get to work in downtown Chicago in 1 hour and 10 minutes is because of the time I leave for work. I work 6 AM - 2:30 PM allowing me to miss the majority of rush hour. And I own a VW Jetta diesel allowing me to get more mileage out a tank of fuel, usually 45 - 50 miles per gallon. We love living in Fox Lake and were willing to figure out how to make it more affordable to continue to work where we do in Chicago.
- I simply do not understand why there are tolls for this extension. People will just use Route 12 to access 53 as usual to avoid the tolls. The idea is great without the tolls.
- Would love this roadway if tolls are not too high.
- I am not against paying a toll, but the time savings would need to be more than 20 minutes. A 20 minute time savings would equate to a toll around \$0.40; that is what I think I would reasonably be willing to pay for that stretch of road. If I wasn't already paying a toll on I355 then I would be willing to pay more, but I am very concious of my daily toll charges which are already higher then I would like.
- An extension of 53 parallel to 94 does not help us in the northwest suburbs at all. There needs to be a multi-lane extension for our area to access the ...city, suburbs and to get around all the one lane roads and new neighborhoods. Expanding parallel to 120 doesn't help either...hence 120 is already there. Creating multi lane roads where there is already multi-lane roads may help clear congestion a bit but since the majority of traffic is flowing in from one lane roads in our northwest suburbs all at the same time, it doesn't seem like this will solve the problem. How about placing roads where roads don't already exist OR expand the one lane roads into multi-lane roads like they should have been made in the first place. Whatever happened to expanding 53 all the way to WI? That would definitely help us in some of these smaller towns, but again the plan stops at 120? There has to be a better way.
- Why race question on a possible roll road study?
- A reasonable toll should be instituted on this proposed improvement, as I would not spend \$5 to shorten my travel time by 11 minutes and I am of the opinion the general motoring public would not pay this toll as well.
- I have always driven large cars and they are gas guzzlers. I would rather pay a toll than burn gas idling in traffic. I have no patience with grid lock and have supported the extension of 53 since the early 60s..
- The route options offered in the 10 question comparison were arbitrary. In practice, the route 120/53 option would never make sense in place of my regular commute, regardless of toll fees, because it would involve a significant detour which means that the route would, in practice, always take longer than my regular commute. However, if it diverted other traffic away from I94 / IL 43 / US 41 the route would be overall beneficial to me.

Current tolls (at \$0.95 with transponder) are sufficiently high that I avoid the tollway whenever I have a few spare minutes (about 1/2 my total trips), because the tollway traffic is such that the tollway does not guarantee a faster overall commute.

- All of our family lives off of 355 in one way or another. This project would save our household a lot of time and provide more opportunities for visiting family that congestion and distance has made more difficult.
- Need 53 extension ASAP!!!!!!
- Great to see this happening. The impact will be huge. Would be good if the speed limit was higher than 45mph.
- I travel on the 53 route several times a month mostly to to Western and South western suburbs. It normally takes me longer to get from Lake County on the north to route 53 by Lake Cook Highway than it does to get to the Western suburbs on the south.
- This issue of feasibility has been on the table for 20+ years. To my knowledge the only groups

that are not in support of the 53 extension are the citizens of Long Grove. People of Lake County have been waiting for this to pass for way too long. We are tired of the congestion and two lane clogs that litter our roadways on a daily basis. Multiple politicians have "promised" citizens of Lake County that they would fight for this issue but yet nothing has ever come of it. The time to act is now. Economic growth, people's quality of life, and multiple other benefits await if this were to finally pass.

- I like the idea of the 120 bypass and 53 extension!!
- I am very interested in improving the traffic and newer and better ways to get in and out of my area! I'm all for that.
- this has been too too long. we needed route 53 in lake country 40 years ago. what happened
- Thank you for doing this!

Driving through northern Illinois is (and has been) a horrible experience for the past 20 years. This is a much-needed improvement! Rtes. 120 & 83 are both way past due for expansion.

- Grayslake and the surrounding areas are always the longest part of my drive. Even if I'm headed to see my in-laws in Darien I can spend 35 minutes on 120 and 30 mins on the rest of the journey. It's VERY frustrating.
- This route would be a HUGE travel time saver, but costs may outweigh use.
- I am a senior citizen. I am willing to pay a reasonable toll to get to destination faster but, if the tolls are at a higher rate than they are currently, I doubt I would use the toll. I am on a fixed income. I'm glad you are doing your homework on this. I think it will be helpful.
- Please built route 53 and the 120 bypass.
- Reasonable is a toll that does not exceeds the price paid on other toll roads (\$ for distance driven). All highways should be priced equally.
- I challenge all involved in the decision making process to drive in central lake co at rush hour!
- We have been waiting for the #53 extension since we moved into Buffalo Grove in 1971. We are now retired in an adult community in Grayslake and we probably will not actually see this road built in our lifetimes, but hopefully our grandchildren in Buffalo Grove will be traveling this road before THEY retire.
- BUILD 53 we are gridlocked in Lake county
- this survey was ridiculous- those tolls are insane and if you have to use a transponder I would choose not to use the tollway even though I have a transponder, you should at least have unattended cash lanes available.

I often travel from Grayslake to Elk Grove and while it would be very convenient I would refuse to use it take more time and not spend the money

- Some of the tolls suggested were excessive - they need to be more reasonable.
- Better east-west roads as wells north-south roads are needed in Lake Co. Route 60 & 83 from 176 to 45 is a mess too.
- I believe building the Rt53/120 Extension will greatly alleviate traffic on my route especially on I94.
- Build.....and they will come!
- I think an extension of 120/53 is long overdue, but the route time vs toll savings for my specific trips did not seem to benefit me much. If the tolls were reasonable this could work, otherwise I will just find another way around.
- Please build the 53/120 extension. I live in Grayslake and we are trapped by the lack of highways to get in and out of Lake County.

- BUILD 53, now please!
- Please hurry....I can't get out of my subdivision on weekends due to the traffic on Rte 120! Weekend traffic on Route 120 is as bad as or worse than weekday traffic.
- I and my family strongly support the building of the 53/120 extension. This infrastructure is very much needed in Lake county.
- I fell the tolls are too high now - and I try to avoid them if at all possible, regardless of the time impact
- For my daily trip to work, I would pay a toll of \$2.00 to \$3.00 each way two or three times per week, if it saved me 15 minutes or more in my commute. The Rt 53 portion of my trip would need to be unimpeded by traffic lights and the speed limit set at a minimum of 55 MPH or I don't think any commute time would be saved. This is because I would also have a long drive on Lake Cook Road to get from my workplace to Rt 53. The proposed 45 MPH speed limit for Rt 53 is lower than the speed limits on my current 12/59 route, so I don't see any advantage to paying a toll to travel on Rt 53..
- Please work on rt. 120 from Fairfield rd to tollway it is a total nightmare of a drive. When it rains or snows it doubles the commute time.
- NO MORE TOLLS! You parasites suck enough money from people who work hard for their money. Learn how to balance a check book and them maybe we can talk.
- Please build 53!
- The survey information suggests that the proposed 53/120 project will make all traffic on existing 120 subject to toll. Is that correct? For residence living just off Route 120, this would be an objectionable toll to pay. 85% of the time I took the car out of the driveway I'd have to pay a toll or go a longer route; this would not be acceptable.
- Please hurry and build the 53-120 extension. This will help a lot of people.
- I think the 53 extension 120 expansion would be a tremendous help to those of us in Lake County. Thank you for taking an interest in our opinions.
- Toll roads are great but the surface roads in Lake County suck, what's the point of building highways if you get off and have to deal with 2 lane roads that can't handle the traffic.
- You haven't said whether you'll keep your word as to no toll for those of us living off of 120 to head east.
- I am a strong supporter of the 53 expansion project. I would prefer it be an expressway, not the 45mph parkway proposed. But, any improvement would be better than dealing with the current situation when I travel to the Schaumburg area or Western Suburbs!
- We need 53!
- Build it!!!!
- The survey was not well written for self employed people who have a varied schedule. You assume that everyone uses the same way to work. To get a better idea of 53/120 usage then ask the correct questions starting with 53/120. I would use that highway a lot but your beginning questions did not understand that. I do not go to work everyday but travel around the counties all the time. We need 53/120 extension. Have waiting over 40 years for this.
- We desperately need an efficient and cost effective way to get from the northern suburbs to the northwest suburbs!
- Greetings,

I've been traveling this route since 2005 and have logged over 262976 miles & over \$7000.00 in tolls traveling to and from work during this time. An average day is approximately 90 minutes each way which is 3 hours a day, 15 Hours per week spent on driving. That's 6720 hours or 280 days wasted on driving. It takes more time to travel from Grayslake to Rt-53 at Lake Cook Road average 45 minutes than it does to go from Lake Cook to Woodridge approximately 30 minutes.

I realize that some communities have played the environment issue, but all those cars sitting in congested bumper to bumper traffic for an hour can't be as good as a car traveling through in 10 minutes if the highway was built.

Your system suggest that I would only gain 15-25 minutes, but in reality I think my commute time will be cut in half. I would think that I'm a bit of an expert on this considering the miles & time that I have had to study this while stuck in traffic. Regards, JR

- I live off of 120. It is too congested given the amount of railroad tracks along route 83 and only 2 lanes of lanes for traffic to get from tollway to route 12. From Route 45 to almost to Route 12 it is one lane heading west. Currently, the underpasses are in the infant stages at Rollins Road and Washington Road and soon 83. With avoiding the freight trains and Metra, traffic should hopefully flow smoother and not have the huge traffic jams we currently have.

Adding a toll would not make me take a different road to save time. if it were not for all the traffic going to run simple errands would be much easier

- the issue is to bring 53 up to 120 not increase the times on the toll way
- The survey only asked about one trip but I frequently travel through that area. I feel much stronger about the positive value of the project for many of the other trips I've made as opposed to the most recent one.
- At least build the 120 bypass. 53 ext would be nice
- I don't think rte 120 should be a toll road but I support rte 53 being a toll road.
- need an alternative east/west route to travel through northern Illinois- everything is stop & go..no interstates
- The survey was difficult to understand and manage. Using one trip limited responses. Keep it simple!
- because there is always so much road construction in my area I take 3 or 4 different routes to and from work. I would avoid paying tolls if possible but do take the toll way when my other routes are restricted, like 137 and Milwaukee ave.
- Tolls were originally created to pay for the current highway system and were to be eliminated when the highway system was completed and paid. Creating another tollway system so the hard working people can pay more to the State of Illinois just to watch the Individuals that run this state's government continue their ineptness is just plain foolish. Within the last 5 years the State of Illinois has added new toll booths, almost doubled the toll rate, and to top it off, Raised the State of Illinois Income Tax Rate by 66% (3% to 5%). Where is all that extra money going? Answer that question and this survey is not needed.
- Although my work commute is rather short, there are often times when traffic is unreasonably heavy/ congested, even during non rush hour times. I feel the Route 53/120 extension would help alleviate a lot of traffic issues in Lake County. Build it!
- I cannot believe that you are going to build a TOLL road and not just fix 120 and make it a four lane highway - a TOLL - I will move off of Belvidere Road before this project starts so that I will not have to incur traffic or tolls for this project.
- Build the extension and keep tolls reasonable (under \$3.00 one way)!
- It would be helpful if you would show the EXACT route of the proposed 53 extension and the route 120 bypass of Grayslake
- route 53 should have been built 60 years ago and saved us millions if not billions of dollars - Long Grove should have to pay the difference in cost
- I would prefer the speed limits on the extension to be 55 as on other limited access highways in the area. Cars don't travel at 55 on these now, a 45 mph will not change this.

- I am looking forward to see this extension completed as I know I would use it very often as I have family living in Arlington Heights & Palatine.
- The constitutionality of the Illinois State Toll Highway Authority aside, Illinois does not need any more toll roads. Tolls were promised to the citizens of Illinois to be removed once the highway was paid for. Now it is simply a cash cow, far exceeding the needs of ongoing maintenance. Once a road becomes a toll road in Illinois, it will die a toll road. **NO MORE TOLLS IN ILLINOIS!**
- why were your examples so high - instead of 4.95 why not 90
- I want everyone else to use it to get by Grayslake.
- Extending 53 will be a major improvement for traffic heading north and ease traffic congestion for going south.
- Tollways in Illinois have corruption and are a scam. They should have been paid for long ago but since we live in the state of corruption, we still pay - unless we skip paying the tolls then we don't pay unless we are part of the small percentage that gets caught not paying. The tollway is a pathetic business.
- Stuck in Grayslake by train tracks crossing every major road east west bound. Very problematic!
- Building a four lane highway with a 45 mph speed limit and making it a toll road will not eliminate the travel problems we face in Lake County. Make 120 four lane all the way through and widen Gilmer and Route 60 two more lanes and that would eliminate the need for a useless expressway. If the village of Wildwood were forced to make 120 four lanes, that would be a huge step and cost a fraction of what you are proposing to spend. 21 or Milwaukee is finally being made 4 lane. Who will use the new highway? It will take the folks going west, the wrong way north of Lake Cook road. There just aren't that many folks interested in going north to Mundelein and going east or west. Doesn't make sense.
- building a new road will be of no use if there is no upgrade of the existing roads. The placement of the 53/120 extension is useless if one cannot access the roadway because the existing east/west roads are not included in the upgrade so there will be no good access; and the existing north/south roads need to be studied before adding more roads solves anything. Those Lake County residents who live east of I-94 will NOT benefit from a 53/120 extension yet they are some of the most vocal supporters.
- I strongly favor building this tollway. Congestion is a big problem along Rt 45 / Rt 83, and there is no easy way to connect with I355.
- I feel the amount of money that I spend to get to and from work in a month is already high. Add on the price of gas and it "eats" into my budget. I truly think that my drive time would drop significantly if people would put their phones down and just pay attention to driving!
- I find the notion of "guaranteeing" travel times rather silly. No one can ever guarantee a travel time.
- Do NOT build Route 53 or the 120 bypass. They will go through my neighborhood in Prairie Crossing and RUIN my property value. I get enough traffic noise from the widened route 45!
- PLEASE build 53!
- I would be more willing to pay a toll if the speed limit was over 45 mph.
- Please improve RT 120 and RT 53
- I've been looking forward for a long time to the IL 53 extension project. Too many stop lights and low speed limits on IL 83 and 45 to get to IL53.
- Would support road if it was designed right. Road needs to be three lanes in each direction with 55 mile an hour speed limit. New road design makes no sense. Just duplicates current roads at huge expense.
- BUILD 53, been waiting all my life for this!!
- I believe that those that use the Tollway system should pay for it it should not be paid for by a gas tax or property taxes. Our tax structure is already heavily reliant on property tax. Our tax structure

needs to be fixed so people quite fleeing Illinois to our boarder states and earning their living here and paying their taxes else where.

- Survey only asked for one trip which happens to be for work. I do drive quite a bit for youth hockey mostly on the weekends. This extension will make it easier to travel to the rinks in the western suburbs.
- Ease of entrance and exits from proposed tollway also are considered when using specific routes not just cost.
- I am adamantly opposed to the extension construction of RT-53 into northern Lake County. No only does the State of Illinois not have the funding, they never will. I refuse to put any additional tax money into our broken state. The extension will not alleviate any of the traffic issues - but, I feel, will increase the problems associated with it. Added semi-truck traffic, added noise pollution, added pollution are unacceptable. The fact this "dream road" would pass through our neighborhood is also a nightmare for us. I cannot imagine the loss of property value to over 319 homeowners.
- While i would like to pay less in tolls the overall reason i would not use the new road is the 45 mph speed limit. I feel if i'm paying to have roads built they need to be constructed in a fashion that allows for a speed limit of 65 mph but even 55 mph is acceptable. i dont consider any road with a speed limit of 45 to be a highway or worthy of tolls.
- If the new extension is passed and built, I will probably be retired by then. This route should have been built 20 years ago in anticipation with the housing/population boom... If this extension route were to start building tomorrow, it would probably take 5 years to complete. While your at it, widen route 83...it is horrible too.
- Freight trains should not be allowed to jam major arteries during peak rush hour.
- I think most people in central Lake County welcome the construction of a central Lake County north-south corridor and the widening of Route 120 to 4 lanes.
- The one trip used to illustrate the survey is only one of many trips I take in all directions from my home which is very near the intersection of the 120 / 53 project. I would consider using the new road for many trips going any of the three directions from my home if the tolls were reasonable and the trip was shortened.
- Tolls much too high, roads would be unsightly & terrible for the environment & only add to traffic congestion. We have no need for this project, very rarely use toll roads now. Our state does NOT have enough money to consider this. Strongly oppose.
- Rt 53 has been a battle that has been going on for 50 years. It was originally going to be free, like the current Rt 53. Many are disappointed that it will be a tollway, but we understand the state is broke. If the Rt 53 extension will be a "parkway with a 45 mph speed limit", as has been proposed, people will be disappointed. We need time-saving transportation, not a pretty parkway.

The Rt 120 bypass was always going to be a free road. Then last year we were blindsided when it was announced that it was going to be a tollway. Many people will be upset if you make a formerly free road a tollway. Many working-class people will likely not use it.

- My biggest objection to the Rt. 53 extension is the displacement of current residents on the land needed for this venture. You had the land years ago and did nothing.
- This project is long over due!
- why does this have to be a tollway?
- Please eliminate the left turn on arrow only on northbound Rte 45 at Center St & Brae Loch Rd as they are unnecessary for safety purposes with the pavement improvements.
- Please do something it can take me an hour during heavy traffic to travel thru lake county to get to my house
- The route questions should include expected travel times as well as delayed travel times. Also I frequently still side roads to get to existing 53 from Hainesville but could not answer questions in

that regard as the travel habits forced only the work commute not other routes such as north suburbs to points south and or west of Chicago which I would use relatively frequently

- The traffic congestion coming from south over 53, begin before Lake Cook Lane.
- Population growth in western Lake County has been high such that 120 is consistently busy. Train traffic seems higher now as well. The intersection of 120 and 83 is nearly impassable at busy times of the day.
- I am concerned about the increased traffic on rt 120, even if it is four lane! As it is, there is a lot of traffic on the various roads in the Grayslake area. I anticipate that the traffic congestion will increase with an Rt 53/120 extension. As I live on the lake and close to 120, I anticipate more auto noise and air pollution with the extension. So much for the small town atmosphere. I would seriously consider moving with the building of the extension.
- Raise the speed limit to 70 on all freeways
- Please build it. "They will come"
- Please build this road for all of us as soon as possible. I am willing to pay a reasonable toll for the convenience. Also, this will be a key for economic development for Lake County and we need it!
- I suggest instead of adding a toll road, expand current roads (rt 45, 83 & 120) to four lane roads instead of leaving them bottle necked into 2 lane roads. If they were 4 lane roads from Wisconsin to Mundelein or Waukegan to Waukegan there would be less congestion. Around Grayslake it is all 2 lanes, causing congestion.
- Route 53 tolls need to be in the \$1-\$1.50 range. I am ok with a heavier rush hour toll. Beyond this price point, the time gains suggested in this survey do not add sufficient value vs. cost. Since my commute is one which would stand to gain the most from the proposal (route 120 thru the existing route 53) I would expect a 15-20 min improvement in travel time at my suggested price point. At a 30 min improvement I would be willing to pay 2x that amount.
- I think this proposed tollway is a great idea and is way overdue!
- The route 53 extension should not be a tollway. Route 53 is not a tollway. It is too late to extend route 53, everything around that road has been built up.
- Just build the road already. Enough studies!!!
- A major concern regarding this rt. 120/53 proposal is that open and preserved lands will be disrupted and potentially destroyed by the construction and "improvements". Furthermore, as a resident of a subdivision whose personal property and designated open land space will be majorly impacted by the construction of such a major throughway, I am very concerned that this project be designed without any negative impact to the existing residents, open lands, preserved/reserved lands (e.g. Almond Marsh, etc...), and wildlife.
- I owe a furniture store in Grayslake and do delivery in the Western Cook County suburbs.

For me, this new extension is long overdue and would be a great benefit to our and other businesses.

- Hurry up and build it!!!
- Please I have been waiting for this road for 35 years...let's do it.....
- How about widening the current infrastructure on existing roads that will lead to this proposed 53/120 expansion? How about widening Rt. 83 from Mundelein to state line? It makes no sense to me that local municipalities have to widen roads through towns and neighborhoods because of the congestion on 83 and all it does is force traffic through neighborhoods to alleviate traffic on 83. Keep the traffic on 83 where it belongs and get it out of our neighborhoods.

Also, put more focus on timing lights during rush hour.

- I like the fact that the proposed new route 53 and route 120 roads will have speeds limited to 45mph. It's safer and "greener".

I'd rather go about 45 mph constantly than 70 for awhile and then crawl in traffic for part of the trip.

- Get it done and fix the traffic on Route 60
- I am concerned with a 45 mph road through Grayslake. We live just off 120 and we walk/bike/run often around our town. We walk to the farmer's market and library. I would want the section near my houses and town to be 35 mph. Also, our children attend Prairieview Elementary School which is on 120. 45 mph is way too fast for near a school.
- Personally I would be more interested in a rail link to the western suburbs than another road.
- I would rather not have 53 built.
- Soooo ready for this extension.
- This project really only appears to benefit Illinois not the residents. There are too many rural roads in the area that could be improved but obviously it is no interest of yours due to no toll cost. This area has too many and you do nothing but capitalize on bad situations instead of utilizing our extremely high taxes for what they were intended for.
- I support the building of a tollway linking route 53 and 120. It would save me time when traveling to suburbs "west" of 94. I frequently have to travel east, then south and then back west again to reach my destination.
- Don't like being required to have transponder
- Wtf, build a 53 extension for gods sake. go around long grove if you have to, they will never approve an extension
  
- Please move forward with the road project for 53/120. It has been dragged on long enough! Thank you.
- How this project would be financed is of concern.
- A total toll as high or higher than I would pay to travel from my home to DeKalb is something I would not pay. 6 dollars round trip over five days is \$120 bucks a month. Not a price I would pay
- If route is used to travel to work and no other co-workers are in area, how can you ask the question about adding additional passengers?
- Build the road but have normal pricing on the tolls. We've been needing this 53 extension for years!
- Would you still have to charge a toll now had you built this years ago when you started talking about this? Construction costs I'm sure have risen tremendously.

I used to live off of 120 and this would have been in my backyard. No one in my old neighborhood wanted a toll-road in their backyard. Now I can care less. I'm sure it won't be built in my lifetime.

- Even expansion from two to four lanes on all portions of 120 will improve travel time dramatically
- Tolls are a way of life for most of us. If I had to pay much more in tolls, it would make more sense to use Metra. I hope the new roads get built, I understand the need for tolls, but the train might be the answer for a lot of us commuters...
- A change is needed. 120 needs to be widened, Washington needs to be widened and the 53 extension is a must to support Lake County. Taxes are too high and business would follow!
- The expansion would be useful to get to places like Woodfield Mall from here.
- These are public roads! We shouldn't have to pay an extra tax on thirty years of failed infrastructure planning. I'm old enough to remember the tollway was just supposed to be in place to pay for the road and no longer. Then you use salt on the roads which significantly decreases their life span. Now there's a tollway commission and huge deals for concrete noise walls, which by the way are failing already. Bottom line, I will avoid this new tax highway at all costs.

- Build it!
- I would not usually use the new 120, because the current 120 goes directly to my door. BUT I VERY STRONGLY SUPPORT THE BUILDING OF IT. Congestion is TERRIBLE and I believe many others who would be taking it a longer distance would very happily pay the tolls to use it. And in bad conditions, I certainly would also, even if not every day.
- We have many current roads that need to be upgraded and updated and don't need to create new roads. New roads with tolls are a terrible idea. We already pay enough taxes. It is inappropriate that you would choose to build a new road and charge instead of just expanding and updating current roads. The new road that you are planning will also go through green open spaces and residential areas, I think the roads would best serve the community if they stayed in their current space, just adding a lane.
- I feel that a reliable fast travel path from the Grayslake area to northern Cook County would help business and residential growth in the surrounding Grayslake/Libertyville/Antioch/Lindenhurst areas
- When I was still working I commuted by car for 10 years from Grayslake to Warrenville, Illinois and I would have given anything for a Route 53 extension to I-120. I spent a lot of time on different routes especially with the tollway construction a few years ago. I have been pushing for building 53 for 30 years and hopefully you will now actually get it done.
- Would love this road to use for other areas south and west of Central Lake County. Easy access to Schaumburg and Barrington.
- Make all expressways in the Chicago land area toll ways. Lake County helped pay for all the free expressways in the Chicago area.
- We Lake County residents have been waiting decades for something to be done about any type of extension of Rte. 53. Most folks around here think that the residents of only a few small communities have been able to block any and all efforts to move forward on this traffic nightmare relief project. Hopefully Illinois politicians will finally recognize that Lake County deserves better traffic flow and highway improvement.
- Widen entrance ramps to two lanes, then merge gradually into one, then into 94.

Re think the current limited driveway access to certain businesses, i.e. gas stations such as Thornton's at Washington and Rt. 45.

- I love the idea of a 120 bypass! I live off of 120 and travel on it is very congested. Certain times of the day it takes almost 15 minutes to travel one mile.
- It should connect to US 12 in Wisconsin too!
- Building better road systems should not be at the cost of the driver's expense. It doesn't hold up to their promises and once the tolls pay for the road system, they are just going to raise the tolls to mismanage those funds as well. Lake County tax payers will never see relief.
- Do you really think you'll be able to get this built with all the opposition from lawyers and environmentalists? One of the rationales for not building the extension for the past 20 years is to limit population growth in Lake County. News flash: We're already up here!
- The legal speed limit should be 60 minimum and 65 maximum! Nobody at the moment follows the current 55 maximum speed limit, all vehicles but me drive over 65 miles as we speak
- I find existing tollways to be annoying long after toll should have paid off the expense. After tolls have paid for them they should be treated like other Interstate highways. Why is it that so many other cities can exist without tollways?
- I have been waiting for this extension since I moved here 18 yrs ago, but the toll rate is way too high to justify saving 10 min off my commute.

- Please build 53!!!
- I use the current 53/290/355 route quite often for business and personal purposes. The trip from Grayslake to the north end of 53 is time consuming and indirect with much turning and backtracking. I can spend up to 35 minutes getting from my home to Rt. 53 and Lake Cook Road and then get to my destination in Naperville, Glen Ellyn, Lockport, Frankfort in another 30 to 45 minutes. The Rt. 53 extension has been needed for many years and I hope to live to see it completed. I hope extending Rt. 53 north to at least the Wisconsin border, or better to Rt. 50 in Wisconsin, might be considered. A mid-line access to Wisconsin would be very helpful rather than pushing more traffic to 12 and 94.
- BUILD IT!!! lake county traffic is horrific. What use to take 1/2 to get to lake cook / 53 now takes an hour. I own a business with (20) service vehicles traveling everyday in and out of Lake County. Time alone we spend in traffic is costing us far more than any toll we would have to pay
- You don't need my personal information to build a toll way
- Just make it so there are 2 lanes coming and leaving Grayslake on 120.
- Route 120 needs to be widened to eliminate back ups. Consideration should be given to building an underpass at the 120 / 83 railroad tracks.
- I think the route should be reexamined and proceed further north to Rt 173 or join up with route 12 near Lake Geneva, Wi
- It's depressing to understand how much daycare expenditure would impact my ability to pay tolls.
- Please extend 53!!
- I travel to the Schaumburg area and the Oakbrook area on a regular basis. Utilizing the "most recent trip" as baseline information may not capture the true tollway usage. I vividly remember the IDOT statements regarding the I355 extension, We build the road to handle the traffic volume for the next 20 years. Within five years the expansion was being worked on because of the traffic volume. Please keep this in mind.
- The questions on cost vs current travel, please clarify that the new toll road would have consistent travel times. The consistency is the biggest issue sometimes my travel time changes 100%
- I noticed that when describing the proposed rte. 53/120 the speed limit suggested was 45 mph. The existing roads in the area (U.S. 45, rte. 120, rte. 83, rte. 53 presently have speed limits of 45 mph or better through much of the area. I believe the speed limit should be higher than the 45 mph proposed. Rte. 120 from Wildwood to Waukegan is 4 lane divided highway @ 55mph. for example. It serves no useful purpose to make the speed limit any less than any of the other tollways in the area. Otherwise I may as well take the old or existing roadways.
- the toll roads are no better than an ordinary highway. Remove the tolls like we were promised 40 years ago. The state gets enough in taxes to support the roads, it just needs to learn money management like every other household.
- You didn't ask all the relevant questions about the 53/120 extension, e.g., effect on wildlife, residential and commercial areas. These are also factors in my reaction to this extension.

If you built this road and set it up as a tollway, I wouldn't use it. I'd continue to go to the NW suburbs via backroads; that's a frequent trip I take currently. Yes, I'm concerned about traffic congestion and time to travel, but tollways are becoming too expensive.

- Build It!
- I don't think Route 53 should be extended based on the short term negative affect it would have on traffic and the long term negative affect it would have on the open land that would be used for the road and the animals living on it. Nor do I think people should be forced from their homes to build the extension or have to listen to traffic on the new road if it is close to their home. Existing roads can be modified to support traffic better and would have less environmental impact. I am strongly opposed to extending Route 53.

- Rt. 53 needs to be built. Traffic congestion in Lake County is terrible. Recently Lake County was listed by Forbes Magazine as the 9th worst place to live because of NO ROADS (same horse and buggy roads as our ancestors, yet thousands of homes have been built), no jobs, and HIGH taxes. Lake County deserves and pays for better roads. Approximately 10 years ago Lake County was listed as one of the top ten wealthiest counties. Rte 53 will put Lake County into the 21st century. Way past due. Build a good road for a reasonable (under a \$1.00) toll.
- I attended a walk-through of the area for the proposed 120 bypass, and listened carefully to the plans to preserve the integrity of the area by avoiding a significant wetland and by putting the road below grade to control runoff which would negatively impact organic farmers. The 53 extension was not mentioned, however, and I am deeply concerned that the same considerations might not be observed. Also, I know that more people would ride bikes rather than drive if it were safe to do so. I also believe that if there were more bus service available people would use it. To my mind these would be better options than paving more of the earth.

Also, I believe it is the responsibility of the County to prevent irresponsible growth in the first place, which is what has placed such a high demand on our roadways. This is a county of lakes and wetlands that is already over-built. Surely somebody should have the fortitude to stand up to developers and say "no" to further developments.

Thank you.

- In my opinion, a reasonable cost for a toll is \$1.00, maybe \$1.50. I don't buy cigarettes, I don't buy lattes, so tolls are extra expenses to me and I'm not interested in paying \$3.50 for something like the aforementioned coffee, cigarettes, or in the case of this survey, tolls. My family and I spend our money wisely (or at least try to!), and I have a hard time understanding why it would cost me \$2 or \$3 (or more) to travel 30 minutes from my home into another suburban area (not the city).
- I think the current street widening projects are excellent and have/will relieved much of the congestion.

Widening existing streets is the way to go and more cost efficient.

There is no reason to build the 53/120 extension. You should widen the existing 120; not build yet another highway. The opposition from St. Gilberts to 120 widening should be ignored. You should not inconvenience an entire area's population due to complaints of a small minority who only use the street one day a week.

The widening of Route 45 is a perfect example of smart traffic improvement and should be the model that's followed throughout Lake County

- The 53/120 project seems flawed. Why are we trying to develop more reliable public transportation? why are you promoting more sprawl.

I just don't get it.

- Why can't the state use non union companies that are qualified to perform the work, so more contractors can go to work and then the state can save money.
- Please build the 53 extension and expand 120! We are in desperate need of it!
- I greatly appreciate being included in this survey and I am hopeful that it is a sign that there is a good chance that this Rt 53 northbound extension finally moves forward.

This expressway extension is long overdue with the population growth in Lake County and as a county we should frankly be embarrassed by the current road conditions available to us.

We have let one small community hold this potential project hostage for far too long. It is time to progress forward with this desperately needed road.

Thank you again for my inclusion in this survey!

- Have lived in lake and north cook county for my hole life and waited for this to happen. So let's make this happen, it's good business and family's .it will keep me from going to Wisconsin for good.
- I am very concerned about a toll rd with 120. I live off of Gage's Lake in an area with no sidewalks. Commuter traffic uses my neighborhood already as a cut through to avoid lights at Hunt Club and at rt 45. These drivers drive too fast and endanger the children riding bikes and waiting at bus stops. The new road proposal, I fear, will bring even more cars into my residential neighborhood.
- We do not need another toll road in this state; however we should sincerely consider increasing widening existing two lane roads to four lane roads where feasible, and adding bypasses in congested areas as needed. Toll Road Bonds should be retired, as it was originally suggested some fifty years ago!
- I was advised when I moved here in 1970 that hwy 53 was going to be extended. ?????????????? maybe it will happen in my life time. better hurry.

thanks for the opportunity to be heard.

- Build it. More \$\$ for business. Encourages the economy.
- Ironically, 10/31/2013 was my last day of work. My company left the state.

Keep me in mind-I'm a terrific Admin.!

Thank You!!

- I strongly oppose the extension/expansion of Route 53 and am neutral on the expansion of Route 120
- Toll increases are kind of ridiculous. They are already really expensive. You have to do it VERY reasonably priced.
- Since my commute to work is fairly short, with few bottlenecks I would not use the tollway. But I have been interested in the 53 extension for years because we have friends we visit in the western suburbs and it would be a great help. Years ago I worked in Addison and I hated zig-zagging through Long Grove to 53. So I would love the 53 tollway extension.
- Why can Wisconsin afford to maintain roads without tolls and our tolls continue to increase? Tolls were supposed to go away after construction cost was done, but they never left. What is our toll money really financing?
- There is no good way to get thru central lake county. Please build this road. I have heard talk about extending Route 53 for over 40 years. Get off the pot and build it.

I am a resident of Prairie Crossing and would welcome this road. Do not be persuaded by the vocal minority that live here. They do not speak for the majority.

The negative you always hear is how much pollution this road will generate at the end. How much pollution are we generating by sitting in traffic and how much time are we wasting by sitting in traffic.

- I support this project if the tolls are reasonable because it will draw traffic off of other roads I use regularly, route 21 in particular.
- Please build this road and make the corresponding improvements to other roads necessary for



construction of this new toll road.

- Build it. Traffic on Rt 83 is terrible.
- Don't need north-south roads. Need to upgrade the east- west routes. Rt 53 extension is ill conceived and will destroy valuable wetlands while making developers rich at expense of taxpayers. BTW the 45 mph speed limit is simply stupid. I would be able to take I-94 to airport faster and cheaper. Have u noticed the tri state lows freely now?
- Since, I live in Grayslake. I am concerned how the 53 project will effect my community, property values, traffic, ect. And, I don't want to pay a toll, to use 5 miles of Rt. 120, to get to I94.(another tolled road).
- It's time to get this road built, we have been talking about this for way too long, thank you for listening
- I am a Sales Executive and drive all over the Chicago land area including all collar counties. I meet with potential customers and current clients. I can tell you first hand that many businesses are hesitant to expand in Central Lake County due to the current transportation issues.

I and some of my coworkers have a much less productive day when trying to travel up and down the far western collar counties due to time spent in traffic.

- Would this toll be for local traffic? If I go to Walmart or Pepboys I may have to pay a toll???

I am for relieving congestion and helping to improve Lake County roads & businesses.. \$1.90 per toll that is currently being paid to me is ridiculously high!

- I would love to take that route for work or other that would take me in that general direction but most of my work is in The city of Chicago
- I feel the Route 53 / Route 120 improvements would be a great benefit to Lake County.
- I would like to see 120 rerouted to south of the railroad tracks. Congestion at 83/120 intersection is unbearable during morning commute.
- Build 53!
- build an environmentally friendly 4 lane 120 bypass with roundabouts
- I would just like to see the 53 extension before I have to give up driving....it should have been done 30 years ago.
- Please build the Route 53 extension!! It is greatly needed.
- I understand there is some safety component to school buses stopping at crossing gates, but I don't think it is necessary to sit there for 15 seconds. The supervisors must be scaring the drivers into stopping for that period. I don't think it is necessary to sit for that long. It backs up traffic.
- I would be willing to pay a toll to get to work, but the difference in time would have to be great to offset a big toll which would be incurred on a daily basis. 10 minutes a day is not worth \$20/week on my already taxed income. I need every penny I can get. However, it would be great for the visits to my parents who live on the other end of I355 :)
- Please build the new road as soon as possible. Thanks
- i am willing to pay more for a faster route into cook county. I think that this will alleviate so much unnecessary traffic in the area due to lack of additional east/west and north/south road options. I also think that this will help increase travel and business into Lake County. I have friends that dread coming to visit us because the drive is so long, dark at night and confusing sometimes. This will ease their concerns around that and make it easier for them to come and visit us.
- I strongly support the expansion of these highways.
- I would not use the extension to go to work, but would use it for other travel (to relatives, shopping, etc.)

- The 53/120 project is LONG overdue! The traffic through Western Lake County is unbearable without any expressways.
- Extending 53 is great idea, tolls need to be cheap, and maybe even promised to stop once project is paid for.
- Keep the toll price low. I don't mind paying \$0.50-\$0.75 or so for Route 53 extension, but I will never use it if it is more than that. Not worth the extra 5-10 minutes to me.
- Tolls were too high in this survey.... If they were normal 40cents a toll so my round trip each day was 2 bucks or less I would definitely want the road
- Please start construction on this route. It will save me considerable communitng time. The current route between my home and Rt.53 is lot only unreliable in terms of expected time to travel, but often unsafe due to traffic back-ups, particularly at the junction of Rt. 53 Cook Rd. In addition Rt. 83 is often congested. The intersection at Rts. 83 and 53 are also unsafe.
- The proposed Route 120 bypass is a good idea and will greatly relieve morning and evening traffic congestion on the current Route 120 through the village of Grayslake and Hainesville, and also relieve some of the congestion on Route 134.
- I do not think that enough common sense goes into planning road. Why have 4 lane roads go into 2 lane roads and them go back to 4 lane roads, Look at RT21 4 lane and them years later for 2 years of construction to make 2 lanes into four. Construction cast have to be higher today then if it was down years ago.
- The planned extension from Lake Cook road to 120 will nearest parallel what north/south current road and will it be east or west of that road?
- The congestion around the North end of route 53 and Long Grove is a major issue. The sooner the 53 extension is built, the better it will be for all motorists who need to use it.
- Nice survey. Your discrete choice will show that I am not price sensitive and willing to pay for a shorter commute time.
- The 53/120 project would not impact my commute to or from work very much. But it would significantly help with travels to/from the Schaumburg area and relieve congestion on 120. I fully support this project.
- Seize the property that St. Gilbert's Church sits on, move the parish somewhere else and widen Route 120. Enough is enough. Get this done!
- My greatest concern for this expansion of 53 is where the road ends. It is right at my doorstep and I am not comfortable with that. I believe it will bring a more traffic congestion to an area that is already heavily congested. I believe better east / west routes that get people to I94 and route 12 would be a better option. Along with expansion of and widening of route 12.

Thank you

- It was hard to answer some of the questions because the answers are not strictly yes or no depending on other circumstances. In some of the questions, I answered no when it may have been maybe or yes if there was other information provided.
- Everything is determined by the price of the toll. \$1 a trip is \$10 a week, which is over \$500 a year and there are 2 of us so that is \$1000 a year. Sometimes we can carpool but our schedules don't always match.
- This would be great for us. We live about 1 mile north of Route 120 and our children/grandchildren live in DuPage County. We make this trip several times a month.
- We need the 120 by pass for Grayslake and the 53 extension. It would greatly help travel in lake county.
- I know this is a political issue. Looking at a map, common sense says get this done.

Please....GET THIS DONE!!!!



- BUILD 53
- would want to preserve wetlands and provide relief to mill road, almond road and casey road in Gurnee/grayslake due to commuter traffic
- Just build the 53/120 bypass we have talked about it long enough
- Build the road already. It is poorly needed and you cant get anywhere from here ! Should have been built years ago.
- I have no problems paying a reasonable toll. But when tolls skyrocket and our roads are still not in good condition, it makes for a disturbing paradox. And being the state of IL, with all of our shady politics, this makes for a jaded populace. So when the Question of tolls pops up, don't be surprised with frustrated or even angry responses.
- I live East of the proposed highway extension so

I hope my answers does not "skew" the results.

- Though my current commute is not bad. I do travel 53, 94, 294 to see family and go to other jobs or conferences, so I am aware of a need for improvement in Lake County Roads.
- Please please please do this. The fact that especially in winter that there is no good way to get south from lake county into northwestern cook county is deplorable!
- You can not build this fast enough.
- I would rather pay a state flat tax rather than tolls.
- Please build this road. I like where I live, and reducing my travel time will improve the quality of my life, and reduce the gasoline consumption of my 4 cylinder car (constant 45mph vs. stop and go traffic).
- I would pay a toll of \$.50 to \$.75 to get home faster if needed, but prefer not to do so on a daily basis.

It would be great if there was access to Hwy 120 from the toll way going from North to South, and from Hwy 120 to the toll way going North.

- Build 53 just like the rest of the tollway - 55 mph and a cash option. And make cash or transponder prices the same - criminal that cash has to pay double.
- I do not intend to use the proposed IL53 tollway extension even if it is constructed.
- From your examples, charging over a dollar more to save 10 minutes on a 40 minute trip is too much. Maybe 10 cents more.
- The Illinois Route 53/120 extension focus has been long discussed and is long awaited by those in our area who travel to various lake county and northern cook county destinations. The feasibility study is viewed as one step closer to travel without the burden of delays and congestion. We look forward to the value it will provide to citizens and area commerce while it balances community considerations with regard to nature. Thank you for making progress!
- Please complete the 53/120 project; having been waiting a long time for this to become a reality!
- We already pay a lot of money towards these roads. Asking to pay more to drive on roads we pay for is ridiculous. We should expect to drive on roads without spending \$5.00 plus a day through tolls just for access. Where is this money going from the existing tolls in place? How is this money being spent to help improve the roads? You should already have plenty of money to pay for the roads without having to gouge drivers to use the new roads. The cost should be reasonable.
- Thank you for the opportunity to participate.
- E/W travel is a primary target for improvement in Lake County - there are plenty of viable N/S alternatives. Please maintain and expand (if necessary) our existing road infrastructure, do not construct additional roadways which can neither be paid for nor maintained properly.
- I think the 53 extension would be a great idea, But I am concerned about making 120 a toll road.

- I'm tired of surveys re: ROUTE 53. I'm 60 years old and the extension of ROUTE 53 has been discussed to death since before I got my first drivers licence. The amount of money spent on surveys and studies could have paid for the construction many times over. If construction began 45 years ago you would have had to deal with a handfull of residents and businesses, More and more houses were allowed to be built in the path of the proposed extension. I do not feel sorry for anyone who knowingly built in the path of the proposed extension. Do what the city of Chicago did to my parents and others in 1949 to create O'Haire Airport from Orchard Field, CLAIM EMINENT DOMAIN and take the property, I'm tired of a few people with deep pockets stopping progress. Get on the stick!
- None at this Time.
- I used to live in Waukegan and drive to Mundelein every day for work, and if 120 could hook up with 53 like the proposal is saying I think it would have let me continue to live in Waukegan rather than seek living closer to work in order to cut down my commute. Especially at 5 p.m. at night - the traffic going West and North is so slow I know it takes people at least twice as long as it should to get home. It would be great if it wasn't a toll road!!
- the last trip I took was not a good example of my typical weekly travel in this area
- Would love to see 120 built out to 4 lanes, even if it would be miserable to live through. The long term benefit will far outweigh the short term inconvenience.
- BUILD 53!
- I will not drive on roads that require a toll unless I really have to!
- We moved to the Grayslake area from Chicago over 35 years ago and we still have a newspaper clipping showing route 53 up to route 120 way back then and we are now retired and it is still not completed. It should have been finished way back then when land and workers pay would have been a lot cheaper .... let alone the gas and time it would have saved all of us living here in Lake county!
- Instead of a complete new 120 bypass. has any Idea been given to widen Peterson road and just a partial new road from U.S..45 and Peterson to the existing 120 at Almond.
- I strongly support the proposed Rt 53/ 120 expansion/ improvement project. No other comments or questions at this time.
- Please make The I53 extension happen...have been delayed by few high profile folks living in Long groove area. The amount of gas, time wasted on alternate routes is unbelievable. Also, we pay so much toll and IL state tax, not sure why we can't fund one important extension through toll collections from existing roads
- creating the highway 53 extension is a great idea!
- We prefer to keep Rt. 120, between Almond Rd and Rt. 45, local traffic only as we live in Wildwood, off of Rt. 120 and changing 120 in this residential area would make our travel more congested, slower and more dangerous.

Thank you

- Because I am retired, carpooling is not an option. I'm not sure of how new 53 route connects to 120. I am currently two minutes from 120 which then takes me to 94 within a matters of minutes. This why I choice same current route and I think the travel time estimates provided are too high and also cost prohibited. However I am not opposed to tolls when they are to my benefit.
- I don't mind toll ways as a general rule as long as they are NEW roads. I am disgusted by the current trend of taking the existing road, turning it (or part of it) into a toll while adding a very convoluted "free" route in exchange for removing the already paid for route.
- I live in Grayslake, Illinois in which traffic has gotten to be a big issue. Just to travel to around the area is getting to be very difficult with constant traffic jams due to volume of traffic and railroad crossings stoppages. The improvement of major roads would be a great improvement in order to move passenger traffic through the area. I would be willing to pay tolls in order to get to my



destinations verses sitting in traffic, wasting time and energy.

- Your cost vs. time two-selection questions should have a "reliability factor". Eg. [\$1.50 toll and 15 minute trip] vs. [No toll and a 15-25 minute trip] ?
- This project would ease the travel route that I use to visit family weekly. It would also open employment doors as a commute time could possibly be cut down and I would feel encouraged to pursue employment in a different region of lake or cook county.
- I use IL Rt. 120 between US 45 and IL Rt. 43 (Waukegan Rd) multiple times a week to go grocery shopping, run errands, take kids to practices and games and for many other things. My husband uses it daily to get to I94 to commute to Skokie. If there was a toll on the road that would end once the cost of the road was met, I'd be ok paying the toll. However, that will probably not be the case, the toll will continue even when the road is paid for. So, I could not afford to take the road and I would find an alternate route, even if it added time. Which means Washington St. would probably become even more crowded, as would Gages Lake Road, which has two schools on it.
- Your organization should be indicted for RICO conspiracy
- Please build this toll road!
- Very little time saved when paying the proposed tolls.
- We need the new toll road and the improvements on Route 120!!!!
- BUILD 53 !!!!
- please build it fast! i hate my commute
- When we bought our home in 1966 the sellers gave us a newspaper article showing the proposed extension of Rt 53 to Grayslake. It would have been convenient for my 39 year commute to O'hare. Good luck on this project. :)
- I think the extension is long overdue and would be a great addition to the transportation system in Lake County. I can not wait for it to be completed.
- If Rt. 53 is to be extended, I support the current proposed plan. But I'm concerned that the improvements offered by a Rt. 53 extension will only lead to more development and more traffic that will, in a short period of time choke any new roads. I'm more supportive of additional investment in public transportation than roads.
- In todays working world, Time IS Money. If you can safely save time to get to an appointment OR office to conduct business which equates in dollars, then there is a price for that!
- If a new toll road is built, please use sensible speed limits. For example, when the 355 extension was completed, there was a brand new huge, lightly traveled, awesome road with a 55mph limit...ridiculous. That road should have been 70 (or at least 65 if 70 not allowed in IL.

This survey suggested a 45 mph limit with no stoplights and a 4 lane road...that seems insanely slow too. Make it 55 minimum, prefer 60/65. Everyone knows the flow of traffic establishes itself faster, and a nice, new, wide road can support a higher speed limit with really no change in safety, so if I'm paying to drive on a road, why add even more revenue to the state via tickets issued due to unreasonably low speed limits???

- I think maximum toll I would pay is \$2 to save at least 15 minutes.
- I would LOVE to see the 53 extension go through! I taught for 30 years in Arlington Heights and the commute from Grayslake almost killed me emotionally. Hope it you can get it done!!
- Larger tolls only guarantee just that. One may or may not save time (which is the main focus of any traveler). The toll will not go away after the project is completed so a large toll must be considered when making decisions about which 'direction' to take. Also, property value due to this construction and future use will play a factor in your study.

- Thanks for asking. I'm in favor of expanding 53 and feel it's long over due.
- We would LOVE to see the 53/120 expansion and would welcome it!! It is greatly needed. Lake County is far too congested with traffic due to 2-lane highways. Thank you!
- It has been WAY TOO LONG for this extension to occur!!! It needs to move ahead NOW!!!
- Please build the 53/120 extension. It WILL alleviate the congestion. PERIOD.
- I certainly hope to see this project completed and usable, in my lifetime!
- Traffic in this area has become a problem because of unplanned growth. Building another bigger highway will only encourage further unplanned development and growth, not to mention the environmental harm and the excess noise it will contribute to my living area. One only has to look to the areas where such highways have been built nearby in the past to see that the traffic volumes grew to exceed the new capacity very rapidly. I am not in favor of this proposal.
- Please build the highways!
- A better understanding of which on ramps/entrances for proposed roadway is the only way I can truly answer your questions about possible usage. without knowing how to access the roadway I don't know if it will be an advantage given my location.
- You asked about my commute and I gave you the info. I did not report that I work around and avoid appointments in all of the heavy traffic on 120 in Grayslake. My commute doubles to over an hour if I need to go through Grayslake on route 120.

The proposal would save my spouse over 20 -30 minutes each way and get her off of rte 45 through Mundelien, (Vernon Hills, Long Grove, and Arlington Heights), save gas and make life better and less congested/safer for the families living in those communities. She drives Grayslake to Downers Grove (every day) and is happy to pay extra tolls to shorten her trip time.

- I fully support extending route 53. I tend to avoid the Schaumburg area for searching for jobs and shopping. Extending route 53 would definitely broaden my reach for both of those activities because it is now more convenient to access that area.
- I wouldn't trust the tollway authority to clean my fish tank. The Tollway Authority is corrupt and the tolls are a rip-off based on past experience and the tollway buildings and spending.
- We have lived in Lake County for twelve years and have seen traffic increase dramatically in that time.
- Charging higher rates during 'rush' hours is a very poor plan. Most commuters don't have a choice of their commute timing and there are few if any options. Please rethink that idea!
- Increase lanes on Rt120 in Grayslake would be desirable
- Since this survey was about my most recent trip it does not truly reflect my travels in the county. Most of my travels is east/west along Rt 120, Gurnee to McHenry. I would definitely pay toll for more efficient travels on these much more frequent trips. They are way too congested. the back ups east bound where Rt 120 merges down to two lanes is unbearable. Fortunately I know my way around the roads here and often choose to travel through residential neighborhoods. The RR crossing at Rt 120 and Rt 83 also needs to be improved. The train often takes 10+ minutes to pass.
- Tolls would only go to government corruption. The graduated toll amount is only about raking in more money at high travel times. Its all Union and Government crony greed.
- If the 53 extension is not approved there still needs to be a 120 bypass of Grayslake to improve the east, west traffic
- I live in Wildwood right off of Hwy 120. It is a beautiful road with some amazing natural wildlife habitats along it. I am appalled that my community is facing losing this. The thought of 8 lanes of traffic disrupting a quiet neighborhood is not only disturbing, but environmentally irresponsible. Habitat loss is one of the leading causes in the decline of biological diversity. This decline can lead to an increase in deer related collisions, animal borne diseases and pollution. The increase in chemical and noise pollution alone is enough to make me want to move. When I purchased a

home here 13 years ago I had no idea that I was going to be forced to live 3 blocks from a Tollway. How much is enough? How many roads, tolls and concrete is enough?

- I grew up in Mundelein (60060) and Live in Grayslake. I've wanted this construction to happen ever since i could drive. We would like to go to Woodfield/Schaumburg, Hoffman Estates, Etc. but it takes over an hour with back roads and taking 94 is just a horrible congestion nightmare for that trip.

Please proceed!

- thank you for collecting the consumer/users comments! :)
- THE 53/120 EXTENSION SHOULD BE A FREE ROAD. THERE ARE ENOUGH TOLLWAYS IN ILLINOIS. WE DON'T NEED ANY ADDITIONAL ONES.
- I am strongly in favor of extending Rt 53 and building the Rt 120 by pass. It is needed for the future vitality of this area. I am also willing to pay tolls to use this roadway to help ease the traffic on other roadways in Lake and Cook County.
- I could see some people having trouble understanding some parts of this survey.
- In general, I agree with the concept of an at-grade, easy access upgrade to the system, but I disagree that the amount of money being targeted for the project, as well as the projected toll rates, are feasible. The projected time improvements based upon my routes do not warrant the increased toll rates.
- Just build the damn road. Seriously, this is destroying cars, careers and the environment.
- Traffic in the Lake County has become unbearable. Rt 45 and 83 are taking the biggest burden for the West Suburb. Route 53 should be pushed through.
- Build it now. You have taken long enough on surveys and studies. I would be willing to pay a \$10.00 toll if this boondoggle were to be built and I could get out of Lake County quicker. I might even enjoy driving to Chicago or Woodfield.
- I've been waiting all my life for this to happen; I think it would be invaluable to the region!
- Please build the road. It will help with the general congestion in central and western Lake county.
- The 53 extension is long overdue and the economy is stagnant so no more new homes for a while. Since the economy is stagnant and gas prices are finally where the oil companies have wanted them for years, now we are asked to pay for additional tolls for roads that SHOULD HAVE BEEN BUILT 25+ YEARS AGO. Salary increases are minimal now and if I have to pay tolls to go to and from work there goes 1% salary increase. I live 18.3 miles from work and it takes 1 hour + to get to work and 1 hour + to get home and there are other routes that could be expanded I.E. rt. 176. It is the most direct route for me but is gridlocked in a.m. & p.m. rush hours. I have to leave at 5:30 a.m. to get to work by my 7:00 a.m. start time to avoid the gridlock. The alleged widening of Peterson road from rt. 45 to rt. 60 would be much more appreciated for those of us in this area of rich Lake County.
- I have been looking forward to the extension of Route 53 for more that 40 years!!! I hope I live long enough to see it's completion!!!
- I get very frustrated with all the road construction and it never seems as though there is very much being done even though the roads are closed. How about doing some of the work in the late evening or night so that traffic is not affected so much?
- Although my address is Grayslake, we live quite a ways west of the village of Grayslake (unincorporated). I have found that driving through Grayslake on Route 120 is frustratingly congested so I usually choose Peterson Road to Route 137, but the construction there can be equally slow. Since I am retired, I try very hard to plan any trips after or before rush hour traffic.

The extension of Route 53 is LONG overdue.

- It is urgent to extend 53 to 120 for the north side community for convenient and urgency. A lot of

people have moved to the north which requires a better traffic system and Hwy 53 connect to RT 120 and then I-94 is MUST.

- I cringe at your use of "reasonable tolls" in the examples. I believe \$1.00 one-way is unreasonable. I increased just last year to this \$1 which approximately doubled the previous toll amount.
- Please consider maintaining similar toll rates. I'm pretty accustomed to the 1 dollar a day. Paying double or more to save maybe ten minutes isn't worth it personally.
- The 53 extension would not have made my last trip any easier but I have made many trips that this would definitely have helped my commute. I would actually be more likely to travel areas I currently avoid because of traffic congestion.
- The 53 extension is a must have for those that live in Lake County. That said, having a toll of \$3+ is too much. This needs to be in the \$1.50 or below range to be a success.
- Tollways have always failed us, citizens. Let's stop trying to fund construction with tolls and try to use the taxes more efficiently and respectfully.
- Will help the local economy
- Looking forward for the IL route 53/120 project, it would definitely help peoples in lake county.

Thanks.

- I have a degree in Urban and Regional Planning from an Illinois University and have lived my entire life in the highlighted area this road project "benefits. I do not believe that this project should go forward, or that it benefits the people you claim it will.

This survey fails to identify any of the risks involved, and excludes almost all of the information one would need to make an educated decision. If you intended to confirm that everyone wants to get somewhere faster and cheaper, then good, because that is all you will achieve here.

In the future, you should include information on the cost of the project, duration of the construction, effects on property value, location number and type of exits, increased costs in policing, current and projected state budget, --and if you intend to pay for it with tolls after its built, how will you fund the construction, what percentage of revenue will go to a private entity upon completion.

Also, lake and cook county already have a reputation for poorly built and maintained roads not to mention bridges. What are the criteria and statistics being used to show that this project is necessary?

The cynic in me thinks this is someone's big plan to get his construction buddy paid so they can get kickbacks or is their attempt to make a name for themselves. I have seen nothing to suggest this project is based on sound planning and critical thinking (including info from sources other than this survey).

Once again, I am against this project.

- Build 53 extention
- Right now Hainesville Rd, Rollins Road, Rt 83 and Washington Street are all under construction at one time. It is impossible to get around in that area. I would suggest better planning for road construction in the future.
- Please no 53 extension! We love lake county.
- Hopeful the 53/120 project goes forward.
- I do not understand the 45 MPH limit. This hwy should be an extension of I-355

I think the higher toll for Rush Hour is a good idea.

I personally think the cost for such an ambitious endeavor will never be able to be self-supporting and not be used enough to eliminate the traffic congestion of Lake County arteries currently clogged at only rush hour weekly periods. It does not address the east-west traffic currently funneled over the Des Plaines or the other north-south traffic of Sheridan Rd., Green Bay Rd., US 41, US 43, I-294, & IL 31. It would help alleviate the traffic on IL 120, US 45, US12, IL60/83, & Gilmer Rd. if it were a freeway. The toll would stifle its usage dramatically...something akin to the RTA Public Transportation buses that need Sales Taxes to stay afloat.

I also use the Express Toll around Denver, CO and their tolls are rather extreme. I also want to say that their nice, new toll road is hardly used. One can navigate very easily around the city on them with their 70 MPH speed limit during rush hour. The other highways were very congested during rush hour before the introduction of E-470. After the E-470 was completed with its high toll to cover the cost to construct the roads are still just as congested. I think if the toll road tolls were lowered they would get more usage and offer some relief to the other free highways which should have been its original charter.

- get rte 53 done youve talked about it for years i,ll be dead by the time you nit wits get it done.
- It would be wonderful if 53 could be extended from Lake Cook all the way to the Wisconsin border.
- Let's make this happen! It will ease congestion all over town on every other major roadway.

Thank you.

- This extension is long overdue. Even if you could only extend to Route 60 in the short term, it would reduce and simplify my travels.
- I would rarely have occasion to use this new tollway. I do not like the disruption it would cause to sensitive environments in the path. It seems to be just a way to move truck traffic west from I294 to where I live and increase unwanted development along its path.
- Build it!!!
- Great survey! I think this is a great project that should move forward!
- Just build the road. I have been waiting since 1970.
- I am in favor of the 53 extension. My example trip was not applicable to the benefits the new road would bring since it simply described a five minute trip to the grocery store.
- I have been waiting for this extension for 20 years. This would be the best way, in my opinion, to ease traffic going south.
- You're very welcome!
- would love to see an extension of 53 up to 120. I currently have to use Rte 12 to head to areas south like Arlington Heights. It is often very much out of my way, but the quickest route. Would be willing to pay a slight toll to save time and gas mileage.
- I think the 53 extension would allow for greater opportunities for the Gurnee/Grayslake/Round Lake communities to allow for greater economic growth in a struggling area and also open up the West suburbs as employment options for those living in these northern communities. Currently the commute times to get the west suburban area is time prohibitive for a daily commute. The lack of a good roadway system linking the rest of the Chicagoland area is also inhibiting the growth of retail, commercial and industrial sites.
- Please build the Route 53/120 extension. Not only would I benefit during my weekday trips to work, but my weekend trips to shop in Schaumburg would be much faster as well.
- Please please build the 53/120 extension! Traffic in lake county and grayslake is unbearable. We

live in a wonderful town that is plagued by traffic congestion. The jobs created to build the road, the growth to the surrounding communities and the quality of life will pay for this project! Sadly we consider moving south of lake county simply because of the traffic....I would truly love to stay in Grayslake for many many years but can not rationalize a 2+ hour daily commute with a young family. Please help us!

- The 53 extension has been talked about for the 20 years I have lived here. Now that I work in Hoffman Estates it would make my commute so much easier. Please go forward with this much needed road!
- its about time for the route 53/120 connection been waiting 20 years
- I support this project. This project will take off traffic on I294 for people traveling south and west.
- Thank you for offering the survey.
- This would be very beneficial if tolls are not excessive.
- Build it!
- I have been waiting for the extension of Rte. 53 since the 1970s. I am

82 yrs. young and would like to travel that Rte. before I go to that big

highway in the sky.

- Can someone review the timing of the light at 120 and 45? There are backups on 45 going south in the morning and north at night. It typically takes 3 or more lights to get through the intersection while 120 has no backup. Can 45 be given a longer light?
- I wouldn't have used the new road for this specific trip but I am excited to have this new 53 roadwork done. I can't wait to get around Lake County easier!!
- If built, can noise and pollution be keep a minimum.
- Although my usual route to work does not include using route 53 on weekdays, we very often use it on weekends. A tollway extension from 53 to 120 is a much needed option to connect the northern suburbs to the western/southern and one we would use frequently.
- This would tremendously help our travel needs.
- WE NEED the Hwy 53 extension !!!! 20 years ago !!! it is LONG OVERDUE !!!!
- The 53 extension should have been built a generation ago. Environmental impact must be balanced with the need for economic development and quality of life issues for those living in Northern Lake County. Please complete this road! Thanks
- While the 53/120 proposed connection may not always benefit me traveling to work, we have family in Arlington Heights, Palatine and Bartlett where the 53/120 toll road would be a big time saver for us so both my wife and I are very much in favor of seeing this happen.
- I'd rather see a route west toward Rockford from the Grayslake area.
- I first saw the plans for the 53/120 "expressway" around 1955-57, when the plans were put in newspapers for it along with upcoming Illinois Tollways. The 4-lane portion of 120 east of Almond Rd was also shown. The tollway and the 4-lane 120 opened in 1959. Plans were also shown for a connection with Rte 12 then Rte 12 would continue to the Wisconsin line. Wisconsin would build an extension beyond. Wisconsin completed its portion of 12 as promised in the 1960s and 1970s, but you're still planning -- nearly 60 years after I first saw the plans. And its now going to be a tollway -- with a 45 mph speed limit. We don't need a tollway with a 45 limit -- we already have a free road with a 45 limit.
- It's about time something was done about the traffic congestion in Lake County, Illinois!
- The cost of the toll was the reason for my answers regarding which route I would take. I would



pay tolls that are equivalent per mile to tolls charged for I-94. Also, 45 mph seems very slow. Why not 55 mph?

- Build it already ---!!! this is 20 years of study with no action and the traffic is horrid -- the study is false the time now is 1 hour 30 minutes with route 53 it would be +/-35 minutes so cut the nonsense and do an accurate survey.
- We need a toll road. 40 years of stalling and politicking by certain Lake County residents is enough
- Get this project going. Lake County needs this.
- I wish everyone would use an IPASS....it seems to make traffic flow more smoothly. I don't agree that the fee should be out of line though to make travel more efficient. a reasonable toll is fine especially if you are not traveling a long distance. anything over 2\$ I think is excessive.
- This extension is long overdue. I hope it goes through ASAP>
- I moved into the area in 1978, and first heard of this proposed project within a year or two of that. We've been waiting for this for over three decades. I think it would be helpful to the area in many ways.
- Please build 53/120 from frayslak il
- I've been involved in studies and surveys about Rt 53/120 for over 10 years. I'm ready for construction to begin. It is ridiculous how long it has taken for this to get started.
- Question was most recent trip, but it does not include my weekly weekend trip, which I use 45 to 83 then to 53 .
- You better not double my tolls...
- I live near where the proposed roadways will be. I am very concerned about noise levels, and although improved travel in Lake County is important, the quality of life and neighborhoods is an important consideration also. In addition, I would not pay over \$2 to use a toll road of such a short distance. I think more than \$3 one way is excessive, and I would not use it.
- The population in this survey area has exploded in the last 10-15 years, and the roads are way behind in keeping up with this growth. Making Rt. 45 4 lanes from Rt. 176 in Mundelein to Washington street in Gurnee/Grayslake was a HUGE improvement 95% of my commute is slowed due to congestion.
- The exit from northbound I-94 to Grand Avenue/Route 132 (East, but especially West) in Gurnee is very dangerous between 4:30 and 5:30pm on weekdays. Too many cars needing to get off at Grand Ave are merging into the right lane to exit the toll way which creates backups and accidents. There are two separate exit lanes to head East on Grand Ave., but cars need to be in or cross the right lane of the toll way to exit via the separate lanes. Staying in the right lane or merging to the single right lane to go under the Grand Ave to exit the toll way to take the cloverleaf to go West on Grand Avenue is perilous. The high toll rate north of Gurnee (before the Wisconsin line) increases the likelihood that more cars will exit at Grand Ave before the next toll.
- **BUILD THE ROUTE 53 EXTENSION. QUIT WASTING MONEY ON SURFACE ROADS. SCREW LONG GROVE!!!!!!!**
- It would be fabulous if this roadway would come to fruition in the very near future.
- PLEASE extend Route 53 to 120 ASAP!!! I have waited years for this. I live on Rte. 120 and drive to Schaumburg to work every day. I would gladly pay tolls to not sit on Route 12 & Route 53 every day. I don't care how much the tolls are. Time is money! The idea to only allow motorists with an IPass or transponder is genius. I hope this goes through.
- I used to commute to Schaumburg every day for work, and this expansion is very much needed.
- I really am upset to hear you want to extend 53 I know it will destroy the beauty of these suburbs. I do understand that 355, 53 are too crowded.

Why not make 83 your "future highway". The road is already there, you just need to eliminate all the stops.

- Please make the extension. I live right near route 120 and the congestion is horrible!
- You must remember that people consider BOTH parts of their commute when calculating tolls. If you charged \$3+ on one part of trip that person must also pay \$3 on their return commute now making their daily total \$6+. For one day! For an average week that means we'd have to spend \$30+ to get to/from our destination. \$120 a month just to save 10 minutes or less daily in most of the models presented in your comparisons.

For my particular circumstances and commute route it's not worth it. For those who live in Rd Lake regions and work in Schaumburg areas it will be worth it though. Everyone dreads Rte 120 in either direction and it will only get worse soon when train traffic clogs up Rts 120 and 45 more frequently once the 2 northerly underpasses are constructed making increased train traffic more probable since they won't have to slow or be concerned about causing accidents with cars.

- Prefer widening/intersection improvements of existing roadways. In Lake County, LCDOT has completed many positive projects. The IDOT roads are the problem. Without a unified LCDOT/IDOT plan, the improvements experienced by the users cannot be fully realized.
- I do have concerns about how the extension along Route 120 in unincorporated Wildwood will affect this area in terms of traffic noise levels and congestion.
- I hope the construction does not interfere with the Heron Rookery along rt. 120.
- We really need these changes, but the tolls have to be reasonable (under \$2.00).
- I object to tolls because the tollway workers pad their salaries and their pension funds according to newspapers.
- Charging a toll and then setting the speed limit at only 45? That's malarkey
- Appreciated to taking this survey for extending 53/120. It is one of our dream highway, hope the current government will initiate to start this project. During the election time, every politician will say about 53/120 project and give big promise, but nothing happened till now and very shame on all politicians who won with our vote.
- Let's build this road to improve quality of life
- Build it!!!
- We use the rte 53 rte 120 often and would use the extension.
- Make an entrance/exit at I-94 and Washington please.
- NOT happy with the idea of 120 being widened. What a freaking nightmare that'd be for us who live near it--the construction would be a real pain in the rear. Needs it more out by Allegheny and into Hainesville, not so much Grayslake stretch.
- The drive I take to my sisters can only be describes as "annoying" there is no easy direct way to why there right now. The expansion of 53 would also open up new employment possibilities for me.
- on the tollway it would be nice if construction was done like in Wisconsin wisely
- I do support the building of the 53/120 extension road even though it may not be the ideal route for the trip I selected. However, that said I do NOT support indefinite tolling on the roadway. Charge a reasonable toll, pay for the road then quit the tolls. Illinois has a problem with ending tolling on its tollways. Thank you.
- 120 to slow
- A toll system that only lets people with a transponder use the roadway is unacceptable.
- I would encourage you to build a continued 6 lane Rte. 53 north to the Grayslake area. If you build only a four lane route it will be outdated on the day it opens. Don't be foolish, do it right the first time. Keep the tolls very affordable for users of the system, especially since you are limiting it to only IPass users. It is a burden for Lake County residents to shoulder costs for a system that the State of Illinois should have built a long time ago. Please keep it at a realistic toll rate.

- I look forward to the addition of Route 53 north to Grayslake, it was needed yesterday.
- I don't think having tolls change depending on the time of day is fair. I think that the tolls should be the same all day every day. having tolls different based on rush hour will probably mean people might not want to pay the additional toll. Plus, that just makes you guys greedy.
  - I hope this happens. 120 needs to be improved for traffic and a 53 extension would make traveling to the Northwest suburbs (Cook County - Schaumburg Area) much easier and less frustrating.
  - 80% of my commute takes me down the existing 120. This project fills me with dread, because I fear I will be forced to pay a toll just to get to work now, as it looks like there will be no good east-west toll-free route between 45 and 94 (not to mention the chaos the construction will cause).
  - Please respect our natural environment and local ecosystems, and DO NOT build the 53/120 extension.
  - I would only use the new proposed route 53/120 extension if the tolls are \$1.00 or less just like most of Chicagoland.
  - I oppose extension of 53. Extensions only move congestion and urban blight. But an enhanced more boulevard with roundabouts for 120 is appealing. The new roundabout south of Vernon Hills is working beautifully. I used to sit for ages at that stop sign and exhaust from all cars just built up. Now I nearly never wait when I take that route.
  - modest improvements to the current route 120 could accomplish the same goals at a much reduced cost and without destroying farmland. The choke-point in Wildwood is the main problem.
  - This project is about 40 yrs. late
  - This topic of extending 53 north to 120 has been a subject that has been brought up and discussed for many years. What are the probabilities that this extension would be a reality? If decided to build this extension when would the construction begin? How long would this project take to complete? How much would this project cost? Would this raise taxes for Lake county residents?
  - Route 120 needs to be expanded especially around the Wildwood area. Going down to one lane and then back into two lanes always creates a traffic issue. Route 120 past Route 45 going west also goes down to one lane, which creates a lot of congestion during high traffic times.
  - I'm all for building route 53. The tollway is faster than taking 45/83, but at the cost of many more miles on my car. I tend to go east to go west frequently.
  - I voted against the extension. We bought this house fo "quiet-counrty' living. I am beyond angry that my front yard can be taken. The increase in noise and increased risk of personal/property damage by wreckless inconsiderate drivers makes my blood boil. It's almost impossible to get out of my driveway now. Just last month a driver 'fell asleep'(probably texting) on a Sunday afternoon , ran over my mail box, ran over my lawn mower AND HIT ME WHILE I WAS STANDING IN THE MIDDLE OF MY DRIVEWAY ABOUT 9 feet from the road
  - THere have been many studies on this..Why not use them and save the money of another feasibility study..why waste time.
  - This road is overdue . . .
  - I use 120 as a main connection to many of my travels in and around my home base. I will look for alternate routes vs tolls.
  - I would be more likely to use the new 53 extentions on weekends when visiting friends vs weekdays when going to work.
  - this extension should be funded by a user fee and not with any sort of tax on lake county residents
  - BUILD THE DAMN ROAD!!!
  - i think the toll way are very good and moving fast.
  - This potential project has been long overdue.....Considering I commute on IL Rte 120 each and every day whether it be in the eastbound or westbound direction, it has become more and more

congested with the recent rise in population of the northern suburbs.

- This proposed extension has been under consideration since 1990. Its sister proposed extension of 53 -->355-->55 did pass and was completed several years ago and yet this proposed extension has not even been approved let alone be completed. It has been over 24 years in the making and I hope that I see it happen in my lifetime!!!!!!
- There should not be a toll going between the extension shown on your map where Route 120 joins at Route 45 and on into Gurnee/Waukegan. While there would be new lanes from Route 45 to Almond Road (making it four lane), the rest of this roadway is already existing, four-lane road. The new 120 bypass portion and the new extension of Route 53 should be the only portions of the roadway subject to toll.
- Big support for 53 extension. Its been a long time coming and too long overlooked or political blockage. Get it done
- I think a reasonable toll is just that, reasonable. Tolls in excess of \$.50 are not reasonable especially given that in Illinois, the tolls never go away. The purpose of tolls are to pay for the road and then cease. Illinois doesn't do that and they don't toll every exit the same. They toll people traveling from the North, but not the South on 94. If it was to justify a ramp being added, and the toll went away in 5 years, that is one thing. But the tolls never go away. Therefore, if the toll is to be forever more, it should be fair and reasonable.
- Build this Road Please its been put off long enough
- My only concern with this survey is the perception of what is a "reasonable" toll. I think this would vary greatly among the respondents, depending on income, how often they have to travel the toll roads, and length of time spent paying tolls. In the next survey, you might get more accurate findings if you define the term "reasonable" or at least give a range for people to consider on their answers.
- A Grayslake bypass will be a godsend
- I work for a general contractor so my travels are constantly changing. The description that I used for this survey will only comply for 1 more month.
- Paying a 50 toll twice a day is acceptable to save 20-30 minutes each way. A toll above 1.5 is not acceptable.
- We do not need the 53 extension. This would be very detrimental to the towns of Grayslake, Mundelien and Libertyville in terms of traffic congestion and environmental impact.
- I really like the idea of extending the Tollway. It is SORELY needed. The traffic to get down to 53/290 is ridiculous & makes us not want to go south if we don't REALLY need to. But, my job requires a lot of driving south, to sites & the airport, so I don't always have a choice. This extension would really help a lot of folks in Lake County, not even just the ones using it, but the ones using other roads that would clear a bit if these cars had this as a viable option.
- My airport trips are for friends or relatives so the trip did not end at my residence.

The speed limits on the proposed Route 53 & Route 120 extensions seem very low (just 45 mph). If they are not the same as those posted (55 mph) on route 53 and 294, I would probably avoid the new road.

- The suggested 45mph speed limit is very disappointing - should be 65.
- If you turn 120 into an exclusively toll road, I would be angry. If you add a road that is a toll road and 120 remains free, I'm fine, because I have a choice. Taking a road I currently use and turning it into an exclusively toll road is about what I would expect from the unresponsive and greedy politicians of Illinois. There are plenty of taxes both state and gas related that are for road improvement and its wrong that politicians steal this money to use on non-related, corruption laden purposes that line their own pockets while digging deeper into the pockets of the citizens.

My contempt for corrupt Illinois politicians and the greedy public sector unions with their ridiculous pensions and early retirement ages that I must pay for (and don't have myself) is limitless.

- PLEASE BUILD THIS THING. What is taking so long? It is amazing it is taking this long to make a simple extension of 53 happen. Most people want this thing and a few fight it. isn't this america where usually the majority is right?
- Please build the 53 extension! I've been waiting 20 years for it!
- I would also add that for this project to be successful, the expansion of Lake Cook Road heading east between IL53 and I94 should be considered
- Illinois tax payers pay way too much now for tollways and such. I would not want to pay for tolls greater then the current \$0.80 charge.
- The negative environmental impact that this road will have should weigh heavily in any decisions to move forward. Furthermore, the negative impacts to many of the municipalities/subdivisions/communities along the corridor seems to be secondary but in fact should be a primary concern of studies like these. Is anyone taking into consideration those that would have to live with this roadway in their backyard?
- Why would travel on proposed Rt. 120 be kept at 45 mph and not 50 mph or 55 mph
- Just build it its been a long overdue!
- We frequently use Rt. 53 to travel to our school sports conference games in Arlington Heights/Palatine from Grayslake. On most days, it takes longer to get out of the Grayslake area then it does to travel on Rt. 53 to our games. We would definitely use a Rt. 53 extension to Rt. 120 in Grayslake!
- If I had known how the survey would go, I would have used my normal daily route, currently with many travel obstacles, delays, etc. interesting.
- Lets get this done!
- Tolls must be reasonable for distance traveled and time saved.
- I would like to see another east west exstention added to connect I94 and I 53 not just the new rt 120 bypass. Come on further south east west to help lighten the load on rt 120 new bypass way in the norhter suburbs
- You should be dramatically reducing or eliminating Pensions, not charging Tolls.
- It would REALLY, REALLY be nice to build standard Interstates and highways here without tolls like you used to do, like Wisconsin does - REALLY!
- Route 53 is not of major concern to me.  
Route 120 is of major concern due to high congestion during rush hours.
- Build it and they will come.
- The 53 extension to the Wisconsin state line has been planned for over 20 years. Why has not money been set aside for it's construction rather han having to rely on a fee based toll funding for the construction? If I ran my business in this way I would not have a business to run.
- Route 120 is an extremely slow, congested roadway at most times of the day and evening, particularly between Rt. going west. It must be improved ASAP
- I currently commute mostly on 94, but having the option on route 53 would be a large factor in being able to switch jobs and/or moving to another location in my company, so I strongly support this project.
- PLEASE PLEASE build the 53 extension!!!
- So much for the original promise that toll roads were a temporary solution to pay for the road construction, and would be removed once completed.
- My biggest concern is construction. I use the tollway, because rte. 21 has been under construction for over a year, and increases travel time significantly. I am also concerned about the impact

construction of the proposed new road would have on the area surrounding my neighborhood, and ease of travel during construction.

- I used to travel up 45/83 to Lake Cook Road and then to 53. I did this for 10 years. I would have paid more to have had the 53/120 extension. Now I don't travel that way but go to the city. However, my boyfriend lives near 53 so I would take the 53/120 extension to see him now.
- I would use the 53 extension often to travel to Schaumburg, Oakbrook, etc. I probably would not use it to travel to downtown Chicago.
- The elected officials have been talking about building this for the last 30 years. Put aside the politics and build the road already.
- This extension is a good idea - I would likely use it more for traveling greater distances (i.e. out of town) rather than short work commutes. It would be especially helpful for reaching Schaumburg, Arlington Heights, etc, from Grayslake area.
- The Route 120/53 extension would be a boon for local businesses and daily commuters in Central Lake County, and I hope the project is successful! Even with tolls, my husband and I would be much more likely to use a Route 53 extension to visit friends and family in the western suburbs. Thank you!
- I would like to see the highway built, but I would not need it to go to and from work. I am also a little concerned about how close it would be to my home and the hell it would cause during the construction period. Once it's done it would be nice to have.
- I am in favor of the improvements proposed here, although they would not directly impact my daily work commute. I would likely use the road if traveling in that direction only if there were no tolls.
- Reasonable tolls for the approximate 13 miles of the 53 extension would be expected, much like the southern extension to I-80 from I-55 are.
- I would love to use the toll 94 past Lake Cook Road, but recently it is very iffy to let me get to classes I teach. So I use any thing that moves so I do not have to call in to warn the I am sitting in traffic. Please help The waste of gas for hundreds is terrible.
- I know it's hard to be on top of, but a shredded tire hit the front of my car in Aug. when a truck in front of me hit it. It flew up and after denting in my front bumper, landed across my hood. It was very expensive to repair my less than 2 yr. old car. Is there a way that debris could be checked for routinely?

Sometimes, it seems there are construction blockades and no construction going on. Is it necessary to leave them up when work is not being done on a constant basis?

- I would prefer an alternate quicker route. I live on 120 and sometimes just getting to 94 takes the time and there is not an alternate besides Rte 43 which is near the entrance to 294. So if there was a way to speed up the 120 getting on the ramp..perhaps a second lane like that of 132 Grand Avenue would solve some congestion. They just did work there but did not add a lane. I don't appreciate additional tolls as I'm on 120 for a short time...but a long time, coming and going to work,
- Very important extension of route 53/120 but tolls are getting to expensive and often thanks
- Why only 45 mph on the new toll way? why not 55 or higher?
- Keep tolls for this road improvement at or under \$1.00 for the length of the new road.
- Lake County needs this project to happen!!

Way over-due.....

- The 53/120 Extension would help for travel to the Elgin Area visiting family. this is not traveled everyday but a few times per month. Currently, it takes over an hour and half to arrive and would use the extension for this type of travel.
- Any improvements would not be completed in my lifetime. If the route 53 extension was done

when first proposed, it would have cost far less.

- Grayslake and the surrounding communities will be significantly worse off if the 53/120 extension is built. Thank you.
- I feel the survey was too limited. For traveling to/from work, I would not use a toll road and pay \$2 or \$2 to save 10 minutes. I don't see the benefit. Where I see the benefit of the 53 extension is relieving congestion on 120 through Grayslake, but more importantly another north/south corridor instead of I294. I travel tot eh Lemont/Joliet area frequently from Grayslake, extending 53 north would make those trips shorter.
- na
- we use state rt. 120your survey did"not address this rt.??
- I use rt. 120 frequently to visit local grayslake businesses. I would no longer visit those businesses if I need to pay a toll to get to them.
- you guys need to finish one project before starting other ginormous projects! the construction in this area is a ridiculous joke! 137/21 has been under construction for literally 2 years!! and you cant tell a single difference there except that you can never get through it! if i was a business owner in one of these areas where construction is going on forever, i would sue! illinois has the most corrupt politics when it comes to roadwork! the tollroads we currently have were only supposed to fund the road work and be like a 1-2 year issue...and that was like 20 years ago!! all th emoney is going right into the pockets of these ridiculous politicians! and you want hard working people to have to PAY to use the road to get to work?!?! try drug testing those on welfare and medicaid before handing out all th emoney the state does!! then we would be a filthy rich state!!! PATHETIC!
- This extension is not going to make any changes to traffic times because it is the East-West roads that slow you down, not the North-South.
- The concept of the Illinois Tollway was originally created by an Act of the Illinois Legislature and was to be extinguished when the roads were paid off and become freeways supported by gas taxes. The Illinois Tollway is designed to rip-off the citizens of the State of Illinois and I won't use it premised on philosophical reasons.
- Extending 53 seems like a great plan but paying unreasonable tolls will make me apt to sticking to traffic.
- I regularly go south on route 45 to get to route 53 to head to the Naperville, Downer's Grove, Schaumburg areas. I think this extension is extremely important and is to long been upheld by the voters in Long Grove areas. Additionally, the route from Wilson to 45 will greatly improve my travel to the McHenry Area. given lower incomes from McHenry and the unemployment we are all experiencing (myself as well) that we should keep this portion of the toll to a lower fee, .50 - .75.
- they should have built the extension of Rt59 years ago - before all the communities were built up. The cost of all the "studies" since then would have paid for the road being built now. I just wonder if it will be built before I die at the rate it's progressing now!
- I take the tollway every morning, however I could take non-toll highway to get to work however the traffic congestion, construction, and stoplights slow me down, what I pay in toll is a fuel savings for me from not using a non-toll highway. I find it hard to believe that you will be able to control traffic flow bases on paying a toll or not since traffic speed is based on the driver and they can slow down causing longer travel times and congestion.
- This would be so awesome if the extension from 53 to 120 is done! It would make visiting family and friends less of a hassle. :)
- Tax payers are being pulled in all different directions financially.....keep the tolls reasonable.
- I love the continuous driving lanes for I-pass users at the tolls!
- Interesting!
- The public VOTED for an extension of Route 53. Route 53 is a SIX (6) LANE highway with SPEED LIMIT of 55mph with NO TOLLS. The public DID NOT VOTE for a four lane

parkway (that is a compromise after the fact by certain politicians to appease a minority faction, who no matter what the public voted for, still want to have their own way).

Also, for the distance and the proposed varying toll fees, the newest version of Route 53 is not financially practical for the vast majority of workers in the area. Be realistic, not pie-in-the-sky. The proposed speed limit definitely does not warrant tolls.

#### REMEMBER WHAT IT WAS THAT THE PUBLIC VOTED FOR!

- The toll road is definitely needed.

Toll's need to be \$1.00 or less for one-way travel.

- Build it now and it will be used!!!! :)
- It's great to be able to give input on this sort of thing. I hadn't driven on local roads in Lake County until I got a job up here, and I was shocked at how bad the traffic is, especially on the east-west roads.
- If the plan is to add a toll for people that are on 120 for about 1-2 miles, that seems improper. If someone is taking this road for a decent amount of travel, then maybe so, but the route I saw in the map would have me paying a toll for a short period of time that I currently travel today with no real wait time for traffic. (Washington Street to Hunt Club to 120 to 94 currently)
- Provide sound walls/barriers on the east side of I94 between Route 120 and Route 21.
- get er' done
- This project is much long overdue!! I have lived in Northern Lake County & worked in Northern Cook for over 35 years taking the long commute everyday. I'd wish to see this project come true. Everyone who lived here longer than I do have said this project have been discussed since they were a child and never been developed/come to life.
- Oh man, please build 53!!!!!!!
- I wouldn't mind if the new road were open to all vehicles (with toll booths) so long as the tolls are comparable to those on the rest of the system. Just avoiding traffic lights and trains would be worth it, even if occasionally there might be a tie-up during rush hour. This project is more than 40 years overdue (I've seen it discussed for at least that long).
- I don't understand the 45 mph speed limit. If it's a multi-lane, toll road with no traffic lights/cross roads, 55mph seems more reasonable and will cut down travel times.
- Rt.53 extension is very important to travel southwest from northwest part of IL. Will reduce travel time and gas cost and congestion thru Libertyville, Mundelein and Long Grove Roads.
- Overall, the tollway in Lake County has been very reliable. On occasion there are issues getting on the tollway at route 120, but even with those my commute averages 30 minutes or less.
- The Route 53 extension has been under consideration since at least the 1960's. It should be built to improve traffic flow and would complete a large number of regional connections.
- The proposed route is necessary for the population west of 94 who need an alternate route that excludes the congestion that hampers them now and will just get more congested in the future if this route is not available.

I personally approve the intent of the plan and would vote to go forward with the construction.

- Strongly support the proposed 53/120 extension!
- The proposed route would not help me as Route 53 takes me too far west of my employment.
- I am opposed to the rte 120 extension as our area sits next to 120 and the traffic noise (and pollution) is bad as it is, without adding all the extra traffic involved in the exit from rte 53 especially if there would be tolls (and back-ups) at the rte 21 exit!



- I don't like the idea of a four lane(2 in each direction) route. It should be a minimum of a 6 lane highway, preferably 8 lane. Also speed limits at 45 mph are crazy. Keep the speed limit at 55 to 65 mph. You shouldn't even start project with 45 mph!
- none
- Please help those of us in northern Illinois commute to the south western suburbs of Chicago in realistic and practical manner. 53 was supposed to go through 30 years ago and has been held up be politics and a few with money. This impacts thousands of commuters daily and adds 30-40 minutes each way. The tollway is too far east and there is no other reliable manner to travel that way except through numerous towns and stop lights. Congestion is ridiculous but has been allowed because Long Grove has refused and has money. Residents knew before they built it was in path of 53! However, apparently the needs of a few homeowners outweigh the needs of many.
- This expansion is long overdue. I'm disappointed that the speed limit is planned to be only 45 mph. At that speed, I don't think you will be able to charge tolls and get any usage. I believe a minimum speed of 55 mph is needed to encourage usage. The toll rates are part of the issue I have with travel now because they forced many commercial vehicles onto Rte. 41 when they used to take the interstate.
- I would not mind taking the new toll road, but the amount of the toll would have to be the same as that on I 94, otherwise it makes no sense for me to take this alternative way. Also, I work odd/different shifts at different times of the year and do not live near anyone I work with, so carpooling in this area is out of the question.
- The tolls you suggested as an options were excessively high!!!
- I would love to see 53 extended as a highway to make my husband's commute much easier. He travels exactly 53 to 120 5 to 6 days a week. I don't see why it would need to be limited to 45 mph. I feel you should only be charging a toll if you are able to travel at 55 mph or more.
- Get this done ASAP.
- no
- Not a fan of tolls.

I pay a lot of \$ in taxes, i.e., property, state, federal.

I feel I shouldn't have to pay \$ for spur highways.

- Extending Route 53 and widening/rebuilding Route 120 is not likely to lead to less congestion on the area roadways. The widening of Route 21, when completed, will allow for sufficient traffic to flow north/south in the area. There are currently sufficient travel options for east/west travel in the area.
- The options presented in the survey were ridiculous. No one would be willing to pay double the toll for an improvement of only 10 minutes. This makes me suspect that this survey was designed to indicate that travelers would not favor the new road when it is very much needed, particularly for those in the western portion of the county.
- I like the proposed 53/120 extension. The toll fees need to very very reasonable, more in line with \$2.00 as compared to \$6.00 (which is ridiculous). I would NOT use the toll road if it is too expensive.
- please make the extension
- What about an interurban streetcar/trolley or similar?
- I fully support the proposed expansion plan extending Route 53 and linking it with Route 120. Supporting growth with infrastructure improvements in that part of the state is past due.
- If you turn 120 into a toll road, please leave a non-toll option available.
- I strongly support the extension of highway 53 to route 120 as proposed.

- I am all for the extension of route 53
- should be no more than a .50 toll and no increases for 10 years
- Additional construction to the 120 would add additional congestion. It is currently under construction and that is the cause for the regular traffic. The portions that are not 4 lanes yet would offer a benefit to commuters if they were widened.
- To improve traffic flow speed limit should be raised on I 94 to 75mph. Troopers should not be ticketing drivers in rush hours for moderate speeding. Some time they show up during traffic hours especially in morning when people are going to work and their presence slows down whole traffic.
- All for the expansion of Route 120 between I-94 and Route 12! Please make that happen. It is miserable to travel at peak times.

Route 53 extension? Support it as well but there is an alternative for me: I-94 / I-294

- I oppose the 120 extension because I frequently use this as a local road for local trips
- Tolls over \$2 are outrageous. Especially if you travel them 2 x per day 5 days a week. The carpool concept is great. But not realistic. We are totally different than California. It works out there because their lifestyles are very different then ours.
- one lane coming off spur to edens is ridiculous
- Please do not build any more permanent toll roads. I am not opposed to create a temporary toll for a new road that requires funding. However, after the cost of the expansion project has completed, the toll should absolutely be eliminated. The excuse to create a permanent toll road for the purpose of "funding the cost of the expansion" is a half-truth (ultimately a lie) to generate and establish more permanent revenue for the participating municipalities (Example: Our current toll roads). The residents of Illinois do not need another source of government acquisition of our hard earned resources as taxes and other state/local fees are already horrible enough if you compare to other states. And if reducing traffic congestion is the desire, increasing the speed limits and re-programming of traffic signals for more efficient timing will help a tremendous amount and with a relatively low cost.
- This project has become an urban legend for 40+yrs.

Build the Toll free road.

You really expect to make this road a toll road ?

Only in Illinois. Can't wait to move,

- I like the idea of extending 53 north to 120. Would like to see it go all the way way to the WI line too.
- Terrible survey because it only includes one commute. I use all these roads all the time. I would be willing to use this proposed toll road, especially on weekends. Or whenever I need to get to Schaumburg or Hoffman Estates, which is quite frequent. I don't think anyone should have to pay more than \$1 dollar to get anywhere by car. Pull that money out of gas tax, or income tax, etc.
- I answered questions re my work commute, however I would love this road expansion for my other trips from home to the nw suburbs.
- I am opposed to the building of the Tollway. The impact on wildlife, natural habitat, the scenic views, etc. will be too great. If people don't like the commute time, then they should live in a more accessible area or adjust their working hours. I would think that most of the people who moved to this area did so because of the green landscape and open space. Already a lot of farms are selling only to become housing and strip malls for which there are no current tenants because the housing meltdown made living closer to the City more affordable and a lot of people have chosen to move in closer or not to move so far out because it is "affordable". Why do we want to turn Lake

County into a concrete jungle like Cook County. Once you pass through Lake Zurich, the traffic flows fine as it is. Please take into consideration that people are leaving the Northern suburbs for the closer in suburbs. You can see it in the housing prices. I own a townhouse that is worth 50% of what it was when I purchased it in 2005. If people were still clamoring to buy out here in Grayslake or Gurnee, then housing prices would have rebounded some. They have not. Leave Lake County the way it is. Thank you for allowing me to express my opinion.

- It seems that tolls are forever and always increase no matter what!!!!
- I have been waiting for 53 to expand for 16 years!
- car pool lane is a very good idea as long as it is strictly monitored and control.
- I travel to Elk Grove Village once a week and rt 53 would be a great help to me.
- I am sick and tired of the never-ending road construction on rt 21 in Vernon hills! This project began the year after my first son was born. He just turned 14!!!!!! Road crews actually being present and working is sporadic at best throughout SPRING, summer and fall. Then at the end of fall you see crews on site. We taxpayers are getting reamed and we're sick of the inconvenience and fiscal irresponsibility you people force us to endure! GET IT TOGETHER!!!
- High tolls only keep traffic on the local roads, then new highway is bankrupt and goal is not achieved. Price matters. Plus all taxpayers already pay for roads - government's inability to control costs does not allow toll roads to be erected as a legitimate fee because the general fund is overspent.
- No tolls for this route!
- I'm for the Route 53 extension. There needs to be improved North/South highway access o the Weten & Northwestern suburbs along with improved East-West roads such as what is propose for Route 120.
- I understand the need to address the traffic situation in central Lake/northern Cook Counties. However, I would not want to see the quality of life impacted should a toll road, indeed, be built to solve the existing problems. Additionally, the potential tolls associated with such a move (such as the examples included in this survey) could be a major 'turn-off' to use the new toll road.
- As much as a boon to the local economies as this road could provide, toll or not, the state of Illinois and union leadership will never get it done...haven't we been talking about this for 40 years now? Sad. I'll be taking my high paying job out of this miserable state (great people, horrible leadership, crushing labor rules) as soon as my employer leaves, which is soon. Even Wisconsin could figure it out. Quinn's (or any Dems) reelection will doom this state to 3rd world status but hey, let the LGBT and Illegals have their day because THAT's what's really important...fools.
- As a life-long Lake County resident, I feel the routes needing the most improvement are 45 and 83 north/south.

83, north through Mundelien, Grayslake, Round Lake, and Lake Villa is horrendous

- This route sounds like a great idea. I've always hated stopping on Rte 53 at Lake Cook to get home to the northern suburbs.
- To spend the necessary funds to build this and only make it a 45mph circuit is a complete waste of money and clearly shows the thought process for this is stuck in the 1940's. If you are going to build a limited access toll road, then build it to modern standards, to suit modern cars.
- I would love if Rte 53 would get extended to Rte 120. I hope it goes through.
- Would love to see the 53/120 road built.
- I feel it is very important for the expansion of roads/highways to keep traffic flowing consistently. I don't travel for work regularly unless I am supporting or training another property but when I travel, it is much more enjoyable when the traffic flows!

- Build 53
- The no cash rule on the new road is too restrictive. There should always be an option for people who are not familiar with the area or just choose not to have a transponder.
- The feasibility study ought to weight heavily the reduction of east-west traffic that extending 53 will eliminate.

The entry and exit ramps on I94 should also be expanded. The restriction of entry and exit to one direction means additional east-west traffic on lower capacity secondary roads throughout the county.

120 needs to be 4 lanes but the entry on and off of I94 should be northbound and southbound. Similarly, IL route 176 should be 2 directions as well as route 21.

This survey and recognition of the negative quality of life impacts felt around the county from traffic congestion is long overdue.

Thanks for including me. I will happily participate in any future studies.

- I assume that the existing sections of IL 120 (I-94 to US 45) will not have a toll, and only the sections on new alignment will. It would not be right to put a toll on an existing road, especially since there are no main east-west alternates in the area.
- Even though this extension wouldn't help me much now, we lived in Hainesville before and would find it essential to travel to work and shopping. Please build it. We've lived here 25 years and this road has been talked about all that time, it's time to stop talking and start building!!!
- This road improvement is a MUST DO. I would suggest putting a time limit on the toll and eliminate it when the road is fully paid. Please do not let this become another Illinois road use tax like I-94.
- Waiting a long time in Lake County for a better and faster North/South route other than I294, both rt 45 and rt 21 should be four lanes and not two continuously. This has been a huge problem in Lake County--hope this can be corrected soon!
- You could greatly improve traffic in Lake County if they would just make the major roadway north and south and east and west 4 lane.
- Please build the 53/120 upgrade.
- Please do not destroy natural areas to make this road.
- Relief from traffic congestion is an important issue to me and many other people I know. A combination of road improvements and public transportation is the answer. Taking Route 53 north to IL Route 120 would make it much easier to get to the western suburbs for residents of Lake County.
- I've read one of the proposals for the 53/120 extension. If you are truly interested in improving traffic, you'll do away with the variable toll scheme. Low wage earners won't bother with traveling the toll route because they won't have the option of adjusting their work schedules to utilize the lower fares. Further, why not build the route in stages like other states do with their highway extensions? Texas is a prime example of this.
- Build the new road!!
- I would like to see the 53/120 project. Lake county has grown, however our roads have not improved to accommodate the traffic and growth. The bottleneck on 45 in Millburn is another area that needs to be improved
- For the trip taken in the survey a new toll road would not be an option I would probably take unless I know there is an accident on 294. However if the proposed tollway were to be built I would probably go to Woodfield Mall, Arlington Race Track and other Lake County and Northern Cook County businesses and events.

- This project is completely unnecessary, and I do not have even one drop of faith that the applicable governmental bodies would administer the toll-related revenue/funding or any other applicable revenue/funding source (such as any taxes or fees) in a responsible way. If I were given an opportunity to vote on the project, I would vote against it.
- While my employment does not make use of an extended Rt 53, visiting all my relatives would make use of this. I have been waiting since 1990 for this to go through!
- Hurry and get going, we've been waiting for 30 years
- Build it and take the traffic off 94
- My only comment to this survey is that Rte 120 and Rte 45 are currently non-toll routes and they should remain toll-free.
- I usually am running late for most of my appointments, so many times I would have chosen the new 53 route for a higher toll to get to my destination on time. However, if not running behind, I would not choose the higher toll
- Not at this time
- Please build the extension.
- I would normally get on 120 at Hunt Club. It's about 2 to 3 miles to 94. Paying a toll is not worth it. Plus 120 backs up from 94 to Rt 12 most mornings so being a tollway is not worth it. 94 would have to be changed to have several southbound merge lanes built to handle the flow if you don't want backups.

45 mph seems slow for a tollway

I would imagine many people would either go up to Grand Ave to get on the tollway rather than paying the toll on 120 or go down to Rt 137.

- I would use the Rte 53 extension from Rte 120 all the time on weekends, when I travel to and from south and west suburbs such as Schaumburg, Elgin, Joliet, etc
- I support the extension of 53 to 120 and feel it is necessary for the continued progress of the community as well as the easing of congestion in the area. I do not believe that achieving this project (after such long debate and wasted expenses for continuous surveys, research and environmental studies) at unjustified pricing for tolls is a suitable solution. With the funds collected across the IDOT network, this should be a distributed cost with tolls in a similar amount to other IDOT roads (e.g. .50 for a toll with the fee as 1.00 for non IPASS users). Fees that are in multipliers to this amount are unnecessarily high for the project.
- The address portion didn't work well on iPhone 5. Please pick me for the giftcards!!)
- A bit too specific and detailed for most folks to respond
- Due to the traffic flow, sometimes one has to get into the coin lane even though we have a transponder. I do not think it is right to have to pay more toll to travel in those lanes. A toll is a toll and there should not be two different amounts at the same location.
- I FIND IT HARD TO UNDERSTAND WHY WE IN ILLINOIS HAVE TO PAY SUCH HIGH TOLLS. WHEN THE FIRST TOLL ROAD WAS PUT IN IT WAS TO BE PAID FOR IN A CERTAIN NUMBER OF YEARS. I DON'T SEE ILLINOIS ROADS AT ALL BETTER THAN SURROUNDING STATES AND CERTAINLY NOT IN BETTER CONDITION WITH ALL THE HEAVY LEVY OF TOLLS.
- None of the representative toll and travel times in this survey would be consistent with the 53 extension. Every representative comparison was only by 10 to 12 minutes and exorbitant toll prices were listed. If there was an effective 53 extension project done, people could realistically cut their travel times down by half if this survey was portrayed correctly. I have to go East just to cut back west currently. That would account for far more than 10-12 minutes of travel time. That is

probably more than 30 minutes, at the very minimum.

- 45 MPH on a new tollway is ridiculous. The Tri-State should be 65 or 70 - no one goes under 70 now. 55 makes sense on urban roads, like the Kennedy and Eisenhower, but the suburban/rural tollways should be higher. Then ticket people who still speed. Right now some people drive 80 or more because everyone knows that 55 is a joke -- no one observes it. Make the limits reasonable and enforce them. In the Netherlands, no one speeds because 1) the limits are reasonable (75 mph) and 2) anyone speeding even a little gets fined (speed cameras).
- The highest congestion I face in the morning is between Hunt Club East to the toll road on 120 in the morning. It is 4 lanes with no lights so and dumping 53 onto 120 will only exasperate the problem. Bad planning.
- I make several different trips per month that require my driving on Route 53 south of Lake Cook Road. Currently it is very awkward for me to make my way from my home near Gurnee down to the present terminus of Rt. 53 at Lake Cook Rd. I have to drive on Rt. 45 through downtown Mundeline, which requires low speed and numerous stops at traffic lights. I would gladly pay reasonable tolls (under \$4.00) to use the completed Rt. 53 extension in Lake County. My wife and I would probably change/increase our use of Rt. 120 as well if that road were changed to a restricted 4-lane tollway.
- Please build the road - less congestion and more options for people on the road all the time
- I think tolls already exorbitant in Illinois and would not be willing to pay more to the state in order to save 5-10 minutes to or from work.
- Current route is quick and reliable and doesn't cost anything before getting to current tollway. If there is no toll on 120 from Hunt Club to Tollway then I'm fine.
- You can't break ground soon enough on the "53/120" project . . .
- I'm amazed the illinois tollway cares what we think...must be a new pr campaign
- Thank you for the survey, I would like to continue to receive information regarding this new road project. I fully support the extension of route 53 and the upgrade of route 120. If it matters, I am hoping that the upgrade of route 120 can break ground first, since 120 already exists.
- This was difficult for me because the proposed improvement would actually take me quite a ways out of my way to go to this specific location. However, it would be VERY useful and cut my travel time significantly to travel to my daughter's home and to some shopping I like. Your survey didn't ask if there would be a trip I take that would be improved by the availability of the extension.
- Just that they need to do something in this area because the traffic is terrible
- The Route 53/120 project is greatly needed. Before my job was relocated, I commuted daily from Gurnee to Arlington Heights. I went 10 miles out of my way each day to take I294 to avoid the congestion on Routes 45 and 83.
- I think they should build a route 53/120 extension. I may not use it all the time but as long as the tolls are reasonable I would use it. I think it would save time when I travel to the northwest suburbs from North Lake county.
- I commute from Gurnee to Northbrook 5 days a week and am happy to use the tollway. I could also use Waukegan Road or even Hwy. 41 but the tollway is the fastest.
- I drive an electric car. Will there be toll discounts for cars emitting zero emissions?
- The Route 120 toll is a good idea if it also keeps the option of the non-toll current road.

However, I do not like the idea of 53 becoming a toll road. We have been waiting for improvement to this road for almost 20 years now, and to add a 4-lane 45MPH road as a toll is silly.

- Hope 53 extension materialize.
- I think if I had to pay a higher toll to get to work from Gurnee by using the 120 route, I would more then likely get on 294 from Grand Ave vs. 120. Although 120 is congested in the mornings



it's not that bad at 6:30 am that I would be willing to pay an increased toll.

- Tolls would need to be reasonable, especially for such a short stretch of road. I feel the current state of tolls for IL tollways are bordering on unreasonable.
- Expansion of 53 and 120 are necessary for the overall growth of Lake County. These expansions have been debated since before I was in high school in the mid 1980's. Through proper planning, the state could have accomplished this many years ago and without having to fund it through proposed tolls. Lake County has one of the highest property taxes in all of the midwest, our state income taxes have gone up, and yet Illinois is in a lousy financial position. Rather than asking for money from the people, maybe we should manage our money better.
- Although my recent travel has been east/west within Lake County, I am a very heavy user of 94/294. Although I am usually traveling into Northern Cook County, my biggest travel frustration is that I must take 94/294 to get to either I80 or I88. I would welcome an efficient route (reasonable time and toll cost) to get to I88 or I80 via a southwestern direction from Lake County through Cook and into the far western counties of Illinois. However, connecting to 53 via 120 would mean merging into very heavy traffic as I would approach the Woodfield Shopping area on 53.
- I have been waiting for a route 53 extension solution for the past 40 years.
- Tolls should not be increased to fund the new roadway. Feel whatever route you take the tolls should be the same. I believe that it would save time to use 53/120 extension especially to get to the Schaumburg area from Gurnee. But tolls should not be increased within this section.
- I am in favor of the Illinois Route 53/120.
- There is no saving to the new toll and no gurantee it won't take longer, have accidents, be plowed in the winter or anything else that there is no point for the new roads and all the years and the mess to do it. Use the money to fix and improve what is already available.
- Do not make 53 or 120 a toll road. You already make us pay enough! We pay taxes and instead of raising them, lower your works wages and benefits, just like everyone else is having to do.
- Depending on my destinations I would use proposed route 53-120 about 50 %

of trips going south. Great idea- will alleviate Lake County NORTH/SOUTH congestion.

- This 53 project has been under consideration for over 50 years now.....ITS WELL PAST THE TIME FOR SURVEYS AND IDEAS. Its time for action. This road was promised to the residents of Lake County when The College of Lake County was built. This delay has taken and economic toll on the business community of Lake County.
- As you can see I am a strong advocate for the route 53 extension. I've seen the major changes that have been made on the toll system over the years and it seems the efforts have made a significant change in travel times. The route 53 extension North would create a branch that would change travel again dramatically for the North suburban area. My money well spent , More Family time! Let do This!
- I would love this new road for going to Schaumburg!
- Remove the tolls as promised many years ago
- I would completely avoid route 120 if you made it a toll road. Completely unacceptable to charge taxpayers to use Rt 120

I dont care how much time it would save, I would not use it. Creating this would be a huge disservice to residents of Lake County who use 120 on a daily basis.

- This survey was frustrating. It spent a lot of my time asking for detailed information about my commute; my starting and ending address, which I provided. From this, it should have been obvious that the proposed highway 53/120 route is useless to me. I would never use this new route to get to or from work, no matter how cheap or how expensive the tolls, because it is far out

of my way. It would NEVER save me time or distance to take the highway 53/120 route. Therefore, I would NEVER choose this route, even if it was free. A better survey design would have been to show the proposed highway 53/120 route, and then to ask "would this proposed route potentially be useful to you?" If the user answered "no", they would be done with the survey and not waste anyone's time answering lots of questions about "would you choose this route if the cost was \$xxx?" "what if the cost was \$xxxx?" The survey questions are only relevant for someone who is a potential user of the new route.

- Please get the Rt. 53 Extension Project completed ASAP! It has been way too long!
- I like the idea of extending Rt 53, and have a need to travel to Arlington Heights. The extension would be beneficial for these trips.
- thanks for evething!!!!
- Along with 'Last trip made', the servay should also ask how many trips I make on 120/us45/I53 per week (or month).
- BUILD 53
- thanks for asking, we have needed the 53 expansion for decades, i never dreamed it would happen in my lifetime. I used to live in lake zurich with family in racine, no good way to get there.
- I used to travel that way (from gurnee to Schaumburg) everyday for 17yrs before I retired last year. If you would have asked me when I was working my answers would have been more for the 53/120 extension at a fair toll price.
- I travel the route to save money. If you plan on making it harder to travel I'll find another route to travel
- Was very disappointed that tolls were raised (about doubled) during a poor economic time
- It would have been real nice to have the 53/120 tollway operational about 15 years ago. I spent 10 years making this commute every day.
- Any improvement for travelling north/south in Lake County will be greatly appreciated.

Widening O'Plaine Road would be a great way to start.

- Build 53!
- Enjoy the convenience, but you are too expensive.
- I would consider a "reasonable toll" for such a trip to be \$.50.
- I use the WAZE traffic app; however, it would also be highly beneficial for the Lake County Passage Traffic radio (1620AM) to include parts of N Cook County as well, since the route I choose in Lake Cnty takes me into Cook Cnty. If there's a big accident @ 94 & Willow, I'd exit to take Rte 43 or even Sheridan Rd to bypass it. If IL Tollway could "partner" with Google's recently-acquired WAZE app, that would be ideal all the way around. At the very least, include toll booths/costs & each Oasis in WAZE. By partnering w/ WAZE users, you'd know immediately the location of each accident, stopped/broken down vehicle, object in roadway, black ice, pothole, police activity, etc b/c WAZE users update all this in real time, so your HELP trucks could respond much more quickly. Your posted commute times could be the most accurate around! It's worth looking into.
- I don't think building more roads in Illinois the answer to the congestion.
- I don't feel that people from out of state should have to pay tolls that are twice as much. Could use a Touhy Ave . exit on both sides on 294
- The 53 extension should be a done deal at this point.
- I feel the Rt 53 needs to be extended as this area is getting very congested with increased traffic.I feel Rt 120 needs to be widened as well.
- If we had further to go than our 20 minute trip straight down 120, I'd be more willing to pay a toll. Seems like a lot to pay for the privilege of "not increasing" my tavel time. Even with the increased travel time I wouldn't pay the toll, not enough benefit for the cost. NO TOLLS ON 120, simply

charge tolls on the new Rt. 53! That way only the folks who use the new road will pay. You are imposing additional costs with no discernable benefit to those who currently use 120. The extension of 53 is what will create the problem on 120 and it will only benefit the people who live or work in the western suburbs. This is a bad plan for Gurnee, Grayslake and those inbetween, residents.

- This project is needed as the congestion in southern Lake County is intolerable. As a resident of Gurnee, I consider other options to avoid 90/Lake Cook Rd and Lake Zurich areas. I will not travel that way during the weekends unless absolutely necessary. I will only travel during weekday mid hours to avoid delays and construction.
- Survey was very user-friendly and easy to use. Very nicely put together.
- We need larger roads for Lake and Northern Cook counties IL. Would greatly help business and home values and reduce road congestion.
- Please reduce toll money.
- I would only support such a project as this if the data you are collecting shows that it will greatly benefit a large population through reduced travel times. If this is not shown in the data, please shelve the plan and reevaluate it in a few years.
- I would use this route extensively and hope the plan is executed upon ASAP.
- please get this road done before I die, or the cubs win the world series.
- This should have been built years ago. Start it NOW!
- This is a must complete project. Let's get it done.
- I think the proposed upgrade is a good idea, but trying to fund it at super high tolls will not be feasible and may even create more congestion as people avoid it.
- There is no reason for the proposed extension. The benefit is minimal and the cost, both monetarily and environmentally is much, much too great for this project. Given the financial state Illinois is in, a project like this would be incredibly frivolous and utterly irresponsible. The project should be shut down. Immediately
- It is my belief that given the choice, I think if your going to extend rt 53 you should take it all the way north to the state line! You have many people living in Wisconsin and working in Illinois. Also you have many Chicagoans who travel to Wisconsin's westerly areas often and this would relieve a great deal of congestion on 94, 294, and 90 especially on Friday and Saturday evenings. The extension would also serve our western neighbors who want to live rurally but work in the metropolitan areas access to high speed travel and would eliminate a great deal if those who travel now across the east west corridors seeking either 294 or 41 and 94. The time to cross the east west corridors is usually the worst congestion during rush hours! 294 is bad now during so many hours of the day that diverting some of that traffic to 53 would significantly improve travel times to western suburban dwellers. And finally, opening high speed unimpeded highway out west and all the way to the Wisconsin borders now makes building housing out in these areas much more attractive and valuable. I work in Highwood and would love to live either in the Volo area or Twin Lakes Wisconsin, but currently the commute would be too time consuming. Getting as many people off the east west corridors and on to highways would vastly improve that type of commute and make it feasible!!
- extend rt. 53
- I travel Route 12 from Fox Lake down to Lake Cook Rd so I can travel on Route 53 all the time. The trip on Route 12 is always bad no matter what time of day. A Route 53 extension would be great as long as the toll is not too high.
- Rollins road is a total nightmare - even before the construction, there are way too many lights and they are all timed wrong
- Toll roads are not worth the money due to the constant delays and construction disruptions. Unfortunately here in northern Illinois I feel forced to use them at times.

- Is there anyway a double on ramp can be put in at 132 going South-The traffic is often backed up from the on ramp to Route 45 and there have been many accidents from people cutting in at the last moment.
- Thank you sincerely for having the survey, although it is about 20 years late.

We've had to poke along in traffic past the Route 53 right-of-way with no highway on it for over 20 years.

There should have been an option to be willing to participate in future surveys without having to reveal an email address and thereby link personal/private income, age, and gender info to that email address.

Thank you -- please "Build 53"

- By the time this is built I'll most likely be retired or dead.
- I usually ride a motorcycle. I will go out of my way to find more pleasant, less hectic routes.
- Just how much money does the state of Illinois want to suck out of me ? I thought the tolls were suppose to go away ! How does Wisconsin do it without tolls ?
- This would be a major improvement in our lives. Now it takes us 40 min just to get to Rt 53, 25 min to get to Rt 120 and the 94. Hope I live to see this happen.
- I am a school bus driver and have to travel to Barrington 2X a day via Rt 176 to Rt 59. The trip should take 35 min yet it takes 40 min in the am and 55 min in the pm. the route you have perposed will NOT help my tarvel times at all.
- Another governmental gouging of citizens pickets.
- Improvement to Rt 120 is needed! Traveling from Wildwood to Hainsville can be very slow.
- Most people who live north work south. This would allow us more time with our families.
- Build the 53 extension... had this been done back when the state acquired all the land, it would have saved a lot of money for the taxpayers. Typical of IL

Are you aware the state of WI used Lake County, IL as an example of how NOT to build roads? Check it out, it's in the WI zoning manuals.

- Great project unfortunately I believe 45mph speed limit for this proposed route is too low
  - Build it!!!
  - I leave for work at 5 a.m. Because if I leave after that it takes me twice as long to get to my destination. I would prefer to leave at a later time but I won't because of traffic.
  - This is a long awaited project for us. Lake County is growing quickly from our point of view with awful traffic on Route 12 and the toll-way especially in the summer due to Great America and people heading north to Wisc. and the lakes. Looking forward to it! Thanks for letting me give input.
- 
- I am concerned that making the 53/120 toll only will drive more congestion onto by RT83/60/local roads route. I think a non-toll extension is the best option, and would support tax increase to build 53...not tolls.
  - this survey was a bit ridiculous in my opinion, I made numerous trips that day and was not given the option to state everything that I needed I think Rt 53 would be great, but the day you asked about I did not use Rt 53
  - Love to see this project get built. It's sad that other sorely needed road improvements (Route 120 through Grayslake, and Route 12) have been delayed while this debate goes on year after year.
  - I've heard about the 120 bypass project for over a decade. If this is iPass only, it should not be

funded by taxes.

- I would recommend that you look at widening Illinois route 173 between I-94 and Spring Grove. This route has a lot of congestion during rush hours.
- Would like to see something reaching further West along 120 toward Woodstock/Rockford with a bypass that connects to where Rte 12 picks up it's 4 lane in Wisconsin. Rte 12 has become too congested and the additional traffic lights, etc. have really slowed down North/South progress between where I can get to 53 or go into Wisconsin.
- I hope Route 53 finally gets completed. I like to arrive to work early, not because it's fun to be there early - it's better than being in traffic longer.. Please hurry! It's been a lifetime of waiting.. Thank you!
- How many years do we have to sit in stand still traffic before this is complete this has been going on for years lets get it done
- 120 is a nightmare to travel at rush hour. And Rt 12 also takes a while to travel to 53. Both would be huge improvements to the surrounding area and free alot of traffic up. Please make tolls a reasonable rate for the people.
- BUILD 53!!!!!!! And WHY can't it be like the complete 53 /355 3-4 lanes per direction...55mph....?
- Another travel option is desperately needed in order to serve western Lake county. I have only two options to get onto a tollway/expressway. One is to travel to I-94, the other is to get to Route 53 via Rand Road, both of which can take as much as an hour, depending on traffic conditions and any road work. 80% of my work week is spent travelling within Chicago and the collar counties.
- They should have finished the 53/120 tollway a long time ago. Quit listening to the people who will have to live near it. Most of them knew it might be built someday when they moved there.
- I strongly support a project extending Rt. 53 to Rt. 120
- The reason I leave for work so early is to avoid traffic. I am not so fortunate when I leave work for home. Traffic usually causes a 1 to 2 hour drive home with many delays and no alternative routes. The 53 extension is long overdue.
- Please build 53! We really need it to relieve congestion in the route 12 / 120 / 60 corridor.
- Many of my travel delays are a result of construction and road closings. I'm not sure how feasible this is...but disallowing construction during rush hour could help eliminate some of the bottlenecks.

Numerous road closures (specifically in the Fox Lake, Round Lake, and Grayslake area) have forced me to add about 20 miles to my commute (one way) and amount of traffic on the 1 or 2 available roads is CRAZY!! Is it possible to open one road before closing additional roads?

- This expansion is long overdue! On the weekends and often on weekdays I need to be in Arlington Hts/Palatine area. Route 12 cannot handle the traffic!
- Why not widen rt. 12 to 6 lanes instead of the 4 already crowded ?
- This was a nice easy to understand survey
- HWY SHOULD GO UP TO STATE LINE! AS ORIGINAL PLAN NOT END AT 120. THIS WILL STILL LOCK TRAFFIC IN AREA.
- I travel between Ingleside and Chicago several times a week. I usually take rout 12 to lake cook rd. To rout 53. I will not take rout 12 in the afternoon or early evening because of congestion and signals. The rout 53 extension would be perfect for my trip. But I will not pay over priced tolls. Thank you.
- try not to do road construction all at the same time.
- We have lived in Lake County (the area in question) for over 50 years and have seen commute times double. Development, expansion and a population explosion in our area occurred during this time. Many, many people have become rich developing Lake County over the years, but have never

been held responsible for investing in developing our transportation system. The extension of 53 has been brought up over and over again as far back as I can remember, to no avail. Of course we ALL want to FINALLY fix this problem! People who did not live in Lake County before the development explosion probably feel it is fair to PAY for this fix. Those of us who have lived here all our lives feel this problem should have been addressed steadily throughout the years, and WE should not NOW be charged for irresponsible development of our community. What is YOUR definition of a REASONABLE toll charge? How long will it be before that toll charge increases....again and again?

- The traffic in these two county's are always bad. The traffic situation in this state is terrible. It's not paying to much for tolls, its paying to much for the toll's and then dealing with the terrible road conditions. I have been in field service for 20 years in this area that your taking this survey.
- Need the road extension but reasonable toll.. \$.50. It is a short distance for the extension.
- Your survey did not include one element - time of day. I currently work from 9:30 - 5:30 (1/2 hour lunch) because I have a flexible boss that lets me start late enabling me to keep my normal commute to about 1 hour. I would prefer to work the standard 8:30 to 5:00 with a 1 hour lunch. However, if I leave home between 6:30 am and 8:15 am my normal commute is more like 1:15 to 1:30 or more due to heavier traffic. I am very glad to see you are investigating this. I have been hearing about this extension since I was in high school (I graduated in 1982!)
- BUILD IT BUILD IT BUILD IT!!!!!! Traffic is HORRENDOUS here at rush hour and I try to not even travel between 6-9am and 4-7pm. 120 is gridlocked most of the way. Simply not enough roads for the number of cars. BUILD IT!!!! I will GLADLY pay a reasonable toll!!!! Thanks.
- Please build the 53 Extension quickly and break ground ASAP.
- Why does the proposed new road have to be required to use transponders to use?!...( Illegal to force people to buy ) without allowing them to pay cash for tolls!!!! Mega Law Suit waiting to happen!!!!

. If this is the case of "ONLY Way to USE the New Route 53 Extension"..... I will personally seek out an attorney to force the state to allow the use for all vehicles and people whether they have a transponder or not!!!!

People from out of state need to be able to use the roads also, and not everybody will have or does have access to electronic payments or can afford to have the transponders. The Toll system still needs to allow all users!!!!

- Build. 53!!!!!!!!!!!!!!
- Should have been done a long time ago.
- This extension should have been done 20 years ago.
- build 53 extension
- I think that spending the money to build the Route 53 Extension only to make it a 4 lane, 45 mph road is ridiculous. Build six lanes at 55+, or nothing at all. As much as I wan to see 53 extended so I can get off of Route 12, I don't see me paying tolls only to go marginally faster.
- It's time to build 53, we need it. If the tolls are reasonable I would use it multiple times a week. If the tolls are too high I'll continue taking the route I take today.
- I believe this project was started in the 1960's. I hope it is completed before my demise.
- I feel it is a great idea on having another route other than rand rd to travel to head south to get to Ohare and the toll roads.
- Why was it not built 40 years ago when it was first thought of?
- Taxpayers in Illinois are overtaxed now...roads suck...government in Illinois suck

- I really hope you do something. Getting to the Northwestern Suburbs from around Schaumburg is a real pain! 120, 83, 45, and route 12 are horrible heading South in the morning and horrible in the afternoon. Especially on Friday and Sunday.

Getting from the tri-state to Fox lake takes forever at certain times of day. Those roads are outdated. Route 12 has improved, but is still very congested.

- Why 45 mph on the new road? And why is the planned road splitting between Rt 12 and highway 94. Rt 12 is the problem for us living in our area. Why not turn Route 12 into a 55 mph highway (no lights and 6 lanes) from Lake Cook Rd to Rt 120??
- This should have been done 20 years ago and all of the streets in Lake County that go east and west should be 4 lanes. Thanks
- the distance of the new road is far less than the existing 355 and yet all but one of the proposed tolls in survey were 100 to 700 per cent higher than the present tolls with only a savings of less than 15 minutes travel time from one end of the county to nearly the other end. One seems way out of line with the other. I would love to see this road and have been a proponent of it for the last ten years. However if these are the tolls being considered, I see the project as huge waste of money as the toll structure would probably keep people off the proposed road, rather than on it.
- The test-retest reliability of this survey has to be very poor. The construct and content validity is probably also very poor.

Lots of ambiguous items. For example, in the beginning when you refer to the "highlighted area" I thought you were referring to the colored circle around Chicago. I guess you were referring to the white shading of Lake County.

My most recent trip is NOT typical of my usual trips.

- Would prefer no toll since our tax dollars are already paying for this much needed extension that should have been completed 20 years ago.
- It would be wonderful to have better roads in Lake County....going East and West is a nightmare. Our trip to our destination takes 40-45 minutes. Our trip home at 3pm takes 60 to 90 minutes....same route!
- It would be nice if Route 53 was extended as proposed years ago. Better traffic patterns are needed in lake county traveling to Chicago. More over passes for feeder roads are needed to help with the congestion.
- The tolls just to drive anywhere are ridiculous! 30 years ago they created "temporary" tolls, and now the state says we can't pay for the construction of roads unless the tolls are there. Politics, and others dip their hands in the toll road account, and the taxpayer has to pay more. Dirty pool in the state of Illinois!
- PLEASE build the tollway
- Extend rt 53 to the WI expressway going to Lake Geneva as originally intended.
- I think we need a hwy going north west up to hwy 12 in wis to help the flow

With my work i drive alln over from spring grove to elk grove

Thanks.

- Get and keep the traffic moving! Can existing Rt 53 handle the expected surge you are proposing? 355 was originally built with 2 lanes each direction. I hope the rocket scientists that designed the nightmare aren't involved with this design. Build the road wide enough initially. Don't build it to get it in and start widening procedures like 355. That will piss off the motoring public again. Bureaucratic BS is what we usually receive. Do the job right the first time! Keep the project within proposed costs. This projected expressway has only been on the back burner for 50+ years.

- This project was first proposed in 1957! Please, Please, Let's "Getter DONE!"
- Are there any plans for improving travel on Route 59 between Wauconda through Barrington? Sometimes it can take 10-15 minutes to get from Northwest Hwy. (Rt. 14) southbound through downtown Barrington to Barrington Rd.. If there was a way to build an underpass or overpass for the Metra trains, that would be a miracle!!!
- Why not build a limited access highway over the existing Route 12? It would be less disruptive for the residents and business in the proposed areas of the extension. It would be similar to other road ways found in Illinois and throughout the U.S.
- I am highly in favor of extending Rt 53 / 120.
- This project is 30 years behind and the people of northern Illinois deserve this as much or more than the southern end. A 45 mile per hour speed limit is ridiculous, build this road the way it was intended as a true extension of the current expressway. I'm a contractor and travel to 53 very often. As this project has been continually delayed the area around route 12 has built up which brings more lights and more delays. I've been driving this mess for more than 25 years and the development has doubled my travel time. Help us to safely get north of Lake Zurich! Illinois as a whole needs to plan ahead with solid infrastructure for the tens of thousands that travel these routes that are terribly over crowded and unsafe,
- Build 53!!!
- I think a speed limit of 45 is a bit low for a toll road.
- The route 53 extension would be nice but the tolls suggested are more than I would be willing to pay to use it.
- The route 53 extension to Lake County is very much needed
- Build a toll road between 94 and 53 at Lake Cook Rd. 120 is too far north to get used by me. thanks for the survey.
- Improving traffic conditions is necessary and demanding. Thanks for the effort.
- I think this project will help with congestion, but more importantly will help the northern area grow, with new Commercial and Industrial building, that in turn will bring more jobs.
- Currently anyone can use the tollway, but the survey states only those with an ipass will be able to use this proposed extension.

Why would limiting customer base ever be considered? It does not make good business sense. This extension would be a nice benefit to our area, but it is a mistake to limit the potential customers.

- Please build the 53/120 extension
- This project seems like a waste of money. The route described is not convenient and is out in the boondocks. Moreover, the amount of tolls you would need to charge to make the project viable would keep usage to a minimum. Save your money and do something else with it.
- A higher speed limit would likely allow higher tolls. 45 is perceived as too low for a restricted access road.
- been waiting highway 120/53 since 1975
- I'm not sure this is under your jurisdiction, but if there is any way to improve and enhance the current bike path routes in Lake County and add new routes to be able to bike safely move about Lake County, that would be awesome.
- I believe it is time to extend Route 53 north. It would greatly improve traffic flow and is necessary. I realize that homes in the area are fighting this, but in this day and age sound barrier walls can be provided to eliminate any noise issues.
- If the tolls shown in this survey are considered "reasonable" than I am a monkey's uncle!!!!

We are paying tolls for way too long for a road that was built years ago. time to lower them not



raise them.

- It is time to build Route 53/120 after discussing the project for over two decades.
- Build it! The north and northwest suburbs need a "ring road"!
- I am definitely for car pool lanes and extension of Rte. 53 and Rte. 120
- The traffic congestion in Libertyville, centering on 21 and 137 has been INEXCUSABLY badly handled. I realize this is county work and not related to the IL Tollways. HOWEVER, this survey is NOT VALID because you do not give a TIME FRAME for completion of this work. The longer term gains have to be weighed against the inconvenience of the construction. If the construction could be done AT NIGHT with lights and ON SUNDAYS, that would be acceptable. Having it done during the work week is a disaster and is not worth the expense although these routes would be faster, in my opinion!
- An area of necessary improvement is moving east-west through Lake County.
- The traffic lights on 60 and Conway farm & 60 and Saunders rd. Are way to long. I can wait there four to ten minutes
- Build the extensions, the county needs them.
- we need to stop spending, practice fiscal restraint, enact term limits and reform pension benefits.
- this is over due project , we have been looking for to materialize for 25 years
- I thought the tolls would be stopped after so many years , what happened ? they just keep going UP !!!!!
- The current toll prices are starting to move out of the reasonable range. And the speed limits are too low.
- The speed limits need to be raised. I am NOT paying tolls to drive at 45 mph. 94 and 294 need to be raised to at least 70 mph and 75 mph would be preferred. The only thing you are doing is letting the Illinois State Police ticket people for no good reason.
- In this case, "sooner" is better than "later"!
- We have been waiting for a quicker way to get to the southern suburbs for over thirty years. Please extend route 53.
- I do not like how Route 41 and Route 43 merge. Also the traffic can be horrible on Route 41.
- This extension of 53 is long overdue. It will give much relief to I94 and Rt. 12 for people like I am who are in between both roads that need to travel south.
- This has been promised for almost 20 years now. There needs to be something done with 53 to mid lake county just for the fact that I can drive to Milwaukee quicker than I can drive to Schaumburg.

Please stop talking about this project and get something done. 45 and 21 and 120 are always getting repaired because of the huge amount of traffic on them.

Our property taxes alone are so high, they should fund legitimate roads to get around. With all of the money spent to repair and widen these roads over the last ten years, this project could have been done and paid for by now.

- The definition of reasonable tolls is the big question. I can take this trip via I-94 and the cost is \$1.60 per trip. Anything significantly higher would not be worth it.
- Weekdays I usually take 94 down to Wheeling. My mate takes US 45 and zig-zags over to Hawthorne Shopping center for work. However, we often travel on weekends to the Schaumburg corridor and there is no easy way to go from the north subs to the west subs. We've been waiting 20+ years for this to get done. Good luck.
- Extend 120 to the Amstutz and watch the Waukegan lakefront grow!
- Nice survey, clear and to the point.

- Grand ave exits for 94 are very dangerous. They should look into them. Most congestion is grand and 94
- 2 people both using the tollway round trip 5 days a week is expensive
- Current tolls are too high we don't need any more tolls
- Exiting I94 at Grand Ave 132 in the evening is a mess. Every night there is a back up to route 120 to exit Grand Ave. Westbound.

Many people push in with oncoming traffic moving at high speeds causing severe braking and backups. Getting on Grand Ave Westbound from I94 is backed up from Hunt Club Road & Grand onto 94 back to route 120. This is every night. Of a 1hr commute, 35 min are spent in just those last few miles. I know this is about the 53/120 expansion and collecting MORE tolls but thanks for listening and consideration.

- Instead of toll road, a Metra/subway line would be more beneficial and can save lot of gas
- I travel all over for kids activities and have done so for years, the extension is needed badly. and all the major roads need to be widened to 4 lanes Rte 120, Rt 45, Rt 83 all the way to Rt 173. It's frustrating when there is road work but the roads haven't been widened in the process seems a bit counter productive for Lake County. I realize Long Grove is fighting it but they are only one community.
- Unfortunately, the example I used for my trip is one I don't normally take, and when leaving from my work it makes sense to hop on 94 because it is basically right there. However, i believe I would find the 53/120 extension highly convenient and would be very likely to use it often, especially when leaving from my home.
- I would like to see an expansion of route 53 northbound... this would really help reduce and alleviate the congestion on IL route 12. The tolls hope to be reasonable and the time frame to completion is also reasonable.

Thanks for asking the people and I feel empowered.

- Please get this done!!!!!!!!!!!!!! have been waiting for this project to happen ever since I have been driving!!!!!!!!!!!!!!!!!!!!
- No offense, but a really poor survey. How about asking if the user would have occasion to use the proposed extension. And, YES, I would - and for business, it would save a lot of miles, gas and time. BUT, I would definitely not use it to get to my bank - which was my errand and no where close to the extension.

HUH??? So, if I were an engineer (That is not spelled politician") I would toss this survey and start over.

That said, it would help everyone up here if traveling to the SW side - Aurora-ish and the entire 355 corridor.

- IL tolls were supposed to be removed when the roads were paid for. that did not happen, we were lied to. I don't use the toll roads if i can avoid them. 2nd problem with IL roads is speed limit. 55mph speed limit and everyone travels 70+ what is the point of a speed limit if no one will follow it? what it causes is the very few that try to do the speed limit become hazards as people cut in and out to get around them. IL should look to WI travel system for tips in managing traffic. they have no tolls, road construction time is minimal, road condition is better. how can they manage to keep their roads in better condition and build more of them without tolls but IL cannot?
- The original promise (for the original toll way) was that the tolls were to be removed after the



construction was paid for.

Now you plan to charge tolls for every new project? NO. I will not use them if you do.

You make occasional (cash) users pay double for not having the tracker and sitting on my \$\$\$. Now I'll never use it.

- I have been waiting for a route 53 extension since I moved to Lake Villa, IL. in 1982. I travel to the Arlington Heights to Schaumburg areas several times a week.
- I am generally opposed to tolls. I'm old enough to remember that tolls were supposed to be a temporary thing. I'm not opposed to building roads where it makes sense. Of course what makes sense is different for each person. For instance there is a massive project underway at Rt 83 and Rollins Rd., which I think is ridiculous and a waste of money. Rollins is being taken either under or over the railroad tracks. I've lived here for 13 years and go through that intersection twice a day, I do not see the need for this project and I have yet to find someone in the area the does see the need.
- I really like the idea of this tollway, but please keep the tolls reasonable. >\$2.00 for 10 miles is not reasonable. Thanks!
- WE DESPERATELY NEED IMPROVEMENTS TO THE ROADS IN LAKE COUNTY.
- I hope this project goes through. Congestion in Lake County is only getting worse.
- The Rt # 120/53 plan has too few lanes - should be 3 in each direction and the speed is too slow for both highways.
- Quit talking and start building....NOW!!!
- I moved back to Illinois in 1997 (from California). At that time there was, and apparently had been for a while, talk of "Build 53". Here we are 16 years later and this is still be discussed. I understand there were environmental concerns and other objections though Long Grove and such, but it seems like this idea of expanding 53/120 has been bantered about for probably 20+ years. Seems like an extremely long time. Population in Lake County has exploded and Illinois has done very little to keep up with the transportation needs. All of the US Routes and State Routes in Lake County are undersized. Congestion is ridiculous. I travel to other, less populated, areas in the Midwest and they have efficient road systems--multiple lanes, creative and effective on/off ramps, roundabouts, etc. I just don't understand why Illinois, and particularly Lake County struggles so with meeting the transportation needs of its citizens. Seems like Illinois is way behind the times. It is very discouraging.
- Lets get it built
- Four-lane limited-access toll road and you're setting the speed limits at 45? Yeah, right. Doesn't need to be a toll road with all the speeding ticket revenue you're clearly looking forward to collecting.
- Would like to see the speed limit raised from 55 to 65 mph on 294 N/S. Traffic moving at 65 mph + every day, slower moving vehicles causing potential accidents. I would also like the State Police to enforce 18 wheelers to only drive in the far 2 lanes on 294, they too are holding up traffic and causing potential accidents every day. Also need to better enforce tailgaters on the TriState and other state highways, happening too often for comfort but don't seem to hear about the Police enforcing this dangerous practice. Thanks!
- You should not ask for household income, too personal.
- I believe the rt 53 extension is LONG overdue. It should be started immediately. Northern lake county is too congested to not have this extension. West and south suburbs have been getting extensions and new tollways and northern lake county hadn't.
- Maybe suggest not to have so many road projects going on all at the same time!!!

- Tolls are too high in Illinois. The latest increase at the beginning of 2013 which basically doubled our tolls in one step was egregious. Tolls were originally supposed to expire 30 years after their introduction in 1980. Why are we still paying tolls?
- Given the tax rate in lake county and the further expansion of forest preserve land, I do not feel that I should have to pay a toll to cover the cost of building roads in Lake County. If we have money to waste money to build bridges under roads for various forest preserves we should have the money to build roads.

I also believe that expanding RT45 and RT83 to 4 lanes from Mundelein to Wisconsin would be a step in the right direction. I would support expanding 53 but since it has been discussed over and over for the last 10 years, I am not hopeful that traffic is going to get any better.

When it takes over an hour to drive 13 miles something has to give, traffic is out of control in Lake Co.

- Rte 53 should go around Long Grove, not through the middle.
- we NEED major road improvements in Lake County especially 120,83 and 45
- Improve traffic flow on Hwy45 north of 120 to 132.
- The 53 north extension is long overdue.
- IL Route 22 between IL Route 83 and Quentin Rd, traveling both east and westbound is an absolute absurdity. There are no other reasonable routes through that area for people that live in Long Gove, Lake Zurich, Barrington, etc. It is a two lane road through that section of Route 22 and needs to be considered for expansion. I do not foresee the 53/120 expansion as a fix for this extremely inconvenient problem.
- I feel the proposed extension would be an added bonus for Lake County. I hope the Tollway Authority is able to move forward with this project as soon as possible.
- I think your survey should also ask scenarios of "IF you were to travel northward from a south location, how likely would it be that you use the planned extension?"

I truly don't think that if you receive answers based on ONE trip during one weekday can give you a real answer to whether this expensive extension will even be USED by the majority of the general public, or if it will eventually become a deserted highway...

- Build 53
  - I am STRONG supporter of the proposed 53 extension!
- 
- Please build 53!! I am sick of constant congestion on Rand Road.
  - We should definitely expand route 53. It currently dumps right into Lake Cook road which makes no sense and causes huge amount of traffic. The traffic on rand road would be reduced if route 53 is expanded. This will reduce a lot of congestion on rand road.
  - The only thing that I would like NOT to see is the removal of people from their homes. I strongly feel that taking away peoples homes for any type of construction like this is wrong. I am sure there are creative people who can come up with a better solution than taking away homes.
  - Let's get this project started - as a resident of the area for 27 years it's about time
  - IL-53 extension is a highly anticipated project for our community and we support it!!!!
  - Illinois needs to work on improving infrastructure. Our roads are in very sad shape. The route 53 extension would have cost much less when it was first proposed many years ago.
  - We really need the extension of Route 53
  - I worry as to how this will affect traffic conditions and flow of traffic in the suburbs around my home town. Additionally, I do not wish to deal with more construction on route 53. The 10

minute difference this extension will make is not worth more tolls and/or increased toll prices, which most people, including myself cannot afford in general and as a result of the current economy.

- Illinois needs to change the process as to how money is managed and especially road work (new or maintenance). The tolls were planned & implemented as temporary. How can the majority of other states handle the roads without tolls? Yes, maybe higher state taxes, but guess what we are there "temporarily" and if you compare all the taxes & fees and Illinois is one of the highest and need to more effectively manage their income.
- define entrances and exits  
if building, the road should go beyond rt 120  
maybe to rt 50 in wi
- I would highly prefer a high speed route 53 extension.
- Please help lessen traffic congestion through Long Grove!
- Please, please, please help relieve the terrible conjection in Lake County!!!! We desperately need 53 to extend further north to reduce traffic on the side roads. Travel times are ridiculously long, especially during rush hour times.
- Do it please!
- I hope you build the 53 extension at a minimum, but the 120 will be useful too
- I WILL HAVE VERY STRONG OBJECTIONS TO ANY CONSTRUCTION PROJECT THAT CHANGES THE LOOK, HOME VALUES OR LIFESTYLE OF THE NEIGHBORHOODS NEIGHBORING THE PROPOSED CONSTRUCTION AREAS. THE NEIGHBORHOODS AROUND LONG GROVE, KILDEER, HAWTHORN WOODS ARE UNIQUE IN THEIR RURAL FEEL AND BEAUTY. I RECENTLY MOVED TO THAT AREA AND WOULD ACTIVELY OPPOSE ANY PROJECTS THAT NEGATIVELY EFFECT THE AREA. I UNDERSTOOD THE TRAFFIC ISSUES WHEN I PURCHASED AND IT IS NOT A FACTOR. HOWEVER, THE THOUGHT THAT THE PROJECT MAY REDUCE MY HOME VALUE IS A HUGE CONCERN.
- This addition is long overdue. I drive both North and South off Rt 22 often. No good way North and traffic is getting worse, South I often drive rt 22 to 294/94, other option is down Rt 12 on to 53/355  
Is there any reason you would not run it up to 137? that would make most economic impact.
- I'm retired and can't wait to move OUT of Illinois STOP THE TAXES and added cost of living here.
- I would love to be able to carpool, but no one I know lives near me and works with me. You should have a question like that.
- If there is ingress and egress on IL Route 22, that road will need to be expanded to 4 lanes between Quentin and IL Route 83. I have observed an exponential growth in the volume of traffic and wait times on IL Route 22 over the past 6 years.
- I am all for the new Toll roads. Traffic is getting worst every day. Just build it sooner than later.
- I agree that this tollway extension should be built to reduce congestion in Lake County.
- The state should not move forward on this project at this time. The state is currently in a financial disaster and this project will not help that situation. If the state ever gets back to a better financial position, then maybe it should be explored again.
- My home is in the middle of the proposed route. When and by Whom will I be contacted regarding the potential impact on my home and property? What are the proposed date(s) for property acquisition?

Thank-you

- Please work to expedite this project. I understand at this point it is financial but People from Lake

county and McHenry county have been using this narrow Rt 12 corridor and have been for decades crammed into an insufficient traffic flow. The population versus access is beyond imagination. This is also affecting business growth and potential. Trucks for commerce are not going to spend time and fuel idling in traffic to egress and ingress Lake county. This has gone on way to long. I've lived in and commuted out of Lake county for 28yrs to Dupage county . We are doing road projects all over the state and have for decades while a highly populate collar county is being forgotten.

- I live 4 houses from Rand Road (Hwy 12) and have lived here for 26 years. The traffic on Rand Road is awful! At rush hour I have to wait for a light 5 blocks away to turn red before there will be a gap in the traffic where I can get out of my street onto Rand. The failure of the state to make the 53 extension has forced huge amounts of traffic to use Rand Road. You cannot build the extension fast enough to help us out. The extension should divert a great deal of traffic off of Rand Road improving life for all of us who live along Rand tremendously. (We also have to use Rand any time we want to travel to CLC for classes or performances and briefly even if we're going east to Mundelein or Libertyville; or west to Rockford.
- Need to also consider the east-west traffic; all e-w routes should be widened to 4 lanes with turning lanes. Route 22 should NEVER have been exempted from widening in Long Grove. That bottleneck needs to be fixed. Take a look at how many accidents on the stretch between Route 22 and Route 53/83 and Quentin or more specifically Old McHenry. Krueger Road is a death trap waiting to happen. There are cars turning east in front of west-bound semis barreling down.

Station a camera there one day and record the day's traffic.

- WE LIVE ON 83, JUST SOUTH OF 22..... TRAFFIC IS A NIGHTMARE FROM 7AM--9AM AND 4PM--6:30PM. OFTEN, THE SCHOOL BUS IS PASSED AS MY GRAND DAUGHTER IS LOADING DUE TO THE AMOUNT OF TRAFFIC (IN A HURRY). WHILE I DOUBT I'LL SEE 53 EXTENDED IN MY LIFETIME - YOU CANNOT KEEP ALLOWING BUILDING WITH NO ARTERIES FOR THE TRAFFIC.
- PLEASE build this!
- Build the Rt 53 extension already and stop postponing it. Travel along Rt. 12 is ridiculous. Just build the damn thing.
- Can you provide more information regarding where the 53/120 expansion will extend. I.e. which roads, towns, etc. will it extend. It was difficult to see if the expansion would benefit my commute.
- The County should ask the Federal Government for the right of way, sell it to a charitable fund raised for the county parks since it's largely wetlands anyway and use the money to expand existing highways in the county and enlarge intersections to eliminate bottlenecks.
- I will not drive on 53 if you make it a toll road from woodfield north
- Please build the IL 53 extension as soon as possible. The congestion at IL 53 and Lake Cook road is horrendous during the rush hour. Three lanes merging into one is not acceptable.
- We are TOTALLY AGAINST building the Route 52 extension through Lake County. It is a complete waste of taxpayer money, a enviromental disaster, and not necessary.
- I really like the idea of expanding Route 53. Route 12 tends to have VERY bad traffic, so a short drive takes much longer than it should. The trip is one I make multiple times per week, however, so I would be very willing to pay a toll of, say, \$0.40, but when the price is higher, I have to multiply that toll by the numerous times I would be using it, and it gets to be prohibitively expensive. (If the toll is \$2, I might like the idea of saving time, but I would also have to get home, so that would be \$4 for 1 day x3 days = \$12 just for one week.)
- Extending 53 has been needed since the late 60"s and would have been much cheaper then and easier to put through if the the Governor hadn't backed down.
- fix the back-up mess on I88 - 355 merge that happens when going north on 355 at 730am

the idiots that try to wiat to get over from 355 n to i88 cause traffic to stop.

And or the exit can not support the volume of traffic using it a 730am causing the back up

- We need the route 53 extension to alleviate traffic. Please fast track this project, it has been needed for 20 years.
- Rt. 53 should be extended, but tolls should be \$0.75 or less.
- Please build this extension as soon as possible. Traffic on Route 12 is horrible!
- Please build the extension!!! The congestion at 53 and Lake Cook is horrible
- Do NOT build a tollway with a speed limit of 45. What idiot thinks the drivers are going to do less than 70? Toll fees must be comparable to other tollway fees.
- I believe that funding should be spent to improve more important traffic issues, such as I-90 through Chicago. That is nightmare to the drivers. Comparing with the congestion through Chicago, IL route 53/120 is just a small issue.
- 7.2 miles takes 30 minutes on average.
- Our biggest traffic delay is going from our home to Lake/Cook Rd and Route 83

- Something has to be done about the traffic here. It is getting ridiculous to drive in this area.
- The new roads would be great put I think 5 day a week travel would require a toll of .50 or less per day. Less on weekends. A lot of people would use the road if there is little cost. Remember travel times will improve on existing roads due to the toll way.  
So a lot of people at a low cost will add up to more money collected.
- Tolls already cost way too much when you take into account how poorly the roads are maintained and how they are constantly under construction. I am not willing to pay more for my commute unless it cuts my commute time in half or close to it.
- With more and more people telecommuting the need to extend Route 53 is diminishing. It's a complete waste of taxpayer and toll money and does not need to be done.
- Please don't add tolls to any existing part of rt 53. I am really worried that if you do this it will mess up traffic on other North-South routes that are parallel to 53. This is my biggest concern with the proposed 53 extension.
- Rt. 12 North-bound from Lake Cook Rd and South-bound to Lake Cook Rd is highly congested most of the day due to the lack of an alternate route for travelers to use to destinations in the further NW suburbs in Lake County. Extending Rt 53 will greatly alleviate this congestion.
- East-West streets need to be expanded to allow/handle more traffic before more lanes carrying North-South are add to the traffic grid. Every vehicle going N-S must go E-W before it reaches it's final destination. There are, and never will be, any residences on 53/120.
- If it's a toll road, the speeds cannot be reduced under 55mph.
- Extend 53!!! Get it done. Rand road is brutal thru lake zurich.
- The extension is not needed - improve the existing intersections - and NO that does not mean roundabouts, that will make things worse. If you want to improve drive times in Lake County, do something about the trains, some areas need underpasses, delays are growing as the frequency of the CN trains continues to increase. Most people don't want this extension, we prefer the the rural nature of the area, and morning delays are minor and worthwhile. We don't want the explosive

growth that would appear along the extension - look at what a mess the north end of Cook County is due to the 53 expressway.

People out here have moved here for the quiet. We'd have stayed in Schaumburg if we liked thousands of cars a day passing by our homes.

If you're really serious about improvements - widen where needed to provide right and left turn lanes, expand the length of left turn lanes, provide protected r and l turns at controlled intersections. Use traffic sensitive light switching to provide longer greens during rush hours.

There are a lot of better places to spend tax dollars than on something we've lived without since 53 got extended in '71.

- I'm not crazy about paying tolls just to get my cleaning, hair apt, groceries. If it were a job I went to every day, that might be different.
- Why are you pushing toll roads for this? the Illinois road system generates billions in revenue via tolls and yet we have to travel on some of the worst roads in the country and suffer construction every year because there is no governance on the standard of repairs being undertaken. Where do our taxes to the federal, state, city and tolls go?
- I am not in favor of the Rte 53 extension.
- I live right off Rt. 12 - any alternatives to this route would be most appreciated and extending 53 would be great!
- When I came home late this after noon - it took me exactly 20min from the exit on Lake Cook Road to drive 3 miles to my home in Lake Zurich. The morning trip was almost 12 minutes from Lake Cook Road to Rt 53 because of all the bottleneck at RT 12 & Lake Cook. It is like this every single day. Because almost every car from Ingleside to Waconda to Barrington feed into this only entrance onto 53 in either direction. Before I retired I actually calculated my loss of time daily to drive the three miles from Quentin Road to RT 53 round trip -- I lost a minimum of an hour per week for fourteen years. - All the attorneys and doctors that live in Long Grove, (they have fought this foever, cost me a minimum (\$20 per hour/per week -- aprox 40 weeks per year = 560 weeks total in real dollars \$11,200 on the most conservative side) This has been talked to death for the last 20 years. I hope all the talk stops and the driving can begin.
- Reduce work constructions on exiting tollways!! (e.g. 355)
- Traffic is very bad rand road , because 53 ends at lake cook rd and no other way if you live west of 94 just BAD
- Build it! Rand Road is a mess during the week and weekends!
- Please start the project. We have waited too long and traffic is just getting worst amd taxes are going up.
- Do this now!!!! I work 9 miles away from where I live and it takes about an hour! Insane!
- I would be very unhappy to see a road that is currently toll-free be converted to a toll road.
- We need the extension very badly because if you drive in the rush hour time area you can add one hour to your commute very quickly. That's why I leave early both ways.
- I drive on Rand Road from Lake Zurich to Arlington Heights for work everyday. I sit in traffic that barely moves for a large chunk of time in Lake County. I would happily pay a toll of \$1.00 or under to not sit in that traffic everyday.
- to really relieve congestion, the extension needs to be an express way!!!!!!!
- I think that the extension to 120 would reduce congestion on route 12. Would there also be widening of major streets like rt. 22 or other cross streets that may become entrance and exits from the extension?
- with all the taxes paid by people in the affected are I am disappointed that this road is planned as a toll road. This is a high density, high tax base area and yet the expenditure on infrastructure is

pitiful - especially in the eastern part of the highlighted area. The congestion in this area has reached an intolerable level and this will soon be the number one election topic.

- I have an issue with the survey in that it overlooked an important aspect. It asked for departure time, travel time and expected arrival time. No consideration was made as to what time it was necessary to be at the destination. It is important to note that many people are departing well before they would like and getting to their destination earlier than necessary just to "get ahead" of all the congestion.

I would also like to note that this proposed extension was supposed to be in place by the end of the 1980s. When I looked to move to this area in the late 70s, village officials informed me that this project was approved and even had an aerial photo showing the route. The fact that this roadway is still not in place underscores the complete incompetence of IDOT and this state's officials. Due to their failings people in this region have had to endure inexcusable traffic congestion for well over 20 years!

- Lake county road infrastructure is far behind the need for the population density and it's been obvious for decades. I understand levying a usage tax to pay for the road but people shouldn't have to pay \$30-70 a week to use a road that should have been built 15-20 years ago in good economic conditions before the problem was out of hand. County and State governments clearly don't have the foresight and/or fiscal responsibility to get the job done.

Why would the speed limit be 45 mph? It's limited access why won't it be 55 or 65? Is that just so you can raise more tax revenue by ticketing people who will inevitably drive at typical highway speeds? Route 12 has 55 mph in many sections now.

- With the 53/120 addition, I'm very leery of the potentially negative impact of traffic on that part of Lake County including Long Grove, Kildeer, and Hawthorn Woods with the extension of 53 cutting right through there.
- As I understand it your new route would not be accessed by me to make it worth while. I think I would have to go south to Lake Cook road to go north.
- thank you for getting public input on these issues
- Living in Lake County comes with a certain amount standards that we want to achieve and those standards are we don't want to live in the city, we want to live in the country away from the madness of traffic and everybody living on top of each other. We moved here to get away from that mess and all you want to do is bring the mess to us. We accept the fact that we have to handle a certain amount of traffic delays it is part of the standards we will live with. On top of that you want to take the hard earned money from my pocket and put it into an state organization that can't even balance their own budget so the future is that you will increase the tolls because you can't spend the money appropriately.
- Because traffic is so bad, I prefer to drive alternate hours, e.g. early to work (6-6:30am)
- The fact that Lake and McHenry Counties have only one highway, that is on the far east side makes these two counties the largest area by population in the United States without a feasible highway. I am blown away by our taxes and a lack of highway availability.
- Build the road. It has been in planning since the early sixties. There are 700000 people in lake county and only 7000 in long grove. The 99 percent should strongly guide this decision. Long grove cannot continue to block progress and create a daily nightmare for hundreds of thousands of commuters. This is a simple decision. Build the road with reasonable tolls.

Jay scheduler

- As a homeowner within 2 miles of the proposed 53 extension I am strongly opposed to the project. It will only increase congestion by promoting more home development in the surrounding area. This will bring more traffic through sheer volume. Traffic has never been alleviated by

bigger wider roads outside of the road being improved. After living in the area for 15 years, not a single project has made a significant improvement in my travel time. In fact the overall time spent in construction traffic for the "supposed improvement" has added many many hours spent in the car, wiping out any time saving in the long run. I will do all I can the prevent this project from happening.

- Build the tollway! I travel to Milwaukee and it takes forever to get to the tollway. I also use rt 12 in Wis. to avoid the traffic.

The traffic in lake county is horrible. Travel 12 or 22 or 120 and see for yourself.

- Please do not sell the Illinois Tollway system to a private enterprise.
- Build the road, lower the tolls. Pay for the road over a longer time.
- The biggest traffic issue in Lake County is congestion on the East-West roads, particularly with the numerous concurrent construction projects effecting every major East-West route.
- Build 53!
- Some of the answers are dependent upon the exact route and entrance/exit ramps.

Also, some answers are impacted by traffic congestion on either I94 or I290 into Chicago

- I am opposed to the current plan for 53/120. It is not realistic regarding tolls, proposed speed limit, changing current free roads to toll roads, and environmental considerations.
- We don't need more ugly roads thru what's left of the beautiful land in Lake County.
- The return trip is the one that is problematical, same trip 4-5 hours later and the commute time is tripled due to heavy traffic conditions. Intolerable
- My problem with this commute is Highway 53 from Rand Road to Kirchoff. I do not see how the new tollway will help this problem.
- Please make route 22 four lanes in its entirety
- Please don't build the extension. All it will do is bring more local traffic to rt 22 and divide long grove in half. Also cost projections that are estimated now will never be accurate in the end. DONT BUILD IT.
- Let's get this 53 extension done!!
- I truly object to converting an existing freeway to a tollroad, and it will reduce my traveling on current Rte 53. I'm retired, and a

little longer trip isn't a problem. The toll better be very low, or I'll never use it.

- I WOULD NOT NEED TO USE THE 53 EXTENSION ON THE DAILY COMMUTE. IT WOULD JUST FREE UP THE TRAFFIC VOLUME ON RT 12 SOUTH IN THE AM AND NORTH IN THE PM GETTING TO AND FROM 53 AT LAKE COOK ROAD
- Extending 53 is a fantastic idea and we have waited too long to pursue this project.
- Please fix the awful traffic throughout Lake County. My family uses Rt 22, Rt. 83, Rt. 45 and Rt 120 quite a bit.
- As I'm in outside sales, the route I indicated using on this survey doesn't happen every day. Many times I have to take all the "back roads" to get to 53 which then gets me to the Western/Southwestern suburbs...and beyond. The absolute hassel it takes to get from my house to route 53 is a would certainly be alleviated by extending 53, please make it happen sooner than later. Thanks!
- I think it's a crime to still be charging tolls in Illinois. Southern Illinois doesn't have them and these tollways have been paid off a long time ago. We can only blame horrible mismanagement of finances and the rampant corruption for the problems we are facing today and I know building more tollways are NOT the way to solve them. Good luck building another tollway joke and

further helping to run this once great state into the dirt. :(

- Please hurry and get this done, I inspect elevators in the northern suburbs and I would use this toll alot.
- To get from my house to I94 going to Milwaukee or elsewhere in eastern Wisconsin the proposed tollway would make much sense providing the toll was reasonable.
- I have lived in the Ela township Lake Zurich since 1983. the extension of route 53 is desperately

needed to relieve traffic congestion in this area of Lake County!!

- I believe that it would be a good thing to extend Rt. 53.
- We really need the 53 extension! Traffic is a nightmare in lake county.
- Rand Road is awful - please extend Rte. 53 so that we have other options!
- My commuting experience would be enhanced by improving and expanding existing roadways, such as widening Rt 22, Rt 12, Rt 83 and Quentin Rd.
- I do not see this as beneficial to me and my family. I would only use it 3 or 4 times a year.

Please consider including a cash payment option. I travel extensive for work. A transponder only based toll is my worst nightmare. That \$0.50 toll becomes \$15.00 when you add the rental car agency fees for using their transponder. Alternately, develop reciprocal agreements with all 50 states.

- Need an entrance & exit ramp at Rt 22. Commercial vehicles need to pay a higher toll either determined by axles &/or weight. Remember when Rt 53 was placed on a ballot, something like 70% of voters voted for an express/toll road. You can post a 45 MPH speed limit, but it is not realistic. People will drive 55+ mph. Also the right of way was established in the 1960's. Thanks for asking for my opinion.
- I am very much opposed to congestion tolls and hov lanes on toll roads. hov lanes on a road that I am paying a toll to access is not equitable as often out of my control to have more than 1 person travelling esp for business purposes. Special lanes for so called fuel efficient vehicles is also unequitable
- I believe that IDOT is also considering a Toll on Route 53 between Lake Cook Road and Interstate 90 to pay for this project. You should also conduct a Survey among current users of that route, many of whom do not live in Lake County, to see what their views are.
- hurry and build it!
- This Rt.53 Extension project has been on the books for at least 40 years. It is time to get it done and time to reduce traffic congestion in Lake County.
- Why does my race matter for a survey on traffic?
- I like the idea of congestion pricing. Pay more to save more time.
- Put in the extension to IL 53 for goodness sakes !! This nonsense has been going on for years....get 'er done !!
- If route 53 is not going to be extended all the way to Wisconsin, i.e. Connecting with route 12, then I don't believe it is worth building. Some of the major traffic issues we face are while driving up route 12 to the chain of lakes area or into Wisconsin.
- I take the back roads whenever possible due to the heavy traffic delays on north and south bound route 12. I only travel route 12 or route 53 at off hours
- I spend a great deal of time waiting for freight trains in Lake County
- I think this expansion has been needed for many years. I have found myself changing my travel plans around the time I would like to do them due to heavy traffic on rand rd heading north. I feel this is a Must to change that. Thank you for allowing me to voice my opinion and Good luck! Hope this expansion goes thru!

- build 53
- I support the extension primarily since it will reduce traffic on other roads.
- please build the extension asap

thank you

- please extend rte 53
- You are not transparent with your proposed route. There has been significant discussions within our community to fight any proposed route not utilizing current roadways. Litigation funding discussions are currently being had. Your survey asked nothing of the willingness to accept routes or ongoing disruption. You should expect significant litigation/delays into your CBA and feasibility study.
- Build the 53 extension!
- Extend 53!

Toll Free!

65mph!

- The recent toll hikes have encouraged me to take alternative routes (41 instead of I94) to avoid the outrageous increase. If the expanded 53 follows that same approach of high toll costs, i will avoid it. How come Wisconsin can build roads and keep up freeways without tolls?
- My commuting pattern is east-west in the southern part of Lake County. My house is reasonably close to the northern terminus of Route 53, so I would only use the 53/120 infrequently, and only then if there was an entrance at Route 22.
- It's not feasible to ask people to add 2 more commuters because the amount of time it would take to drop off 2 other commuters negates the time saved on the road, especially in light of higher tolls. So, decisions based on having 3 or more people in the car will make people upset and unsatisfied with your decisions.
- Additional \$2.50 tolls for not even 10% of saved time. Are you for real?

Looks like that you completely lost your grip on reality in your constant effort to tax us more.

- build 53
- The improvement of 120 is a good idea. The addition of 53 is not necessary and too harmful to the environment. We do not need more north-south roads, we need more east-west roads. Why not connect the end of 53 with route 12 north of Lake Zurich? Make 12 a limited access highway from there on north. The extension of 53 is an unnecessary duplication.
- Have lived in Lake Zurich for 30 years & would very much like to see this extension built. Much of Lake county is in gridlock. Hwy 12 is especially bad, any time of the day. The building of the extension has been blocked before by the few who live along it's boundaries, but it is not in the best interests of the majority who are forever stuck in traffic.
- Your major problem your going to have about adding people in your car is Trusting that person!
- I suggest routing the 53 extension only through communities that want it. If a community isn't willing to have it pass through their confines, they really have no right to impose it on anyone else. I say, "Put up---or shut up."
- Please build the 53 extension!!!

However, make the speed limit 55 like any other multiple lane highway. Route 12 has a 50 mph speed limit through Lake Zurich and an unencumbered highway should certainly not have an artificially low limit like the 45 mph that you stated in the survey.

- I'm happy to hear that congestion in Lake County is being addressed. Thank you!



- Please expedite this project! Should have been done a decade ago!!!
- I would never use a toll way that charged more at certain hours of the day.
- Build it ASAP
- If Rt. 53 is extended, it will be close to my house and I will probably use it all the time UNLESS the tolls are considerable. Then I will make choices.
- The option choices are misleading. I stated the trip takes me 35 minutes now. All of your options showed a longer time. I feel this entire survey will produce incorrect results based on the use of incorrect options. You gathered accurate real information and replaced it with hypothetical situations that are not real.
- The biggest need is to move people from Illinois to Wisconsin. There is no good way to get there from the northwest suburbs. This thing should have been built 50 years ago. Our government is stupid. But I repeat myself.
- We need a new road to relieve traffic congestion!
- This extension will help quality of life for a majority of residents of Lake Co, and is well overdue.
- Toll roads should be eliminated.
- If you are going to make changes, make the decisions and execute in a timely manner. I think there is no greater frustration than how long roads stay under repair for the amount of work that commuters actually see taking place.
- From what I have read and experienced this project is only viable if you only focus on the morning and evening rush hour time frames. When you look at the difference between the run down conditions or unattractive land development that has occurred up to where IL53 is and the open areas that exist where 53 is not, one has to wonder how great this road project benefit really is.
- I would like to see Rte. 22 between Rte. 83 and Quentin Road to be expanded to 4 lanes. That would reduce traffic time CONSIDERABLY!

Thank you.

- We built a home in Lake Zurich with the promise of Hwy 53 being extended to Hwy 120 within 7 years. That was 30 years ago!!!! Please get this project completed!!!! The traffic on Route 12 is unbearable. Shopping centers, restaurants, businesses and neighborhoods were built but no roads to handle the additional traffic.
- DO IT
- Waste of money. No solid data that population/business expansion will continue to the North. Fix existing East/West, North/South Roads first (e.g. route 22 between Quentin and Route 83, Petersen Road West of Butterfield Road, Route 176 East of Route 12 to I94). All the Tollway Authority wants to do is line its own pockets through fat cat deals. This state is already a mess, try something productive instead of stupid.
- Roads that go East/West need to be expanded and have limited traffic lights. For example Rt 22, Rt 176, and Lake Cook Rd. Rt 12 is great for moving traffic except through Lake Zurich.

Milwaukee Avenue moves well except through Libertyville.

- Please make this extension happen. It is absolutely needed for us commuters in Lake County
- Consider extending Route 53 to the Wisconsin border or at least a spur to Interstate 94
- Route 53 should have been extended years ago!
- If you could save me more time, I would be willing to pay the tolls. Saving me 10 or 15 minutes isn't enough to make me spend \$2.00 on a two hour trip. But if you save me 30 mins or more - then I am willing to spend the \$2.00
- Please keep the toll for the newly proposed 53/120 extension reasonable (\$1.00 or less). Also, this extension will provide much needed relief for over utilized/congested State Rd V62/Quentin Rd. Thank you.

- PLEASE PLEASE PLEASE BUILD 53. Traffic is out of control on Rt. 12 with everyone trying to get up north. It's unbearable.
- There are already too many toll roads in Illinois. Those roads were promised to be free when the tolls paid for their initial cost. This is just another way for Illinois politicians to get rich on graft and cronyism. Hwy 53 should be built as a free 4 lane roadway but it should be built all the way into Wisconsin and connect with Interstate 43 because of the huge amount of semi-truck traffic that is presently taking US rt 12 into Wisconsin.
- Do not build 53. It is a horrible idea. It is bad for the environment. Where will all the animals go of the home that are being destroyed? Also, congestion will still be around with or without this road. Spend the money on fixing current roads. They need it more.
- Illinois is completely broke. Fix that problem before spending a billion dollars on a new road.
- I have huge concerns about this project. From what I have read there will still be about a \$1.9 billion dollar shortfall on this project even if the current section of 53 becomes a tollway and the extension charges a higher than normal toll amount. The tolls will not pay for this project so the taxpayers will end up paying for this project. Traffic is not so bad that building this extension will shave off a tremendous amount of travel time for me. It will on the other hand decrease the value of my home significantly and increase the noise of traffic in the area. I am trying hard to see an upside to this for all of us? Please do not spend the taxpayers money on this when there are so many better ways to finance projects in the state of Illinois.
- If you build it, they will come.
- I am totally opposed to extending 53!! We don't need it, and it would negatively impact our neighborhood, and property values!
- Please build Highway 53 as soon as possible!!!!!!!!!!!!!!
- I have lived in Lake County for over 35 years and this has been up for discussion so many times that I find it hard to believe that 53 has not been built. Maybe instead of spending all this money on surveys every 5 to 10 years you should put the money toward improving travel throughout Lake County.
- GET IT DONE FAST- WAS SUPPOSED TO HAPPEN 20 YRS AGO - CUT OUT THE POLITICE AND DO WHAT IS RIGHT FOR THE PEOPLE
- I believe expanding existing roads would be the most economical way of improving traffic conditions. There are plenty of roads that are undersized in Lake County Illinois for the amount of traffic that is expected to use those roads. The 2020 road widening expansion plan is the best way to go in my opinion.
- speed limit should be the same north of lake-cook as it is south of lake cook
- Please extend route 53!! :)
- There is a clear and growing problem in this area that needs to be addressed. However, creating yet another toll road that will never go away long after the bonds have been paid is a questionable means to finance it.
- I'm in favor of the 53 extension not only because it will be faster when I use it, but it should also reduce traffic on other roads that I use frequently.
- Remember when tolls were \$0.40 a few years ago? The state has no business charging people \$2.00 to go a few miles on the highway. Maybe use some of the funds from my exorbitant property taxes for the endless road construction? Don't bother with the expansion if IL residents are going to be abused with tolls.
- Please widen, modernize existing roads and synchronize traffic controls before attempting to build a highway for which sufficient State and Federal funds do not exist, and for which toll revenue will never be sufficient to finance
- If larger time savings are available, I would pay higher tolls. Minimum times savings of 10-15 mins. More time saved than that, I would easily pay \$2 for that benefit.

- Build the road, it has been 40 years of talking.
- Rte 22 is terrible, one lane throughout Long Grove, barely moves.

Right now I think even if I didn't take Rte 53 everyday for my commute or if I changed jobs, etc, I think this extension is absolutely essential as quite a bit of McHenry county seems to drive down into the south part of Lake county by all the businesses here (Walgreens, Baxter, Discover, Acco, Wolters Kluwer, etc etc etc).

This infrastructure is about 15-20 yrs behind as it is. It needs to get done.

Because there is no infrastructure, the Rte 12 cleanup/repaving is causing commuting times to multiple or triple.

I left a bit later than normal today (typically leave closer to 7:20am and what was always a 25 minute commute is now closer to 50-1hr because of that traffic north of me, and traffic caused by construction south).

IL desperately needs better infrastructure on the growing NW side..

- This highway extension has been discussed for over +35 years. By the time you actually get this built for use (barring all the lawsuits from Long Grove), I will likely be dead of old age.
- Please extend 53, but keep the toll less than \$0.50, especially for those who would greatly benefit from this, but don't live as far north as 120.
- You all need to be careful about what you mean by "reasonable" tolls. If the tolls for the proposed new highway are going to fluctuate like detailed in this survey, then taking the road is not worth it at all. The toll rate cannot be used as a money maker for the toll authority which is like the Metra Board and has no accountability to anyone. The toll rate needs to be the same like the rest of the system with it being stable. Lake County residents cannot be left to bear the brunt of high tolls especially since this is a road that will be used by people by all counties. I understand that this road cannot be a freeway due to current economic conditions, but the tolls have to be reasonable like \$.40 or \$.75 each way and not like \$2.00 per trip. If you all build something that is super expensive, then you will have another white elephant like the Skyway which charges outrageous rates. We the taxpayers are hurting a lot, and if this road is going to be built, then it needs to have affordable rates. By affordable, I mean under \$1.00 per trip. Obviously, the trucking companies can be on a sliding scale like the other tollways. Beyond all of that, you all need to be careful on the environmental side. There are a lot of towns along the way that rely upon well water for their residents. You have to make sure your road does not dump waste water into the water table thus contaminating the water source for many residents who cannot afford to pump in Lake Michigan water. I know we live in the land of Mike Madigan and friends, but we have to make sure that this road is built properly from the get go and not use some politically connected hack jobs who will put up a shoddy road and bridges that will only need to be resurfaced and rebuilt after a couple of years. It is beyond belief how the recently built pavement on the Tri-State is being ripped up in under a year which makes me wonder how corrupt the Tollway Authority is. You all need to build this road right or not build it at all. Finally, I disagree with the terminus of this road. It makes no sense for the road to end at Illinois 120. The road should go up to Richmond and end at the US 12 expressway there. It makes no sense that the new road stops half way through our county. If the road is going to be built and will be a tollway, then just build it all the way to growing areas such as Richmond and Antioch rather than doing half the job and waiting for many years later to continue the road. Development is going to happen one way or the other, and you all should plan on going to the Wisconsin State Line rather than just half way through the county. At least have the road end at a major interstate such as I-94 or US 12.

- The extension to 120 is great news
- rt 12 also needs some improved intersections
- I would love to see 53 extended to ease congestion on the roads in this area.
- We already pay too much in taxes to justify another toll tax.
- Expanding existing roads, like adding additional lanes, could provide similar results and maybe less costly to accomplish. Also, adding public transportation connecting to train stations.
- We are not in favor of the proposed planned Rte 53 extension.
- We do not need or want this road.
- I firmly believe that the extension of Route 53 to route 120 would greatly preserve the surrounding existing infrastructure, reduce congestion in all surrounding suburbs and expedite travel, making quality of life for most who live and travel in the Northwest Suburbs much greater.
- Route 22 is a bottle neck between Quentin and 83 as the road goes from 4 lanes to 2 lanes thru Long Grove. It doubles my commute during rush hour. It should be 4 lanes thru Long Grove to alleviate this bottle neck. I know Long Grove does not want 4 lanes thru their town but there is a lot worse happening to them with all the fumes from the traffic just sitting and waiting for traffic to move.
- The 53 extension is 20 years overdue. Congestion in southern Lake County is ridiculous.
- I think extending Lake Cook will cause more harm than good. Traffic is a nightmare down Rand Road at 7 am. I have to allow myself an extra 30 minutes just to get to Lake Cook . I would rather take the back roads of Midlothian to Peterson to get to Libertyville
- Build 53 as a normal highway the way it was intended it will help a great deal to clear up the congestion in Lake county.
- Your survey is very difficult to complete when there is a breakfast break in the middle of the trip. Almost impossible to make sure that you account for a stop of about one hour! Also, I MADE THE TRIP DURING A HEAVY RAIN STORM WITH A BATTLE WITH TRUCKS THE ENTIRE TRIP. I am sure this fact is not reflected in the study. It seems there was no place to add this important information!
- PUT IN THE ROUTE 53 EXTENSION!!!!
- I would very much like to see the extension of rt 53 to avoid all the congestion at Lake Cook road where it now ends.

I would be willing to pay a toll under \$1 to use it if it extended the 4 miles from Rt 22 to Lake Cook rd. If it were more than \$1 I would take the local roads.

- This survey represents only my most recent trip to O'hare Airport from home. I work from home and my business trips to O'Hare are a small portion of my travels around Lake County. Trips to Wisconsin via Rand Road or I94 are not reflected in this survey. Nor are my family's trips in Lake County included along the IL 83 and Rand Road Corridors for shopping / Children's activities that could be improved by a IL 53 extension that would relieve traffic along IL83 or Rand Road around the Lake Zurich/Buffalo Grove / Long Grove areas. IL 83 and Rand Road during rush hours are really challenging and we have to plan travel times based on extreme congestion on these East / West roads such as Rte 22 and Deerfield Parkway. Arlington Heights Rd (IL83) / Buffalo Grove Rd / Weiland also are congested during rush hour times.
- You guys are dreaming if you think we're going to pay extra for a toll road that only goes 45 miles per hour. Tell the enviros to go jump, and build it to be consistent with traffic flows on 294 & 355.
- If you build it, they will come!
- Please build the extension, it is long overdue and much needed to alleviate the congestion and slow moving.



- I think the tollways are a boondoggle. Other regions can fund highways without tolls. Why not Illinois? Please no more tollways.
- this is a poorly done study
- Please build the IL Tollway north 53/120 Extension as soon as possible!
- Something needs to be done to extend Rt 53 further north because there is too much traffic on Rt 12 going north.
- How about redoing rt22 thru Long Grove to 4 lanes?
- Lake County is way behind in road improvements. It's full of gridlock. Route 22 is a disaster where it goes down to 1 lane. It's a driving headache and hazard. Route 53 should have been finished and improved 35 years ago. It's a shame that's it's taken so long to improve our roads. It could have been done years ago and for a fraction of the cost.
- The proposed extension is rather unlikely to help my travel times to any of the places I usually go. If you want to do something helpful, make Half Day Road less of a parking lot during rush hour.
- When building this road, take steps to insure that road runoff doesn't destroy our local environment and soundproof the road without creating nasty visual effects. Is the road really needed?
- Hoping the project moves forward. Thanks for conducting the study.
- The idea that the state of illinois would expend so many resources in order to save folks 10-15 min per day and destroy landscape is just sickening. And then the state won't even take responsibility for the project and wants to pass the costs along via tolls to those whose land they've destroyed-perfect idea. Seriously.
- I don't see how the question of race, or the separate question on if I'm latino is relivent to the survey. Why do these questions have to be asked? How does it affect a survey on will I use the new tollway? We talk about racism in our couintry and then you ask a question like that and in my opinion your promoting racism by asking the question.
- An extension would greatly reduce congestion in Lake County, help reduce costs to the roads and help our economy. Do it!
- dumb idea. Way too costly. People won't pay high tolls and it won't be used.
- The congestion on Route 12 due to the abrupt end of route 53 is HORRIBLE! Please extend 53
- I think this extension would ease a great deal of congestion in Lake County. It is long overdue.
- My only opposition to the Route 53 extension is not the tolls, but the proposed style of construction. We need a full expressway with room for expansion, not a 45 MPH parkway.
- Would like to see this project move quicker than it is.
- I have been hearing about the expansion of Route 53 for 20 years. I live in Kildeer and hate the thought of traveling anywhere on the Rand Road corridor that runs north and south between Palatine and Lake Zurich. It has become a nightmare of congestion. If you are going to expand Route 53, I would think it would make more sense to start further south than 120. Also, you should raise the speed limit on Quentin Road to help move some of this traffic off of Route 12.
- I see no need to add tolls to the existing portion of route 53 north of I-90. This road had been in place for years without the need for tolls to "pay for its financing" Any new tolls should only be constructed on the new extension north of Lake Cook road.
- While an additional "beltway" is being considered for the 53 Extension, a third beltway between Rt 31 and Rt 47 needs to be considered/planned. The nature of commuting in chicagoland is changing to include travel among the collar counties and not just from collar counties into Cook/Chicago proper. For example, people in McHenry County commute to Waukegan or Schaumburg which are growing employment and shopping centers rather than commuting all the way to downtown Chicago.
- Hopeful for the 53/120 extension. Would make my commute and many others' much easier!

- Please build this road. It is long overdue !!! This should have been built long before 355 was extended. Traffic where I live is horrendous. Sometimes I have to to 2-3 minutes just to get out of my subdivision due to over loaded Gilmer road or Old Mchenry road.
- 45 mph and tolls is a ridiculous strategy to get this road built. Stick with what works... 55 mph and tolls where necessary. Also, I completely disagree with the plan to make this available to only electronic toll users. There will be people who are visiting the region and unfamiliar with tolls in general. What happens when they find themselves on the toll road expecting a toll booth?
- I travel Rt 45 and Rt 22 often throughout the week. They are often very congested and this extension of 53 to 120 would be a great improvement.
- We relocated back to Chicagoland in Aug 2013 after 5 yrs in the Denver area. We are currently house hunting in the Stevenson School District Neighborhoods. We are paying EXTRA CLOSE attention to the location of any possible homes to the proposed highway project. We can see the good and the bad that it is likely to bring a homeowner.
- I have lived in northern Cook County and southern Lake County for the past 33 years. There is no doubt that the Route 53 extension is needed to alleviate the horrendous traffic in southern Lake County. I do not believe that the proposed plan of the two lane roadway with speed limits of only 45 mph and excessive tolls are a good solution just to alleviate the supposed environmental concerns of the people living in Long Grove and the other towns along its proposed path. However, if that is the only viable option, then any extension of Route 53 is better than the current situation.
- I think the speed limit should be 55. There should be no reason a highway or toll way should have a reduced speed limit. The roads around have areas of 50 & 55 mph (Rt 12 & 83). To have a slower speed will cause people to avoid any new roadways.
- What is the impact to people who live in the sights of the proposed new roadway? How many people will have to move as a result. Stop with the tolls already. Its a virtual guarantee that I will not use this road if a toll is required. In today's day in age, there is no more blood in the stone. Lets look at the salaries of the high ranking Tollway officials and start there with the savings.
- This 53/120 project holds little prospect for improving travel times for anyone I know. I believe there are MANY more highway improvements that are more urgently needed, and would be a better use of limited resources. Instead of cooperating on construction projects, Illinois has agencies that think and act independently, and waste resources as a result. Improving Route 22 to 5 lanes across Lake County is a perfect example of a critical need. Adding lanes to US 12 is another. However, the Tollway Authority has no interest in funding projects that do not proliferate the Tollway System. Classic disfunctional government.
- Please start construction of the 53/120 project as soon as possible. Rt.12 is extremely over crowded and the exit from Rt.53 on to Lake Cook Road is a joke. This project is about 20 years over due.
- My travels are mostly east-west, not north-south through Lake County, but I would support a route 53/120 extension.
- Please extend 53 as Route 12 is REALLY congested during the week AND on the weekends!!! Same goes with route 22!!!!
- I know that Long Grove is gorgeous, quaint and historical, and that extending 53 through it isn't feasible. But if there is any way that you can make 53 come as far north as Lake Zurich, that would save a TON of time. Getting from our home in Lake Zurich through Deer Park can sometimes take 25 minutes. Especially on weekends and in December.
- It takes me longer to get to Rt 53 from my home than it does once I get onto 53 to get to work.
- I often go to the Gurnee, Waukegan area and the extension would be beneficial and is much needed.
- Price titration is only part of the equation. Provide a high-value product and do so efficiently.
- I do not think that the extension of IL-53 is worth the potential destruction to the environment in

Lake county

- We need the 53 extension desperately. Rand road is a traffic jam
- I would not use the new toll road on a daily basis for driving to work, but I would use it occasionally on trips in the area.
- I would support additional roads to handle the volume of traffic in Lake county even if they are toll roads.
- your website address was difficult to read. Why use a lower case i followed by a 1? Anything other than an i or L would make sense
- I travel west to east and east to west to get to and from my work place. The extension of 53 will not help the rush hour congestion on Rte. 22.
- I indicated traveling to and from my grandchildren's school in this survey, a trip I make twice a day every day. I also go to Woodfield, Chicago, and various other places and use these roads quite often. I would LOVE a 53 extension not only for myself, but to ease the congestion on Old McHenry road which is the street I am usually sitting on. Sometimes it takes over 15 - 20 minutes just to get from Darlington (off of Old McHenry Road) to Route 22, normally a 3 or 4 minute drive. Also Route 83 is horrible during the rush hour as is Route 12 going through Lake Zurich.
- Extending IL-53 to Route 120 would greatly decrease the traffic in Lake County. Less people would use Route 12, Quentin Rd, etc... Ultimately, I value my time more than I value my money. If I can have an extra 15 or 20 minutes a day to read a book or exercise because traffic is lighter, it will do far more for my health and well-being than a 1% or 2% raise in salary.
- This was an interesting survey. Completing the Rt 53 / Rt 120 project would eliminate much congestion and time waste in travelling. Having reasonable tolls is critical. It's already too expensive to survive retirement in Lake County.

Thank you.

- The new roads should be a minimum of 55 mph!!!!
- NO NEW TOLLS FOR THE EXISTING FREEWAY ON ROUTE 53 / I-290.
- This needs to be built. Travel time to get from Lake Zurich to Rt. 53 during regular daylight hours has become ridiculously long.
- If you add additional traffic on a new stretch of Illinois 53, you must also take into account adding lanes from the I-90 interchange north
- In view of the projected cost of the road, tolls would have to be substantial to offset any significant portion of the cost. In addition the east-west feeder roads would be overtaxed if not expanded before or concurrently with the new road.
- The tolls must be under \$.50 to be considered reasonable
- The problem for me is not going to work the problem is coming back. I use rt. 53 to lake cook rd. and that is terrible because it bottle necks going north at lake cook rd.. The alternatives are just as bad. Rand rd. is brutal no matter what time of day. I live in lake zurich and there is no easy way to get to my home from rt. 53. Believe me I've tried every rte. possible. I've basically given up and started to take medication to calm my nerves because of the traffic situation I have to deal with everyday because of where I live. Dont want to pay tolls for a new project either.
- Regardless of the respondents to this survey, there are high traffic counts from professionals driving from Hawthorn Woods, Kildeer, and Long Grove, headed south to the Schaumburg and Oakbrook areas. Commute times are often 50% longer than on days with little to no traffic. An exit ramp off a proposed extension should be considered on or nearby Old McHenry road.
- We would use this road often
- It is impossible to travel during rush hour in Lake County.
- If the 53/120 project is approved, I'd just hope that there would be an exit at both Quentin and Rt

22 roads.

- Build it already! Thanks
- anything that would relieve traffic on rout 12 would be great it backs up from palatine to fox lake making things very bad in lake zurich area especially where mchenry rd meets this backs up all the way to church every day
- Lake County traffic congestion is one of the biggest county problems.....it needs to be reduced asap.
- I live near Lake Cook and Route 53, which would be the beginning of the proposed extension (within 2 mi.). One of the problems in Lake County is really the lack of viable East/West traffic routes. For example, I live in Kildeer, IL and travel somewhat regularly to court in Waukegan. Depending on weather, traffic and construction that trip, which is about 24 mi., can take between 45 min. to 2 hrs. The proposed extension, as it now stands, may also cut off some of the frequently used East/West roads in SW Lake County hat I currently use, such as Long Grove Rd. and Cuba Rd. My personal preference the 53/120 extension is not particularly necessary unless the East/West routes are improved as well. While it may give more access to Route 120, the East/West roads, especially those with only 2 lanes (1 ea. way), won't be able to handle added congestion and that will lead to greater gridlock going East/West in Lake County. So I would take the money and widen roads like Quentin, Route 22, Midlothian, Gilmer, Old McHenry, Route 176, Route 60 and Route 83 so that the existing traffic can flow more freely and consistently.
- my delay from Lake Zurich to Wisconsin Dells was mostly due to the construction on I90. It appears that this will continue for a long time, so I am very hesitant to travel at all until this is completed.
- This has been talked about since the early. Get it done!
- I live in Long Grove and am opposed to the Extension because it will destroy my neighborhood. There are plenty of roads to travel in the area, and the tolls we pay are already way too high. Expand route 12 first, it is always congested even during the middle of the day.
- I would like to see where the entrance and exit ramps are located and the exact location that the new route 53 will be build.

What you are showing is not an accurate picture. The public can read a map. You are only providing a rough sketch.

Since My home is close to route 53 I would like to see a better plan not only showing the exact location that route 53 is to be built but the exits and entrance ramps plus the drainage ditches, and retention ponds. This highway will create a new flood plain that did not exist before.

- The tollways were supposed to be temporary. I have read the charter!

There is nothing so permanent as a temporary government program!

- Road Noise & water Pollution are concerns, If the toll is more than a dollar more to save less than 15 minutes I wouldn't want to pay it. Lower the roadbed and install noise walls and I would encourage the construction of the new tollway
- BUILD THE 53 EXTENTION
- a 45 mph speed limit is not realistic.
- Illinois needs to work on east-west roads (widening 22 to 4 lanes) before spending the \$\$\$\$ on the 53 extention.
- please get started on this project. have been waiting too long. many years there was talk about it.
- If you build it, they will come!
- I can afford to pay tolls but I avoid them if I can easily do so. EXP; I exit southbound 355 at Army Trail rather North Ave and use southbound Swift Rd to get to westbound North Ave. I start this trip at 5AM to avoid traffic.

I sometimes make other irregular trips on these roads at other times of the day. Access to 53 further north would be much more convenient than the uncertainty of traffic conditions on roads leading to Lake Cook Rd and Rt 53.

I was amused by your "what toll and time savings would make you bite the bullet and pay the toll" questions. Reminds me of the old saying, "We've already determined you're a prostitute. Now we just have to negotiate price." :-)

Have a nice day.

- I travel on I-294 2/3 times a month from my home in Libertyville, Il. to the Springfield, Il. area. I almost always use 294 because I-355 ends at Lake-Cook Road and I then have to take 21 or 45/83 to get home. If 355 went on north to 176, I would use that road
- I am for building the route 53 extension
- this extension has been talked about for +20 years-- build it
- Extend Route 53.....It's LONG overdue!!!
- 53 extension needs to go to 173 and Route 12 at Illinois and Wisconsin line.
- I know that the 53/120 project has been very difficult to get it this far but a 45mph toll road is just wrong. When I travel south onto 355, which in only do a couple of time a year, it is so nice. I would pay a higher toll to get there faster like 355.
- Pondering your definition of a "Reasonable" toll cost. I don't think doubling (or even tripling) my toll to save 5 minutes is reasonable.
- The 53 expansion is long overdue.
- I live in an area which will probably lose direct access to Route 120 when this project impacts this route. I am supportive of the infrastructure improvement, but also am concerned that the options for this community along River Road may create impact on travel for people just getting out of the neighborhood. Appropriate planning and then communication on this is important.
- Might consider HOV( 2 passengers) lanes between Deerfield and O'Hare going South and from I 88 to O'Hare going North from 6 AM to 8 AM on Weekdays only.

Thanks.

- Your toll prices are rapidly exceeding realistic pricing..
- I only use the tollway to and from work in the listed scenarios if i am in a hurry. I was recently offered a new job where i would need to take the tollway south from my home. I go north now, but usually I use non-toll roads because i don't like the way the tollway has managed to keep itself in business after being a temporary entity back when the roads were built. I turned down the job because the toll road would not make for a consistent commute to and from work. Some days it could take 30 minutes and the next day it could take an hour.
- Please build the Rt 53 extension. It is greatly needed to relieve congestion along Milwaukee Ave and would be a real benefit to those you live in north and northwest Lake County.
- Why place the new route so close to 94
- The majority of my commute is not on 120, and that is not the slow part. The slow times are usually due to traffic on I-94, which is a toll and if there were other better options I would not take it.
- The Route 53 extension has been discussed for many years, and I actually attended several hearing back in the '90's when an environmental impact study was proposed. Congestion in our region has only grown over the years, heightening the need to alleviate this problem. It's unfortunate and disappointing that the ongoing delays in moving forward and the current economic condition of our state make this now an even more expensive proposition that now must be shouldered by

- more taxes (higher tolls).
- I would expect the extension of IL-53 to charge a toll of 40 cents to go from IL-120 to Lake-Cook Road. I would expect the IL-120 by-pass to be a non-toll highway. I also note that an alternative to building grandiose new highways is to spend money to coordinate traffic lights along major routes. Whatever traffic control systems may be in use in Lake County do a terrible job of facilitating traffic flow with Lake-Cook Road being a possible exception. It should not be the case that a person traveling at the posted speed limit gets caught by almost every traffic light along their route. Say what you will about buying fuel efficient vehicles, emptying your trunk, and filling your tires; the biggest cause of low mpg in the urban environment is motorists sitting at uncoordinated, hap-hazard stop lights. Money spent to fix that would cure many problems - but, of course, would not help increase the Tollway Authority's bureaucracy, which in the end is a major goal here, is it not?
  - I hope it gets built
  - I think our tax money would be better spent on the existing roads, like what has been done to increase the lanes on 45 and 21. The Milwaukee Ave project has been poorly managed, do not use this manager anymore! I see no benefit for another toll road, they are redundant, use IDOT!
  - It is about time the extension get started.
  - By the time this project is complete, I believe that unless we see an influx of new residents to the Far North burbs - we will not have as strong a need for this extension of Route 53. I used to commute from Libertyville to Rolling Meadows by way of 83/53/355 before the Great Recession hit in 2008. Traffic would be jammed and very unpredictable. However, when the layoffs started rising and unemployment soared - traffic fell. My commute time went down by at least 15%. Given that the Boomers are retiring and the number of Generation X and Millennials is much smaller - I am concerned that in 15-20 years - the demand for this road will be much lower. While extending 53 to the South allowed for a huge population expansion into the Far Southwest suburbs - I am not sure we would see a similar growth in citizens in the Far North.
  - I lived in Schaumburg from 1989-2002 and have lived in Lake County since 2007. I feel that the improvements Lake County is making now are similar to the improvements I saw in Schaumburg (i.e. building the elgin-ohare, 53, improving roads around Woodfield, etc.). I currently live in Libertyville, need to travel to Wauconda for work, need to travel to Schaumburg and Gilberts to visit family, and need to travel to Crystal Lake area to visit friends; however, I can never travel anywhere and expect a consistent travel time. I strongly support the 53/120 project, hot or fast lanes, use of Ipass, as long as the tolls are within reason (I can't imagine paying over \$2) if it means I can travel somewhere with a consistent travel time.
  - If my husband was answering he would pay whatever for an 53 extension to Wisconsin Hwy 12 which was originally proposed 30 years ago.
  - Build the road...we have been waiting a LONG time!
  - A reasonable toll would be \$1-\$2 for all of 53, and less for just the new section.
  - I would be far more likely to use a Rte 53 tollway going south, and would use it about 10 times per month so long as the tolls were not too high. The tollway would save about 20-30% of travel time to places I frequent.
  - This extension should have been built 30 years ago. It is ridiculous the traffic in central Lake County with no alternatives.
  - If this project were built, I would consider moving further west.
  - This is a Much needed Road!!!! Thanks for asking
  - How many homes and how much land will be destroyed to save 10 minutes of travel time?
  - BUILD 53
  - Forget hiring for the highways. Hire someone to design shorter surveys.
  - Build Route 53 toll extension

- We frequently use I 294, Rts 53, 83, and 60. We would use the new 53 when traveling south, or returning home from the south.
- Moderate tolls are OK. However, it is not unreasonable for the citizenry of Illinois to view all public financing questions with skepticism, due to the outrageous fiscal mismanagement of public funds in this state, and the politically corrupt leaders who are in office. This has been taking place of years, and will, or should color any public input you receive.
- travel time will always be the most important determinant for me.
- Where I live everyone would love to have the 53 extension completed.

It would not only solve the issue of going to the west/northwest suburbs but would relieve congestion and delays on the surface roads such as 83 and old 53.

- I already pay a lot for tolls based on the promise of improved time saving but I still find myself sitting in traffic. If I make the drive from work at 10PM it is only 35 minutes. Many nights the drive will take over 80 minutes. If I could find a route to avoid the toll roads I would.
- Please finish the construction on 21 and 137!!!! 2 1/2 years is enough!!!!
- Please just build this!!!
- I don't understand why nearby local roads all repaired same exact time for a complete bottleneck!?!?!?
- I think building the extension of Route 53 is very necessary and will be very helpful
- For this particular trip, my current route is the most direct and convenient. Except for only occasional AM and PM rush hour traffic, weather/road conditions and/or an accident, have we experienced any significant delays on the route we normally take. A 5 to 10 minute delay at a reduced toll is acceptable as we always check 780 AM for traffic conditions and adjust our departure time accordingly. If there is an accident on the interstate(s), we'll take local highways and/or roads.
- The tollways aren't the biggest problem --- right now, in Libertyville, we have so many construction projects that it is impossible to get around town at lunch time. Buckley Rd & Milwaukee is still not completed. McKinley Ave took forever to get repaved and to fix the driveway apron. I was stuck with no street access to my home for more than a week.
- I travel on I 294 Monday nights at 5:30 PM most weeks, would you remove the signs 45 MPH in construction zones, when there is no one working!
- It is very frustrating to drive through Long Grove to get to 53. I lose a lot of time on the way back when 53 ends as well. I would head down to Schaumburg for shopping and leisure if it was easier.
- I answered all 10 questions involving a choice between new toll road and other unidentified road in favor of non-toll road. This is because the trip I described went nowhere near either Route 53 or Route 120. A better set of questions might involve a choice between 53/120 or local roads IF the trip had driving in the area where the new road would be.
- I have lived in Lake County since 1955. That is per Tollway days. The 53 extension has been on the boards as long as I can remember. What makes you think that it will happen in the twenty years or more? Now to pay a high toll to go 10 miles your nuts.
- I do not approve of this 53 extension because it will affect a significant portion of irreplaceable Lake County wetlands.
- Route 53 extension might not be something I take often since I am pretty far east of there now, but it would greatly reduce traffic on 94 which I use more often. When I used to live in Grayslake this would have made commuting MUCH easier. I think the people who live there would be willing to pay to have a better commute.
- I believe there is a genuine need for the 53/120 Project to be completed. We definitely need additional travel options for this area.

The project has been delayed way too long.

I also feel that the speed limit on this toll road should be higher than the 45 MPH that I have seen mentioned in news articles. I think 55 MPH would be more reasonable and attractive to drivers.

- I think it is better to improve public transportation than building more roads and destroying nice farm lands and polluting air by a bunch of cars.
- Anything over \$2 is too much money for a toll. Over \$1 is not reasonable for a commuter like me. Gas cost enough, the extra \$2 a day adds up over time.
- You should widen and fix existing roads first. Building another road will bring more traffic to the area and cause more congestion.
- You had several questions asking if paying a toll would guarantee no delays. That is an impossible promise.
- I'm 55 years old and have heard about this Rt.53 extension since kindergarten -- good luck!
- Being new to the US and this area I have often wondered why there isn't a HOV lane. Hopeful to see one soon.
  
- I really enjoy saving time on the toll road systems. I can't wait till the congestion clears on the route to Rockford
- I would certainly use the new tollway going from my home to the northwest suburbs. I'd also use the 120 extension for monthly trips.
- Build the road
- I have heard of this possible extension off and on over the past 23 years, does this really have a chance of getting done? The worst traffic is right at the end of 53 and Lake Cook, what do the people that live in that area have to say about the morning and afternoon rush hour traffic?
- Why do you need to know if someone is Hispanic? An odd question.
- The survey said the proposed road would have no traffic obstacles. I infer that means it has controlled entrances and exits and no cross traffic. If that's the case why limit the road to a 45 mph speed limit?
- I understand adding lanes to roads is a very smart option in keeping congestion and travel times to a minimum, but I also believe cheaper options are available.

The light at St. Mary's Road/Townline Road (Rt. 60) causes congestion every day after work during peak rush hours (4:30-7pm). The light lasts way too long when green for cars heading north/south (there are not a lot of cars heading in those directions coming from north/south so it does not need to be that long). There is way too much traffic heading east/west because of this. A simple adjustment in the timing of the light (giving more time for it being green heading east/west...and less time being green heading north/south...even if it is just a few seconds on each end) would lead to a lot less post-work traffic.

Thanks for all you do. I appreciate you letting me vent.

- A much bigger problem that I see is travel to and from Madison and Janesville, Wisconsin area and specifically Lake Geneva area including the week days and week ends. It is a cluster @#%& for a lot of people. 53 should be tied into the existing Route 12 in Wisconsin. I have been waiting 30 years for this. Your idea right now is a band-aid approach to the problem and a waste of money as proposed. Why can't the people of Lake County get their gas tax dollars back that they have sent to Springfield for the last 50 years for this project as proposed 40 years ago. If Long Grove is still a problem - propose to them to go underground and give them no "on/off" ramps. Thank you for trying to swim up river without a paddle and respectfully yours after all these years,
- I believe the Route 53 extension would be a great addition to Northeastern Illinois. It would reduce traffic congestion on all north/south and east/west roads.
- I think the state should quit spending on things like this until the budget is balanced. I think this is

another way to get revenue from the tax payer with out cutting spending. To much money is being spent on getting votes instead of being responsible.

- BUILD 53 -- AND REBUILD 120! I can't express how long I've waited for these improvements - please, Dear God, get this done before I die.
- Please use toll money collected responsibly and honestly. Years ago, the toll authority said the tolls were going to be temporary, but it looks like they are here to stay. It is sad to say, but I do not trust ANY Illinois governmental agency.
- Thank you for putting together this survey.
- Please build the 53 extension. I think a speed limit of 45mph is ridiculous. If the taxpayers are going to fund this the limit should be at least 55mph.
- We need some better means of travel North-South and East-West in Lake county
- We've lived in Lake County, IL for 30 years and have been hoping for all those years that the 53 extension would happen. We hope this becomes a reality in the near future regardless of the few homeowners who live in exclusive areas who keep fighting this. Progress is inevitable and they'll have to accept this is best for the majority and should not be held up to benefit a select few.
- I am opposed to the construction of the Route 53 extension for the following reasons:

In all of the debates and information sessions that have occurred, I have yet to hear anyone bring up the fact that this type of road construction will not alleviate traffic congestion, but instead it will promote more traffic congestion within the county. This type of road is designed to get people from one place to another quicker. What this does then is to provide an easier way for people to travel from their home to their work. This will lead to increased construction within Lake County which will in turn lead to increased traffic as more people get off of the "highway" and use the local roads to finish their commute. We have to ask ourselves "What type of life style do we want to have here in Lake County?". I do not believe that the citizens of Lake County if given the choice would prefer the environment of Northern Cook County. An environment where the only way you can tell you went from one town to the next is that you just passed a sign that said "Welcome to" is not what a majority of the people in Lake County moved here for. We need to pause and carefully debate and thoroughly think the plans for our future Lake County through. This proposed extension is not a plan for a sustainable Lake County. We have many of our existing roads that need to be upgraded before we think of placing another highway in our midst. Secondly, the signs that have been put up in our county to show us where and how little of the land this extension will take up are erroneous. They are a gross underestimate of what will actually be needed. This is at best deception and at worst at outright lie to the citizens of Lake County. Third, before we consider this type of proposed highway extension we should consider the better options of more and better mass transit systems. Fourth, we should consider the use of our lands to promote a "local Lake County". A Lake County where many of our needs can be provided for from right here within our county. Fifth, this extension no matter what acceptable form it begins as will ultimately lead to the construction of a Route 53 as we see to our south. Do we really need this or want this? No. Where we should be thinking and planning for is the development that will take place in McHenry and the other western and southern counties that rim the present suburbia of Chicago. Lastly, a question, whatever happened to the proposed Route 12 extension to Wisconsin? I have not heard anyone bring this option up either.

To summarize, in the words of Simon and Garfunkel "Slow down you move too fast". It is not a race. Let's do it right. Let's get everyone's input and not just rely on the so called "stakeholders". It doesn't matter if this takes 1, 2, 3, or more years. What matters is that it is done in the right way and achieves the best result by everyone, for everyone in Lake County.

- Where are the access entry and exit locations on and off the new toll highway
- I am not currently in need of a Hwy 53 extension, but strongly favor one.

- The traffic in the area of Lake County where I live (the area near the intersection of St. Mary's Road and Rt. 137) is so congested every day after 3:30 pm. People feel gridlocked into their neighborhoods. It takes a half hour to drive three or four miles at that time of day. I am hoping that Rt. 53 helps alleviate that.
- the toll way is the greastist road. please build it.
- Keep the tool price own. It is ridiculous we already pay to much on the tool roads!!! That extension is needed!!
- Prefer higher road speed limits comparable to the currently open section of Route 53.
- The wait time for building the 53/120 extension has gone on long enough. We are looking forward to the transportation

improvement here in central Lake County,IL.

- I do not think the Rt 53 Extension should be a toll road.

It should be a standard Illinois Divided Highway as IL RT 53 is from Lake Cook Road to Interstate 290.

It should be designed to handle speeds of 55 to 65 mph or more.

I would also like to see it be 3 lanes wide North and South as 2 lanes in each direction will not be enough with the volume of traffic that uses RT 53 now.

If you design it using 2 lanes and only 45mph speed limit it will cause more headaches in the future and I believe cost more to build and maintain.

We need higher qaulity roads not some cheap band-aid to please someone.

- Totally against this plan, unless the Gages Lake- I94 section remains free. This section was paid for over the last 50 years by my taxes and I don` t want the toll way to grab this link and put a toll to it. You can start the paid road in Gages lake where the current route narrows.
- Higher speed limit on 94 and 294 North of Lake Cook Road would be very welcome
- 53 NEEDS to be extended to relieve traffic on parellel running routes (i.e. 45/21/94)
- The 53 extension has been talked about and surveyed to death for as long as I can remember, It doesn't take a rocket scientist to figure out how badly it is needed, seems it's time to stop surveying and just build the damn thing.
- I think the idea of the expansion is great but the toll costs are much too high
- Why are tolls necessary? I grew up in a state where the roads and great and FREE!!!
- the idea of a toll road with no cash collection appeals to me for a number of reasons.
- Hurry up and get it done!!! Thanks
- I am in favor of tollroads and like them and think they are a fair value when the trip warrants.
- Strongly in support of proposed 53/120 project. It would give us much improved access to destinations south & west, i.e., Woodfield Mall.
- Planning for proper roads in this area over the last 40 years has been pathetic. There has been no coordination between municipalities. As the population in this area has increased with associated housing, there was no thought given to proper roads.

**PATHETIC !!!**

- I am very much in favor of extending 53 to 120. I also would like to see route 12 have fewer stops (or even zero stops) from 120 to Lake Geneva, WI
- Most people I talk to try to find round about ways to avoid traffic. Often this takes us way out of

the way, but it ends up being faster in the long run. For example, avoiding the intersection of 137 and 21, or 176 and 21, and route 60 altogether. I'll drive East to St Mary's and take side roads to cross 21, take more side roads to Butterfield and jog down that way to 83 to get to 53. This extension would greatly reduce traffic passing through Libertyville, Buffalo Grove, and Vernon Hills to get to Gurnee, Grayslake, etc. It would solve a lot of problems.

- Please build it!!!
- I think this is a great idea especially in light of the fact that I am moving to Johnsburg and would travel every day between there and Lake Forest( on 120)....
- Townline road exit going home is always delayed
- JUST SAY NO TO TOLLS. IL HAS ENOUGH TOLL ROADS THAT ARE CONGESTED WITH CONSTRUCTION MOST OF THE TIME. ACCIDENTS AND TRAFFIC ARE ALWAYS A PROBLEM ON THE TOLLS ITS NOT WORTH IT.KEEP TOLLROAD OUT OF LAKE COUNTY
- I'm sure this will be useful for people who don't live in the affected area to get them through faster but it is of no value to anyone who lives in the highlighted box. All this will do is continue to make our everyday lives miserable while you close roads to do the construction and then help people fly through the area faster without stopping to purchase anything in the local shops.
- There is an overwhelming need for a East West Highway in Northern Lake County
- First, you need to stop all the nonsense and complete the 53 extension ASAP. No exceptions. The property values of Lake County are falling behind others in the Chicago metro area as it's impossible to get to central or Northern Lake County easily and in a timely manner. Second, a 4-lane (or more) E-W highway south of Rt 120 is sorely needed. I moved from Wauconda to Libertyville (11 miles from my previous home) and save at least 1 hour in each direction on Rt 176 when I need to get to the interstate (94). Finally, making this a 45 mph roadway is a weak plan for those who need to travel from the north to south. Look at the southern counties and how property values in Kane/Dupage county are growing faster than Lake County. Get it done! We pay entirely too many taxes and waste entirely too much time and money due to the horrible roads in Lake County, IL.
- I hate traveling on the toll ways under construction slowing my time, tolls should be reduced or eliminated during this times
- I think we Americans are spoiled by being able to buy gas at a fraction of what people in other countries pay. The same goes for tolls. I've driven in France, for example, and have paid about \$8/gal of gas and most tolls are at least \$3 or \$4, and I've paid more than \$6 at a time. So, it's interesting that as soon as this survey suggested that I may have to pay more than \$3 for the proposed toll route, I balked at the idea. If that's what comes to be, I'm sure we'll all get used to it b/c we won't have a choice.
- BUILD 53!!
- The problem is no one believes the state will keep their word on ANY toll issue. Whatever is charged now will rise and become too much to afford for the regular traveler. This will become the throughway for the well-heeled. Make it a freeway and you'll see it utilized, otherwise it's a boondoggle and a waste of tax money.
- The extension of 53 and the widening of 120 are CRITICAL to the future of Lake County!!!!!!!!!!!!
- Are the tolls EVER going to go away? When I moved to Illinois in 1984 the Tollway was "...going to pay off the bond holders, and then the roads would be free". That hasn't happened yet.

I don't mind paying the tolls IF and only if, the roads are FASTER than the surface roads. Many times they are not.

- The thought of charging more rates at different times of the day should be a crime.
- How will the Tollway Authority enforce the I-Pass requirement for all vehicles using the

extension? Will tickets be issued by taking pictures of the offending vehicle? Will there be a weight limit for trucks? What will the impact be to the local environment? Who pays for the sound barrier walls being put up on our tollways? Do they really work? How much will the toll on the extension be? What is to prevent huge rush hour back ups at Route 120 similar to those currently at the Lake Cook exit?

- The plan should have offered 0.75 cent option which is what I considered to be reasonable toll for the 53/120 extension.
- The extension to 53 should be built as soon as possible. Travel in Lake County is awful, it is a waste of time, and natural resources to sit in traffic every day for hours on end. traffic backs up for miles in every direction.

There is no economic or environmental reason to delay this extension. It has been planned since the early 1950's and should have been built long ago.

- the road as planned would have added miles to my North south route, but other east-west trips I take ACROSS Lake County would (hopefully) benefit from both the Rte 53 extension AND the Rte 120 improvement
- This project is way over due. I have lived here for over 25 yrs we need this
- This project is too slow. Take on Long Grove and build the thing already!
- That was a pretty long survey, thankful it didn't have to all be taken at once or I wouldn't have ever finished it.
- please, please build the route 53 extension - I have many friends and family that live in areas where commutes would be improved by that additional road option.
- I am not sure that my example trip is representative of the effectiveness of travel for this survey. I am in favor of the new traffic pattern and roads. It will then ease congestion for my local trips to be eased as well.
- Interesting. Thanks
- Traffic congestion is unreal here. I suspect people will not squawk loud on increasing the costs.
- This extension of route 53 and the route 120 corridor project NEEDS to be completed.

It has been discussed for way to long with no action.

Let's take the bull by the horns and get this done.

Travel in Lake County has been terrible for way to long.

Government let all of the new subdivisions come in to this county the past 30 years without widening/adding highways.

Build IT

- Design the roads for the people, not for a profit!
- If you build a new road and charge more to use it than the existing roads, why would anyone use the new one??? Especially since the speed limit is 80 on 94/294 and the speed limit will only be 45 on your new one :-)
- Generally not in favor of slow, limited access toll road ending at Rt 120 (end of no-where). Enforcing 45 MPH on a multi-lane road will require add'l state police. Current 53 is an AM road race 70+ patrolled by 1 officer. Rt 22, 176 in the FAP area are extremely congested at rush hours so I avoid them. Completing Rt 12 should have a higher priority.
- The toll authority is corrupt and I do whatever I can not to pay tolls, even though I have a transponder. I object to the idea of even more tollways. The option that a tollway would make travel times reliable? A joke.
- I'm not sure how helpful my answers are here because the proposed new route does not go from my start point to my finish point. However, there are other trips I make where it would definitely

help me. i don't mind paying tolls if they save time and hassles.

- Thank you for reaching out. Also a firm commitment on new tolls being dropped by a certain date, though may draw laughter at first, I think is the right thing to do and even better to follow through on. We need good roads-especially East-West roads and alternates to 41 and 94. This project is a good start on that. Good job.
- The proposed highway improvements will not have much value to me as my travel does not require regular north-south passage in western Lake County. I occasionally use Route 120 but only intermittently farther west than Grayslake.
- Any roadway improvements which mitigate the time and expense of traveling 2-lane roads would be very much appreciated.
- Build the Lake County 53 extension!
- We have enough tollways and enough tolls - fix the rest of the roads with all the funds miraculously disappearing from the Toll Authority's coffers. Damn thieves are at the trough for more!
- I have been working the 3rd shift in Waukegan for a year and a half now. Before I commuted from Libertyville to Northbrook for seven years and then Libertyville to Glenview for eight. I would have liked to have given my input via surveys such as this regarding road construction in those areas. I think it is a great idea. Thanks.
- The high toll fees in Illinois gives the state a very unfriendly feeling, just saying.
- Please do NOT let environmental fanatics delay this project any further. We do not need any more study, impact assessments, or any more delays. Build the road. Do NOT build a 4-lane, 45 mph pseudo-freeway as some have suggested. We need this to be the same as I-355, which I recently drove from Libertyville to Woodrich, and was amazed how quickly I got there (once I had spent close to 30 min getting to Lake-Cook on-ramp)! Also, please avoid tolls in excess of \$2 as they will simply push people off the road and back onto 83/45/60.
- This road should have been built 25 years ago.
- The new roadways will not solve problems, rather cost money the State does not have and simply shift congestion. The solution is better zoning to stop new development in areas not served by roads.

Build towns - not suburban sprawl

- Your travel time assumptions are not believable. and why would I want to pay MORE in tolls? the toll authority should be paying ME with all the money they've made. What happened to removing the tolls when the road was payed for?

And why do you want to build these big-ass roads through the country side? Why don't you promote public transportation instead?

- I am south of route 120. Will there be ramps on rt. 176?
- If this state was not in such financial ruin, we could still afford to build roads without tolls like it used to be done. Clean house of all that are pilfering the state and we may be able to afford to run the state as was intended. Just a thought.
- I am completely in favor of expanding RT120. That road is a nightmare during rush hours!! It has been horrible for the past 20 years and nothing has been done about it. I avoid it at all cost to the point that I moved out of Grayslake because of it. I still use it though to visit families and friends in the area. I hope this expansion comes quickly!!!!
- I leave early to work in the morning to avoid traffic. I encounter heavy traffic on my commute home

- Feel that widening the east/west roads would alleviate the congestion
- This should be highway with a speed limit of at least 55MPH with no car pool lanes or discounts for more passengers. 45 MPH is a joke and a useless waste of money. Make it like the Tri-State tollway and with 3 lanes not 2. If built with 2 lanes it will be at capacity by the time it opens. This thing needs to be built but it needs to be built the right way.
- I also use rt.83 to rt. 53 quite often enough. If toll is reasonable, I would take the proposed toll way.
- Because traffic between Libertyville and Naperville is terrible if we begin our drive after 2 pm in the afternoon, we are forced to drive before 2 pm to be in time for dinner with our son's family at 4 pm. If we leave early enough, then the trip is only about 1 hour or so. We take refuge at the local library until it is time to drive to their home. A crazy way to have to live when we already pay gas tax, license fees, and tolls to use the road system. Plus, the roads are always under repair even when roadwork was completed only a year earlier -- what's wrong with the quality of the work being done that repairs are necessary so soon? Where does our money go?

I applaud the patience of Illinois drivers who do not succumb to road rage when they are stuck in traffic day after day after long days at work. Maybe it's time for the public to get angry at the endless inconveniences they suffer.

- There is limited access to 120 east of Almond. Folks who live on Huntclub use 120 to get there. If there is a toll and it's not "reasonable" for a short ride. You will be severely limiting their options. Like me who uses 120 to get to Almond from Hunt Club to go to the Prairie Crossing Metra Station.
- Do not sell or give away my contact information to other parties/entities/businesses.
- Do NOT want a toll road in this area. NO toll road. Complete these roads but not with a toll.
- Please DO build the rte 53 extension. It has been needed for decades. You asked me about my MOST RECENT trip, not the MANY that I take from Libertyville down to Schaumburg and well beyond. BUILD the Rte 53 extension!!!
- Extend 53! Didn't need it for the trip I was surveyed on, but wished it was there for other travel toward Lake Zurich, Schaumburg, and to access the tollway toward Rockford.
- Move this Road west to the Fairfield Corridor so more drivers from far North and North west town can access faster. Spring Grove / Richmond / Johnsburg / Antioch etc... These are growing areas and need to be considered in this plan.
- While 53/20 is not as direct to my downtown office, it would be great for my fairly frequent trips to the western suburbs and downstate Illinois. The extension would make a great difference in the time to make those trips, and I would pay up to the highest amount you asked about to use a less congested way.
- This was an interesting way to assess the feasibility of the project.
- The extension of Route 53 would be welcomed as the congestion in the suburbs north is a problem. It can take one hour to go 12 miles. The project would be a success and well received but the toll must be reasonable and not cost prohibitive for daily travelers.
- This proposed road will not accomplish what the public is being told. The county has an east-west traffic congestion problem, not a north-south congestion situation. It is a shame that so many valuable taxpayer dollars have been invested in this project while other much needed improvements were left to stagnate. Lake County is now deprived of public transit options and it's beautiful open spaces are in jeopardy.
- Traffic on Route 53 has been HORRIBLE. Something needs to be done.
- Would be nice if there was a exit near route 176 since the interstate 94 only has one way exit. Nothing going north.

It take alot of roads and traffic to get to 53 from Libertyville as it is its time consuming and slow.

Thank you

- We NEED more roads and I hope this project goes forward!

Any person who is not aware of the need for more traffic lanes (somewhere) does not drive...

- Some of the questions used the phrase "reasonable toll" and I think this is extremely subjective. It was helpful to have actual dollar amounts in the previous questions. Also a toll might be reasonable to pay once in a while, but unreasonable to pay 10 times a week for a work/home commute.
- The extension of 53 would cut through a lot of neighborhoods
- I was taking this Route to avoid 137 and Route 21. I am a Realtor.
- There is a flaw in your software at the question involving searching for start destination in that other survey taker's names were visible along with the business addresses.
- we have enough roads....adn tolls....mathematical principles adn studies show that adding more roads and/or more exists and/or more options....actually increases congestion. wake up...this is about money and not about people.

This new road is totally unnecessary...even it would save me time i would not want it!!!!!!

the best stretch of road in the entire chicagoland area is the tri-state, from just south of I90 to all the way down to at least I55....and you know why?! cause there are very few exits!!!!!!

btw...we're still waiting for the tolls to go away on the roads that were built almost 50 years ago!!!!

assholes!!!!

- when we go that direction we would use the 53 extension
- The route 53 extension would be great to access woodfield mall area easier.
- I live very close to I-94 and find it very convenient to get to work. I believe the 53/120 extension would relieve congestion on the I-94 toll way benefitting everyone.
- Sometimes my trip begins at Lake Cook Rd and 53, going north would be helpful.
- I travel all around the Chicagoland area for business. Extending 53 would greatly help my commute as I use 355, 55, and Route 83 several times a week to travel to and from customers.
- The Route 53 extension needs to be built in one way, shape, for form as soon as possible. I have been a Lake County resident since 1985 after graduating from college (28 years), and this has been discussed since I moved here. I grew up in Chicago, so I know the value of having strategically placed roads with adequate capacity to minimize and reduce traffic congestion. As the population continues to expand further was from the city, these roads are needed now in order to allow people commuting and housing options without significantly taking more time than necessary in today's 24/7 world. Please make this happen as soon as possible for the betterment of all NE Illinois residents and travelers, not just Lake County. Thank you for your time and consideration.
- Approximately half the time I take local roads on my commute. Local roads take me 5 minutes longer and avoid the tolls.
- Extending 53 has been discussed many times over the years, but has never been done. What will make it actually happen this time?
- Start this road as soon as possible. I have lived and worked in McHenry County my entire life and have been waiting for this road. If only you would have been shovel ready when the Feds were handing out the money for the economic recovery, I may have been driving on it now.
- The Illinois Tollway Authority is a bloated beauracracy that is more concerned about self

preservation than the common good. Just travel any of the many roads in this country and you will be very hard pressed to find a more money hungry political corrupt farce, with the exception of NYC, than the Illinois Tollway Authority. STOP trying to justify your means of existence and START providing roads that last more than a couple years at a time. The Europeans have been building roads to last many times longer than us forever. What is it specifically in the state of Illinois, other than corruption and greed, that causes our new roads to shortly fall into disrepair?

- I'am very excited that the route 53 extension is finally coming to a reality! It has been very long overdue, and now there is so much traffic on two-lane roads. There is no expressway here in Mchenry, and I along with several others have to drive all the way to Deerfield. The only way there is two lane roads or route 12 that is always backed up. Route 120 would be great, but why is it only a two lane road??? Please fix this!!! I greatly support the route 53/120 project!! Mchenry County needs a new way to get to the southeast!
- CAN'T WAIT FOR THE EXTENSION
- The toll options offered during the survey all seem to ignore the annual additional cost which would be added to the current cost of a daily commute considering fuel costs alone. If you asked the same questions but stated the question based on total cost of tolls on an annual basis for daily commuters, your negative response rate would be significant.
- EXTEND 53!
- Good Idea!
- I feel that traffic barriers get put out weeks before any actual construction begins.
- I'd like to suggest extending the route 120 extension to route 12 in Wisconsin. McHenry county is in strong need of a highway servicing most of the county. The sliver of route 90 in the southwest corner of the county doesn't help the rest of us.
- Please Build 53!!!!!!!!!!!!!!!
- its way overdue to give North/south traffic some relief in this area
- You should indicate miles as well because someone my pay a toll if it saves them in mileage which would save in gas. You request the from and to address so mileage can be easily calculated.
- The problem with this survey is that it asked about one specific trip. In general, travel around McHenry country is horrible.
- I typically take Gilmer Road from Route 120 to Hawley to Route 60 (via Townline) or Route 45 everyday. There is a NIGHTMARE that occurs everyday on Gilmer - the triangle created by the traffic lights from Gilmer crossing Route 176 then crossing Hawley creates HUGE backups in both directions. The lights also appear to be very short - especially at the 176 intersection. There can be a 1/2 mile to a mile backup on Gilmer with no traffic whatsoever on 176, but 176 clearly has a longer green light. This doesn't make any sense - same with Hawley.
- Been waiting 20+ years for the 53 extension.
- Too little. Too late.
- Most people in McHenry have to drive 45min to 1hr just to get to a freeway/tollway. this would be great for all concerned
- This highway has been needed for years
- Please build roadway all the way up to route 12 in Wisconsin before I retire. It 's been promised for 40yrs. Build a highway not some by pass that's a joke.
- A 45 MPH limit is a bit low in my opinion. The speed limit on Rte 53 ext is currently 55 mph and drivers are actually traveling on average 65 MPH. I believe that a speed limit of 55 MPH would be more suitable.
- The route 53 extension to route 120 should have been built 30 years ago as it would save time, gas money, and pollution of the atmosphere. The congestion on Route 12 from Volo IL to the start of route 53 is disgusting and I'm sure that a reasonable toll would definately be cheaper than all the gas that is burned waiting at stop lights and in so many congested areas of heavy traffic!!! PLEASE



BUILD THIS NEW ROAD AS SOON AS POSSIBLE TO HELP ALL TRAVELERS

- I would be more likely to utilize the Route 53 extension if the speed limit were the 55 mph as the other portion of 53. Otherwise, I am hoping that Route 12 will be lighter traffic, reducing my travel time.
- The proposed 53/120 toll fees look awfully expensive. It will very likely preclude me from using the road.
- A solution needs to be found for travel in and out of the northern suburbs. Additional traffic pressure during weekends and summers from non-residents adds to a difficult situation. Road construction or traffic accidents cripple these roadways due to the levels of traffic on roads not designed to handle it.
- This highway has been in the works for so-o-o long, that I believe is too late. We really need some East/West roads that are 4+lanes wide! Plus the fact you want to make this an exclusive road that only uses a transponder-unbelievable!!!
- Given the proposed path the express way should have a speed limit of no less than 55mph. Given the plan of 45mph speed limit Route 12 could be adapted and expanded to accommodate the road avoiding costly land acquisitions, displacing families and destroying more landscape.
- Extension of Route 53 spur up to Rt. 31 in McHenry would be much appreciated my many in McHenry County
- I have been hearing about this possible expansion for years. Now that I live in McHenry, it has become very frustrating using Route 12 through Lake Zurich and Deer Park to get to Route 53. I just hope it is approved and built in my lifetime!
- I will not likely ever be purchasing a transponder even if it means paying twice the toll.
- The proposed 120/53 expansion Should allow all to use, not only people with transponders.
- I am all for anything that will improve the ability to get from McHenry to Chicago much quicker. There is no easy way out of McHenry to the expressway. I am from Chicago and like to go back as much as I can, but would love an easier way to get to the expressway. Thanks!!
- I live in McHenry. The only roads we have to get to Chicago is 120 to 94, or 120 to 12 to 53 to the Kennedy Expressway. Even though the 53 extension wouldn't go through Northern McHenry County, I feel that this extension would be a welcome traffic relief to Northern McHenry County and Western Lake County...
- NO TOLLS ON THIS ROAD! State takes enough money from us and wastes it
- REASONABLE PERIOD
- The toll road is a great idea, we need better way to get around in the far north suburbs but more than \$1.50 each way will be enough to keep me off the road most of the time. I work 5-6 days a week and adding an additional 3\$ a day to my commute would add up to 15-18\$ a week which is over 800\$ a year. I have a wife who works part time, two active kids, a mortgage, bills, and I already pay a ton in gas every week to get to and from work. I consider us to be an average family in the area, with an average budget for expenses and cost of living.
- Quit spending money!!! Our state is going broke!!!
- Do not charge too much or people won't use it.
- I think this is a great idea
- Although I tracked a trip from McHenry to Schaumburg, I often drive through Lake County on 120. I think widening 120 is imperative to future traffic between McHenry and Lake County. The 2 lane highways throughout Lake County make we want to head towards Wisconsin for shopping, travel and entertainment. I'd rather pay my taxes to Illinois than Wisconsin!
- Lower tolls would make a big difference.
- This roadway improvement issue should have been done a long time ago.
- This is something about in the 1970's. From what i am reading and understand I can tell you are acting like the fools in political office You have no idea what the people of Illinois want or need. A

new tollway is not what we want or need, The money and the property was set aside in the 1970's but I'm sure the State stole that to pay for something else we didn't need.

- Build the road. Please.
- Tolls are already too high.
- BUILD 53!
- Would love to see the I53 extension approved. Thank You for this opportunity.
- Should be able to figure out how to improve traffic flow without the need for toll roads.
- My much more frequent travel (but not most recent) takes me down Rt 12 to Rt 53. For THAT I would be much more willing to pay a reasonable toll: .50/.75 cents.
- Pleassssssse build this, It is a necessity for this area!!!!
- The North-South extension of Rte 53 is needed. It would be OK if it's a reasonable toll.
- I attended meetings in the mid 70s regarding the fap 420 extension of rte 53 to rte 12 in richmond. It is a shame that this road was never completed. I still think it is greatly needed. I was an officer of the mchenry rescue squad at that time,
- I have been driving the route 53/route 12 from one end to the other for 25 years for both personal and work related travel. I have lived and worked all along the corridor from route 355 and Army Trail up to Route 120 in McHenry. My regular trips work or personal, force me to deal with the congestion, mostly on Route 12 through Lake Zurich, Deer Park, and with this years construction, from Wauconda all the way down to Lake Cook. This project needs to go through, however it needs to have a reasonable toll charge. \$0.75 or \$1.00 at most is relatively reasonable. With the amount of revenue generated from a \$1.50-\$2.00 round trip daily, sometimes multiple times a day, This project would be paid for in record time and \$1.00 will not break the bank. You get up to \$2.00 and that means a \$4.00 round trip every day is \$120 a month and that is unacceptable. Half that would be a struggle for most. Thank you for the opportunity to complete this survey. I have been waiting years for this project and welcome it.
- In my personal opinion, all proposed toll fees for the project are TOO expensive for shortening a trip by 10 to 20 minutes less than current conditions; if so, I would not use the proposed route
- It would have been a lot cheaper to build back in the late 70's when this was first proposed. I don't think this will ever be built in my lifetime.
- I'm all for improving traffic flow up north!
- there needs to be a more efficient route north east of the proposal -a corridor extension of 53 headin northeast towards lake geneva wi - more centrally located between 90 and 94- the aged roads thru lake county just need a facelift which is what is going on now
- YOU INDICATED THAT THE SPEED ON THE NEW ROAD WILL BE 45MPH.....THAT IS STUPID IT SHOULD BE 55 OR FASTER
- You should have more answers of "I would rather to say". Because questions like how much I make or race have no bearing on the survey. Also I will again enter into such a survey again because you asked for home address and not general location. Another bad question is how people live there. It does not matter. It should have focused on the travel path and days of week I commute to and from on that path only.
- Build it, make it reasonable, and people will use it.
- Stop the corruption and lower the tolls.
- My answers were given under the assumption that traffic on the arterial roads will be lighter because the toll option will be available. However, I think that a 45 mph speed limit will deter many drivers - me included - from paying to use a toll road. Paying to drive that slow doesn't make sense.
- East/West travel in Lake County has been a real problem for decades now! Route 120 from Route 60 to I-94, Route 60 from Route 120 through Mundelein, Petersen Road from Route 60 to Route 137, and Route 176 from Route 14 all the way to Sheridan Road should all be 4 lane roads with

- proper turn lanes to not slow down thru-traffic. These roads have been an issue for way too long now and I really think something should be done about this very soon. Also Route 134 from Route 12 down to Route 120 should be a 4 lane road for people like me who live North of Route 134.
- I travel 100 miles a day in that area. 53 extension would be fantastic.
  - I think that building an additional roadway is completely unnecessary, especially with tolls. Use the resources you have to pay don't our state's debt instead. This proposition is nuts considering our economic slump. This department should be embarrassed to even send out this survey. This road is completely not needed and wasteful. Were the environmental considerations even taken into account?
  - Any extension of 53 would make my travel to the city from ne McHenry county a lot easier. But we have been waiting forever for the 53 extension, and suspect we will be waiting another 40 years! Please prove me wrong!
  - I would like to see the results of this survey.
  - It would also be very helpful to continue 53 north and connect it to route 12 AND bypass Richmond IL.  
Thanks!!!!
  - It would make travel much easier is the toll road is added.
  - If this project will be started, when is the proposed starting date and how long will it take?
  - 53 and lake cook rd and route 12 needs to be fixed
  - Please Please Please .....BUILD THE NEW ROAD!!!!!!!!!!
  - Please pursue this option. It will greatly remove traffic stress on the existing roadways and hopefully bring a well needed boost to property values in the northwest suburbs.
  - Thank you for the chance to voice my opinion. I hope the 53/120 extension gets built, but with a toll cost that is reasonable for everyday travel.
  - What happened to linking Rt 53 with Rt 12 in Wisconsin?? McHenry County is the largest county population in the US without access to an expressway!! Bring it to McHenry County!!! Where do our tax dollars go!
  - PLEASE BUILD 53 ALREADY!!!! THIS HAS BEEN GOING ON SINCE I WAS LITTLE JUST BUILD IT
  - I have lived in Chicago my entire life. The reason I am opposed is because there can not be any guarantee that I will get to my destination faster but there is a guarantee that I will get to my destination poorer. Weren't the tolls to be lifted on the other highways years ago?
  - PLEASE finally extend 53 to 120.
  - The closing of Route 12 for repair is a nightmare. It has caused unnecessary enormous traffic delays for months. Days would pass with no work performed although the access remained one lane in both the north and south direction.
  - i have been working for the same company for 22 years and spend 2 days a week in Bedford Park and 3 in Schiller Park. I purposely leave early and stay late to avoid the heavy traffic. I avoid driving 90, 12 and 53 due to the heavy traffic on my trip home.
  - Build it ASAP. Long overdue.
  - Thanks for pursuing this travel option.
  - \$1.50 or \$1.75 per trip would almost guarantee I take the new tollway, assuming traffic is better. \$2.00 and up makes that a hard decision unless traffic is extremely backed up on other roads.
  - The 53 EXTENSION NEEDS TO BE BUILT NOW!
  - As an active traveler of northern Illinois this is desperately needed!!
  - We traveled for medical reasons at non rush hour. Made good time but can't depend on that .
  - Looking forward to the completion of this highway.
  - Opening up and straightening out Rt120 through Hainseville and portion of Grayslake would be

wonderful. I would hope, though, the "old" RT 120 would be available when I don't want to pay the toll. I would, however, take the new road to and from work. My only fear is that it would impact business, especially small ones, like Sammies. I would hope it wouldn't turn that portion of 120 into a RT 66.

- Get the 53/120 done!
- Toll roads were suppose to be payed off a long time ago. All they keep doing is raising tolls to line somebodys pocket. Roads must be built to relieve congestion so build them and quit wasting our tax dollars.
- We have lived here for 25 years and our traveltime has always been bad. I would love the new toll road.
- Extending the 53 to route 120 would be wonderful. However, if I have to pay \$3.00 to and from work, I would be paying \$30 a week or \$120 a month to go to work. There is no way I'd utilize a roadway that expensive. I get that others in this state do it, but I wouldn't. It's not worth it to save 20 minutes.
- Route 120 between route 12 And route 83 heading east or west at rush hour is literally forcing me to move from lake county to cook because I cannot afford the inconvenience or th me drive time.
  
- Please build the darn thing already!
- Please Build Rte 53 extension!!!
- Should have been done long ago and should go to the WI state line.
- Hello,I think your route for prposed hwy should be more northwest and not north.You are running side by side with hwy 94 or 294.Along the route of hwy 12 would be more logical since that is the only major road that operates northwest.Just a suggestion.And by the way,if your looking for a good employee,please email me. thank you
- Easy access to the tollway system from McHenry county is still non-existant... may be that could go on the list for future feasibility studies?
- I only use toll roads if they are reasonable & save me time.
- Would love to see this project complete!
- I work in the construction industry and therefore have different work locations. The survey did not ask me about heading south and the proposed RT 53 extension which I feel, early on, that I would be very interested and use often.
- We have heard about this extention for over 50 years. It only went to Lake Cook and stopped. We desperately need this in McHenry/Lake counties. The traffic has been way too much over the past years. It use to take me less then one hour to get home, now it can up to 2 hours.

As far as the tolls, I would be willing to pay, but to pay both ways for 5 days a week, it has to be reasonable....please consider a break for those commuting every day.

- The reason I would be willing to pay the higher tolls is because it is reimbursed from the company. If I were to pay from my income, I would have chosen differently. Perhaps a second set of questions if you are traveling for non work related travel.
- Even though I answered based on my last trip, I often take Rand Road south to 53 to get to highway 90. Widening Rand Road would be a better option that extending 53 to 120 east of Rand Road.
- I find it utterly ridiculous that we have been waiting on this project for 20 years. Build the 53 extension already and alleviate traffic on Rt 12 through Lake Zurich and Wauconda. The population in McHenry Co. and Lake Co. supports the decision and need for a better traffic pattern.
- 1. What will have to happen before construction starts?

2. How many months will be required to complete the project?

- Get that construction going ...its been a long time going
- This project has been approved multiple times. You have no intentions of EVER building these roads. These studies are "bottomless money pits". EVERYBODY knows these roads need to be built!!
- The survey only showed one example of my travel routes. I am constantly going through to or through this area and it is a nightmare. Too many traffic lights, too many cars and people driving light idiots due to the frustration. This route needs to be done.
- Please keep the tolls reasonable.
- Route 120 is a DISASTER at almost all hours of the day. At random hours such as 5:15 a.m., 2:30 p.m., 9:00 p.m., there is ALWAYS major traffic, especially in the Grayslake and Fox Lake areas . We desperately need improvements to make commuting to our jobs more manageable.

Thank you.

- Rte 12 is terrible and getting worse. Please do something about it.
- Hurry Up!!
- Though I may not personally take the proposed routes, if they are built, they would improve my travel time as there would be less traffic on the roads I travel, as the proposed routes would be utilized by these individuals.
- With moving to Mchenry would like to see this new route available ASAP
- You are not fooling anyone when you say that tolls will be collected to pay for the expansion. The toll booths will remain until the end of time.
- Build 45+ MPH roads from Fox Lake Area (basically as far North as you can go before Wisconsin) .Do IT SOON!
- Build it.
- BUILD 53!!
- Please build 53 extension
- I pay enough for gas, just to get to work, the cost of tolls adds to my stress, If the tolls are too high. I will just stay on the main roads. Of all of the roads that lead to my work in Skokie, it seems that all the road are under construction at once. Route 176, under construction. Route 12, under construction. Route 60 in Vernon Hills , under construction. Could we work on 1 road at a time.
- We really need improvement of the IL120 and proposed rte 53 roads. Traffic is terrible on the current rte 120 and connecting routes. Please hurry!
- As with any major road project delays are going to happen. Limiting travel by only allowing transponders is NOT a public project being paid by TAX dollars but another complication in our lives. East/West travel on 120 needs to be FREE and a moderate toll to travelers from Lake/Cook to 120 seems resonable provided an alternative payment option be available for out of state travelers. I voted t approve this project as a taxable option NOT a TOLL option. A new vote should be taken regarding future funding.
- I use 12/120/53/94/290/. The past 16 years I've traveled to Schaumburg area for 10, Indiana 2 and Chicago for 4 years. This traffic congestion needs help. Roads are way too congested for such a large city. I would change my career and move to Wisconsin for a commute to Milwaukee everyday. Smooth, great roads, easy rush hour commutes and no tolls. Why is this state backwards. Last year I believe I spent over 10,000 on fuel and 2,000 on tolls. All to sit in traffic everyday and the meters overhead say wrong commute times. Why are they always wrong. Only accurate in the morning with no traffic. I've paid tolls but really didn't see a better commute. That needs to change. Thanks for listening.
- In full support of construction of 53/120 extension. Thank you
- Would prefer to see the extension go all the way north and join route twelve in Genoa City

- If it's a limited access tollway why would the speed only be 45? Why are you asking questions about peoples ethnicity in a survey like this?
- WE TRAVEL WITH OTHER FAMILY MEMBERS FOR FAMILY FUNCTIONS THROUGH OUT THE YEAR, OVER THE YEARS ON A GOOD DAY WE AVERAGE OVER A HOUR FROM HOME TO LAKE COOK RD - IT TAKE LESS TIME FROM THEIR TO GO FARTHER FO REST OF THE TRIP.

GOING THRU LAKE ZURICH HAS ALWAYS BEEN A PAIN AND IS GETTING ALMOST INSANE WITH ALL THE ADDITION OF STOP LITES/ACCIDENTS/WEATHER ,I DONT KNOW HOW PEOPLE DO THAT EVERY DAY. I'D PAY THE EXTRA REASONABLE ADDITIONAL TOLL TO SAVE GAS AND MY SANITY.

- Finish route 53 all the way to route 12 at the Wisconsin border
- Start construction ASAP !!!
- Get this thing built!
- So glad to hear of the rte 53 extension It's about time. Yeah!!!!!!
- Toll costs should not be based on rush hour patterns. It's like a punishment for those who want the ease of the commute. Very discouraging in my opinion.
- Route 12 has become more difficult to travel on during the last fifteen years. I hope this becomes a reality.
- I feel like the tipping point of toll to time for me is about \$1 for 15 minutes of time.

If the new route saves me 30 minutes, I'd be willing to pay \$2. The problem is that in the long view, that makes \$20 a week, or \$80 a month I'm suddenly spending in tolls. That's significant to me.

However, those not using the proposed route would see the benefit of decreased usage of Route 12. In any event, BUILD IT.

- We use 12 to 53 a LOT and have been looking forward to a 53 extension a long time. But paying 6 bucks in tolls is not an option.
- I dont think the Route 53 extension should go through. Extending such is likely to bring more crime to the area. In addition, no one would travel 45 miles per hour and the tollway would not enforce the speed limit. The tollway is not reliable for travel times, so how can it guarantee it will be faster than route 12? If the extension does go through, you should consider only the east bound extension on rt 120.
- Build it.
- Where does all the money for tolls go?
- Why don't they just widen Hwy 12 and make it limited access.
- we waited long enough

BUILD THE DAMN ROAD AND STOP SPENDING THE MONEY ON STUDIES. !!!!

with the money collected from other toll roads, I would think WE would have funds to build the extension. AND NOT EXTENSIONS TO YOUR DAMN PENSIONS. !!!!

have a nice day

- Why would it be 45 mph? People drive 70 mph on Rand Rd all the time. Since the tolls, on existing tollways, doubled recently, why would the toll be any higher than \$0.75 at one toll? Also,



how many tolls would be on there a 20-30 mile stretch? On the Jane Adams it costs \$1.50 to go from Randall Rd to the River Rd toll (2 tolls, one way, about 26 miles). At the time I leave (5 am) I can be downtown in an hour (with one toll @ River Rd. \$0.75) going 120 to Rand to Lake Cook to 53 south to 90 East. If I have to pay more than that on the extension, I think I will keep going the way I do. Hopefully everyone else will pay the high tolls and stay off of Rand.

- Over the last 25 years the southern parts of ILL route 53 have had improvements made to it. 355 and more of the road was added past Joilet, (Veteran's Memorial Tollway) to Interstate 80. Personally I feel this improvement would help those of us that live in the Northwest Suburbs get to major expressways as it take 30-35 minutes now to get to either I-94 or I-90 and access to 53 south at Lake/Cook road. I am all for this improvement.
- Would like to see rt53 extension for no or reasonable tolls
- Build it!!!
- This should have been finished 25 years ago.....too much politics and the people of Long Grove should not dictate it for the rest of us.
- No tolls are best. If this can keep the idiots off my current route my travel time will improve on my local route, thanks.
- Decrease costs and commutes is a great combination. However a 45mph speed limit is not acceptable.
- I think 53 should go to 120 because it will ease up traffic on rt.12.Did you ever see the traffic on 12?
- Please build it
- limiting the speed to 45mph is nothing more than a way to raise taxes by victimizing the drivers using that "limited access" roadway.

There would be no other reason to slow everyone down to that ridiculously slow speed given that the road is supposed to speed traffic up by limiting the access.

So drop that part of the plan now !

If anything, you should be raising the speed in order for the road to handle that volume of traffic.

The average speed along the 355-53 corridor is already above 70mph, (in the real world) so why would you lower it to 45?

At 70+ mph it barely can handle the amount of vehicles that currently use it.

Slowing them down artificially, for no good reason, will only cause accidents, and short tempers to explode.

DON'T DO IT !

PERIOD !

- I cannot afford to pay tolls on a daily basis to go to and from work
- When is the projected date of the start of the extention of RT53?
- Saving me 5-10 minutes isn't worth an extra couple of bucks per day. That's all your options gave me. If you want to make the 53/120 extension 3 or 4 lanes wide in each direction so I can cut 30 minutes out of my commute, I'd be thrilled to pay for that.
- I can't believe you are considering making this a toll road! I would rather drive 1 1/2 hrs eAch way just to not pay a toll

- PLEASE understand we really need traffic relief for our area. It is very hard to gauge how long it will take to get anywhere south of where we live because of the traffic, road conditions, and multiple stop lights on the routes we have to take. The sooner you can get this extension of route 53 completed the better. We have lived in this area for the last 17 years and each year it gets harder and longer to travel south or into Chicago. Thank you.
- Previous to our move to McHenry, we lived in Gurnee and worked south of Gurnee. 120/i294 were our main travel routes. The congestion was horrible. A 9 mile drive averaged 40 minutes in the morning. Glad to see this and the 120/53 congestion is being addressed.
- I'm sick of driving on Rt 12. Please do the 53 extension soon. I drive this everyday.
- A change in the travel around Lake and McHenry counties and northern Cook would help any and all persons who need to travel these areas regularly.
- The Route 53/120 extension is long overdue. The travel through Lake County, especially during rush hour, which now seems to include about 6-7 hours each day is not good. I'm hoping that in the future plans the westward extension on 120 to Route 31 with a bridge across the Fox river is planned. Better quality roads are needed and if that means they become toll roads, all the better.
- Should have been built 20 years ago
- WE HAVE NEEDED THIS EXTENSION FOR MANY YEARS - HOPE I LIVE TO SEE IT DONE!!
- Get it done sooner than later!
- Just build the damn 53 extension .. You don't need study's to tell you what is and has been known for 20 years . While you are at it , build all the way to the Wis border like was the plan with route 12 .. Also for over 20 years .. The northern suburbs of McHenry & Lake County need it badly and have for many many years ..
- It's been far too long traveling to the far Northwest suburbs without a reasonable expressway. I back this long overdue project, 100%.
- The main issue I have with Lake County's roads are the 'intelligence' of the traffic lights. There are MANY intersections that could be improved by simply changing the programming of them. Lights turning red on major roads (north section of route 60, Gilmer Road from 120, others) to give 1 car a green that has been at the light for less than 5 seconds. Lights that stay green just as long on a side street as they do on a major street, etc.

The other issue I have is with resurfacing, not when or why, but how they are resurfaced. When you are resurfacing, make longer turn lanes for areas that are dangerous. If you are spending our money on these in the first place, you may as well make improvements where you can. A perfect example is route 12 Northbound at Case Rd. That lane can hold about 4-6 cars, but in rush hour when 15 cars are waiting there it backs up route 12 Northbound in the left lane so traffic all merges to the right lane. It doesn't only slow cars down, it's dangerous.

Please take into consideration better programming at traffic lights. The new "Camera" intelligent lights that look for cars are terrible. Different sun positions can affect them negatively (turning when they shouldn't, etc.), and they generally don't work as well in my experience as inductive-loop signals. Stick with what has worked for 30 years now, it's worth the \$ to do inductive-loop as opposed to the camera lights (not red light cameras, I'm talking about the 'intelligent' cameras at these signals).

Onto the toll road for 53/120: I would be willing to pay a toll to use these roads if they were temporary. If there are going to be tolls to pay for the road to be constructed, the tolls should be removed once they are paid for. I pay enough in income taxes in Illinois to pay for new roads, toll roads shouldn't be expected, and if they are they should be temporary tolls.

- Please, please, please make the project come to fruition! The traffic that I have to contend with on



a day-to-day basis is so bad and takes so long this would be incredible.

- An extension to 53 is a great idea and should have been done many, many years ago. BUT, a toll road is not a good way to pay for this extension. Toll roads continue to cost more and we no longer use them because of the high costs, regardless of travel time savings. I traveled Route 12 from Lake Cook Road to my home in McHenry for years and it is a nightmare but I would rather see the road built with tax dollars from everyone like most Illinois roadways rather than burden people who happen to live within the overcrowded roadways with daily tolls.
- The traffic on Route 12 between my home and Route 53 is always slow, no matter what time of day. We have been waiting a long time for the Route 53 extension.,
- If you build this extension I am very much for it. Do not put a high toll price on it as it will not be used much. Similar to the sky bridge toll that stops me from going that way when I go east of Chicago.
- BUILD 53!
- I have been waiting for 25 years for the 120/53 extension to be built. Travel from northern lake county to cook county has been trouble for years. The last time the extension was being planned it was said the arterial roads were to be improved first and they have not. The roads in lake county have not kept up with the home development. Routes 31, 60, 83, 120 and 176 are in desperate need of expansion to handle the traffic.
- Gov has a duty to provide uncongested travel. Recent inquiries into road money indicates massive fraud in my county. No tolls are needed just better stewardship of our tax dollars.
- We're very interested in the prospect of the expanded Route 120/Route 53 project, and are more than willing to pay a REASONABLE toll to do so. However, considering we'd potentially be paying the toll two times per day (for a round-trip commute between work and home), five times per week, the toll would need to be \$1.00 or less (each way) to make the time savings worth the cost for us. Thank you.
- I don't believe the extension will really help traffic at all.. and there is no way this survey or logistics can predict

what traffic will be with weather and idiots on the roads ... good idea in theory ..

- Entire counties & communities are looking forward to this expansion.....
- Keep cost minimal to commuters. We've had to deal with horrible roads and so much lake county and mchenry county congestion for far to long.
- BUILD IT!!!
- Construction on roads are not thought out well across an area. Projects are started in intersecting areas therefore it does not allow for an alternative route to travel that is not under construction. Please review the bidding process as it seems that the construction companies are often inefficient. You become aware of these things when you drive by day after day after day. Some state use nite construction as their primary construction time. This would ease congestion during commute hours.
- Extending 53 has been necessary for a long time. I have lived in my current house for 10 years and it has been horrible to commute anywhere due to there being no Hwy anywhere near that area. As this area continues to grow and new construction causes the population to grow, which in turn will attract shopping centers and businesses, the traffic problems will continue to grow to unimaginable levels. Please build 53.
- Please, Please, Please, extend 53!!! We have been waiting for this for Years, and we really, really, need it! So much traffic on Rt. 12, it takes FOREVER to get anywhere! Please help us. Thanks for your time.
- This needs to be done and should be.

- This was a good survey.
  - I don't like the idea of paying tolls on a road like that, but mchenry county is extremely inaccessible and travel is a pain so an extension on 53 would help their residents a lot too. Also, anything that allows me to avoid route 12 is welcome.
  - Keep the tolls less than \$5 and we'd use it 3 or 4 times a month
  - No tolls at all. Do a better job of managing the existing roads (control merge points that slow down traffic at heavy volume times). Preferred lanes a a complete waste of space. Paying for preferred lanes only helps a select group of the highway users.
- 
- i'm tired of the funds in Illinois being misused. if they weren't misused we wouldn't have to pay tolls. several years ago they were talking about eliminating tolls on 294, now they are higher. the government needs to figure it out.
  - "If you build it.....they will come!"
  - If the new tolls on this new road are truly to fund the project, they should be temporary and they should have a DEFINITE end date.
  - Route 120 is currently 55MPH on a lot of its distance that would be in the proposal. Why would it drop to 45 MPH? That is regressive.
  - Build the road NOW!
  - The need is long overdue. Many people from Cook County & Wisconsin would be the primary users & likely not considered in this survey. Unless this is a major 6 or more lane expressway, don't bother. The road will be overused the day it opens.
  - I would really like to know the impact such an undertaking would have on the areas directly affected by the construction of this project. If this bypasses towns and villages that rely on motor traffic for business what would be done to assist those businesses most affected?
  - My husband and I travel around a lot in the area - from Mundelein/Ivanhoe to Libertyville, Schaumburg, Lake Forest, Deer Park, etc. The extension would be very helpful and desirable.
  - My only objection to building the proposed 53 extension is that the route would bisect the route my children take to get to school. Their two block walk will involve crossing a 4 lane highway. No under or over pass is acceptable to anyone in my neighborhood whose children walk to school. Also the detrimental effect the value of my home will have with a huge highway adjacent to our neighborhood would be catastrophic.
  - I believe the extension of Route 53 is strongly needed. It will ease a lot of traffic congestion around the Mundelein, Vernon Hills, Libertyville and other suburban areas. The need for it is way passed due.
  - I enjoy traveling through Kane and DuPage County whih have so many 4 lane highways that make travel more pleasant, faster. They seemed to plan ahead and build for the future while Lake County is slow, and has enormous traffic issues whcih they continue to address their problems. We don't need the federal Congressman for Lake County politicians we need those who address issues and resolve them.
  - For the moment, i see lot of people taking Midlothian rd and not IL60/83 to go north so lots of traffic than before.
  - Build both projects! I've lived in Lake County my entire life and options would be greatly improved with both of these projects becoming a reality!
  - I have thought that it would be a great idea if an L track like the one along the Kennedy to the airport would be a good idea to run along the path the Tollway Authority is proposing with the 53 extension, and run all the way down to say Downers Grove. Many jobs are along that corridor and people would probably opt to take a L train rather than drive.
  - Build it!

- Get the road build before 20k more people move into this congested area.

The present roads where/are not designed for the high volume of traffic we see today!

- We dont need any more toll roads. they need to be free, just like was promised decades ago when the original toll roads were constructed
- I would love to see the 53 extension go through with reasonable tolls. In addition to providing a quicker route, it would also alleviate congestion on some of the two-lane roads in Lake County. I drive from Mundelein to Dundee Rd on 53 every weekday. I also drive from Mundelein to Euclid on 53 every other week to take my stepdaughter to school.
- I'd pay \$1.00 to ride on new 53, nothing more
- Please don't let Long Grove stand in the way of progress any longer.
- My example was for travel north and east from my home and I would probably not use the 53/120

Route, unless I was pressed for time.

Whenever I would travel in a southerly direction, such as to shop at Woodfield Shopping Area or to

go to south suburbs or to I 55, I 57, I 88, or I 80/90/92 East, I would definitely use the 53/120 Route.

- I would use 53, 290 etc to travel to family in elmwood park and park ridge il
- don't think this road is a good idea at all! it will add conjection to east/west routes in Lake County. How are you going to monitor allowing only those with transponders? More added expenses to public.
- The addition to 53 would be of great help to me. I often travel to areas along 53 and have to do a lot of street driving to access it.
- I've known about the possible 53 extension for a gazillion years. Please get it done.....
- Awesome idea. A friend forwarded to me and so I took it.
- I would try the new road way once, but I would continue to find the best and quickest way to pick up my child at daycare at the end of my business day. I personally would hope that this roadway would provide relief from the traffic on 94 heading north as well as some of the roadways that head west (Milwaukee Ave., Route 176, Lake Cook Road, Dundee Road, etc.)
- Would there be any off ramps before Route 120?

Would there be any on ramps and where would they be?

- Finish 53.
- I was glad to have the opportunity to participate in this survey. Thanks!
- You are building a elgin to ohare toll way, what i don't understand is that you have been trying to do this for 15 - 20 years.

Just build the damn new 53 from 120 all the way south.

I can't believe that you have not done this 15 years ago. The cost now is way more than what it would have been, the government is stupid.

- There should be a cash option for the tolls so the roads aren't restricted to those with transponders.
- the toll extension of route 53 is needed , and quickly
- I am 100% for the extension! I often travel down to Schaumburg (or south of there) and would use the new toll road frequently!

- Please build the road. Lake county needs it bad.
- WE NEED MORE ACCESS TO THE WESTERN BURBS IN LAKE COUNTY. CURRENTLY THE EAST WEST ROUTES TAKE THE LONGEST. I WOULD BE WILLING TO PAY TOLLS TO GET TO THE WESTERN SUBURBS.
- I think the 50/120 extension would be a great, positive benefit for Lake County, and will ease congestion on all of our major east/west roads including Half Day Road, Route 60, Route 176, and Route 120.

I am a strong proponent even though the proposed Midlothian Road exit will almost literally be in my back yard.

- This is a very bad idea!
- I have been involved or an observer of the Rt 53 disaster for the last 40 years. Many \$M's have been poured down a rat hole in this period of time. Now, a project that is the most unobtainable of all has been proposed. Wake up! Use the right of ways that exist, expand them, and do something incrementally that will make improvements now. And, while you are at it, discard the interest of those who will profit from owning land in the path of this proposal, unless they will pay substantial amounts of the cost. And, understand the problem with roadway congestion is not of the north-south variety in central lake county. The worst of the congestion is east-west. Cut the baloney and do something other than get a bunch of talkers together to construct a pipe dream. Start making improvements now!
- I disagree with the concept of increased toll amounts during peak hours. the toll should be 1 fixed rate

at all times. I am all for rewarding carpoolers but I am a carpenter and usually travel to and from work alone. I should not be charged a greater amount because I can't carpool. and the 2 carpool lanes that you would make available to the carpoolers would force single travelers into the remaining lanes and increase congestion on the road I am paying a toll on to avoid congestion.

- If this road is completed I would use !
- I am a huge proponent of the 53 extension -- my work travel is going to increase in that direction.
- The current toll ways I use have constant congestion and tolls there is no way to guarantee zero congestion!!!! Secondly, there are huge delays near wood field all the way to Palatine now, how would this solve that? Basically it will be congestion now from Woodfield area all the way to 120. You cannot account for accidents, slow drivers, or the fact that once on, if you don;t want to pay the higher fairs during congestion time then where will traffic go not to pay??? Finally unless the only exit would be Rte 120, no other east/west roads in Lake County could take additional congestion on them.
- I love the idea of building the new 53/120 and it would help with my commutes thru Lake County. However, I hope the tolls would not be too high (more then \$1) or I would not regularly use because of too high toll cost versus time saving benefit.
- Reasonable is under \$0.75
- I do not agree with extension of 53/120. There are enough roads that can be used to compute between Lake County and the traffic is not that bad at all no matter what time you travel. Building new roads will destroy not only agricultural areas but also forests and animals. Why don't you take the money and invest in repairing current roads instead off building new once. Have you asked yourselves a question about the peace and quiet you will be killing of thousands of people when you build a road that will run thru middle of their communities, or children's playgrounds that will be destroyed because of your stupid highway? I believe you didn't ! You say in this survey that the speed limit will be 45mph - news flash - people don't drive with speed limit if you didn't notice, and also you say that it might take you 19 min to drive what now takes you 30 min... It's a

difference of 10 minutes and it doesn't make a huge difference, and even if you build that road there will be more traffic, and more pollution and all you do is create unhealthy environment for our future kids.

- Been waiting for years. Is there a time frame?
- Building highways/toll roads has never solved traffic congestion, it just creates more congestion. Try thinking outside the box for once.
- To the lawmakers commissioning this survey: These surveys are a waste of time and money. Either build it or don't. Quit pissing away our money on surveys if you have no intention of extending 53. It's obviously a necessity as there are only two 2-lane north/south roads in Lake County (83/45 & Rt. 12). The people of Long Grove and Kildeer have blocked this for long enough. If there is a minor accident on either of the two roads above, it creates massive gridlock in the county and triples and quadruples commute times. At the end of the day I know you won't do anything and will continue to "debate" the extension as you've done for the last 25 years. I only filled out the survey to have a chance at the gift card.
- If this had been my travel route for business / getting to work, then I'd be likely to use the toll road for a reasonable rate
- I strongly support the 53/120 extension. I travel alot between Lake County and visiting relatives in DuPage County. It takes us about 25 minutes just to get to 53. However, I think the proposed toll charges are way to high.
- My commute to work is reasonable only because I take the most convoluted route in order to avoid trains and stoplights. I would like to see a better traffic flow so I can take a more direct route
- tired of the talk ... how long has it been ... 40 years? Build the road. There is ABSOLUTELY a need to fix transportation routes in Lake County.
- Build 53!
- Build this ASAP. It is 20 years late.
- Generally I am in favor of improving existing roads, not building this new route.
- This road has been needed for a long time. I would like to see it actually go farther north of Rt. 120. You need to start building it as soon as possible.
- Better and faster road transportation is needed in Lake co Illinois.
- Please build route 53 sooner than later. It should have been built 50 years ago but someone is not capable of making a decision to get it done. The longer you wait and the more studies you do the more it will cost. This road should not be a 45 mph road That is a silly idea. It should be like every other high priced toll road at a minimum of 55 mph. We want to spend less time stuck in traffic and more time home with our families being productive. My time is valuable and life is too short to waste it stuck in traffic. Gas is to expensive to waste it idling stuck in traffics. This is a double negative that does not equal a positive. GET IT BUILT AS SOON AS POSSIBLE.
- If you do extend a tollway and charge, make it a full tollway with full on ramps and speed comparable to the other tollways such as 88, 355, 94. Don't make it a dismal 45mph roadway. We have those roads already in 83, 45, and 120.
- I currently use Rt.53 once or more per month and Rt. 120 once or more per week and would definitely use the proposed extension.
- I believe east/west travel in central Lake County is a major issue also. Roads such as 137, 176, 60 and 22 are routinely clogged during peak times. It usually takes me 30 - 35 minutes to travel 7 or 8 miles from the Tollway to my home. Don't build a Route 53 extension because it can be funded with tolls. The traffic will only get worse on these roads. Let's put our energy into expanding these other roads.
- STOP THE ROUTE 53 EXTENSION PROJECT
- Survey constructed poorly. 10 questions without detail which all asked the same question - how much is time worth. This was poor due to the specific route choices were not identified. Also, the

demographic questions were faulty because they would not allow for no answer. As a result, I made up answers to all the demographic questions. your survey questions on routes were unspecific, so why should my demographic responses be specific. I understand where is currently a 2 Billion dollar budget gap for this project. I can wait another 20 years for the rt 53 extension if this is the gap.

- I THINK IT STINKS THAT THE STATE WILL CHARGE TOLLS ON ROADS THAT ARE NOT INTERSTATE HIGHWAYS. WITH THE TENS OF THOUSANDS OF CARS THAT PAY TOLLS EVERYDAY ON ILLINOIS ROADS, ONE WOULD THINK THAT THERE IS PLENTY OF \$\$\$ FOR THE PROJECT. IT'S JUST ANOTHER WAY THE PUBLIC IS GETTING RAPED OUT OF THEIR HARD EARNED DOLLARS.
- like the idea for the new road
- Bye Bye
- Widen route 83. and route 45 through vernon hills and mundelein and grayslake. this will fix the problem..make it two lanes in each direction. This is the answer.!
- A tollroad is an acceptable means to copnstruct and operate this badly needed extension, BUT it is imperative the tolls be reasonable and comparable to the toll amount determinations used on existing tollways.
- Let's get this done!!
- Please build rte.53 THANK you
- The problem in my case is this; to get to Route 53 from my workplace means going way out of my way to get ON 53, although the proposed path cuts through my neighborhood. However, the exit could mean going way out of my way, depending on where the exit is located.

So, for me, the probable benefit would be less cars on the secondary road that I take.

- I truly believe as gas prices continue to rise, and as the options for people to work from home also increase, that vehicle traffic will decrease. At the very least, it has to be less expensive to increase the size of existing roads, than to build entirely new roads - regardless of the toll situation
- Why would the speed limit only be 45 miles an hour. Why not the 55 that 53 is currently priced at. Also i have found the toll roads are general not as well maintained as no toll. If it was a 1 to a 2 i would consider using it. I think the proposed plan should be built. It is the best solution to resolve the traffic congestion issues in lake county.
- Due to higher congestion on the highway in the evening, I no longer use it on my way home unless absolutely necessary. I've found side roads are easier. I get home in the same amount of time but don't pay a toll and I'm at least moving then at a dead stop multiple times down the highway.
- It's finally time to build this road - it's been "in the works" for more than 20 years!
- I support the 53 extension project in general
  
- PLEASE build that road !!! Lake county has needed it for decades & to say it's long overdue is a HUGE understatement, we need that road, starting in 2014 would be a good thing, there are no reasons to delay this any more, PLEASE build that road !!! :)
- Lets get this completed already, the roads are too congested as it is today.

Thank you!

- I truly believe that adding an extension to Route 53 is not the answer to travel woes in Lake County. The BIGGEST travel problem we have is that the East/West roads are mostly two lanes!!!!I'd rather see money spent to increase East/West roads to four lanes rather than extend Route 53. Widening those roads would help more people and relieve congestion.
- We (2) are strongly in favor of building the 53/120 toll road.
- Roads near waukegan are really bad , I would be happy if its replaced and Traffic in towline road is reduced

- Please build this new extension! It takes more than 15 minutes to get to the highway from my house!
- Minimum 3 lanes each direction for transponder cars and no multiple passenger lane would be my choice. Also set up cash only lanes at higher price.
- A speed limit of 45 mph is less than that on many of the side roads and they have stop lights and other intersections. If I am going to pay tolls, I would expect to have a 55mph speed limit.
- The map of the proposed route should name the Towns / Cities that the route will run through so that it is clear who is most impacted.
- I would like to see consideration of alternative transportation options such as van pools, commuter rail lines that parallel existing highways during rush hours, etc.
- The route 53/120 corridor would be very useful for other travel that I do throughout the year. It would make access to other areas much more efficient and travel on the existing roads less congested.
- I would strongly support a toll road 53 extension from Lake Cook Rd to Rt. 120 with exit/entrance ramps in Mundelein. I would be willing to pay a higher toll than is now charged on the current toll road if the new route was traffic light free, even with speed limitations.
- Build the rt 53 extension. There are no easy, quick ways to get through Lake County. Building it would be a huge benefit to the area economy. If it is built it must not be a parkway or have a speed limited to less than 55 mph. We voted for the road now build it.
- This survey was based on my morning commute. as my evening commute is longer and more stressful, I would be more likely to try the new options on the evening commute.
- Changing RT83 to a over/under pass system would make my trip and commute faster, rather than building a whole new tollway system that would displace a lot of people.
- I have lived in Lake County for 20 years. During this time there has been tremendous growth. We need traffic relief for the E-W travel. This is what eats up most of the time during travel. Route 83 travel can also be a bit slow going N-S during rush hour. The extension would help both of these traffic situations.
- 60/83 is always backed up. It needs to either be widen or the 53 expansion to relieve some of the traffic. Also the train sits on the tracks much longer than the law allows. Someone needs to look into this as well.

Thanks

- Make the east west streets four lane and that would help the congestion in this area and my problems while driving!
- Build 53, it will open up a ton of business along the road.
- Going home the bottleneck at Lake Cook Rd is horrible most days. It would be nice to see that alleviated.
- Enough with the friggin' 'studies'. We need the 53 extension and have needed it for decades! Enough of Pat Quin playing to his southside cronies by building..... the Illiana???? Really, we need the Illiana? (NO) and the Elgin - O'Hare expressway??
- I strongly am against the extension due to the changing nature of jobs and potential environmental impact.
- If Route 53 is extended, it doesn't resolve the issue of the east/west arteries which are 1 lane in most cases. It will get you (in my case) further north faster on the trip home, but having to traverse route 176 east or other possible options will cause additional delays.
- Interesting topic. Would have liked to know an approximate time table for the 53/120 project.
- Construction in Lake County is insane. Work often ties up several parallel routes making alternative travel options impossible. While I'm glad to see improvements and traffic congestion issues addressed, the logic of selecting which roads and the timing for the projects, makes little

- sense to those of us regularly commuting.
- This road needs to be built. However, I do not believe it should be restricted to those who only have I-Pass transponders. Need to take into consideration those traveling from outside of Illinois. Need to set up a way for them to pay cash.
  - BUILD RT 53 ALREADY.....GEESCH!
  - I am in favor of completing I-53 extension
  - Please proceed with extension of Rt 53 project as it will alleviate lot of traffic congestion and also improve unemployment and economy.
  - this new road would greatly improve travel in Lake county
  - We have enough roads in our area. If hwy 60 and 120 are improved, hwy 53 is unnecessary
  - Before we build more roads for cars, we need to build more bike paths and sidewalks to enable people to safely walk or bike to destinations. This is the best way to reduce car traffic! Additionally, we should invest in public transportation options like buses and regional train lines. The answer is not more roads, but more transportation options.
  - I would like to see the 53 extension as a parkway with NO 18-WHEELER TRUCK TRAFFIC.
  - Please build the road!!!!
  - I live near the proposed Rt. 53 portion of the extension and completely oppose that part of the route change. 120 should have been widened and the bypass should have been built long ago. Moving east/west in this county is where the problem really lies. Placing another expressway, especially a toll way in that portion of the county is a terrible idea that won't solve anything. The Milwaukee ave construction will help as well as if rt, 45 was widened from Washington north to 132 and from Milwaukee to Rt. 45. Widening Rt. 22 to the west would also help alleviate traffic congestion.
  - As a lifelong resident of Lake County (born in Libertyville & reside in Mundelein) I believe that it's beyond time to build the Route 53/120 bypass in some form, or fashion. This traffic is NOT going away, and gridlock leads to road rage & accidents. It's time to construct a solution.
  - I am self-employed in sales, so I am always alone in my travels going to see clients.
  - A bit of the answers might be dependent on gas price and miles driven, my point is, I might make a different answer depending on on/off ramp locations
  - Build the highway.
  - Please do not build this road. It will destroy my neighborhood, cause pollution and toxins for my children to breathe, and make my home unsafe.
  - ALL of the roads in Lake County need to be improved. They ALL need more lanes. In fact, they needed more lanes back in the 80s. When I was a boy growing up in Lake Zurich, my father would tell me this. He said there is TOO much traffic in this area and it needs to be addressed. Well, it hasn't been addressed enough for 30 years now!!! PLEASE build 53 and PLEASE increase speed limits. PLEASE widen roads in downtown Mundelein. PLEASE add lanes to every single-lane road in the County!!!
  - this expressway should have been built years ago. the traffic in lake county is beyond bad. anyone who is against this road must not be driving during rush hour in the a.m. or p.m. and probably doesn't work. 60/83 thru the diamond lake area is at a stand still most days, most of the day in both directions. please start construction asap on this project.
  - I do not think we need to build this new road. Route 45 is no problem when traveling north or south, even during rush hour. The new 53 extension will be too close to natural sites, such as Diamond Lake and Volo Bog!!!!!!!!!!!!!! It is just gross that you are even considering building the road where you propose it to go!!
  - BUILD IT!!!!!!!!!!!!!!
  - Don't build 53!!!

- It is not worth it improve roads east to 94!!
- The sooner that this extension to Rt. 53 is started the better!!!!
  - Just do it!!!
  - Have been waiting for Rt 53 ext for over 30 years. Please hurry.
  - No new tolls are needed - taxes are too high - decrease the number of people working for IDOT that don't do anything or very little - to be honest - most of my friends and coworkers say the same thing and have no plan to stick around once the family is grown up and moves away. Unless something is done at every level of IL government, the future will be bleak.
  - Will rt120 and I94 be a complete interchange? I frequent Milwaukee and if available Rt53, Rt120, I94 would be wonderful if northbound access was available to I94
  - I drive to Arlington Heights several times a week and would love a direct route. This area was not designed for so people and I have to drive several one lane streets to get where I want to go. I am hoping the Rt 53 extension goes forward.
- 
- I do not like the idea of another road being built when our state has so much debt.
  - I would not take that way to go to Skokie, but I would take the tollway going to any NW or Western Suburbs. I hate the traffic congestion and look forward to the new tollway.
  - I am truly not a fan of the 53/120 extension. The real issue is not traffic flow going North South but rather traffic flow that goes East West to and from I94 through Lake County. Pleas fix those issues before proceeding the 53/120.
  - The Lake County area has experienced a boom I population and number of cars on the road. The congestion is ridiculous and 53 needs to be built already... What are you waiting for?!
  - I object to the 45 MPH speed limit - 4 lane highways should be 55 MPH.
  - I think the north-south expansion is vital, even if a toll road. making an 120 a toll road not so much. Four lanes east and west on more than 120 are really needed - the east west road system in lake county is broken. BUT I doubt making 120 a toll road will solve much of the problem.
  - Please build it already, been postponed for too many years, it's call PROGRESS - stop wasting time and money re-working intersections that are fine (120, 176, 22 etc) and build 53 already. Want to boost the economy, BUILD IT.
  - since we are 20 minutes from 294 or 53 it would be nice to have 53/120 route in place. It would considerably cut down on our traffic as well as the east west and 83 traffic getting to the tollways.
  - build the damn highway already. if the highway came by my house like planned I would save a great deal of time and gladly pay a toll to do so. it would also relieve some of the congestion I experience doing smaller trips in this area. BUILD THE HIGHWAY FOR GODS SAKE STOP WASTING MY TAX DOLLARS TALKING ABOUT IT.
  - Route 45 is currently 4 lanes and toll free...
  - It's about time 53 is extended which will help every resident as well lake county businesses
  - Our toll road system is riddled with construction delays (for approx 20 years) and is NO VALUE!!!! I am tired of paying "Political hacks" for the "privilege " of using them., They were supposed to be paid off decades ago.
- I use them only as a last resort. Thank you.
- This project will enhance our daily lives and reduce the travel time needed for the north south commute. It currently takes longer to reach 53 from Mundelein than it takes to get to Schaumburg. Truly a needed expansion.
  - Quit fixating on TOLL ROADS and build the roads that you are obligated to build for the taxpayers. IL 120 should have been 4-lanes from I-294 to ILL 45 20-years ago!! What's the delay?? You want to build a TOLL road so you have money for a bunch of political gronies. Build the IL-120 by-pass as a FREE road!!!! Ask yourself this, "Why do people in Illinois pay tolls for loops

around their city when people in Boston (the big dig) and almost every other city in the country have FREEways paid for (~80%) by the federal government?" ANSWER: "Illinois Tollway Authority" Build the road...FREE!!!!

- I would most likely always take whatever is my preferred route rather than alter my trip.
- Lake County road improvements are absolutely needed. There is way too much congestion and a solution needs to be agreed and acted on.
- We need a better road system--53 extension would help a lot. Why does it have to include tolls?? we pay already with gas taxes ect.
- This project is too disruptive for the marginal improvements it may bring.
- traffic in Lake County is unbearable. congestion due to inadequate roads is a major problem. the road system in Lake County is in need of an extreme overhaul.
- Personally feel that the western route 120 extension should be eliminated and the funds used to extend the proposed route north connecting with Wisconsin Route 12 in Richmond. This would then feed traffic up to and from US 43 allowing for traffic from both US 90 and 94 to bypass the majority of highly populated suburbs. It would also increase utilization of US 43 which for the most part not highly traveled.
- Don't need to spend the money on this road, will ruin a number of great neighborhoods just to get to Schaumburg???

Need more options going East/West not North/South.

- Survey did not address east-west delays on route 176 at all. In fact it seems likely that traffic there might increase with additional traffic up 53 if built.
- Please build it. Should have been done a long time ago.
- The major congestion problem in Lake county is not north south travel, but is east west. Traffic congestion would be significantly reduced for me if there was a better option for more and faster lanes east to west. Currently there are none.
- I think that the current tolls are ridiculously high and need to be modified to a more reasonable level. Fixed incomes don't allow for the luxury of using a toll road that doesn't improve travel times. I'm afraid that past performance is a good indicator of future results, and they are disappointing and not a good value for the money/
- I frequently vary my route depending upon mood, traffic conditions, weather conditions, and errands I may need to run, such as getting gas. I would be more likely to use the toll road on the way to work rather than on my way home.
- I cannot believe there is yet another survey on extending Route 53. What on earth is the state waiting for? This has been studied/surveyed at an enormous cost for over a decade and the answer, every time, is that it should be extended. It has even been voted on for Christ's sake.

- I've been waiting a long time for extension of route 53, but it's not practical for me to take it to my work since it's kind of out of the way. I do use route 83 and route 53 quite often when I need to go to the west suburbs to visit clients and this extension is really necessary as lake cook road and 83 are the only way to get home and they are always backed up at night.
- Would LOVE 53 to be extended!!!! I'll deal w/ a toll if needed. Sure hope the speed limit will be above 45mph as shown in this survey. That speed is ridiculously low!!!!
- My last trip was a very short local route. I also drive to my daughter and son's schools weekly. My daughter's school is in Gages Lake and my son's school is in Vernon Hills.
- I think that the main arteries in Lake county need to be addressed first...East West streets need to be widened,60/83 needs to be widened...Take a look along existing rt 53,these arterial roads to rt 53 are jammed packed now and these roads are already 4 lanes..

- Are we really going to be charged higher tolls than other roads in Illinois? Terrible idea!

We have waited too long for this road to be extended.

It's about time!

- I am willing to pay tolls to reduce travel times but the majority of the examples in this were outrageous. Our existing taxes should already cover our roads.
- While I do not travel south to work, I would be even more willing to pay for the south route from the current 53 up to the Mundelein area.
- build it !!
- In this area of Lake County, we desperately need East-West highways. Travel in North-South direction is okay during rush hour as there are more roads available to handle this traffic and are less than one mile apart from each other. However, we only have Rt. 60 and Rt. 176 (which are at least 3.5 miles apart) to handle a huge volume of rush hour East-West traffic on a daily basis and traffic is very congested (and even worse when weather is bad). Planning should be considered how to alleviate congestion on these Routes especially when the Canadian Pacific Railroad decides to run long freight trains in the North-South Direction during rush hour thus backing up all East-West traffic for miles on any East-West street that is traveled. If an additional East-West roadway could be expanded in this area it would help to alleviate the desperate overcrowding. Most people driving north to Wisconsin do not use the tollway but instead travel on Rt. 60 or Rt. 176 for East-West traffic and then continue North to Wisconsin on any of the available North-South roadways like Rt. 21, Rt. 45 or Rt. 83. Finally, a 53/120 extension is definitely not needed in this area and should not be constructed as the number of users will not ever justify the cost. Seriously, if the East-West traffic congestion is not alleviated, building the 53/120 extension would be of no help whatsoever, especially when North-South roads could easily be taken to travel in the same direction at no cost (like the Wisconsin drivers do now). Thank you.
- What in the world is holding up this project?
- The 53 expansion is long overdue. I hope it will happen in my lifetime!
- I live in the Woodhaven subdivision in Mundelein right by the high school. Right by the open land for the proposed Rt. 53 extension. Having Rt. 53 near my house would not be a bother as residents of Long Grove or Hawthorn Woods have complained in the past. I use the current Rt. 53 almost every weekend and it takes at least 20 minutes just to get to Rt. 53. Having it in my backyard would be a real time saver.
- Build it!
- Please fix our bad bridges, too!
- A 53/120 project being completed would save a considerable amount of travel time for myself, my extended family and, from what I have been told by neighbors and friends, the same would be true for them. It would also decrease the congestion and pollution on local roads.
- None
- Get Illinois spending under control.
- I absolutely hate paying tolls when the traffic is backed up and you can't make any time. Should have them "free" when traffic is not moving.
- Before adding toll roads, first add lanes to many of the current 2-lane roads. Widen Rte 45 from Rte 21 to Rte 83 to 4 lanes. - Widen Rte 60/83 from Townline Road to Midlothian Rd. to 4 lanes. Widen Rte 83 from Rte 60/83 south end up to Rte 120 to 4 lanes. - By widening many of the current roads traffic will be reduced without the toll road. - Also, consider the wetlands and open areas that the toll road would destroy. - I'm against a toll road being built before all the current arterial roads are widened to 4 lanes first.
- The proposed highway will sever the town of Mundelein, in which I live, into multiple zones,

making it cumbersome for residents to drive to basic town necessities, including gas, food, schools, shops, the library and more. I will have to cross under or over this proposed highway for every local trip I make outside of my neighborhood. It will be unattractive visually to live near, create added noise and devalue our homes. I am not interested in seeing this highway built. As proposed, it will also not sizably decrease my travel times for the trips I make and instead create an unattractive community for area residents.

- I would like the 53/120 expansion.
- build extension
- You questions regarding cost vs travel time were unnecesary. How about doing the "right" thing? Charge what is minimally required to fund your project and go with it. \$4.50 one way for a 15 minute drive.... really?
- More turning lanes and intersection improvements before a highway we cant afford my 2 cents

- I highly value travel time savings.
- I strongly support this project. I have another home (not my primary but I travel frequently) in the subdivision of Rt. 120 and Rt. 60. Also, I travel constantly between Schaumburg and Volo, IL.
- Please make Hwy 45 four lanes between Milwaukee Ave and 83. The congestion is ridiculous.
- Build it already we have been waiting for 20 years.
- This project is twenty years overdue. I trust that it will be done tastefully with landscaping and use of all techniques to minimize the inconvenience to nearby residents. Would suggest recessing the road where feasible instead of elevating.
- I have lived in the Southern Lake County area for 35 years and feel that the Rte. 53 extension is long overdue. The area is over developed which greatly impacts traffic flow but I can imagine the road conditions are also deteriorating faster due to the excessive amount of traffic. The extension would not only help ease congestion, but offer a connection to Northern Illinois which otherwise is only accessible by mostly two-lane roads.
- Build it fast
- Paying a toll to/from work would mean I'd have to budget for tolls. I moved to my location to avoid that. Daily tolls add up so quickly.
- While it's wonderful there are plans to improve traffic flow in Northern Cook and Lake County, it should be financed by the monies taken in by the Federal and State gas taxes. We already pay higher property and sales taxes than most states. Making us pay to use new roadways adds insult to injury and will further make Illinois unattractive to new business and commercial ventures. Along with the nasty winters, actions like this will give existing businesses more reasons to locate to a more

"friendly" state.

- I'm not sure my answers would be valid on this as I live west of the proposed rte 53 extension and would not use it to travel east/north as I did on my last trip. I would most definitely use the rte. 53 extension when traveling south or west. Right now rte. 53 ends at Lake Cook Rd. I would like to take the rte. 53 extension up further north to at least rte. 60 then it would be a TREMENDOUS help to me and those that live in the area.
- I am very excited about this possible new roadway.
- How fast can it be done!!
- I'd like to be able to access Route 53 faster by not having to go through Buffalo Grove.
- You need to go past 120 with this road.

With the huge amount of cars on Illinois roads Tolls over \$1 are just plain evil.

- please dont rape me in tolls if you extend route 53. I'm used to 50 cent or dollar tolls, even \$1.50. Thank you
- Can I possibly be sent an Illinois Tollway t-shirt for participating in this/these surveys? I am happy to help with contributing intelligent solutions to the multitude of traffic issues currently plaguing Lake County, IL.
- Thanks for the hard. This is worthwhile project for people living in this area.
- try to have the question and next button on same screen so do not have to page down with each entry. Also, the chose address was confusing and I almost quit the survey. Try to simplfy
- I travel south to use 53 from Lake Cook occasionally all the way into 355. I also travel north to Rt 120 and beyond. The survey questions captured my use of roadways today, but that was not representative of my usual travel. Addressing the question of frequency of N-S travel through the proposed corridor might be helpful.
- I support building the 53/120 extension.
- Other than the "trip" used for this study, I often use Rte 53 for shopping trips, meeting friends and visiting relatives. It is a pain to have to go all the way down to Lake Cook Rd to access 53...! I hope they build the extension... soon!
- BUILD IT!!!!!!!!!!!!!!!
- I will be retiring in a few months. If the proposed tollway is built, my husband and I would consider taking it to go to, for example, Wisconsin for vacations.
- I would use 53 for many trips I take, it's just out of the way for my north side trips. Would love to see it expanded.
- Build 53
- I live right off of Rt 83 in Vernon Hills and travel it alot. I want to know how the extension will affect that route. It is a beautiful route with a lot of wild life and not many structures. Also, I don't want to have to pay a toll for a road I have traveled on for years. In all the proposals, I haven't seen anything that relates to this. Where will the extension be built exactly?
- I work at home now.
- PLEASE build extension. LONG OVERDUE!!!
- This extension in one form or another has been on the books since the 1960s. Just build it.

Special I-Pass Transponders can be issued to those that live in the zip codes servicing Long Grove and Hawthorn Woods. Since they have opposed this road for years, they should be charged double or triple the going rate. Since they don't want it, and won't use it, they shouldn't complain-- unless they are hypocrites.

- Traffic in Lake County needs to be addressed, something needs to be done, not more meetings about it. 20 plus years, yet still same lousy system. Widening East/West roads, is not the solution, when you still have grade level crossings and multiple traffic signals along those routes eases nothing. 53 must be extended even further than what you want in this project. I grew up in Dupage County excellent road system. I have lived in Lake County for last 16 years the roads up here are a joke to say the least. Dupage planned for growth and future needs, up here none. Lake County needs to find a way to engineer a better system 20 plus years, 53 still dead ends at Lake Cook that is ridiculous. Talk about no planning. The Jobs, economic growth, business development that would benefit Lake County, McHenry would be tremendous, for some reason no one can seem to sell this idea to the residents they need too. They would rather sit in hour to hour and half commute. And wonder why am I paying such high taxes for this aggravation.

My prior job I would drive over 36K miles a year in my vehicle I am in sales. Illinois was my territory, I found every way around traffic, except in Lake County there is not one way out of it, forget it if you need to use 94 at rush hour. Expand 53 and reduce the burden on 94. If you make it a toll road you lose nothing.

- I don't approve of toll roads because Illinois taxpayers pay more than enough taxes already that they shouldn't be needed. I only use a toll road on my way to work and some days the 94 spur is backed up so I wonder if I'm actually saving time versus using Rt 41? Probably not. Depending on the time a commuter leaves home, a toll road will not save any time, and will take more time. Also, what difference does my race and make in using a tollway?
- Gathering information about a single most recent trip is not indicative of any sort of travel habits or potential use of the proposed extension. Reliable conclusions can not be drawn from this type of study. Also, without any indication of where the access points will be, it is impossible to determine whether or not the proposed extension would provide any value.
- Please build 53, it will help relieve pressure on other roads, making commuting easier for everyone.
- I feel like the speed limit on a toll road should be faster than 45 mph. I think people would be more likely to use the proposed toll roads if the speed limit was 55 mph.
- nothing for this moment
- I believe that the route 53 extension is necessary, even though it is not a route that I would take on a daily basis.
- Do it long over due
- How much longer will the project at Buckley and Milwaukee take to complete?
- This is an outstanding project that is at least 15 years overdue in northern Illinois. Not only will it shorten commute times, it will greatly lessen environmental impact of congestion, and will provide many good construction jobs throughout the region. I strongly support this plan.
- Tollway charges are out of control and excessive. I have never seen where all that money goes that we spend on tolls and the accountability for how that money is spent. If it is used for roads then why are our taxes so high. Tolls were to be discontinued once the roads were paid for and they have paid for many many times over. If we stopped using inferior products so the work was done in a professional manner instead of using inferior products to keep giving contracts for work to big business and unions we would not need to be taxed to death in Illinois. We the people of IL are SICK OF IT!!!
- Very well-written and easy to follow survey. Loved the way you broke up the questions into digestible pieces.
- Thanks for asking.
- I feel it is impossible for the Illinois toll system to improve travel times period. So paying higher or more tolls to travel the same congested highways is pointless in my opinion. The extension you propose would benefit only a small portion of people traveling in the far northern suburbs. Most of the roads in that area traveling in the same directions already have highway like speeds such as 45-55 miles per hour. See route 12, 21, and 41. I travel most of the major highways going to aurora, waukegan, joliet, elgin and the south side of Chicago from my home in Palatine daily for my commute. By far the highway in most need of improvement is the I55. If my tax dollars are spent on upgrading the toll system I would prefer they are spent there. I would also like to see better management of the toll road repair operations. They are a joke, whom ever is responsible for the management should be replaced. 20-30 miles of road way is currently under construction on I90 in the Rockford area. It is impossible to complete the repairs on that much toll road in one season. Why tear up 30 miles of road way creating unsafe road conditions for all travelers & trucking. While only completing 3-7 miles of it in the same calendar year? Leaving the rest unworked on, torn up for the entire winter??? Why not just start what you can complete in that spring/summer/fall. I also travel the I55s to 294n junction heading north which is also torn up with construction.

This is also mismanaged on oct 25th the already shorted to 2 lanes of highway merge from I55 south to the 294 north toll ramp was reduced to 1 lane that lane being brought to a complete stop so a crane operator could maneuver. This brought all traffic to a complete an utter stand still. Did I mention the time 5:30pm on a friday night. Rush hour ttraffic on a friday night brought to a stop for road construction are you kidding me ? This is unacceptable for a road way I pay to travel on . My mother lives in Wisconson I would highly recommend looking into the way they perform their repairs it is far superior to ours. They work night shifts on weekdays 10pm-4am when the roads have the least amount of travel , they also repair roads in what seems like 1-5 mile stretches which they can complete in a timely manner. Sorry for the rant but if you are as unfortunate as me to travel the chicago land road ways you too would understand the last thing we need is a small extension of a route least traveled. Rather we should focus on congestion & expanding lanes on highways with the most travel such as I55 and the I290. Thank you for reading this.

- Lets try to get those toll prices DOWN...How can the state function with the toll prices being 40 cents years ago to the very same toll being \$1.50 here today??? The roads are still bumpy and the wait time in traffic is still the same.. Illinois politicians need to keep those hands out of the cookie jar! Constantly screwing the tax payer with higher prices for EVERYTHING and not proving where the money goes bites!!! All of you bullies....stop extorting us!!!
- If you extend 53, you should add sound barriers on both sides of the old and new 53.
- The road will be fine. close to us, so we will use. Please do not make it to expensive to use or we will continue with the route we take now.
- Apart from my personal travel time, I think the plan will also boost the real estate price/development in the area. I know bunch of friends who do not like to this area mainly because route 53 ends at lake cook. If it goes further north, it opens up new opportunities for both commercial and residential activities. I personally feel this is a very good initiative and hope it materializes. All the best!!
- I hope to see the HY53 extension in my lifetime! I commuted from my home to the Motorola plant in Libertyville for 15 years!
- This proposal only covers part of my route. If the extension went further north, I would be more likely to pay a higher toll to reach the destination faster and without start / stop that wastes gas.
- The toll road will also be beneficial to me in that the roads I travel will have lighter traffic when other travelers especially from the north use the new road.
- I commute from Palatine to Racine.

I drive 45 miles on 94 - it takes me 40 minutes.

I drive 12 miles on Lake Cook to get to 94 - it takes me 40 minutes or more. Lake Cook is the bottleneck.

My family drives from Palatine to Riverwoods - about 12 miles - it takes 50 minutes - not acceptable!

- This latest trip I had to reference did not reflect my usual travels in the designated area. I am fully supportive of the Rt 53 expansion.
- I would only use this proposed Route 53 extension if there is an on/off ramp at Half Day Road, otherwise it would not save me any time in my commute to work.
- Would love to see a northern extension of Route 53!
- probably would not use the proposed express route often. But I am very much in favor of it.
- Route 53 should be expanded in order to alleviate the traffic in Lake County.
- I would allow people to put in a second route or their most frequent. My most recent trip was one I take only once a month. There are others I take more frequently.

- Even though I answered the income question, I object to the collection of this information. Also, I provided information on the most recent trip I took, which was not my typical route at my typical commute time. I think the survey questions were not carefully constructed to capture a commuter's experience.
- This extension is a great idea and sorely needed!
- I just purchased a new motorcycle from out of state and payed the required tax to the tune of \$1,300.00 in additon to title and license fees. Given the amount of fee and gas tax, tire tax, sales tax I think the State of Illionis has enough revenue. You need get rid of this Democratic administration and get some people who can manage money. The expansion of these roads is 20 years over due. The amount of polution, cost in lost productivity because politicians and bureaucats have not kept up with the transportation needs of the subburbs is outrageous.....we pay and pay some more for a substandard vehicle transportation network. I would ride the metra but it requires me to walk 3 miles from the train station to the office. It is not a reasonable option in inclimet weather. The city of Chicago seems to get all of the states tax revinue concerning roadways and the rest of the state particularly the rural area gets to pay for it one way or another.
- Please build the Route 53 all the way to Wisconsin State line.

The State owns the property west of Richmond.

Do not stop this project at Route 12 and 120.

- I have been traveling the similar path from the end of RT53 to the Wisconsin border for 20 years and the ONLY likely path should be RT12 widened to 6 lanes and connecting with the WI RT12 Freeway in Genoa City, WI. It was designed that way for a purpose that makes sense.

The RT53/120 Route has little use as those residents can always use 294 with a few East-West Roads widened, so this makes NO sense.

The people of Eastern McHenry County need a main artery system.

- Build 53/120 Extension!!!
- Just BUILD IT ALREADY!!!
- Please, if you make a Toll, make it cheap tolls, there's so many toll roads up here it's expensive with gas and tolls just to get to places.
- I am so ready for route 53 to get extended.
- I don't understand why the 53/120 expansion would only be 45 MPH? Seems to me that with all the congestion in this area that you would be looking at realistic options and not those that apparently only slightly reduce drive time and raise tolls.

There is enough people in this state with their hands in my pockets!

- I am more interested in the proposed extension & widening for access to Interstate highways to and from this area and points well away from this area. The trip I described always involves 2 intermediate stops, for which reason I would never use a local toll road.
- The tollway is my preferred route of travel

I-pass was one of the best things added

Please keep the cost down!!!

- Please make this extension happen!
- The portion of 53 between Schaumburg and Lake Cook Road is not a toll road. I do not believe that this extension north of Lake Cook Road should be a toll road either. The speed limit of 45

mph does not warrant tolls and with that this new extension will not act as an expressway and get me to work quicker. I would pay a toll and use the road if I could get to work faster and the speed limit was lifted to 55 mph. Otherwise, I'll take 94 and pay the cheaper toll. The traffic congestion I experience is Route 120 and if it is made 4 lanes (2 each way) that will ease congestion and make the trip to 94 (the tollway) much quicker.

- Need to build the tollway. Traffic is a nightmare up here. In winter it can be a 2 hr to 3 hr drive. to and from work.
- I often drive to the area I indicated on my survey, even if it is not the exact location.
- Thank you for the opportunity to give feedback.
- I would be grateful for anything that can be done to alleviate the heavy traffic in my area, especially during rush hour times,
- This extension is needed badly. My wife would travel this new route daily.
- Hurry please!
- Just hurry and start working on the extension. It will free up the other town roads that too many people are driving through in rush hour (morning and evening).
- I think this project needs to be completed. The congestion on the roads is horrible. There has been talk about this extension for
- Lake County needs a road like this to continue to grow, the northwestern edge of Lake county is suffering due to a lack of adequate roads and travel infrastructure.
- The expansion of Rt. 53. is very much needed here in Lake County. The times I do travel using Rt.53 it takes longer to get to Rt. 53 than the time I spend on it.
- Get it done!
- PLEASE BUILD THE NEW ROAD IT WOULD CHANGE MY LIFE!!!
- I love the idea of the new road . we really need it out here , but you have to understand that the times listed between the two routes really weren't saving anyone an astronomical amount of time , in addition to adding a toll that currently is more than that of the tollway . you really should not charge ANYWHERE in the 6.00 and above range for a toll . while it is a good idea , its us working folk who are going to be driving it . at the rate that lake county traffic is growing , this new roadway in my opinion is greatly needed .

oh , and speaking of route 120 .....ITS HORRIBLE !!!!!!! OH MY GOD PLEASE DO SOMETHING TO FIX THIS ROAD . THE WHOLE STRETCH FROM 134 DOWN TO 45 IS AWFULL !!!!!!! it has almost gotten to the point where you have to add on an additional 1/2 hr to your travel times due to the congestion .

- This survey was complex.
- Tolls were designed to be temporary only. They should all be removed. Many other states have no tolls.
- Construction is a major cause of delays. There is always 1 or 2 major construction projects on east west or north south through fairs in northern IL. There are to few streets that allow traffic to flow effortlessly going east to west. The infrastructure is old, out dated and cannot handle the growth the county has seen in the last 15-25 years.
- I think this would be a great addition to Lake County. Also, I believe it will boost existing home prices because of better accesibility to less congested transportation.
- Please build the toll road!!!!
- Even if I would not drive the new IL 53/120 corridor on my daily commute I strongly support this project. It would greatly reduce traffic and congestion on the surrounding roads in the region making Lake County, McHenry County and Northern Cook County a more attractive place to live and do business.
- On an extended Route 53, the speed limit should be 55.

- Many times I travel on Rt 53 so getting on tollway at 120 would cut the time a lot!
- I take other routes to and from work, based on time of day and other considerations like seasons for shopping congestion and road construction, continued expansion of 53 would certainly be convenient and reduce congestion already present. The time of day I start and end work is chosen mainly to cut back on travel time/traffic delays. Approximately 5 years ago, the same commute would have only taken 40-45 minutes. As towns and shopping areas expand, travel time continues to increase. Questions did not allow for comment.
- tolls are no worries if it saves significant time
- dropping the speed limit on 120 from 55 (in reality you can go 65) to 45 is RIDICULOUS. if it is going to be made controlled access toll route, presumably with improved traffic engineering, design it to handle a speed limit of 65, or at least 55. if we have to go 45 or worry about tickets, this will just push that part of the trip off onto 137 or 132 (55). slowing to 45 will actually slow the trip down... why spend a lot of \$ to slow everybody down?
- Traffic in northern/northwest Lake County, IL is terrible. Something needs to be done to address the issue. I think a tollway to extend Rt53 would be a huge help to the issue.
- I have been living in Round Lake for the past 5 years. It is quite evident that there is a significant growth in residents in this area and in Lake County. I have a lot of friends and neighbors out here who consistently discuss the congestion issues in this area. I could speak for all my friends to say that we would definitely pay more in toll fees if it assist with the decongestion of traffic in our area. One should place a ballot for Lake County residents to vote on. I think the vote would definitely be in favor of the tollway.
- Almost as important, I would hope the extension would improve home values or northwestern Lake County as well as invite new business development.
- I often travel to Joliet and other stops along the 355/53 corridor It takes so long to get to the end of 53 from my home. I usually end up taking I94 to 90 west or 88 west to 355. A 53 extension would be a big help and make more sense.
- I would hate for this new 53 to go directly through my subdivision!! I think that putting a highway in the middle of Madrona village is crazy!! There is a school here and many children walk. I think that it is unsafe and an eyesore. I hope that it doesn't pass. Please feel free to widen 120 to 4 lanes, that would help tremendously. But a highway in the middle of a quiet little subdivision is not for us.
- We need this expansion BAD!! Please build it!
- I'm definitely in favor of extending IL53 as we travel on this route once a week and most of my family or friends use the same route. At this time there is no easy way to get there so having IL53 extend all the way to IL120 would be fantastic and would invite more people to travel in that direction.

Thanks

- Build the extension!
- The state of IL is getting very unaffordable to function within. Property taxes, income taxes and tolls are killing me. I can understand a toll for a short period of time but I am confident that this toll will never go away just like the 94 and 294 tolls.
- reasonable tolls is a relative term...i would not generally pay more than \$1.50 for my entire commute. I would actually take surface roads at a much longer time if tolls went much higher than that.
- While the trip I documented was only marginally in the project area, my wife and I regularly travel south along Illinois 53 and would benefit greatly from the extension.
- Why would the project stop just South of 120 ? !20 is a main road !
- I travel somewhat frequently to the Arlington Hts/Palatine area from Round Lake. I would definitely use the Rt. 53 extension if it were constructed.

- I have to make several stops at different locations and use a variety of roads.
- No tolls. 53 North to 120, and then make the existing roads all 4 lane, instead of 2.
- I find the biggest difficulty for auto travel in central Lake County is moving North-South, as well as East-West through the Grayslake corridor. This not only applies to my commute to work, but concerns business and personal travel for both weekdays and weekends. The proposed extension appears to be a smart plan to alleviate congestion. Furthermore, environmental impact, open space, and the rural character of the impacted communities are a concern extending from Long Grove to Grayslake. I wish to see that character maintained.
- Put the damn road in. We've been waiting decades.
- I Have Been Waiting 35 Years For Rt. 53 To Go Thru Thank God It's Almost Here!!
- To improve travel and reduce congestion in Lake County, a study may please be conducted on pick hour traffic jams at the cross of (1) Gilmer Road and Midlothian Road and (2) Gilmer Road and Route 176.

The solutions are (1) Traffic lights timers resetting to allow more green light time for Gilmer Road traffic and (2) Over-bridges at both the cross-sections.

Thank you in Advance.

- Please build the 53 extension ASAP! The gridlock in N Lake County is ridiculous!
- If either of these extensions were to complete before 2050 it would really surprise me. We all know they will never happen in our lifetime. 53 ext was talked about when I moved here 30 years ago. Just to place a stop light at Wilson and Nippersink Rd there's a 3-5 year plan to get it done.
- I agree with the extension and definitely agree on widening route 120/route45 and route 83 in lake county.also route 59.they all need to be 4 lanes.also route 132.thanks.
- You should not try to punish people for taking the toll route. And if you keep raising the tolls that is what you will be doing. It was reported when 355 was first built that the tolls would be there only until the routes construction was paid for. The construction has been long paid for, but they still keep raising the tolls to pay for pet projects. We pay enough taxes that this new toll road should not have to have increased tolls. It should be kept inline with the other tolls.
- Thank you for considering the change. It is about time! :)
- Please, Please build the 53 - 120 extension!!!!!!!!!!
- The 53/120 project has been talked about for so long. It would be awesome to see it actually happen!!
- I am not in favor of this if it adds tolls and the travel speed is only 45. If it were 65 I may be interested
- One of the best things that the toll ways should offer is alternative routes on specific points of interested like Airports and down town, Etc.

Billboards with Amber Alerts and live Traffic times would be nice , As well as Signs and billboards in Spanish since there is a great mass of Latino Commuters who will benefit from them .

Also integrate a program to promote Latinos to acquire Ez Pass Transponders , With better incentive on Savings ...

NOW that will make things a bit more easy and less frustrating for my fellow commuters who can not read some warning signs and cant comprehend their possible alternative routes ...

Best Regards :

Rosalio Gonzalez

- Please keep tolls reasonable.
- Wonderful to hear about this 53/120 improvement. Can't wait for the completion. How soon will this get started? I heard about the 53 extension to 120, 12 years ago when I move out here. I am so glad to hear that it might really happen.
- Please build these roads!!
- Please build 53!!!
- This has been going on to long . Since I worked in Palatine in the 70's they have been talking about this road. it was needed then and it is needed now. The longer you wait the more it will cost. it should have been done years ago. Traffic is not going to get any better.
- I travel North to Grand Ave to get to the tollway, to head South again because Rte 120 is so jammed. I would like to use the 120 extension but frankly if it was more than 25 or 30 cents more I probably wouldn't.
- Build it!
- This upgrade to the IL tollway is long overdue. The current state of travel from central Lake County to northwest cook county is atrocious.
- PLEASE BUILD THIS NOW!!!!!! You've been studying this for too long. It takes forever to get everywhere. Just to get to I94 takes around 30 minutes, then I can get to O'Hare from here in another 30 minutes. Lots of people live up this way and we just can't get around. 120 is a nightmare
- The biggest problem I see for the 53/120 route for me is this. I-90 is a horrible commute during the 2 rush periods. I-94 in Lake County is a race course compared to I-90. My god sometimes US41 is faster then I-94. The only time I take I-90 home after work is when I get stuck late. And that's 7:30pm or later. Even then most of the time I-94 is quicker (edens 2 the tri-state). I really don't if this is worth the time and money fot the state to follow on. Sincerely Bryant J Magis of Round Lake Ill.
- Why can't you make it like I94 or any other toll road.?why 45mph,you built all the toll roads south to an airport nobody used and yet you leave behind the north suburbs as usual, oh forgot your buddies don't own any of the property to be used for this. You have owed this property for years , yet now you have decide to put in a slow road.
- Lake County is growing and better commuting solutions are needed
- This highway will save my household a ton of time driving to friends and shopping
- There is no need for additional toll roads on state highways. The reason traffic is bad is because there are more and more people driving on outdated/too few lane roadways. More people living here already means more revenue in county and local taxes. I constantly see the same roads and areas under yearly repair construction. Aim for road quality and longevity and the road work will cost less in the long term instead of paying the cheapest bidder and having to repair the same areas over and over.
- Build it
- BUILD 53!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- This project would be hugely helpful for traveling to the western parts of Lake County, rather than either sitting in traffic or driving all the way to 94 and then back, +/- sitting in traffic.
- If you build it, I will drive on it

- We can't wait for it to be built!!!! Please help us families in Lake county that have to spend so much extra time in our vehicles because of not having a toll road. My sister live near 355 and 55. The 80 extension has made a world of diffence and this would help even more families.
- Build the 53 extension! Thanks.
- I thought we already voted and approved this??? What 's taking so long. Get 'em going.
- PLEASE do something about 120!!!
- Build the 53/120 extension asap. 50 years is long enough to study it.
- This extension has needed t be built for a very long time. Please stop wasting money doing studies and just complete it. It has been promised for more than 20 years!!!!
- What the study doesn't discuss is that I had to leave at 5:55 for my trip for it to be 1 hour 15 min. If I left an hour later it would be a 2 hour trip.

120 is always a mess with local traffic and those trying to get to the highway..

Build this road already.....Please

- I have been driving for 30 years and I remember that's how long I've seen/heard this road will be built. Build it already!
- A new route is definitely needed. Hainseville and Grayslake and Wildwood are big bottlenecks in the current 120 route. Long delays daily are the norm and very frustrating.
- one question talked about willing to pay reasonable toll-- what is reasonable?-- all the options you gave would be unreasonable-- the lowest I saw was \$2 and something-- that would mean over \$4+ a day-- no way-- \$.80 or even maybe \$1.00 toll
- Travel east and west on Rt 120 is horrific during rush hours. This project can not happen soon enough for me.
- No tolls
- Build the road! Thank you!
- Please do the 53 extension. Long over due.
- The 53/120 bypass needs to be built, congestion is terrible no matter which roads you try to take. The residents of Long Grove cannot be allowed to hold all of the northern suburbs hostage any longer.
- This project is long overdue. If the tolls are comparable or even slightly higher than the 94/294 tollway system, this would be my preferred route.
- Cannot wait for the project to start.
- Time and money have similar values. How you spend one dictates how you value the other. Some of the questions are superfluous because of the cash value to time extremes. I make many other trips living on 120. I've been waiting for this route for 15 years.
- A toll road? Are you KIDDING??
- First, charging tolls for anything other than interstates is unreasonable. Second, any kind of toll road that doesn't refuses cash payments is ridiculous.
- Please build this
- BUILD IT ALL THE WAY TO WISCONSIN!!!!!!!!!!!!!!!
- I want the new toll road built as soon as possible!!
- I think you should build a bridge on route 83 and route 120 it will save a lot of traffic !!!
- The tolls proposed in the 10 questions were preposterous. I would not in my right mind spend \$6 a day just for tolls to make round trip to and from work, that is what I already pay for gas, and could

not consciously double that amount.

- I think a toll road at 45mph is a waste of time and money. Expand 53 north like you expanded 355 south. Make it a normal 55mph speed limit. Why are you trying to limit those of us who live in Nw Lake County? 45mph with high tolls? REALLY? What a joke!
- lower the tolls the roads should be paid for 100X over by now
- Any time I can travel safe and toll free I would be happy.
- On a daily basis I travel from route 120 and route 12 all over Illinois and use every expressway (57, 55, 80, 88, 290, 53, 90, 90-64, and 294) for work. The most arduous part of any of my commuting is in Lake County. The logistics infrastructure of the roadways in almost all of Lake County (especially the north and west) is a complete deterrent for new growth and businesses. Even personal errands are a chore most times. Hopefully this route 53 extension is confirmed before our home sells so we can consider staying in our home in Lake County.
- 1. I have decided that there is no reason anymore to go to Chicago outside of family requirements.

2. You already have my email. Everything sounds good...except this is Illinois, the center of Springfield/Chicago corruption.

- Building the Rt.53/120 extension will greatly ease my driving time.
- I hate tolls.
- Only 45mph on the new proposed extension? Come on! Higher speed limits have been authorized. Get real. No one travels even the 55mph on the existing tollways.
- Of the comparison options I would have chosen the new proposed expanded route if tolls were lower. For my travels where the route would be most useful its not worth 3-6 dollars more just to save 15-20 minutes for me. Travelling to Chicago from my house only costs my 1 toll under \$1. If this was the same price range I would use it 100% of the time when it was an option
- Build it!!!!!! It is overdue.
- I would probably not use this route on my daily commute because it would be out of the way but for my regular weekend trips through Lake County I would love this road when complete. I would be willing to pay a reasonable toll to do so as well.
- Very interested in seeing 53 extended.
- Lights on many roads do not seem to be timed correctly even when driving the exact speed limit which causes too many stops at red lights. Also the timing for how long lights stay green on some roads is too long causing cross streets to become very backed up. Busy road traffic turning onto another busy road have mis-timed lights too causing total gridlock on both roads, examples westbound Lake-Cook turning north to 12 and south Butterfield turning south/east to 60. The overpass a few years ago at Gilmer & Fairfield is great for that intersection but it just moved the congestion to 176 & Fairfield. I hope that the current construction at that intersection will help but not sure it will be enough.
- Although I probably wouldn't use the extension for the trip I took as it was just a lunch with friends and I was in no hurry, I definitely want the extension to go through! I would use it for many trips south of my location. Getting through Libertyville/Vernon Hills is a joke. We need this extension badly for those of us who live in Lake County!
- The toll road definitely needs to be built, however, the tolls should be in line with the rest of the tollway, and the speed limit should also be 55mph or better, also in line with the rest of the tollway system. 45 mph doesn't help much, I can go 55mph on parts of Fairfield rd right now!
- Your survey is limiting by only focusing on the very \*last\* trip you took. I use I-94 during the week and Route 53/120 on weekends. But there is no way to quantify that type of data (Qty of usage for multiple roads through Lake County) the way your survey was organized.
- I think the 53 extension is long overdue and would help drive expansion out to the Round Lake area.

- Build 53
- I know that this is just a survey and it will take for ever for the Government to actually build these roads.....But I am sure, once the actual work starts, it will be completed in a short time frame and it will ease the life of people living in this region.

I would suggest that you ask for donations from the commuters and they will be happily giving you generous donations for this noble cause.

- Hope this extension comes true !!!

I would go more often to Schaumburg is there was a more direct route !!!

and 120 is definitely a pain !!!

- Travel in Lake County for the past several months has been extremely challenging. Going to and from work has taken on average about 30 minutes more than it used to. My main route was to take Fairfield Rd. and Rt. 53 in both directions but then the 176 intesection improvement stopped that from being a viable option. I next attempted my "backup" route of Rt. 12 (Rand) and 53, however construction on Rt. 12 made travel times even worse. I was, for a short time, using Rt. 83 which was decent up until the Libertyville area. I, like many of my neighbors, have been hoping for the Rt 53 extension for many years now. I believe the extension of 53 along with the "replacement" four lane Rt. 120 would do wonders to improve traffic flow in Lake County. My only desire would be affordable toll charges for the new toll road. If a route saved me 10-15 minutes of travel, but cost me a lot in tolls, I probably would not take it. Thanks for your time and have a great day
- I am very excited about the Route 53/120 project! I would also like to put in a request to make RT 120 a 4 lane road for the entire length of the road. Route 120 is a big problem for my daily drive as well. Thank you.
- We need this extension!!!
- I work part-time, however, my work requires continuous travel through Lake, Cook, McHenry, Kenosha, and Milwaukee counties. While I did chart my most recent trip in your survey, I would like to add something. I lived most of my life between Mettawa and Highland Park and rarely experienced the traffic difficulties I do now in Round Lake. As a result, I avoid going into the city, travel at rush hour, and there are many places I do not shop or travel to primarily due to traffic. When I run large scale events in the northwestern corner of the county, people west of Route 21 do not attend, because they are shocked at the snarled slow moving traffic, which they feel makes the experience time consuming and unbearable. I agree. It is the single most upsetting thing that I find about living in this part of the country, and points to the utterly poor planning or perhaps, complete lack thereof over the past 30 years; in addition to exposing the fact that this has been an economic dumping ground dumping ground for decades, where this population and their needs have been ignored, while the wealthier areas of the country have been catered to.
- Toll roads are another way the state takes money from us. We live in the most corrupt state in the USA. If the politicians of this state would practice fiscal responsibility there would be enough money to pay for road and other improvements.
- Please build this extension
- I travel daily to at least one of approximately 400 bank branches in northern Illinois / Indiana. I do not / will not pay a toll to drive anywhere. If the addition of this 53/120 toll road eliminates the currently free choice I have I would seek alternative free routes before paying to drive on a road. I already pay far too much for vehicle registration living in IL.
- Even though my work commute is not greatly affected by this project, it would greatly reduce my travel time to the rest of my family who live south of here, so I would frequently make use of this extension.

My only concern is how my daughter will get to her school (Park Campus) once the 120 bypass is complete, as currently the students are all required to walk to school.

- I hope this extension passes and is built in a timely manner
- BUILD 53!
- Why only 45-mph? Make it have a higher speed-limit.
- toll roads are alright if the tolls are reasonable and the maintenance is preformed
- The 53/120 extension is very much needed for residents of northern Lake County. Travel time and congestion have been getting worse for years. I think another needed improvement would to make Rt.12 more like an Edens expressway /Rt. 41 type highway.
- I'm in Favor of a highway, I believe it's needed, but high tolls is what I'm worried. I do understand that construction is not cheap and this is a massive undertaking, but \$3.50 in tolls is a joke.
- Since it is quite difficult to move from northern Lake County to Cook or Dupage Counties, these upgrades are more than welcome
- 45 mph is too slow. This road needs to be a minimum of 55 mph. Why so slow on a minimum access highway?
- I would not use a tollway with a 45 mph speed limit
- We are planning on moving if the roads and traffic are not addressed and improved within 2 years.
- Everyone that I know in northern Lake County that works around O'Hare Airport would love to take IL Rt. 53 all the way back and forth to work. Everyone I have talked to would be willing to pay a toll to do so. What we will not do is pay a toll for a 45mph limited access highway. That would be like paying a toll on Palatine road between Rt.12 in Arlington Heights and Rt. 21 in Wheeling. No one would do that. Don't even build it if this is the plan, because if that is how it is, no one will use it and you will be coming to the taxpayer to finance the project after the toll income does not materialize.
- Just built a Highway before it's 35 years overdue, and make it a Freeway, since the Toll Money is simply a Gubernatorial Holiday Slush Fund!
- Your survey is off. At 5 am I can make my commute in 25 minutes. So travel time on 120 bypass to get to rt 60/294 would be similar... Not 1 hr with tolls as the survey suggests
- I take surface roads now because I am unhappy with the current toll rates. Before the last toll rate hike i used the tollways. The time for the route i used was no different than the times on your new proposed routes. At that time it cost me only \$0.45 and now you're going to offer it to me for at the least \$1.50 and up to possibly \$6.00! That just doesn't make sense. And if I factor in the time delays that will accumulate during the construction over the 2 years it will probably take to build it, I don't see how it will benefit me. On a personal note - lived for several years within 1/2 mile of Interstate 294 and could hear the traffic, especially trucks. I moved to where I live now to get away from that and now your planning on putting a new tollroad almost the same distance from my house again. No thanks.
- Limiting this roadway to a 4-lane, 45 MPH configuration is a fool's errand and should not be considered. The volumes of vehicular commuter traffic combined with commercial freight traffic will immediately overburden this road during high volume traffic periods. During low volume periods, the road will become one long speed trap for those of us who occasionally forget to read signs. In no way will a limited scale toll road such as that proposed help to grow Lake County and create the jobs so sorely needed here.
- I appreciate the time and effort to get feedback from the actual people who will use these roads. Very good approach in my opinion.
- I'm surprised that you didn't ask about the driving opinion for other people in this household that use a different route in this area.
- Please build it as soon as possible.
- Though I listed my travel times as described, it should be considered that current traffic

congestion, in my area, dictated that I leave that earlier for an event that did not start for hours. IL 120 being only 2 lanes anywhere in Lake County is ludicrous. The delays westbound in the afternoon rush are even worse than the delays eastbound during the morning rush. And there are many roads just as bad throughout the County. The 53 extension would a wise choice for this area.

- I wouldn't mind seeing 53 extended all the way to IL/WI border!
- PLEASE BUILD 53 EXT!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- I would like to have improved traffic options with limited access roads to improve travel times. I think that the tolls are excessive. I think we have enough tolls in this State. I already pay tolls every day on my way to work. I avoid the toll roads whenever possible.
- There should be plenty of extra funds from other tolls to help pay for the extension. There are too many documented instances where money is funded for non transportation needs when it clearly should have been.
- why does the extension of 53 have to be tolls and not free like it is up to Lake Cook road?
- My personal opinion is that there should have been a definition of reasonable in this survey for tolls, while I realize that isn't possible when calculating how much I would spend per day to go to work to save myself time it may have been helpful. For example, the examples I was given where variations in travel time and cost was presented, almost all times were 10-15 minutes. I'm not willing to spend more than \$1 to save myself 10 minutes one way, it's just not worth it. Now, if you told me I could save 30 minutes, which is significant, I'd be willing to pay much more. But for 10 mins, I'd rather travel for free if I'm being completely honest.

You also have to take into account gas mileage and stops. If you are going to build a 45mph road with possible roundabouts/lights, why would I still stop and go and pay a toll versus still taking Rt 12 or 45/83 for free and spend maybe 10 more minutes in the car? I guess I'm just surprised that 53 isn't being extended in its current form, which would give everyone the most bang for their buck in terms of travel times, congestion relief, and gas mileage without having to stop and go. I know I may not speak for everyone, but if that was the going plan I would be willing to pay significantly more than I would to travel on a 45mph road, which we have plenty of around here already. You're basically building another road that we already have, and not an "expressway" of sorts which would actually be beneficial to the region. You're just giving us another road with a "guarantee" that there will be limited access. How you can guarantee that is beyond me, but I honestly believe that doing anything other than extending 53 in its current form is not worth doing, and if it's going to cost me \$5 one way to go to work (5 one way \* 2 ways per day \* 5 days a week \* 4 weeks a month = 200 a month to save 20 minutes a day, NO THANKS!) I won't bother using the 53 extension.

- While it may not necessarily impact my work commute, having this option would greatly improve some of my personal travel. I heartily support this project.
- Build it, long overdue.
- I would be for 53/120 expansion but only if the tolls are feasible or NO TOLLS AT ALL! I would not use the new route for my daily work commute since the 53/120 expansion would relieve the congestion for my commute and allow a faster travel time. However, I would use the 53/120 route for daily travel outside my work commute.
- The traffic and commuting challenges in Northern Lake County make it an undesirable place to live.
- Build it ASAP! Please!!
- Please build it!!
- waiting years for this option, 294 is far east
- In order to get to work in less than 1.5 hours, I have found two routes to accomplish that - one

involves going miles out of my way to take Rt 12. The other involves about 20 turns and countless stoplights, but it was the only option when 12 was shut down. Both have ridiculous traffic during the afternoon. Try driving westbound on 120 between Allegheny and Hainesville Road between 4 and 6 pm- it takes 10 minutes to drive what? 1 mile?

There are few good N-S roads in northern Lake County and even less good E-W roads to handle the traffic. Please extend 53 and expand 120! I might not be able to afford to take it round trip, but it's nice to have that option and it would reduce congestion on secondary roads.

- In addition to commuting to and from work, I often use Illinois 53 to visit family members in the Northwest Suburbs. The extension of 53 would be a HUGE welcome. Just think of the positive impact on the environment that would be realized if the extension was approved and implemented. Thanks.
- This project would greatly improve travel times in the region but sliding scale tolls, unless applied universally, will adversely affect the number of people who would travel this route. I'd rather adjust my wake-up time by up to 20 minutes then spend an additional \$3 in tolls every day, which amounts to \$90 a month to drive in a car I'm paying for with gas I'm paying for. Paying to drive 3 different ways (car note, gas, and toll) is absurd enough but at \$0.85 it's nominal.

Also I reject the notion that the toll is simply to cover costs, because once costs are covered, the toll always remains. It's never temporary, and I bet you can count on one hand the number of toll roads that have actually been temporary and not just remained permanent toll roads.

- I fully support the addition of this project as the population is growing in our area and the roads are extremely congested. In addition, it will attract more people to the area and increase much needed development in the northwest.
- Tolls are already too high and unreasonable in Illinois. I see no reason why we should have to pay more to use the roads when our taxes are supposed to be paying for the roads.
- Asking for an address makes people nervous given the level of cyber crime. It would be better just to ask for a starting & ending zip code.
- just to point out the necessity to have a good north/south route from lake county and good east / west routes, especially to get to the highway. 120, 137, and others have many stop lights, one way sections and many slow downs (for example, going through Grayslake from 134 and 45)

thanks for the opportunity

- I think this road improvement will be a major plus to improve access to western Lake and Cook counties and will help relieve congestion on I-94/294 and US 41 not to mention Rt. 120 through the Grayslake and Round Lake area. It has been a long time coming and will give much opportunity for growth and jobs in the area as well as improve travel times to O'Hare and the western suburbs without having to go east first to go west !! It should have been built a decade ago !
- PLEASE BUILD THIS ROAD, OUR AREA DESPERATELY NEEDS IT!
- No tolls in Northern Lake County! Property values are already too depressed.
- Need studies for western lake county to Hoffman estates.
- I would support the toll expansion for 53, but doing this on 120 seems just plain silly, its already a decent moving road.
- I'm curious why the speed limit on the limited access 4 lanes will only be 45 mph. If it saved me more time by being able to go faster I'd be more inclined to consider it for the higher tolls.
- I think special lanes for people with more in the car are wrong. Many people use "blow up people" to use those lanes. Very unfair to single people in Illinois.
- I've moved since the trip I used for this survey, and now I would be even more likely to use Route 120 / 53, as I am closer to 120 now.

- Saving time is only one benefit to extending the tollway. Pollution from cars sitting in mile long lines at stoplights will be dramatically reduced. Cars will get better gas mileage from not sitting idle in lines. Ask people if they'd rather burn more gas and create more fossil fuel exhaust or take the new tollway.
- I like the option of having the extension for Route 53, but not at a much higher Toll Cost. The economy is very tight and having to pay \$6.50 or anything over \$4.00 with an IPass for that matter is asking way too much. You are basically only offering the use of this Route 53 Extension expressway for people who can afford it and discriminating against the lower class who can't. It should be priced just like the rest of the Lake County/Cook County Toll Booths - same price structure. Offering a Car Pool Lane would be a great option too for those who do have more than 1 person in their vehicle.

Another option would be a straight through lane for those going all the way to Route 120. that would eliminate congestion too.

- I really could use that prize money for tolls
- I think a Route 53 extension is a necessity that has been debated for far too long. It should have been done years ago and never stopped abruptly at Lake Cook Rd. Increasing the toll amount should not be the solution for funding.
- I think 120 needs to be expanded but I think adding a toll road in an area that is already economically depressed is ridiculous
- rt 53 would be a great thing many folks in my area travel that direction often
- Build it and employ people and dont charge any tolls.. Thats why we pay taxes
- I do not think that turning 53/120 into an iPass only road would be a good idea. Perhaps provide a separate lane for those wishing to pay with coins? There are parts of Lake county that are fairly low income and iPass only lanes would negatively affect those who cannot afford an iPass. With that being said, I spend way too much time sitting on 120 in traffic and think that making it 4 lanes is a wonderful idea!
- This roadway will not only save on time it will increase the value of homes in Lake County. It will bring more businesses and jobs to an area that needs modernization and easy access to the rest of the Chicago area. As you know Baxter Healthcare is there on 120 and their were plans at one time for a hospital. this will help those areas grow, PLEASE BUILD!!!
- I feel the Hwy 53 extension to Hwy 120 is way overdue...
- This would help with Lake County traffic tremendously! It is absolutely absurd right now! Winter will be miserable for everyone again, especially when it snows. The congestion is unbearable.
- BUILD 53
- I hope this goes through. My parents live in Arlington Heights and there is currently not a great route between Round Lake Beach and Arlington Heights.
- I'd like to quit hearing talk about these options and move forward with a plan, Travel on Rte 120 is the worst and not getting better. Getting to and from work is dictated by my commute time and that is not desirable!
- To like what was done at Peterson and Rte 60. That should be incorporated into other interchanges throughout the county.
- I think it's idiotic to only allow people with a transponder to use a road. And why limit the speed limit to 45mph? Speed limits should be raised to 65mph on all highways.
- As much as I would love to see improvements and widening of roads in Lake County it seems like it does little to shorten my commute. Even with I-94 widened a few years ago the traffic in the morning at 7:00 - 7:30 a.m. is still a crawl through most of Route 132 through Route 60 (where I get off). Too many cars even for a new wider I-94.
- The tolls would be easier to "swallow" if they were discontinued after the project was paid in full

from the tolls collected. We pay enough in taxes in this county and to continue to pay for tolls without any further benefit is just stealing from the residents.

- Just build this thing already. Make the tolls reasonable and a speed limit of at least 55mph. No HOT/HOV lanes either. They don't work, they create more congestion.
- Please, just build it. Most of the ROW is already owned by the state, just build the road. 120 is a nightmare, getting to 94 is a nightmare. Just build the road.
- As long as tolls are reasonable for the time saved, I think this project will greatly benefit residents of northern Cook and all of Lake County. I believe this project is long overdue for the area. I would very likely use it on a daily basis, for much more than just commuting, as long as tolls are reasonable. However, I would like to see a 55 mph speed limit, at least for the route 53 section of the project.
- Please fix 120
- Just like lottery money was supposed to be for schools, toll money never seems to pay for roadwork. Until there is no cash leakage to a general fund, I don't buy the concept.
- The Route 53 extension would alleviate traffic congestion on current roads. It would not be a feasible route for me as I live fairly close to I-94 and work right off of it. This would however reduce traffic congestion on I-94 so I am all for it.
- Survey questions on time savings versus toll cost were not representative of the actual time savings that this project would result in.
- Please build this extension! Travel from Volo, IL to Cook County suburbs is a nightmare. Thank you!!!!!!
- please build the 53 extension as fast as possible
- I would use rt 53/120 if I was traveling to Bolingbrook or a suburb in that direction. My girlfriend lives in Woodridge and I don't visit her that much because it takes too long!!
- I hope that there isn't a serious thought being given to building a tollway with a speed limit of 45 MPH. That's beyond stupid!!! Why on earth wouldn't it have reasonable, common sense speeds of 55, 60 or 65 MPH? We have more than enough roadways with speed limits of 45 - it seems that every time a road is "improved" in Lake county the speed changes (drops) to 45. It happened when Rollins was widened; happened on 83; happened on Gilmer . . .

WHY?????

- Please build asap!!!!!!!!!!!!!!!!!!!!!!
- It would be helpful and a time saver, but it must be cost effective by the toll amount not being too high
- Thank you for soliciting my opinion.
- I like the proposed roadway ideas and it would make my life a lot easier!
- I am very much opposed to the 120 extension between Wilson and 45. It will run literally down the middle of my subdivision and separate my home and many many others from our local school (K-8) which is in easy walking distance. I do NOT want my kids crossing a four lane highway with iPass drivers twice a day!!!!!!
- 3 of our cars are 2 seat only cars. I can only have 1 passenger.
- I travel Mn. Wi. Ill. And find it interesting that Il. is only state with tolls!!!
- not only am I against paying the tolls, my current route is fewer miles on my car, and I don't like the idea of only a 45 mph limit on the new tollway.
- Those tolls mentioned for such a small section of road were really unreasonable,
- Good luck!
- This project will ruin my home's value and divide my subdivision in two. I am in strict opposition to this!
- I do not have a problem paying tolls on a toll road when the tolls go to building roads and updating

roads to make them safe for travel. I do not like paying tolls when I find out that the money is wasted on giving political family members cushy jobs at a high pay just to get political favor.

- The hypothetical toll rates in combination of potential time saved is outrageous! \$6 to potentially only save 10-15 minutes would be asking way too much. While this road has the potential to be a luxury for commuters with daily travels to and from work, high toll rates would not be worth the benefit. For those that do think it's worth it, hopefully it will just lighten the amount of traffic on the other routes I take, and for that I thank you.
- I have a great interest in solving the traffic congestion problems in Lake County. I know every possible route between Round Lake and Mount Prospect where I work. I am willing to donate my own time to help solve the traffic congestion problems in Lake County. Please contact me! Rob Gaedtke 847-561-7318
- The last thing residents need is another toll to pay. The toll south of 173 on I-94 is already ridiculous at \$1.90 with an I-Pass. I have to commute from Round Lake Beach, to Antioch due to poor schools in Round Lake, then down to Northbrook. I am paying \$2.80 in tolls each way. Illinois residents should not have to pay the toll at Rosecrans, we are already paying for the tollway in our local property taxes.
- PLEASE PLEASE PLEASE BUILD THIS!!!!!! WE NEED THIS IN LAKE COUNTY
- This project has been under consideration for decades, when are they actually going to do something.
- Reasonable tolls to me is \$5 per WEEK. I do not live in an area where co workers can carpool with me, otherwise that would be my travel method of choice.
- Please don't charge some stupid amount for this toll road. The travel times are terrible as it currently stands and this would help out greatly.
- If builders are allowed to build more homes, then they should have to pay to have the roads widened! Rt. 60 needs to be 4 lanes all the way to Rt. 120!! Gilmer and 22 need to be widened as well. The morning commute is a JOKE on these roads.
- Route 120 is the most horrible commute ever. Let's open more lanes soon.
- PLEASE, PLEASE build the 53 extension. I work right off route 120 and it's a disaster in the morning and evening. Please build it.
- The prices I see are very high
- There are no east/west roads that are quick and do not have numerous lights. Also most are two lanes.
- Please do not build a tollway by my home!!!! I do not want my property value to go down more than it already is and if you are going to please let people know ahead of time so we can sell our home now.
- When is this project going to start?
- You know what they say: Chicago has 2 weather stations: WINTER & CONSTRUCTION.  
jjjjjjjjl.....
- I look forward to future information regarding this project.
- Please build it quickly, but after the Rollins road and Washington St, underpasses are finished.
- getrdone
- Please widen route 120!
- I would like to have build extend Rt53.

Thank you.

- build a corridor I120 think is very stupid and very costly affair!, also useless.
- Any improvement to East and West travel on 120 and Route 53 North and South will greatly benefit the travel times, and local economy as well. Lets get Started!

Thank you,

Mike Blauvelt

- Thank you for taking the time to make this survey available and solicit the input of Illinois commuters. While I may not use the Rt. 53 extension daily, I have occasion to travel Rt. 53 on the weekends and having the extension in place would be very convenient, time-saving, fuel efficient and the like that a commuter like me would be willing to pay for.
- The proposed new route is very necessary. There's always congestion on Route 120 because of the 2 lanes going west from 45 all the way to Route 12.
- This survey was painfully completed. It kept kicking me off at least 10 times. So, don't ask me again. The proposed route will only be useful if the tolls are reasonable and three people for a discount doesn't work for most people. In Arizona it is two or more people, not three. Who designed this survey? Obama?
- RT. 53 really needs to be completed, I have been commuting this route for over 6 years and the congestion on Fairfield Rd. and RT. 12 (parallel routes) are horrendous. The waste of resources be the traffic created is unacceptable and as more homes are built in Lake County and the addition of more traffic lights makes commuting worse and worse each year. Please build RT. 53 extension and help the people
- Please do this extension. It will save so much time for many people! I've wish 53 was extended years ago! I would always pay more to not to sit in rush hour and if it would save time.
- Why is the work on Peterson Rd. from Butterfield Rd in Libertyville through to east of Milw. Ave. taking so long? That route has been torn up and slow for way too long! (maybe 2 years?) From Peterson I choose to go south to Winchester then east all the way to St.Mary's Rd, then back north to Rt 137, then east to N.Chicago FHCC VA hospital. = Bad News delayed route!
- build this road NOW, enough time has gone by, I have articles from the 70's on building this road, 40 years later and NOTHING, the State needs to put more money into Lake County
- I think that people that drive in the fast lanes and are going slow shouldn't be fined or not be there
- PLEASE BUILD THIS ROADWAY!!!!
- Parkway speed limit is to low. Limit should be 55mph.
- Please build the road.
- It was printed in the News Sun in 1990 that we would be driving on this new toll road in 1996. As much as we need this road (should have been build 30+ years ago) I have begun to wonder if I'll ever see it in my life time. Pieces of this project have been in place since the early 1970's (Rt's 120 & 137) the buy back of 3 Cambridge build houses in Mundelein to keep the right away open in the mid 1980's. It is truly sad that we are still doing feasibility studies in 2013. Thank you for listening. Please just build the road, it is so much need for the movment of traffic in the county.
- Traffic on 120 in the afternoon is horrible. Many days it takes me longer to get from the exit on 120 to my home off of Hainsville Road than the trip on 294/94 from DesPlaines. Since my trip to work is in the very early AM I know that the trip can be done in half the time my afternoon commute takes.
- Having this new route seems to me it is a great idea. Considering the time we going to save I will not care how much more I going to pay. What I don't like is the speed limit they want to implement. If the point is to save time, how I suppose to save time if the limit is going to be 45. If they want to collect money from the speed limit fines. raise the price for the tollway. I think is more honest than getting money from rules to be broke.
- Build 53 extension
- My current route would normally fulfill my needs if it were not for extensive and extended ( in scope and project time and organization ). My preferred route takes me through the road construction project at Buckley Rd. which has been going on through at least two seasons and does

not appear to be wrapping up anytime soon. Moving through this one intersection can add between 20 and 45 minutes. I'm sure Walsh Construction is doing their best but I might prefer the best of someone providing the public a little more respect and adding a sense of urgency and focus to the project.

- Seems like a great plan, but I'm not willing to pay more than \$3.50 for the tolls.
- I think we already pay plenty of money in all the surrounding tolls to pay for this extension, this road was supposed to be done about 20 yrs ago and still is not here! I don't know how you guys expect people to pay a toll for a four lane highway at 45mph, that is ridiculous! That is not even a highway, if you guys want to build a highway and with a toll build it right or don't build at all. If you build proper highway I don't mind paying a reasonable toll, I already spend over \$100-200 a week on my semi truck what's a few extra bucks now. Even though you guys just keep wanting more more from us for these

roads! How does all these other states figure out do make a budget for there highways and smaller roads

- The idea that this new road will have a 45 mph speed limit is one of the dumbest things I have ever heard. Even California, home of extreme environmentalism, builds their new freeways with a 65 mph speed limit. I will be contacting my local representatives to let them know the same. The idea of spending that much taxpayer money building a road moving that slow, and personally paying a toll for it, is difficult to imagine. I will be part of what I expect to be a large voting bloc applying pressure to change that as this progresses.
- the roads are ok - its just the traffic lights and school make traffic travel slow at times.
- Something needs to change, the commute time is too long and causing issues with people who are employed outside of the area. Commute times can vary by over 45 minutes depending on trains, schools, and traffic patterns. Also, when doing this construction, please try not to have construction on all north/south routes. This seems to be a pattern. Construction on Rollins, Washington Rd , Rt 120 and Rt 137 are all the major east- west roads to this area. Each of these roads were under construction at the same time. Can't we stagger the changes, so that we don't push all traffic to the same route.
- As a resident of Central Lake County for the past 12 years, I have heard about the CLCC extension of Routes 53/120 for as long as I have lived here. I have made the long, tedious drive from my home in Round Lake Beach, along U.S. Route 12 to Route 53 to Schaumburg, many times over the years, but I have to admit since the economic downturn four years ago, my trips to Schaumburg as less frequent. I do not work in Schaumburg, and since I have less disposable income, I do not go there to shop or eat like I once did. While I am sympathetic to those who have to make that taxing drive each day for work, I don't know if the proposed CLCC project is the best one. Department Chief of Engineering for Planning with the Illinois Tollway, Rocco Zucchero said that the \$2.7 billion cost of the project is a "worst-case scenario" price tag, but if only \$1 billion of the necessary revenue is available now, the project will only become more expensive as time goes on, not less. The current economic downturn has strapped the State of Illinois financially, with average home prices dropping; it is hardly in a position to help with funding on this project. While I am also concerned about environmental impact, creating a roadway with the maximum speed of 45 mph also seems counterproductive. I can currently drive 45 mph along U.S. Route 12 and Route 53 if I hit the stoplights at the right time. As for the "congestion pricing tolls," the CLCC project includes a 14-mile portion of Illinois Route 120; just to drive that at congestion pricing, I would pay \$5.60 just for that portion, not to mention the rest of the CLCC route. As a long-time resident, I have also seen the effects of suburban sprawl first hand. Business speculators will construct a strip mall, only to have 50 percent occupancy in down financial times like these. If each of the communities along the CLCC were to develop businesses, or worse yet homes along the corridor, the CLCC would only become more congested, defeating the purpose of the improvements in the first place.

It is for all these reasons I would have to say the proposed CLCC plan is not the best one at this time. It is too expensive, too much of a compromise, and there are too many opportunities for it to fail and become even more congested than the current routes already are.

- With what we pay in taxes to live in Lake County and the conditions of the existing/current infrastructure and schools its a bit ridiculous that to do any improvements that should have been done years ago you are going to charge tolls.....might be cheaper to move back to Cook County.
- Difficulties navigating surface streets in Lake County are extreme and I intend to move out of the area within the next year. The focus on enhancing Rt. 120 are helpful but do not address the many other bottlenecks throughout the area. We need a comprehensive road/traffic control plan not one that is focused on just one or two routes. That said, the Rt. 53 extension is mandatory -- that it has not yet been built is a travesty.
- Build this as soon as humanly possible.
- just change existing 120 to four lanes from wilson to 45 as a freeway
  
- Build it... PLEASE!!!
- I live in Round Lake. The population of this area grow a lot in the past 10 years, but all the roads to go to the i94 are the same. Ad takes more than 25 minutes to access to i94. In each possible route there is a bottonneck. For example in the peterson there is a traffic light with the 83, and the is. Ot a line to turn right, so each car that turns right slow down, so the light causes a big line, followed by the new light to entry the fair.

The 120 is passing through grayslake, and the train making also big lines at the time of rush hours!!!

I assume that you know this but given the fact that there is no changes in the ways, it is my conclusion that you can not do nothing about it, or there is not enough interest. Thanks

- Just build the road and forget the tolls. I pay enough in income, sales, and property taxes!!
- I refuse to pay a toll for the use of this new route. Illinois has ENOUGH tolls. I will drive to the ends of the earth to avoid this toll. I don't care what I happen to burn in fuel. When I started using the toll roads, there was one toll on my commute and it was \$.40. The tolls were supposed to be eliminated when the highway 94 was paid for. {{scoff}} Instead of eliminating the tolls, they have increased exponentially. AND, now there is an "EXIT" tax (nee, TOLL) between Illinois and Wisconsin. No other state has this darn many tolls, at all. AND, it is downright unfriendly when visitors come to Illinois, considering they get robbed without leaving their vehicles.
- Please make my drive time lower!
- I live in northern Cook County, but a majority of my travel is south. I use 53 everyday, however, I always get off at IL 68 (Dundee Rd), so I would not use the propose 53 extension very much. However, if the extension is approved and constructed, that will significantly increase traffic on 53, which always gets congested around Palatine-Northwest Highway-Euclid exits. I would be curious to know what plans would be to alleviate traffic at this bottleneck point.
- Build 53 extension!
- I recently used to commute from Schaumburg to Libertyville. Something definitely needs to be done about travel through Lake County. The congestion is ridiculous.
- Paying a toll to drive at 45mph seems like a bad idea. I would be opposed to adding any kind of toll to 53 south of Lake Cook Road.
- The roads in Lake county are a mess during rush hour. The rt 53 extension should reduce the congestion on the other main roads. High toll rates may defeat this purpose.
- Build the road! We need it to go North from our home!
- Generally speaking I think tolls under \$3.00 are acceptable to me if it is a safe roadway that speeds up travel in the suburbs. Tis project would allow me to go North without having to deal with Rte 12 and all the traffic lights. If it is built as a toll road, I would use it more and by doing so, alleviate

some of the congestion on roads like Rte 12.

- The road congestion in northern cook county/lake county is awful and something needs to be done now!!!!
- Having the extension would be great, but I do not think drivers are willing to pay a toll for a short distance. Plus why would the speed limit be reduced to 45 when it currently is 55 on rt 53?
- First, the tolls were originally set up to pay off loans and were promised to be removed afterwards.

So the "Politician/authority" words are empty and meaningless because they are false and exaggerated.

Second, tolls, if any, should be made much more affordable for all users and should not benefit any select user.

Fair for one, fair for all. Also, people should not be forced to use another lane if driving alone or otherwise.

- I am in favor of building the 53/120 extension into lake county. Greater highway access into northern lake county is much needed. Currently if you want to go northbound you have to travel way east on lake cook road to 94 or take minor surface roads which is way to slow....thank you.
- I can generally take 53 or back roads. I prefer 53 because it is slightly faster, but if a toll were put in place I would switch to back roads as the time savings on 53 is negligible
- Would love to see this extension come to fruition. It's been on the table for too long! There are too many NIMBY people out there who are not willing to see traffic eased.
- One option not provided was if the new route saved me time, but didn't cost me any more money than my current route heading up North (East on Lake Cook to 94 west to Gurnee Exit and up to Wadsworth). Most options didn't save me more than 10 min so why pay more. I do like that the location of this extension would be more convenient for me to head up North. If I was working, I might use this route and pay a bit more for convenience if it saved me over 10 min, avoided heavy traffic interruptions, and was at least 50mph non-stop.
- I frequently travel from my home in northern Cook County to various destinations in Lake County. I strongly support a route 53 extension, and am willing to pay tolls for quick and convenient travel as long as the tolls are reasonable.
- Travel in lake county is terrible!
- I live in Palatine and at both rush hours the east and west traffic is awful. Palatine has 5 roads that go east and west to other suburbs and the residents can't go anywhere at rush hour do to traffic comming off rt. 53.
- Extending Rt 53 is a great idea, much over due
- I-53 extension is needed to give lake county residents an efficient way to travel.

I travel 45 min on average taking rt45 for 18 miles from gurnee to palatine

I travel 35 min on average taking 294 for 36 miles from gurnee to norridge

Please get this done, the need of several 100,000 residents is more important than the wants of a hundred long grove residents.

- As long as the tolls aren't super expensive I would love an alternative route to Rand Rd
- Thanks for doing the survey! It would be nice to have a more express route through this area!

- If you need to finance additional roadways, bump the state tax a fraction of a percent. Stop adding/increasing tolls to any road you think might be profitable.
- I AM VERY MUCH IN FAVOR OF THIS IMPROVEMENT!!!
- I would consider of value a tolled, non-traffic light interrupted route from Lake-Cook Road to Route 120 at \$0.50 maximum via I-Pass.
- I know this extension has been debated and approved a few times since the 70's. It would be nice to see it come to fruition sometime before I die.
- while I do support building 53 North I believe the toll if any should start at Lake Cook Road as I commute multiple times on route 53a day as I live in the area I am not willing to pay a toll to go from Dundee Road to Palatine Road it does not seem fair after all the roadway has been paid for previously by us if the entire 53 section becomes toll I will avoid it at all costs and find alternate route
- hurry up with this project it is highly needed to reduce congestion the only road going nw route (12)
- This would make life traveling to grayslake area better. I am for the plan
- How would charging higher tolls during rush hour control congestion? I would think that would cause people not to use the toll way and therefore side roads would be congested as they are now. What would be gained? Also, if this is a toll way without stop lights, why would the speed be limited to 45 miles per hour? Why not 55 mph?
- Why don't you concentrate on getting your other toll roads straightened out before expecting to build other ones. It takes you too long to fix the ones you have.
- I do not see the added need to continue with this project especially since Route 83 serves the need. Also one of the major employer in the the proposed region Motorola Mobility is moving to Chicago which will reduce congestion anyways.
- Please stop talking about it and extend 53!
- I would have no issue with tolls if they were to start north of Lake Cook Road.
- Thank You
- Overall, if tolls do not specifically, nor reliably, decrease my travel time, I will simply stick to my regular routes without tolls.
- Thanks for looking into this; Lake County has long needed a better east-west route. A big consideration in my use would be which local roads will have access to new toll road - if it's a lot of fiddling around to get on or off at my destination, I'd stick to local roads. Of course another benefit will be reduction of traffic on existing roads. Would also like to see an extension of limited access US-12 south from Genoa City to where it would join IL 120. This could be a major feeder for new toll road, allowing traffic from Milwaukee and its western suburbs to use I-43 to access western and southwestern Chicago suburbs without using I-94.
- Don't do it
- Why the slower speed compared to Route 94/294
- Get the transponders and motorcycles to work together.
- The proposed extension would be a great improvement to Lake county roadways!
- The 45 mph version of 53 is at least somewhat less environmentally damaging than the 6 lane tollway originally proposed, but still not a great idea. Would much rather see expanded bus and rail transit, and local improvements like separated grade crossings throughout the county before ever considering a new highway. If the traffic gets worse, or the price of gas gets any higher, I can always take Metra downtown. I drive for the infinite flexibility in scheduling that driving offers, but can adjust to the Metra schedule. My budget is tight, no way do I pay tolls when an alternative exists.
- We got to get the 53 extension going. Our Lake county roads are outdated. We also need a 4 lane Highway from the Waukegan area to at least Antioch. We have no good East West road from up

North. I have to take 173 which is only 2 lanes. Maybe 120 should be 4 lanes all the way to the new 53 proposal but this is not a limited access road so I don't know if it would help travel time that much. We need a 4 lane limited access highway from East to West in Lake County. Thanks Phil Anzelmo

- Increase the speed limit on the expressway to 65mph
- One of the reasons why I took this survey is because I had read a newspaper article in which there was discussion about adding new tolls to Grand Ave and/or an additional toll plaza at the WI border to help fund this project because the areas impacted (and people most likely to use the new road) didn't want to pay more in taxes. I am opposed to paying more taxes to fund roads that I will not use especially if the people that will have a greater benefit are not willing to pay more taxes. A road that I often use to commute to train stations is US Route 41. When the tolls on 94 and 294 were raised, I saw a significant increase in the amount of traffic to avoid the tolls, especially with semi trucks. If tolls are increased again, it will further impact other roads in this area which will not benefit from the 120/53 project since it is so far west of this area.
- Although chose the option that I travelled within the designated area for work, our entire family uses this area for school and recreation on a daily basis. We are in and around Lake county EVERYDAY! This survey is too limiting as far as how you use the roads....
- Start construction ASAP! Thank You!
- Give it up. Don't build 53.
- I think the extension is a bad idea, not just for the tolls, but of the disrupting of peoples lives and their homes and businesses. Just improve the roads we have and put this to rest ASAP!
- Work on widening Peterson Road as well.
- I travel frequently from Wauconda to Lake Geneva and beyond. I would like to see Route 12 upgraded between Route 134 and the Wisconsin state line. Traffic tie-ups in Fox Lake and Richmond cause me problems frequently. Need to complete Route 12 bypass around Richmond. Also, something to improve traffic flow through (or around) Fox Lake would be appreciated.
- Please...BUILD 53!!!!
- The amount suggested for the tolls is ridiculous. I would save potentially 20 mins in time but pay \$2-6 each way 5 days a week? Not gonna happen
- I am opposed to the proposed extension.
- we need an expanded 176 more east west routes to alleviate traffic congestion
- Its about time. Been waiting for forty years.
- Please push the tollway extension through. If you have ever drove down Il Rt 12 you would know this is definitely needed. I think I speak for all commuters in saying this here. Oh and one more thing charge your tolls but don't be ridiculous. Do you know what the minimum wage is. It would cost more to get back and forth to work than its worth. Be reasonable. Rathe get one sec for a 100 people than 100 cents from one person.
- My direct route to work probably won't benefit from the highway as it'd probably be one exit to the next (like taking 94 from Milwaukee to Grand). It will greatly benefit traffic on the roads I use as some if not most will divert to the new highway. Traffic congestion in Lake County pretty much sucks, and this highway will help alleviate a lot of that. This will allow travelers in northern and western Lake County to reach highways (53, 94, 294, etc) quickly without stops as opposed to the 20-45 minutes it takes now just to get to the highway.
- Keep tolls inexpensive
- I live near Rt.12 and Rt.120. Congestion in our area is very bad. Extending Rt.53 to Rt.120 I believe would be a great help. Many times, we try to avoid going south because we really only have two choices. Rt.12 or Fairfield Rd. There are very few options for going north or south in our area. My wife works in Skokie and this would be a great option for her as well.
- Are you jokers really considering a 45 mph speed limit - for how many billions of dollars???????

YOU ARE A BUNCH OF MORONS!

- Build it NOW!!!

Thanks.

- I hope the extension goes through. It is long overdue !!!
- Finishing 53 would be GREAT!
- I think this is a great idea and I hope that the project is granted approval. It would save people like my husband valuable time and would increase the amount of family time he gets to spend with us instead of traveling back and forth to work.
- I think that improving travel on Routes 53 + 120 would create an economic boom to communities in western Lake County. This project has been delayed long enough and needs to move forward for the benefit of Lake County in particular and the State of Illinois in general. Travel convenience will be a great tool to attract jobs and economic growth to this area.
- This survey could not have come at a better time, as the congestion in Lake County has become a nightmare. Not only are there just not enough roads, many are only 2 lane roads. Even though construction on new housing continues and adds cars to the roads, we still have no good express way to handle the traffic. Throw in the CN train that seems to run whenever they darn well please without any consideration to rush hour and you have a nightmare scenario. I don't understand the reason for an actual "toll road" as opposed to just an expressway like 53 without tolls. Enough money is spent on gas these days to get to and from work, let alone the addition of a toll expense.
- Building the 53/120 extension would greatly reduce the amount of traffic on surface streets, that can not and will not be expanded beyond the 2 lane status that 90% of lake county has for its road ways.
- I am in favor of this project. I have lived in Lake County my entire life and many people have been waiting for this project to get done to relieve the congestion in the area.
- I live right off of Route 12(backyard but up to 12). I might not drive the extension as much when going home, however, I really want it built to take some traffic off of Route 12. It is HORRIBLE during rush hour and weekends. Please build 53!!!

Alex Ilic

- Rand Road is outrageous.. Especially going through Lake Zurich and Kildeer. Also no express ways anywhere near Wauconda.
- I think you could have chosen better questions. I routinely travel in that area. This was just the most recent. Anyone traveling on Rt 12, or Rt 60 during rush hour would respond yes to the 53 extension.
- I am STRONGLY in favor of completing this route. In the past I have daily made the commute to go south on route 53, beginning at Lake Cook road, which involves travel on the very congested route 12. This would clear up that road's traffic flow dramatically
- I would like to travel on the 53 expansion as I have continued to see my travel times increase with traffic and more stop lights. I don't really want to pay ridiculous tolls to use the roads that the state can't fund because it is a financial mess. I didn't create the mess, I am not a drain on the system and I don't want to pay for it. So having commuted the route I have for 25 years I would bypass the new extension due to high toll costs. The state gets enough of my money so in this case when I have a choice I chose to not pay anymore and I will use the route I currently use. If you can't afford to build the road, don't build it. Quit throwing money away on government leeches and entitled lazy people. Good Luck with your project.
- please get the new road going because traveling through lake Zurich during peak hours is the worst

- PLEASE build the il. rt. 53/120 roadway!!!!the congestion is VERY BAD!!! northern il. NEEDS THIS NEW ROADWAY!!!!!!!!!!!! in the winter time it's taken over 3 hours to get home
- How long with the construction take for the Tollway? 2 years, 5 years, 10 years?
- I would love to see this 53 extension become reality!
- Build it
- Build it!!!!!!!!!!!!
  
- Please Build 53/120 extension.

Also make 12 a interstate highway to connect with 12 in Wisconsin

- The reason I go to and from Chicago about 3 times a week is to take care of an elderly parent that lives in Chocago. Also, in case you were wondering why we owned more cars then we have people in our family , it's because we inherited a 25 yr. old vehicle from my other parent . Also, I would not spend 2 or 3 dollars to trim 10 minutes off my trip. You see I can get there many different ways. But it would be nice if Rt. 53 went thru because it would relieve traffic on Rt. 12 which is awful in both directions and at both rush hours each weekend. What a waste of fuel and time it takes to sit in traffic going nowhere real slow.
- All for the Rt. 53 to 120. Start it NOW!!!
- I have lived in west 1/2 of lake co. for 30 yrs. I see the biggest bottleneck in the county being Hwy 12, and all the East west highways. From Wauconda, it takes longer to go to the city on Hwy 12 to 53/Kennedy/Eisenhauer than going east to 94/Edens. 53 extention will really benifet the northern part of the county more than the southern. the expected increase useage will only create more congestion down stream on the Kennedy and Eisenhauer, making Edens still more appealing to everyday commuter living in Lake Co.

The highways we pay taxes on now are not as useable as they should be. This is directed at state highways down to the county and community levels also. I don't think we as tax payers are getting the bang for our money.

- How about widening Rte 176 from Island lake to the 294 tollway
- Traffic congestion in Lake County is a major challenge. There are so many people living here with the continued growth of housing construction and down the line, business construction but with all one lane roads. This creates that commuting becomes a large issue: both impacting finances and family time. I applaud the effort to improve the current traffic situations, however, I am concerned about the high expense of the proposed tolls within this survey. I do not feel that \$2.50 or more is a reasonable amount for the relatively short stretches of roadway that would be tolled. For example if you are charging from the Wisconsin/Illinois border straight through to the city, I expect a somewhat larger toll for such an expanse of road travelled, but the same higher fee would not be justifiably for the 53/120 expansion. Please keep these concerns in mind when working towards a solution on such a project. My family and I would appreciate it greatly. We hope that IDOT and the respective counties can work efficiently and quickly together to resolve traffic issues in the near future. Thank you for your continued efforts.
  
- It is high time that travel in Lake County gets addressed and something done. Rt.12 is the laughing stock of any visitor from Wisconsin! We live here for over 20 years, houses were built, but no new streets!

Rt. 53 extension was planned already 30 years ago, what did happen ?? There were studies at that time, why did Long Grove always stop it???

- Why don't you just use the current toll formula to determine tolls? The only way I would pay a Premium toll is if I could

legally drive 80 MPH.

- Part of the delay was driving south down Rand Road to Lake-Cook Road, to get to 53. This is how most Lake Countiers get out of Lake County to the Western Suburbs. If the highway was built, it will lighten the load on Rand and shift it to the new highway.

In the second section, how can you guarantee that travel times will be quicker? Will the backups on 53/290 flow backwards onto the new 53 in Lake County? It usually isn't backed up going South at Dundee, but it could happen.

- extending 53 to 120 would alleviate traffic issues all over lake county and hopefully with the area more quickly accessible , it will open up more business opportunities .
- GET MORE CARS OF RT12
- This road extension is long over due.....please do everything in your power to get this built.
- I am not sure why we would plan for a 45 mph highway. Our side roads have faster speed limits.
- The 45 miles an hour seems slow for a tollway.

we have been hearing and waiting for this forever. Is there a goal to have this completed? What is it?

- I HAVE ALWAYS BEEN IN FAVOR OF THE RT 53 EXTENSION
- Ignore the Long Grove opposition and build Rte 53 soon.
- My family lives in Lake County. I plan on living in Lake County for a long time. I am in favor of the Route 53 extension and it would have saved me hundreds of hours of my life if it had existed back in 1992. In other words, this project has been a LONG time in coming and it is frustrating that it is still under discussion and was not completed fifty years ago. Why do the rich folks in Long Grove have so much power that they trump eminent domain? Finally, if someone is travelling through and does not have a transponder, I hope there will be a method they can pay their tolls without penalty or fines within ONE MONTH (not just one week) of the travel event.
- I always thought the IL 53 extension was already approved, but caught in legislation, and delayed... Why is there yet another study? This delay will only add to the cost of the project.
- PLEASE BUILD THE 53/120 EXTENSION
- The 45 mile speed limit is to low. It should be either 50 or 55. Almost all of the tolls suggested were not reasonable and should be rethought. Because of the distance from where I live to the proposed route 53 I will probable continue to use route 12 in hope that the traffic congestion will be reduced but based on the proposed tolls I doubt if it will, so someone should start working on widening route 12.
- I think is an amazing proposal; a project like this will not only alleviate the traffic congestions on several North-South routes (Gilmer, Fairfield, 83, 21, 45, Rand Rd. etc) but it will also support the economic development of Lake County by saving several small projects like the intersection of Fairfield and Rt. 176 when even after completion will merely direct traffic better but won't be really eliminating it.

Also the forest preserves will not need to be disturbed when in order to alleviate traffic, Fairfield and Gilmer would have to be converted to 4 lanes and Rand Rd. as a highway just like in the Wisconsin side.

Thank you for moving forward, I know my community supports it and I'm sure the others around the area will also see the great benefits.

- Build it!
- Tolls, if added, must be kept reasonable or in line with other toll roads to provide traffic congestion relief on other roads. If tolls are to high the toll road will not be used as much and will

not provide the necessary congestion relief on other roads.

- I moved to Lake County in 2007. I have/am considering moving out of Lake County due to the lack of a highway or express roads north to south on central and northern Lake County. I love living in Lake County. Its a safe, clean and family-friendly county with plenty of outdoor activity and fresh air, but the lack of north to south roadways make it hard to commute not only for work, but even on weekends. I am in strong support of the IL53/IL-120 project. If there is a chance that this project can happen, I will not consider ever moving. In fact I will upgrade my home within the county if we have this roadway. My full support is for this project. Please get this done for the peope of central and north Lake County. Thank you!
- Please do it! Rt12 is a nightmare!
- Traffic is terrible in the Northern Suburbs. I am contemplating moving out of IL. Life is not easy here. Just getting to work and doing errands is impossible. No wonder no one is happy. Government is corrupt ~ just keep 'tolling' the crap out of everyone is not working.
- The Rt 53 extension should have been completed 30 years ago. I used to travel Rt. 12 to Lake Cook to 53 every day before I retired. I still travel that route a few times a month. There are thousands of people that still travel that route and desperately need the Rt. 53 extension. Hundreds of millions have been spent in other areas for highways and Lake County has been ignored for 30 years.
- My husband and I all for the extension of these roadways and have been frustrated that they have not been passed and constructed for years. The example I gave in this survey is only one of many ways we use the roadways in question. We often have to travel from northwestern Cook County to Lake County. Also, we have to go to the VA Hospital near Waukegan and it is such a hassle to get there. I hope my feedback will help the commission get these improvements made - they are long overdue.

Thank you for the opportunity,

- The Rt. 53 extension should have been built 30 years ago. How do you expect to get people to their destination faster if the speed limit is only 45 MPH. What genius set a 45 MPH speed limit on a super highway. If that is the limit forget it.
- Looking forward to the extension, it's about time!
- I feel the extension is too late to make a real difference

I strongly feel there should be better alternatives now for a road improvements and traffic flow

- I was not sure if the tolls mentioned in your questions were one way or for the total commute -
- This should have been done years ago. I have no faith it will get done now , but good luck!
- "If you build it, they will come."
- Please build the extension
- Let's use tax dollars to make improvements... NO NEW TOLLWAYS!!
- Build it and they will come.
- Lake County traffic is awful and getting worse; but a toll road with a 45-mph speed limit is NOT a worthwhile solution, in my opinion.
- Why build a road that large and make the speed limit 45 mph? Makes no sense.
- I don't feel the 10 questions really relate to me. I can't afford tolls because of the current economy. If I had a better job and could budget for the travel, sure. What would really help congestion is to just build the extension to relieve the traffic on roads I do travel like Route 12. Build it out of the goodness of your hearts to make Lake County residents less angry while driving!
- A question mentioned a 45 MPH speed limit; that is off base and doesn't match the travel speeds of most commuters.
- Please build route 53 & route 120!

- this road will make it easier to travel plus less cars and truck on local roads
- If this highway/tollway is going to be built with tolls paying for most of the expense and, if the purpose is to reduce traffic congestion, travel time etc., why build it only to route 120? The BEST solution is to anticipate the FUTURE LONG RANGE TREND and build ALL THE WAY TO ROUTE 50 in Wisconsin following the path of RT 83! AND, to avoid conflicts with uncooperative towns, townships or communities, build it UNDER GROUND as they have in BOSTON, Mass.. Of course, this COULD be done in several PHASES ( as it has been being done on the existing portions of Route 53 for a long time now ) going as far as RT 173 or RT 120, but with the ULTIMATE GOAL of connecting to RT 50 !!!
- Frankly, I really doubt that after so many years of talk, this project will ever see fruition.

Also, I question the logic of charging a toll to travel at 45 mph!

- It would be very nice if the road projects that are underway could be done one at a time and finished in a reasonable amount of time. There are 2 different ways I can go to work and BOTH of them were under construction for the last several months. They decided to work on Rt. 12 from 176 to 120 at night to ease congestion, but that didn't stop them from shutting down a lane in both directions at Rt. 12 and Old McHenry at the same time, for work that is not yet completed and will be resumed in the spring. Those lane closures doubled and sometimes tripled my commute. The other option is Fairfield and 176, which is also under construction and not finished yet either. Where exactly do you expect people to go when all these projects are happening in the same area simultaneously?
- this road should have been built years ago. It should connect to RT at the wisc. boarder.
- Stop spending money on major projects until the State of Illinois' budget is balanced. Illinois is in horrible financial shape, yet the state government keeps spending huge amounts of money. START BEING FISCALLY RESPONSIBLE!!!!!!
- Increase speed limit and reduce the number of red lights on Rt12. Dismantle the red light cameras also.
- 53 to 120 does not really cover the route I would travel
- I want this road to be built!! I love the idea of RT 53 extension to 120. Please do it! Traffic is horrible at Lake Cook/RT53 on RT12 up by Deer Park etc. Please help!!
- Extension of route 53 is long overdue. Traffic congestion is the worst part of living in Lake county. Whomever is holding this up should sit on route 12 at 4 pm in Lake Zurich on a weekday.
- BUILD 53!!!!!!!!!!!!!! thank you :)
- Please build a highway not a faster street. Too many accidents with entrances and exits @ 45mph. Not much of an advantage when you have to drive streets with stoplights etc. then only get a road that has a speed limit of 45mph. 55mph would make up for the time needed to get to the true highway
- build 53 now but don't stop at 120 keep going to the state line
- The minimal amount of time saved in most of the examples did not justify such high toll rates. Taxes are high enough the way it is, without paying additional high tolls to earn a living.
- Can't wait for the Route 53 Expansion!
- Widening Rte 22 between Old McHenry and 83 would drastically improve travel times to the southwest of Lake County. It is the most significant backup in my daily commute. The number of cars involved make it obvious that I am not alone.
- Build it!
- I would be happy with extending 53, it would greatly help mine and my husbands travels and for people to get to us.
- I think the time savings could be greater than what the ten examples show...and for greater time savings I would be willing to pay a larger toll.

- Unfortunately, this survey asked for specific information about my most recent trip, not the one I make most often in the highlighted area. I travel EXTENSIVELY in the highlighted area every single day using a variety of roads, but most often Rt. 60/83. I would have given different answers regarding that route...
- Don't make the tolls too much \$\$.
- This project is needed.

The trip I described is the most recent but I travel all the roads mentioned very frequently and the travel situation is horrendous most times during the day. There needs to be some relief. This project will provide that.

- We have been waiting for years for the completion of Route 12 to Wisconsin. This survey did not indicate if the proposed route is a new relocated Route 12 meaning a continuation of 53 North or a widening of the current Route 12. In any case, new or current, this should not be a Toll Road. It isn't in Wisconsin and shouldn't be here. Your survey implies that the improvements will only be undertaken as a toll road and only from the end of 53 to 120. You'd be hard pressed to make all of 53 a toll road at this point, so don't make the extension a toll road for the privilege of what was promised long ago.

Given that the current Toll Way System has been completed and paid for many times over, there should be enough reserve funds to build the new road. For these many years, we have paid tolls and taxes for roads. Young taxpayers may not remember of all those past political promises, but we do. Our grandparents, our parents and our generations have been paying and paying and the tolls were never lifted. No more toll roads!

- I do a lot of other traveling that would take advantage of this proposed route, it just wasn't as recent as my trip to work this morning.
- If the Hwy 53 extension remains a toll road, suggest the speed limits greater than 45mph
- Get this roadway built NOW, and make immediate plans to connect limited access all the way to Genoa City at the WI border.
- Your "LAKE COUNTY PASSAGE" coordinated traffic signal system works GREAT.

My route 12 / Rand commute used to take 45 minutes in rush hour, now it is fairly consistent at 25 minutes.

You should FIRST implement this coordinated traffic signal system in all of Lake County major roads BEFORE you begin building more expressways.

The expressways pollute, promote urban sprawl, and most of all destroy our nice town/forest preserve character which Lake County is now known for. We do NOT want Lake County to be the next Oakbrook/Schaumburg corridor.

Keep Lake county the way it is.

Implement the PASSAGE TRAFFIC SIGNAL coordination and we will be fine for many years to come.

I speak for most (if not all) of the neighbors in my neighborhood when I make the above statements.

-Larry Svec

President of our Tamarack Homeowner Association near Wauconda

- I do not agree in the Illinois tollway system at all. We waste enough money through government each day to easily pay for projects such as this one. Unfortunately there are many reasons why I HAVE to take the tollway, there is just no way around it. I have to just suck it up and pay the insane toll charge. I live near the lake so will probably never have to take this new highway. Absolutely not if the tolls are over \$1.00....
- BUILD 53
- If you build it they will come!
- PLEASE DO NOT MESS WITH 120. IT'S MY DIRECT ROUTE BETWEEN HOME AND SCHOOL AND ANY CONSTRUCTION PROJECT WOULD TRIPLE MY COMMUTE TIME. THIS CAN'T POSSIBLY BE NECESSARY!!
- If there were a guarantee that the overall toll costs would drop after the initial construction costs were paid for, more people may be willing to pay an initially higher price, then a lower toll over time to supplement repairs and maintenance. Keeping the toll high or constantly raising them with no apparent change in quality does not inspire me to keep paying more to gain 2 or 3 minutes. Making travel on non-toll roads more difficult in order to push people onto the toll roads is also unhelpful, because it adds time on the back end of a trip, once you exit and have to use the surface streets or freeways to travel east and west.
- I am in complete support of the proposed project. Lake county is way too congested! Thanks!
- I will be really, really mad if 120 becomes a toll road. It's great, does not have congestion problems, and does not need to be "upgraded" from a free road. I take it frequently and don't know what I will do if it's changed to a paid road.
- Cheaper tolls and faster routes. This is what we want.
- The proposed expansion for 53/120 would be a HUGE improvement for travel in Lake County. It would benefit me some, but for many others it would make an immense difference. If it can be done cost effectively, definitely go for it!
- it is vere important this road is put in vary soon
- Thank you for asking for our opinion. I have wanted an extension since I attended school in Addison and lived in lake county and the need for me still exists today. I also believe that in addition to short term jobs it will also add to the property values not directly near but definitely to prop values in central lake county because of perceived value of quick transit to many jobs in West and Southwest burbs from the cheap large under priced housing in hainesville/grayslake area.
- I-Pass has made getting around IL alot easier. Tolls are half price vs. without it, dedicated open toll lanes that let you pass through them at normal highway speeds, don't need to fumble for change (especially since many of the booths are unmanned, and they don't even take bills/paper money nor credit card), and if I move back to the northeast corridor, I can still use it in VA, MD, and NJ (I doubt I'll be using electronic toll collection for parking). More of the time, I may consider taking 94/294 to head south and west from where I'm at, but if this keeps more folks off 294/94, then I'm all for that.
- Raise the speed limit! 55 mph on the tollway is dangerous. Free flow speed is near 80mph. Speed limits should probably be around 80-85mph. Having such a high speed variance puts peoples lives in danger.
- 10 minuts saved does not make my want to pay .50+ cense more.

i can just adjust my personel time .

it does not sound like a lot of money but it add's up !!!



- The question (10) regarding toll price / travel time sensitivity cannot be aggregated and used as a generalization. They are only valid for trips that currently use the proposed routes adjacent roads or have a destination that would be served by the proposed facility. Any other trip that would cause a travel diversion from a more direct route would have to be discounted from the analysis for it to be a valid measure of price travel time sensitivity.

Thomas E. Vick, Past Director

Transportation Management and Operations.

Chicago Area Transportation Study.

- Higher tolls is not the answer.
- Thank you
- if toll has 4 lanes and 4 slow cars on each lane, they slow everybody down, there must be a better way  
  
to move slow drivers to only one lane, there must be a way to do it,
- My extra time spent was due to construction.
- Your 53/120 plan is a great idea.
- I would not typically use the proposed 120/53 expansion for my regular work commute. However, I have relatives that live in the west suburbs and would likely use the 120/53 expansion at least once per week in lieu of taking I-294 (especially because of the proximity to O'Hare).
- extend route 53 north...For a better way of life in cook and lake county.....pleeeseeee
- I would like to see Illinois offer discounts on toll way or waived toll for drivers of low or zero emission vehicles.
- Make big trucks and slow drivers stay at less on the 2 right lines ( they make the traffic to go slow )
- The think the proposed extensions are a good idea for traffic, but for my commute it is simply farther west than is necessary for me to travel.
- I like to see 53 complete as soon possible
- I agree that we strongly need a route to link East to West as there currently are no major roads that do so.
- The proposal for electronic collection of tolls only is unacceptable.
- If rebuilding Route 120, how far will the eastbound be? Up to O'Plaine Rd? Intersection of Rt 120 and O'Plaine Rd is very nightmare. If Rt 53 / 120 exists, I would love to take because it is much easier when I need to take Interstate 55 or 88 via 355. Otherwise, take 294 to 88 takes 20 minutes longer. Interstate 355 is awesome if there is no construction.
- I use Rt 120 for many short trips around my community. I refuse to pay tolls on Rt 120 in the future.
- I have been hearing about this 53/120 project for a long time. When I bought my house 10years ago it was on the master plan of the area. It would releave so much conjection to the people in the area. Build it already.
- Illinois needs to reconsider the new road construction sites... this will completely destroy property values and communities that have been built to enhance a more moderate living lifestyle.. i.e. Prairie Crossing, Grayslake, IL
- i resented the demographic information requested and would therefore never participate in another survey. Your claim to not link survey data to me was hollow. Demographic information from my zip code is widely available from numerous sources.
- The tolls already received on current toll highways I believe more than pay for improving traffic conditions...our representatives need to leave our toll money for road projects rather than

attempting to find ways to take more out of tax payers pockets. I would rather leave a few minutes early to avoid the costly toll prices that there currently are. I would do the same in the future.

- I travel all over the US on my motorcycle, and it is easy to tell when I have returned to Illinois.....and that is because of the crappy road conditions. We will notice the bumpy choppy ride and pot holes and say,.....yep we are back in Illinois.
- I'm not working now, but when I do, I take Rt 131 to Rt 120 to the 94 Tollway then all the way to the Kennedy, and reverse going home. This is during normal rush hour times, M-F. The Tollway saves me a significant amount of time commuting.
- I would be very unhappy if Rt 120 was made into a toll way as I drive that way often to Grayslake and beyond and would not want to pay a toll to drive such a short distance. I do use the toll way when driving to Aurora and Alabama.
- Don't make the tolls too high. Add a service station (perhaps by IL-60 or so) stop along the road and you can lots of money from morning, evening and standard road users.
- none
- What does my race have to do with extending Route 53?

No more surveys, BUILD 53 NOW!

- Why did they make the express lanes on I-94 North of downtown just one-way, depending on what time of day it is? We should have express lanes running Northbound and Southbound on I-94 just like the south side of the city does.
- I think if you can do this for the same amount that I am paying in tolls now then I probably would use it.
- I don't pay tolls as there are plenty of good traffic free routes on my way to work. I am sure some people would use this and I am all for more roads. We really need something that does like an X from NE Lake country to SW DuPage county. Or something big that goes East/West. It is very hard to go East and West quickly. Going North is awesome, South sucks. I would hate to commute where I grew up, Glen Ellyn, to Vernon Hills where I work, because going South to Glen Ellyn or North to Vernon Hills in rush hour would be horrid.

Anyway, more big roads are good for the economy and jobs. Build roads. Stop funding Muslims countries and foreign wars and giving my tax dollars away.

- I believe the rt. 53 extension is necessary to make travel between central Lake County and the Rt. 53 corridor accessible and to reduce burdens on other roadways.
- I am not supportive of a 120 toll road.
- Why is the money not being spent on better mass transit for Lake County?!
- The amount of red light cameras in Lake County are ridiculous. Not sure what the goal of these cameras are, except for the cities/county/state generating more revenue. Perhaps it wouldn't be so bad if the fines were not so ridiculously high.
- My most recent travel is my least stressful trip I take in the area! My most traffic irritating one is Libertyville to Waukegan Wednesday's btw 5:00 and 6pm on 21 and St Mary's roads in the area just north of 60 to Waukegan via Washington or 120! I wish I would have filed out on that one! I commute w three kids to two different businesses for youth activities...it's torture...that time of day the trip is at least an extra 15 min and I've been doing this weekly for over a year. I can't imagine the professional commute that area had on a regular basis!
- Great survey.
- This part of Lake County only has 3 major thorough-ways from East to West and 120 is one of them (Grand & Washington being other 2). If tolled, you'll be preventing many from getting to work or around Lake County especially in spring/summer with heavy flooding. Many times either Grand & Washington are flooded and we use 120, or vice-versa (120 & Grand are flooded and we

use Washington). I cannot afford multiple tolls daily. Tolls just place financial hardships on all, and we are already stripped enough of all our hard earned money for taxes and wasteful government spending.

- The stretch of road you are considering (rt120 corridor) is an approx 17 miles trip for me door to door, being that this is a 4 lane limited access highway 45 mph is unacceptable. Of that 17miles, 4 miles would be in non rt 20 corridor city roads, that equates to a total of 130 miles traveled in proposed corridor per week. Suggested weekly tolls in survey range from \$15/week (\$1.50 one way) to \$60/week (\$6.00 one way) that equates to 11.5cents/mile to 46.1cents/mile. For me that translate to an roughly an additional 1/2 tank of gas, to 4 tanks of gas (at current prices), I have to ask you, are you nuts ? You used the term reasonable, you need to get there.
- Even paying \$1 each way a day is too much for me to afford on a daily basis. I do take toll roads when I occasionally travel a long distance but I don't want to spend that much on a daily basis.
- We are on the far east side of the county, and wish 137 through N. Chi was fast, like the Amstutz. That is a time sucker in our work commute.
- We often travel between Waukegan and Bloomingdale and an extension of RT 53 would be most welcome.
- I do not like to use toll roads if I can help it. I don't like the congestion that always occurs nor do I appreciate paying tolls that go on and on even after the road is paid for. I do believe that the toll operation has grown instead of diminishing as it should have and that we citizens are being taken advantage of and treated dismally by the folks who work for this organization.
- DO IT!!! :o)
- The Edens always seems to have "slow spots" and the converging lanes of the Edens and the Kennedy/94 is very dangerous and difficult to navigate. Too many lanes and almost everyone wants to switch lanes at this point.

I have been traveling on Route 41/94 and the Kennedy for over 45 years.

In the mid 70's into the mid 90's...the travel time from Waukegan to Old Comiskey/US Cellular would take 1 hour...on a recent trip to the ballpark it took 4+ hours, the time has risen every year!

We need better, more efficient roadways. Thank..Linda Carry carrylinda@att.net

- Tolling the commuters is not the answer.
- too long survey
- I hope the tolls on the current toll way WILL NOT be raised to build another toll way. That was and should be the intent of the original toll way promise. Build it first then get the money back with tolls collected.
- I think this would be an excellent improvement for lake county residents.
- We need a highway going from northeast Lake County to the western part of the state i.e Rockford. It would shave off at least 20 minutes of travel time.
- The population in Illinois is diminishing. If this state continues to add cost (tolls or taxes) you will

not have any issue of congestion other then through Illinois traffic by trucks and car travelers.

Fix what you have (properly) and maintain what you have. STOP SPENDING, STOP TAXING,

STOP GRABBING ANY AND EVERYTHING. Look at the taxable income that is gone in the last 12 years. Look at the debt, look at the property taxes, fuel taxes, vehicle registration, retail taxes, income taxes, city taxes, home sale taxes, health care taxes. If you continue you will have Detroit + 10.

- I would USE the proposed 53/120 toll-way for visiting family!!! I think it is a great idea!
- It would be better if the road were a 55-60 MPH highway. I personally do not think that Illinois has the money to fund this road.
- I am in favor of the extension of Rt 53; however, I think the 5 mile Belvidere bypass is silly; a couple of stoplights on Belvidere (widened to 4 lanes completely) would not hinder traffic too much if the lights are coordinated. 45 and 120 could be cloverleafed with an overpass. That might cost less than a 5-mile stretch of road. Both ways, you have to buy property. With a cloverleaf, you'd buy less property.
- Rt 53/120 is out of my normal travel.
- Survey tooooooo long
- Build it and they will come
- People do not mind paying tolls, when the commute is easy, free of traffic, and the roads are smooth. It pains me to pay for tolls and then drive on bumpy roads, and see more brake lights than not.
- I do not understand why there has to be different toll rules and different speed limits for this highway. No other highway in this state has been proposed this way. We have all paid money for highways that were built far from where we lived, it's part of being a citizen. Just build the thing and quit being wishy-washy just because a few rich people don't like it. Do what's best for the greater community!!
- build it, and they will come.
- I love my I-Pass and would never go back. On a recent trip to New York it was wonderful to use our responder for all the different kinds of tollways...
- Still waiting for the tolls to end or be reduced as promised in the 1960s (or so) when the system was promoted
- Night construction should start after 10pm.
- I have a problem with government saying one thing and doing another. It is my understanding that when the tollways were instituted in Illinois, the tolls were to pay for the construction of the tollways and then the tolls would cease. Once the tollways were paid for, the state decided it liked the income stream from the tolls and reneged on its promise.

I would be opposed to the 53/120 project because, from the survey, it seems that the route would only be accessible to i-pass users. Since tolls don't cease when the project is paid for, it just looks like another way to milk money from the traveling public. I think I am far from alone in feeling like I am being nickel and dimed by the government everywhere I turn. "It's just a little tax on this or that...You can afford that for better (service, safety, fill-in-the-blank)." People are getting tired of seeing extra taxes on their phone bills, their drink purchases, their travel expenses and for using highways that have been paid for already, but are still being charged for. This is a bad time for government to be asking for "more." They've already broken the piggy bank. People are out of work and the government has declared that 28 hours a week is "full time." Until that situation is remedied, I don't think people are going to flock to a new tollway.

One of the questions in the survey asks if I can "generally afford to pay tolls." They answer is a qualified "yes." I can pay for the tolls for the few times per month that I use them. But, I do not use tollways on a daily basis and would avoid them if I did need to take a route regularly.

- I am not convinced that all new road construction need be or should be of a toll nature.
- The tollway efficiency has never been good. In times of high traffic, it is always stop and go. So have the lesser highways. Until the IDOT can come up with a solution to this BS, there is no highway that will be a solution to the problem. Upping the cost of the toll IS NOT THE

ANSWER to the stop and go busy traffic congestion. Traffic will still become congested and traffic times will still be extremely high.

This has been proven through out the last 20 year period of highway reconstruction and failure to improve traffic conditions. Until traffic can be contained in an orderly manner, congestion will continue to get worse, not better and raising toll prices will only force drivers to go to highways that do not collect tolls. First thing that needs to be addressed is to clean out the bad designers at IDOT and bring in some experienced designers that can actually create a highway that can handle traffic. Example: At the intersection of 41 and Washington in Waukegan, the entrance from West bound Washington to the ramp for South bound 42 was simply a turn off and ramp to 41. After the IDOT designers got hold of this, the ramp was removed and a stop light was in place. This now causes congestions and traffic problems. GOOD DESIGN.

At rt 120 and 21 near Libertyville, there were ramps to get on and off of 21, non stop and efficient. AFTER IDOT got hold of the design, the ramps were abandoned and stop lights were put in place causing additional traffic congestion, stoppages and traffic turmoil. WHO HIRED THESE GUYS? The people that drive these roads can make a better design and spend less money than the IDOT designers. Wake up and get rid of these people that are crippling our highways.

- I would not be opposed to a toll to "finance the construction project", however, it seems that we are paying for construction that has taken place for the past 50 years or is on-going, with no end in sight!
- This was a great survey and I would hope you would do more of these
- Extending route 53 would make my travels to Addison Illinois much easier.
- Don't make 53 and 120 too hard to use. Those are main roads that are needed by too many people and for a lot of local travel. You can improve them, extend them or widen them, but they can't be toll roads. Not everyone can afford that / not worth it.
- The state has too much debt. We need to get the state's finances in better order before building New Roads!
- thank you for improving the future for our kids that will benefit from all the hard work that is been put into this project. Thank you again
- entering 88 from 294 is very very difficult. And very dangerous.
- The tolls that I am forced to pay or take a route that uses more gas are already rediculously high. It is insane to think that tolls for ANY reason should be higher. A good size portion of my salary already goes to supporting my transportation to and from work. The job markets force you to keep jobs farther away from home. I already have a hard time paying for the care of my special needs child. Why would you think that anyone could afford to take more out of there childrens mouths just fo shave minutes from their travel.
- What ever happened to the Waukegan/Richmond expressway?
- I am completely against building more roads. If people are so worried about travel times they should live near where they work. People who build houses out in the middle of nowhere should expect long commutes. Just how it works.
- I think a toll road to extend 53 would be WONDERFUL! The congestion going north is HORRIBLE. I travel Lake Cook Road a lot and at rush hour it is miserable to say the least especially at 53 because people are forced off because 53 ends and onto Lake Cook Road which congests traffic. I would also suggest widening Lake Cook Road from the area around Target all the way through to Rand Road. And Rand Road itself needs to be widened and more lanes added as it heads north because that is a nightmare itself. I used to work in Lincolnshire and traveled Buffalo Grove Road and even that gets congested and it's worse in winter. Hope you actually do put the toll road in and extend 53 but I would also like to see these other roads have lanes added....Lake Cook Road, Rand Road, and Buffalo Grove Road. Good luck!!!

- I have heard that the new route is being considered as a toll parkway at 45 mph. At this speed, I would be unwilling to EVER use it and pay for it. I will stick to the surface streets or continue to avoid frequent travel in Lake County, as I have been doing for many years. We need other expressway options at higher speeds, as this road was supposed to be over 25 years ago. The road needs AT LEAST a 55 mph speed limit to be useful at all as a time saver.
- I recommend a cheaper solution: Extending current Route 53 to Old McHenry Road, widening Old McHenry Road to at least 2-lanes in each direction, creating no traffic-light commute; followed by creating a merging interchange into Rand Rd. Rand Road itself needs to be widened to at least 3 (preferably 4) lanes in each direction north of Old McHenry road all the way to Route 120. This would be a lot cheaper project than the current proposal; Moreover, it could be implemented a lot faster than it is currently proposed and in stages that benefit Lake County residents and visitors much sooner.

By using McHenry Road bypass, Rand road traffic at Lake Zurich and Deer Park would ease, and so would traffic ease at Route 83. Hope someone listens...

- I would suggest that emergency vehicles are available on the freeways all the time for faster response time. For example, HERO vehicles are available in Atlanta and similar ones are available in Los Angeles.
- I have been waiting for 30 years for an extension to be built. Somehow I have to believe that I will never see it completed
- Traffic is horrible in lake county. Extending 53 would be a great solution to the issue.
- This road is not worth the disruption and cost. We need more east-west roads, not more north and south routes
- Please build the 53 extension it will be good for everyone who exits 53 at Lake Cook to travel north it is for the better good even if I don't benefit because it takes too long to complete, "Get her Done"
- my main concern is the possibility of a county sales tax to fund the building of the road in addition to the tolls. as the reports i have read say that the tolls alone cannot fund the massive costs for this project !!
- **BUILD THE ROUTE 53 NORTHERN EXTENSION!** Traffic in Lake County, especially Buffalo Grove is ridiculous, mainly because Rt 53 ends at Lake Cook and dumps all of that traffic into Buffalo Grove and Long Grove. Please build this extension as soon as possible, to take many of the vehicles further north!
- On 11.12.13, an accident at Hainsville Rd and 120 caused significant traffic delays. I believe a lot of that traffic is trying to get east and south to employment areas such as Deerfield, Schaumburg and O'Hare. The max commute length typically for a new home buyer is 45 min. Today is certainly greater than 45 min from Grayslake to any of those areas. With a faster route, I think that Real Estate values will rise in those areas with access and greatly rise in those areas with interchanges.
- Why can't the IL 53 extension be free to use? IL 53 is currently free. The Kennedy expressway is free. The Edens expressway is free. The Eisenhower expressway is free. The Stevenson expressway is free.
- I only use the toll roads when absolutely necessary. I will gladly drive an additional 15 to 20 minutes if I can get to my destination without paying a toll. The new 120/53 extension should not be a toll road. Forcing people to purchase an iPass to use the new road is discriminatory. This prevents visitors to the state (that don't have tolls at home) or those that choose not to purchase an iPass from using the road.
- If I had to make the commute daily, I would probably avoid the toll. However, I only go through the area once per week so the tollway would be a good option.
- After recently driving to Niagara Falls, we found that Illinois is the only state that charges to drive

the highway, we cannot understand why we have to pay for driving on terrible streets that seem to always be under construction. We have been residence of Illinois all our lives and we are very unhappy with the tolls, especially since it was originally a temporary situation!

- The Highway 53 expansion has been discussed for over 25 years. The extension to 120 and east to I-94 should have been built by now. If Long Grove, IL can stop it again, then why are we continuing to discuss this extension. The amount of congestion is getting worse and a small suburban group is stopping this highway extension. It needs to be built for economic growth and for reducing congestion in the Northwest suburbs. Any support you need to get this (toll) road built will have my support! Please get this road approved and built before congestion becomes unbearable. If I-355 can south, 53 should be able to expand to the north!
- I think the idea is good, but some of the toll details need to be figured out.
- There is no good way to get to the nw burbs. I think anything would be an improvement. As it is now rt. 12 is crazy in the morning due to people trying to get on 53. It would be much nicer if people had other options to enter 53 from further north. I beleave this would greatly reduce backups.
- How can I get from Waukegan to Rockford?
- I support the idea of this roadway but it does not fit into my typical travel route so I wouldn't use it. If it was the most convenient route to get from point A to point B I would use it.
- in order to help american this project and more like it are extremely necessary
- This will never happen in my life time, unfortunately
- I drive for CTCA and I do travel on Friday Saturday and sunday. I also go to Midway. I do 2 trips per day.
- Green Bay Road (Rte 131) is a major "clog" between the WI boarder and Northern IL where it's only 2 lanes. It opens up to 4 lanes at the WI boarder which is extremely helpful. However, in Northern Lake County, North of Sunset Road (Waukegan) and North to the WI boarder it's only 2 lanes - this is a major bottleneck! To the taxpayers chagrin, we currently are spending road construction money re-surfacing this 2 lane road, and we didn't expand it to 4 lanes to match the rest of Green Bay Road... really, who's making these decisions... I guarantee it isn't someone using this road daily! This was a total waste of taxpayers money! This stretch of road really needs to be expanded to 4 lanes like the rest of Green Bay Road.
- Thank you
- Have a toll discount for senior citizens
- any road improvements between east and west thru lake county would be greatly appreciated!
- The "no name - no number highway" north of US 12 and IL 53 to Lake Cook Rd should continue as a multi-lane, limited access freeway connecting with IL 83 and US 45 all the way to Milwaukee. IL Route 120 should be a multi-lane, limited access freeway across Lake County from Green Bay Rd to McHenry. This should have been done 30 years ago. The toll roads were promised to revert to freeways in 1975.
- Please do something about the congestions on the 94 tri-state tollway beging from Grand Ave Gurnee to Lake Cook Rd. congestion is very frustrating, time consuming on top of that we have to pay high tolls to sit in traffic every morning and evening.
- If portable, reliable and individual lane speed cameras were installed on a perminant basis and fines were strictly enforced, the tollway would be safer and probably more profitable. Too many drivers consider the tollway a speedway. Also, there should be heavily enforced truck lanes. There is a need for more State Troopers.
- At a reasonable toll cost, I would prefer to drive on limited access toll road in Routes 120, 12, 53 region.
- The people of Long Grove have blocked this road for over 30 years. I have wasted thousands of hours traveling many miles out of my way as a result. Prior to adding the 3rd lane on I94 / I294 it

would take me in excess of 2:15 minutes each way. Multiply this by 30 years and it is a substantial amount of time and money. I welcome the new route even if it is only an alternate route due to the extremely high rates proposed. \$3.00 each way times 50 weeks \$300.00 a year just to drive to work. Outrageous.

- Overall I think that our tolls are relatively reasonable. I do think that they should all be around the same price especially if you are an IPass user.

Also I think there should be some work done to alleviate the congestion in the Route 41 area. It is way too congested in the eastern part of Lake County. Perhaps expand the Amstutz expressway more to the North toward Kenosha, WI.

- If you build it, they will come. Screw the snobs in Long Grove.
- Please make it happen
- Floating toll rates are a good idea, but you really need to take the Florida Bee-way and toll processes into account.
- None
- my dad drove to downers grove for 27 yrs waiting for this 1950s traffic plan. enough stupid studies.

could have built and improved this several times over with 1950 -60s money.

- Just a quick note. Yes construction does make travel times slower. If the Construction site is well barricaded with ample signage it tends to help. But the problem is when everyone wants to merge at the same time! Also some people have a slower thought process when entering a construction merge lane and tend to go way too slow. I've been around a lot of road construction in my years, and it always seems to me that the problem lies within each driver. Some are good and some shouldn't even be on the road. One thing I did notice at one merge spot was, " That when there was a manned police car at the merge spot, the traffic seemed to conform and merge with more ease, also flow better, and be more polite if you will". There is only a few of us good drivers that really pay attention! Thanks.
- A study should be done to relieve southbound congestion at the O'hare/Irving Park toll plaza. We pay too much in tolls to have the congestion at the toll plaza that backs up I-294 for miles.
- It would be great if 53 could serve the NW suburbs all the way to 120!
- The extension of Route 53 North is a VERY long overdue project. Glad that someone is finally taking interest and (hopefully) pushing it through to make it happen.
- Many people I know have always complained that there is NO good route to Northwestern Illinois (Lake County) from the West as all expressways divert towards Chicago. I know many people who wish route 53 continued north past Lake-Cook Road further into Lake County.
- I would never pay over \$3 in tolls to get to the northwest suburbs.
- I grew up in Lake Zurich and go there frequently to visit family. Route 12 has become a nightmare. Please do something!!!!
- The tolls originally were to be temporary. The tolls should be decreasing not increasing.
- That's a great idea for expanding 53 to 120, except it would be absolutely better to have 1 more exit ramp to break up congestion that will be created between Lake Cook rd. and 120
- I would like to see the 53 extension north!
- I am not in favor of any toll roads, it does not relieve congestion but definitely makes the government employees rich by patronage hiring, giving unnecessary pay boost and fatter pension.

This is not just my opinion, all of us non government employees say that.

- Tolls were introduced with the intention of them being short lived and to go away via a sunset date. Due to under-funded pensions, I am forced to pay them (not due to improvements to roads) and not happy about this. This is one of the many things that will eventually drive me out of this state - the overall higher cost of living due to things like tolls.
- The speed limit should be 70 miles per hour on the proposed extension, not 45.
- I would like to see less construction on these tollways.
- It was early spring that I did this trip, so some of the route information is a bit hazy. However, it would be very useful to get north east without having to use the well used east- west roads.
- There are numerous other states and large metropolitan areas throughout the country that offer reliable commute (roads that are safe and well-maintained, traffic times that are reasonable and mostly predictable) to drivers without charging them an extra penny. Chicago is the worst city when it comes to traffic times (long and mostly unpredictable) and cost of daily commute (excessively and unnecessarily high). Moreover, the low speed limits on freeways, unsynchronized traffic lights/signals, and inattentive drivers make a bad commute much worse. The area tollways are a great rip-off and the drivers have no control over how much they can pay since the IDOT has a largely captive audience to bilk. Shame on Chicago/IDOT.
- I would really like to see the 53 extension go through.
- this is a great route improvement, i hope it goes through (at a reasonable toll, not tied to rush hour)
- Why is it that tolls for roads never end as promised by a certain date?
- All for the 53 extension.
- I have been waiting for 40 years to see the Rt. 53 extension. I do not think I will see it in my driving lifetime.
- My family has lived in Grayslake since 1991. We're sick of traffic.
- Having lived in the Mundelein area in the past, I think this addition would be great. My wife and I always wondered why this section of 53 was never completed.
- It seems absolutely ridiculous that you would build a highway and charge a higher toll at different times. \$5 is an astronomical fee especially in today's struggling economy. Wisconsin doesn't have tolls and they build quality roads that last. I'm pretty sick of the IDOT using construction companies(PLOTE) that build roads that fall apart after 5 years and require constant maintenance. WHEN WILL ILLINOIS GET IT RIGHT AND HOLD THESE CONSTRUCTION COMPANIES TO THE HIGHEST STANDARDS? Also this expansion would cut through marshlands destroying ecosystems and important watersheds. I for one am completely opposed to the spending of tax dollars on new construction that puts the environment at risk.
- I do not agree with the idea of those roads, which are major roads for getting around Lake County, being limited to those with transponders only. I also don't think they should be toll roads under any circumstances.
- I would support building the 53 extension as I would like to move to Lake or McHenry County in the next 5 years and my daily commute would be towards Cook or DuPage county.
- Please extend 53, but make it under \$2.00