



Technical Task Force
Meeting Minutes
Tuesday, June 3, 2008
1:00 – 2:30 pm
Lake DOT
600 W. Winchester Rd.
Libertyville, IL 60048

1.0 Roll Call

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

Staff:

- Patty Gayes (Lake County Partners)
- Chuck Gleason (LCDOT – Project Manager)

Consultant:

- Jeff Hall (TranSystems)

2.0 Public Comment

There was no public comment at this time.

3.0 April 1, 2008 Meeting Minutes Approval

- Motion:** To approve 5/6/2008 Minutes
- Motion By:** Marc Huber
- Seconded By:** Bill Heinz
- Discussion:** None
- Motion Passed:** Unanimous

4.0 Chairman's Remarks

Marty Buehler asked Jeff Hall of TranSystems to provide an update on the other committees' progress.

4.1 Project Update

Jeff Hall made a presentation at the Governance Board meeting held on May 14, 2008. Presented Project Status Update; presented Purpose and Need Statement; presented Alternative Analysis Decision Matrix Criteria; Presented Travel Demand Model Results; presented Upcoming Project Schedule. The next Governance Board meeting will be on June 11, 2008. Jeff said the Land Use Task Force met on June 2, 2008, and the Land Use Vision was approved by the Task Force, for presentation at the June 11, 2008 Governance Board meeting for approval.

4.2 Purpose and Need Statement Approval

No changes to the Purpose and Need Statement were proposed by the Technical Task Force at this time. It will be presented to the Governance Board on June 11, 2008 for approval.

4.3 Decision Matrix Criteria Approval

At the Governance Board meeting on May 14, 2008, Terese Douglas had suggested that a new criterion of compatibility or connectivity with existing roadways be added to the decision matrix criteria. The Technical Task Force discussed whether to include this subject of connectivity as a separate criterion. Jeff said that although the placement of a connectivity criterion may not have a great impact at the “character of road” level of consideration, but at the next level, placement of the road, it could be an important criterion. The Task Force agreed on this wording of the criterion: “Performance of connectivity with existing roadways at the bypass termini.” The Task Force added the criterion by consensus, giving Jeff Hall the ability to edit the wording if necessary, as follows:

Motion By: Cindy Richartz
Seconded By: David Ziegler
Motion Passed: Unanimous

4.4 Travel Demand Modeling Results

Jeff explained that some changes were made to the travel demand modeling prior to the May 14, 2008 Governance Board meeting, because of discrepancies noticed between CMAP’s analysis of existing roadways and the 2030 projected plan. Incorporating the 2030 projections on all roadways for the modeling changed the results significantly in some cases for the other roads in the study area. On Route 120, the changes are projected to be as follows:

With the no-build alternative	0 – 5%
With the Bypass on Route 120	0 – 15%
With the Bypass on the Bypass	0 – 12%

Jeff explained that these changes were made already to the Governance Board’s copy of the Travel Demand Modeling Results, since there was time before their last meeting to incorporate them. The changes made are shown on the travel demand maps. They include volume increases and decreases:

Changes made to the existing model

- Cedar Lake Road near Hart Road, changed from 2 lanes each way to 1 lane each way. For the proposed scenarios, volumes changed near this link 0 to 3%.
- Rollins Road between IL Route 83 and U.S. Route 45, changed from 1 lane each way to 2 lanes each way. For the proposed scenarios, volumes changed near this link 5 to 21%.
- Peterson Road between IL Route 60 and U.S. Route 45, changed from 2 lanes each way to 1 lane each way. For the proposed scenarios, volumes changed near this link 4 to 102%.
- IL Route 132 near I-94, changed from 2 lanes each way to 3 lanes each way. For the proposed scenarios, volumes changed near this link 0 to 3%.
- IL Route 21 near IL Route 132, changed from 1 lane each way to 2 lanes each way. For the proposed scenarios, volumes changed near this link 0 to 12%.
- IL Route 21 south of IL Route 120, changed from 1 lane each way to 2 lanes each way. For the proposed scenarios, volumes changed near this link 3 to 12%.
- Waukegan Road north and south of IL Rte. 137, changed from 2 lanes each way to 3 lane each way. For the proposed scenarios, volumes changed near this link 0 to 6%.
- IL Rte. 137 east and west of IL Rte. 131, changed from 1 lane each way to 2-3 lanes each way. For the proposed scenarios, volumes changed near this link 3 to 18%.

Changes made to the proposed model:

- U.S. Rte. 45 from Casey Rd to IL Rte. 132, changed from 1 lane each way to 2 lanes each way For the proposed scenarios, volumes changed near this link 40 to 61%

These changes to the existing and proposed models led to the following changes on existing IL Route 120 or the bypass:

- For the no-build and widen existing scenarios, volumes along existing IL Route 120 changed from 0 to 5%.

- For the proposed scenarios with a bypass, volumes along existing IL Route 120 changed from 0 to 15%.
- For the proposed scenarios with a bypass, volumes along the bypass changed from 0 to 12%.

4.5 Next Steps

Marty said that Chuck Gleason was changing the schedules of the various task forces to align more appropriately with the Governance Board, since in some cases there was not sufficient time between meetings of the task forces and the board. The new schedule will place all task force meetings (if they have business to conduct) at least two weeks before the next Governance Board and at least two weeks after the last Governance Board meeting. For the Technical Task Force, the next two meetings will be on June 24 and on July 22 (unless there is no new business).

5.0 Other Business

There was no new or old business to consider.

6.0 Public Comment

Questions and comments were offered regarding the significance of the bypass based on the travel demand modeling maps, as well as about where economic factors are considered. A sign-in sheet listing public members and task force members in attendance is attached as Exhibit 1.

7.0 Adjourn

Motion: To Adjourn

Motion By: Marc Huber

Seconded By: Bill Heinz

Discussion: The next meeting of the Technical Task Force will be on June 24, but notices will be sent out to confirm that there will be business to consider.

Motion Passed: Unanimous.