

IL ROUTE 53/120

Blue Ribbon Advisory Council

Full Council Meeting #6

April 20, 2012





Today's Agenda

- **1. Opening Comments** **1:00 pm**

- **2. Council Member Comments** **1:15 pm**

- **3. Design Discussion** **1:45 pm**

- **4. Funding & Financing** **2:45 pm**

- **5. Next Steps** **3:45 pm**



THE COUNCIL'S ROLE

“The Council will be responsible for developing regional consensus on whether the Tollway should move forward, the scope and configuration, the design and elements, and how to finance the project”





The Comment Log is Still Open!

- Additional comments are welcome and will be addressed by the project team and Council Co-Chairs
- Submit: www.frego.com/route53



Proposed Schedule

- Review all comments
- Contact commenter for clarification if needed
- Develop recommended response with Co-chairs and team
- Post revised comment log with responses
- New Draft Document released May 9
- New comment log started

5/2/2012



Route 53/120 Resolution & Summary Report

Initial Draft Comment Log

#	Date	Commenter	Doc/ Page	Paragraph/ Location	Comment Type	Comment	Response
						<p>I hope you will consider these comments at this time and also share them with the other members of the Council. Please contact me with any questions or comments. Thank you for your attention to this matter.</p> <p>Sincerely, Linda Soto, Mayor Village of <u>Hainesville</u>.</p>	
7	4/16	Bill Roberts	7	Guiding Principles	NO ACTION	<p>In the Guiding Principles, I would like to see as #1: Provide value at all levels to the taxpayers of Lake County and be accountable for the use of all public funds.</p>	
8	4/16	Patrick Casey	9	Alignment and Connections	NO ACTION	<p>I still believe that it is short sighted not to consider extending the roadway further North to Wisconsin border. It has been many years since this original plan was conceived, Fortunately or unfortunately development has moved beyond Grayslake to both the North and West. Why not consider extending the road North and <u>hooking</u> it up with Interstate 94 to the East or Route 12 to the west.</p>	
9	4/16	Judi L Hendricks	1		NO ACTION	<p>As a homeowner who has lived in Grayslake for fifteen years now, I have only one comment to make: HOW MANY TIMES DO WE HAVE TO SAY THAT WE DON'T WANT THIS GODFORSAKEN MONSTROSITY RUNNING THROUGH OUR LIVING ROOMS?</p> <p>No! It means, NO. It has always meant no. It STILL means no. Don't WANT it. Don't care how</p>	

5/2/2012





The Comments Revealed

Many Areas of Agreement

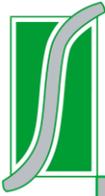
- Many areas of agreement in the following areas:

Design standards

Performance standards

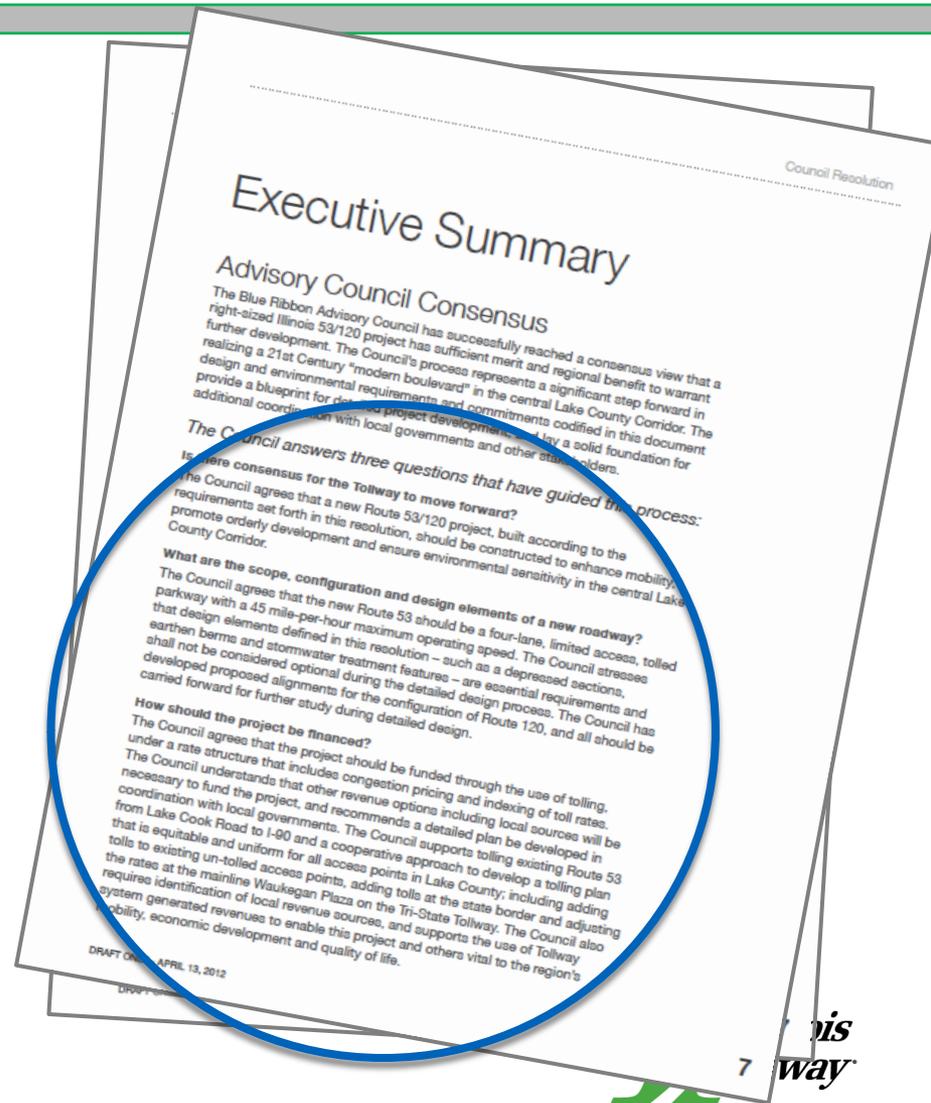
Next Steps

- Many comments were mostly minor changes - language, clarity
- Some areas remain where there is not consensus



Several Important Topics for Discussion

- **Consensus Statement**
 - See Page 7
 - Many said we have not reached consensus





Consensus Statement on Design – *Opportunity for Discussion*

- The Council agrees that the new Route 53 should be a four-lane, limited access, tolled parkway with a 45 mile-per-hour maximum operating speed.
- The Council has developed proposed alignments for the configuration of Route 120, and all should be carried forward for further study during detailed design.



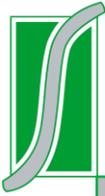
Several Important Topics for Discussion

□ ***Design***

- Speed of travel: “The parkway will be designed to reinforce a maximum operating speed of 45 miles per hour (mph), and the speed limit will be set at no more than 45 mph.” (page 17)

Comment received:

- “Eliminate “Maximum.” I recall there were areas within the corridor that may warrant higher posted limits. Also, additional revenue may be generated with higher posted speeds.”



Several Important Topics for Discussion

□ **Design**

- Alignment – bypass options (page 30-31)

Comment received:

- “As noted in the 4/10/12 meeting, any option that maintains the existing arterial configuration east of US 45 would not be feasible. The ADT is expected to be approximately 70,000, which cannot be safely accommodated by a four lane arterial roadway with local access and signalized intersections. The eastern section must be an access controlled road, and part of the Tollway system.”
- “The workshops conducted earlier this year included exhibits showing the 1960's alignment for the "IL 53" portion of the project. Based upon studies in the 1990's, it was clear that the original alignment would not be acceptable to the permitting agencies at Surrey Marsh and Indian Creek. Alternate alignment were developed that crossed downstream of these areas.”
- “The Council has developed proposed alignments for the configuration of Route 120, and all should be carried forward for further study during detailed design.”
The 120 Corridor Planning Council, which involved communities along the existing 120, developed consensus on options for the 120 corridor that should be carried forward in the detailed design studies in addition to those developed here.





Valley Lake

N

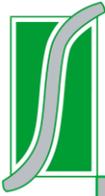
© 2012 Google

Google earth

Imagery Date: 5/27/2010 1994

42°20'09.64" N 88°00'14.49" W elev 813 ft

Eye alt 14334 ft



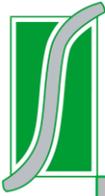
Several Important Topics for Discussion

□ *Transit Accommodation*

- Page 21: “The Route 53/120 project will be designed to accommodate bus rapid transit service, with the possibility of bus rapid transit in the future.”

Comment received:

- *Add sentence to “Four Lanes of Travel”: “Space will be reserved for transit accommodation.”*
- *“What is meant by “accommodation for transit” ?*

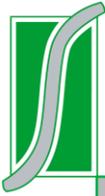


Several Important Topics for Discussion

- ***Environment***
 - Noise standard

Comments received:

- “Please replace the section with the following which Huff and Huff modified slightly last week.”
- “The traffic noise standard now doesn’t make much sense. Either go with the 3 dBA over 2040 no-build requirement (my preference, since while aggressive it seems to be achievable) or with the actual measured values at the time of engineering (not my preference, since it doesn’t account for growth in other noise sources), but not the blend of both that is in the document now.”



Several Important Topics for Discussion

□ *Environment*

- Surrey Marsh and Route 22 interchange

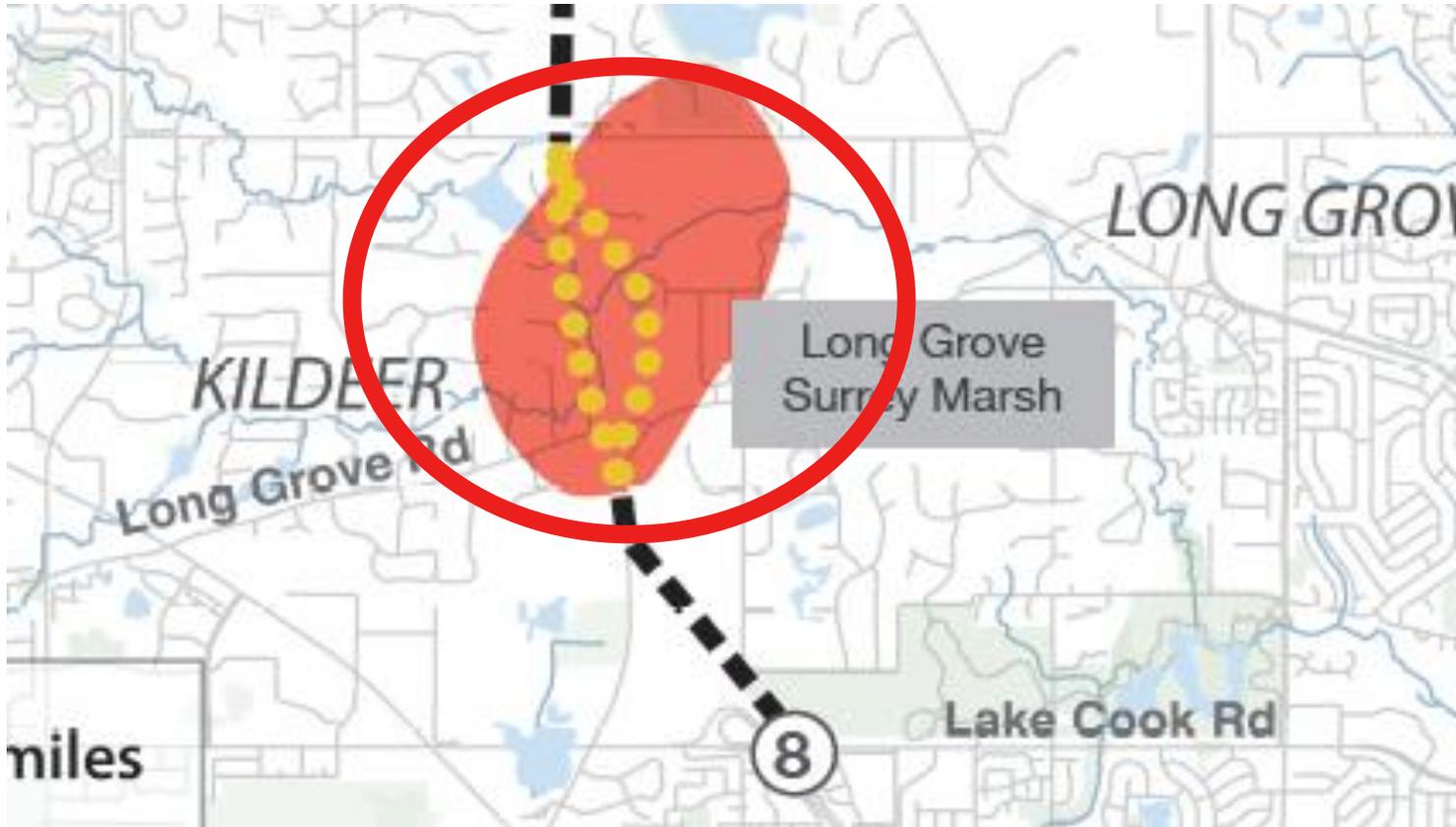
Comment received:

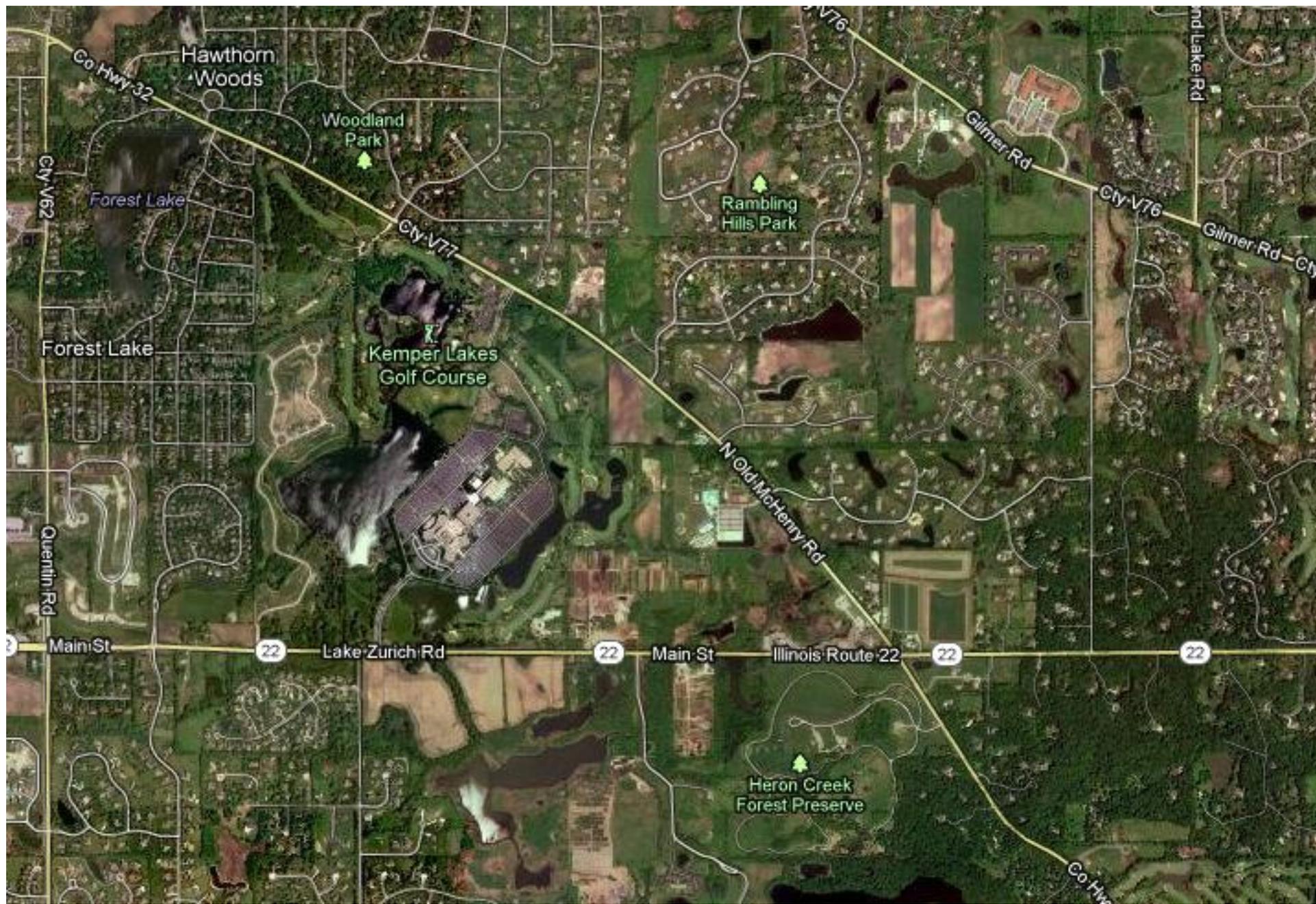
- “The workshops conducted earlier this year included exhibits showing the 1960's alignment for the "IL 53" portion of the project. Based upon studies in the 1990's, it was clear that the original alignment would not be acceptable to the permitting agencies at Surrey Marsh and Indian Creek. Alternate alignment were developed that crossed downstream of these areas.”





Several Important Topics for Discussion





Hawthorn Woods

Woodland Park

Rambling Hills Park

Kemper Lakes Golf Course

Heron Creek Forest Preserve

Co Hwy 32

City V62

Forest Lake

Quentin Rd

Main St

22

Lake Zurich Rd

22

Main St

Illinois Route 22

22

22

N Old McHenry Rd

City V77

City V76

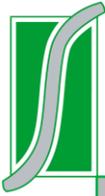
Gilmer Rd

City V76

Gilmer Rd - City

and Lake Rd

Co Hwy

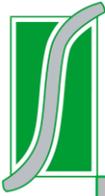


Several Important Topics for Discussion

- ***Environmental Components as Essential***
 - Page 66: “The design concept should also consider all potential trade-offs associated with modifying the project design in order to find the appropriate cost-benefit balance.”

Comment received:

- “Are these compromises that we will have to make because of the higher costs brought about by environmental benefits of our endeavors? This doesn’t seem in keeping with earlier assurances about making this a world-class model. Please elaborate.”
- “Where is a guarantee that, if built, the road would be done per this proposal and not otherwise?”



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FINANCIAL FRAMEWORK

The following slides were developed and presented by Jim LaBelle of Metropolis Strategies



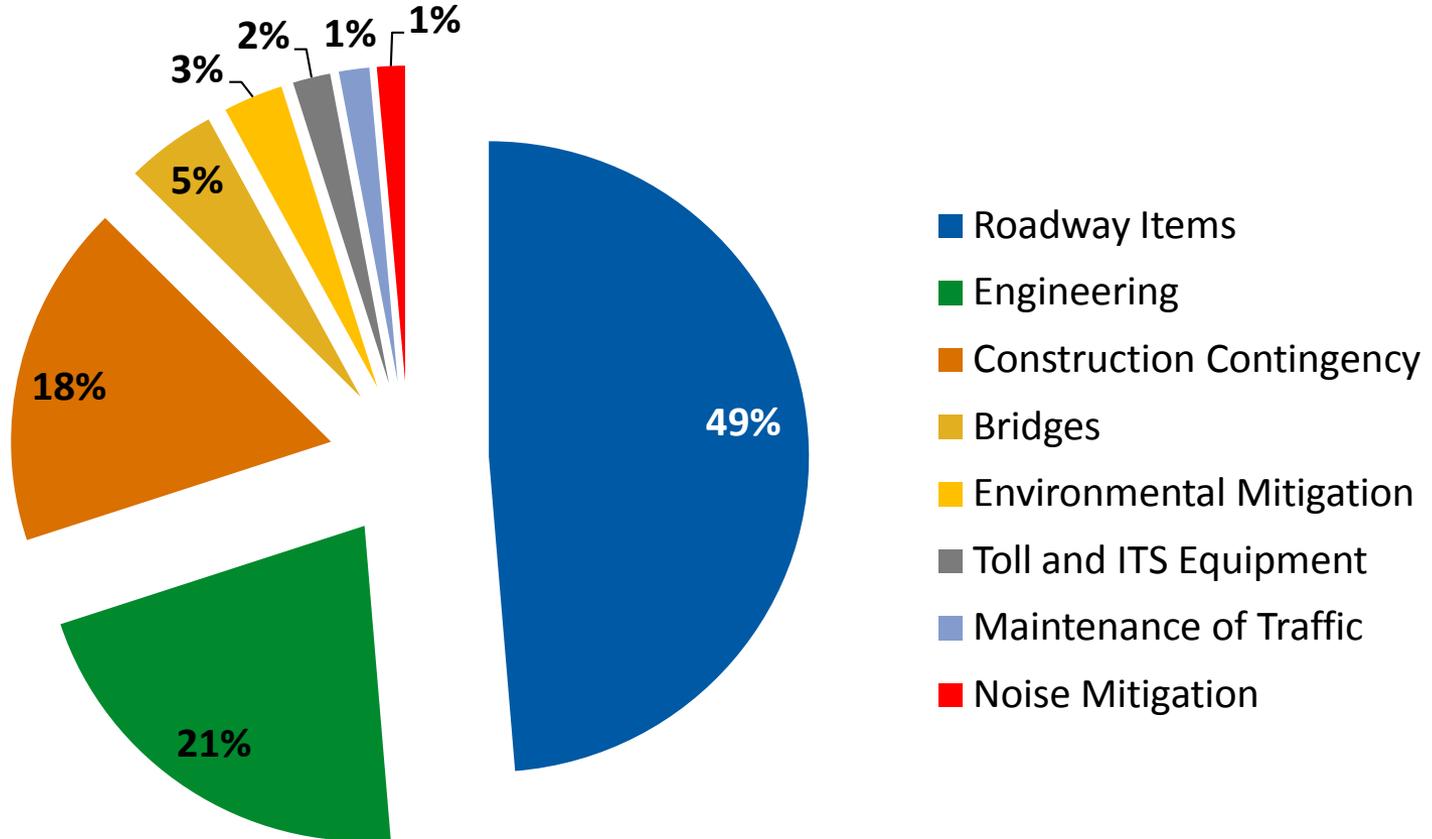


Financial Framework Concept

- Cost Reductions
- Council's Tolling Recommendations
- New Local Sources
- State Sources
- Federal Sources
- Tollway System Resources
 - Existing Resources
 - System wide resources



Cost Breakdown, Alignment 1/Scenario B (2020 midpoint) Total cost \$1.9 Billion



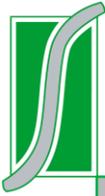
March 8th estimate





Financial Framework

- Cost Reductions
 - Eliminate rebuilding Route 120 east of Almond Road from this project
 - Refine cost escalation estimates
 - Refine construction and other cost estimates
 - Accelerate construction (move midpoint to 2018)
 - Refine finance plan
 - Other



Financial Framework

- Council's Tolling Recommendations:
 - On the new Route 53
 - Other Tolls in Lake County (Grand Ave, State line on 94)
 - Tolls on 53, South of Lake Cook Road to I-90
 - Indexing Tolls
 - Congestion Pricing
 - Accelerated Opening of Road

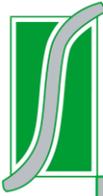


Financial Framework

- Other Revenue
 - New Local Sources
 - Value Capture
 - Other
 - State Share
 - ROW Contribution
 - State Annual Program/Future Capital Program
 - Federal Funds
 - Highway and Transit Funds
 - Other (e.g. wetlands conservation, bikepaths)
 - Revenues from Balance of Tollway System
 - Existing Toll Road Resources
 - System Wide Toll Measures

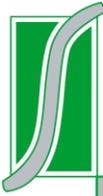
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Example (\$1,000,000's of dollars)

□ Project Cost	\$2,000
□ Eliminate 120 East	\$ 236
□ Accelerate TO 2018 (10%)	\$ 150
□ Refine Cost Escalation (10%)	\$ 150
□ Contingency Reductions (5%)	\$ 100
□ Total New Estimate	\$1,364



Example (\$1,000,000's of dollars)

□ Revised Project Cost	\$1364
□ Tolling New Road	\$360
□ Other Lake County Tolls	\$301
□ Existing Route 53 South	\$111
□ Indexing and Congestion P	\$138
□ Revenue Earlier	\$ 25
□ New County and Local Sources	\$150
□ Total	\$1085
□ State (in addition to ROW)	???
□ Federal	???
□ Tollway System	???



Process

- Revise Financial Section
- Draft Reviewed and Approved by Co-Chairs
- Distribution of New Draft May 9