



## Technical Task Force

Minutes (**FINAL**)

Tuesday, January 27, 2009

1:00 – 3:00 pm

Lake DOT

600 W. Winchester Rd.

Libertyville, IL 60048

### 1.0 Roll Call

#### Technical Task Force:

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

#### Related Task Forces:

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

#### Staff:

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

#### Consultants:

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

### 2.0 Public Comment

There was no public comment.

### 3.0 January 27, 2009 Meeting Minutes Approval

- Motion:** To approve 1/27/09 Minutes
- Motion By:** Dan Quick
- Seconded By:** Marc Huber
- Discussion:** None
- Motion Passed:** Unanimous

### 4.0 Task Force Business

**4.1** Project schedule report by Jeff Hall. Jeff said that at this meeting and the next meeting to be held in late February, the Technical Task Force would consider the road placement alternatives, including the westerly terminus, easterly terminus, and center alignment. At the February meeting, the TTF would make a recommendation to carry forward these placement alternatives to the public meeting in April. The next Governance Board meeting will be on March 11, when they will consider the road placement alternatives. The TTF will then meet at the end of March, before the April 15 open house. At the open house, the public will again be asked to show their support for one of the alternatives at each of the three sections. The TTF will again meet at the end of April to discuss the results of the open house. The Governance

Board will meet on May 13, to vote on the road placement alternatives at the westerly and easterly termini and the center alignment.

- 4.2** Discussion of the easterly terminus. Jeff Hall presented the three easterly-terminus alternatives. Alternate 4E has the least environmental impact, but impacts the most homes and right-of-way acquisitions. 4E is presented because it is part of the NEPA process, and was requested by the Forest Preserve. Alternate 2E offers the fewest home and right-of-way disruptions, but has the highest environmental impact. Alternate 3E is somewhat in the middle. Jeff presented maps that showed each route, as well as the decision matrix.

The decision matrix shows only those criteria that are significantly impacted by the alternate road placements, and includes cost, right-of-way, environmental, network, and economic development.

The task force discussed what was included in the "cost." Jeff said that cost includes only the right-of-way acquisitions, not the cost of relocation of the impacted homes, commercial buildings, and the water tower. The cost includes the improved cost per acre, but only for the part of the land that would be used for the right of way. Marc Huber and Dan Quick asked several questions about whether that is reasonable, since these costs are substantial. Jeff said it becomes very complicated to show this, since the relocation costs would vary according to the particular community or whether it is county property.

Pete Harmet suggested that 4E is not really needed, since 3E has an almost equal environmental impact.

Marc questioned why the other matrix criteria are not included, particularly travel time for right-in, right-out access. He said that the right-in, right-out access points at least be mentioned. Pete suggested that this be included at the public meeting.

Jeff said he tried to keep any subjective items out of the decision matrix, except for economic development / land use and connectivity, and these were very clear.

Mike Warner suggested that a frontage road be considered. Jeff said that this would mean either pushing the road further south, which then increases the environmental impact, or locating the road further north, which increases the impact on homes. The 300' right of way is being used, so the study will be aligned with IDOT's requirements. Jeff said this could be considered more in the access study.

- 4.3** Discussion of the center alignment. Three alternatives were prepared for the center alignment. Alternate 1C was the original Phase 1 alternative. It is an alignment that has little impact, but it impacts the mitigation bank, so it may not be feasible to use this alternative. The other two both go through wetlands, and both impact the gun club area. Alternate 3C actually cuts off a few shooting stations at one gun club, and comes very close to the airport. Alternate 2C goes through the area where there likely would be shooting.

## **5.0 Public Comment**

There was no public comment.

## **6.0 Adjourn**

<b>Motion:</b>	To adjourn
<b>Motion By:</b>	Dan Quick
<b>Seconded By:</b>	Marc Huber
<b>Discussion:</b>	No discussion.
<b>Motion Passed:</b>	Unanimous.