



CPC Governance Board

MINUTES

March 11, 2009

7:00 – 8:30 pm

Round Lake Police/Public Works Building

SE Corner Townline & Bacon Road

Round Lake, IL

I. Pledge of Allegiance

II. Roll Call

County Board Members:

- Suzi Schmidt, County Board Chairman
- Bonnie Thomson Carter, District #5
- Diana O'Kelly, District #10
- Melinda Bush, District #6
- Steve Carlson, District #7

Municipalities:

- Trustee Shawn Vogel, Grayslake
- Mayor Burnell Russell, Volo
- Mayor Jean McCue, Round Lake Park (*Arrived at 7:15 p.m*)
- Mayor Ted Mueller, Hainesville
- Mayor Richard Hyde, Waukegan
- Mayor Bill Gentes, Round Lake
- Mayor Salvatore Saccomanno, Wauconda
- Trustee Ed Sullivan, Mundelein
- Trustee David Ohanian, Gurnee
- Mayor Jeffrey Harger, Libertyville
- Trustee Robert Koehl, Lakemoor

LCP Staff:

- Dave Young, President
- Russell Medley, Marketing & Research Director

LCDOT Project Manager:

- Chuck Gleason

Task Force Chairs:

- Marty Buehler, Technical Task Force Chair
- Mike Warner, Environmental/Stormwater Task Force Chair
- A, Land Use/Economic Development and Municipal Impacts Task Force Chair
- David Motley, Public Information Task Force Acting Chair

IDOT Representative:

A Peter Harmet, Bureau Chief – Programming

Consultants:

X Chuck Stenzel, TranSystems

X Jeff Hall, TranSystems

Grace Dysico, TranSystems

A Mike Wahlstedt, TranSystems

X Matt Smith, TranSystems

Paula Riordan, Roux

X John LaMotte, Lakota Group

Regina Webster Associates

III. Approval of December 10, 2008 CPC Governance Board Minutes

Motion by: Koehl

Seconded by: Schmidt

Discussion: Member Koehl requested that the minutes be revised at Section XI, the 3rd motion, to define the chosen alternative by the suggested language “Motion to accept Alternative 3A and 3B to be combined as a 4 lane roadway with roundabout signalized intersections.”

Roll Call:

Yes: Schmidt, O’Kelly, Bush, Vogel, McCue, Mueller, Gentes, Saccomanno, Sullivan, Ohanian, Koehl

No: none

IV. Add-To-Agenda – Bill Gentes - There were no items to add.

V. Public Comments – None.

VI. Fiscal Agent’s Report – Chuck Gleason

Mr. Gleason presented the report and stated that 2 items on the Fiscal Report will continue to change - one being the project to date payout and the other being the totals to date incomes, all sources.

Member O’Kelly asked if additional federal funding is expected. Mr. Gleason said that no additional funding is expected for the Phase I Feasibility Study; however, he offered that Mr. Buehler would address additional funding later on in the agenda.

VII. Discussion Items:

a. Project update - Jeff Hall

Mr. Hall provided the project update and presented the Powerpoint slide of the Feasibility Study Approach stating that the next decision of the Board is to select the roadway placement.

b. Present Roadway Placement Alternatives – Jeff Hall

Mr. Hall informed the Board that he would be presenting alternatives for the western, central, and eastern terminus and that the Decision Matrix Criteria that was used to

compare the road character alternative was also used to compare the road placement alternative.

He then presented the three alternatives for the **Western Terminus**:

Alternate 2W

- This alternate breaks to the northeast, off Bacon and runs as far east as possible then ties back into existing Route 120.
- .3 acres of Forest Preserve property is impacted.
- Intersection spacing occurs too close, the only connection from the Bypass to old Route 120 would be utilizing Cedar Lake Road.
- There is limited access to properties with right-in, right-out driveways per IDOT's road widening practices.
- A cul-de-sac would be placed wherever the last driveway is.
- This alternative has the least cost at 74.8 million.
- 5 properties are impacted.
- Least amount of environmental impacts.

Alternate 4W

- This alternate runs down south and as far west as possible. It impacts both Round Lake property and 6.7 acres of Forest Preserve property.
- Cost is 82.3 million.
- There is a high environmental impact, Forest Preserve land and wetlands are also highly impacted.
- 5 properties are impacted.
- Better connectivity to old Route 120.
- There are less intersections than 2W.
- The intersections of Fish Lake Road, Wilson Road, and Cedar Lake Road will be signalized or become roundabout intersections.
- This is the best alternative for land use as it leaves more land open for development.

Alternate 6W

- Runs as far as west as possible, but does not impact the Forest Preserve property at all.

- Cost is 85.8 million.
- This alternative is the most expensive as it impacts the most wetland and has the most environmental costs.
- High environmental impact.
- More wetland, less Forest Preserve.
- 4 properties are impacted.
- Better connectivity to old Route 120.
- Less intersections than 2W.
- This alternative consumes the greatest amount of developable land.

COMMENTS

Member O'Kelly asked whether an intersection as the one at Fairfield and Gilmer could be warranted and Mr. LaMotte answered stating that the traffic demand does not warrant that type of intersection at the western terminus.

Central Section Alternatives

1C

- Ties into Allegheny Road, stays away from the Northbrook Sports Club and Campbell Airport.
- This is part of a previous alignment that was studied by IDOT.
- Least amount of property impacts and environmental impacts.
- Goes through the Big Sag Mitigation Bank.
- Mr. Hall stated that he has met with the Army Corps of Engineers on the environmental impact and they stated that the road placement is not a fatal flaw; however, there has not been any other projects in this area that impacts the mitigation bank. This may make it difficult to permit the project.
- Property impact is almost the same as the other alternatives.
- Connectivity to the existing Route 120 is the same as the other central alternatives.
- Best alternative for existing land use as it impacts the Sports Club the less.
- Best alternative based on environmental impact, as it would impact the mitigation bank more than existing wetlands.
- Required right of way is similar as the other 2 alternatives.

2C

- Placement does not go through the Big Sag mitigation bank; however, it goes through ADID Wetlands.
- The Army Corps of Engineers, US Fish & Wildlife, US EPA have an interagency Review team that will review these alternatives and provide guidance. The interagency did however indicate that all of these alternatives are viable.
- This alternate would impact the Northbrook Sports Club.
- Property impact is almost the same as the other alternatives.
- Connectivity is the same as the other alternatives.
- Best alternative for the proposed land use as it provides developable land as proposed by the municipalities and the County.
- Required right of way is similar as the other 2 alternatives.

3C

- Minimizes impact on the Sports Club.
- Cost is the highest as it contains the most environmental mitigation.
- Property impact is almost the same as the other central alternatives.
- Connectivity is the same as the other central alternatives.
- Required right of way is similar as the other 2 alternatives.

Eastern Terminus

2E

- Pushes north as much as possible from the Almond Marsh. Stays away from both the residential area in Wildwood and Almond Marsh.
- This is the least costly as it takes advantage of the existing right of way already owned by the state.
- 2 building impacts.
- Best alternative for existing and proposed land use.
- Existing 120 would act as a frontage road.
- A sound barrier wall can be considered.

3E

- Similar to the Belvidere Boulevard, as far west as possible, crosses Route 45 and ties in again as quick as possible. Stays away further from the Almond Marsh, but is closer to the residential area of Wildwood.
- Least environmental impact, but requires the most right of way acquisition.
- The need will be to use Route 45 to connect to existing Route 120.
- This alternate has the most property impacts and right of way impacts.
- The Forest Preserve impact is 5 acres for 2E and 5E, 4 acres for 3E & 6E.
- Existing 120 would be widened.

5E

- Similar to 2E, stays away from the Arbor Vista subdivision and Wildwood.
- Impacts many properties.
- Has some wetland mitigation and takes advantage of some existing right of way.
- A sound barrier wall can be considered.

6E

- Similar to 3E and ties in further east which leaves more developable land in Grayslake.
- This is the most costly alternative as it requires the most right of way and impacts the most wetland.
- There is a connection between John Mogg and Sears.

Mr. Hall concluded the presentation stating that comments from the public meeting will be provided by the next meeting for the Board's consideration.

Member Ohanian requested that another alternative be considered – a 4 lane limited access road based on the recently released map of the Route 53 extension with the right of way that is depicted on their map.

Mr. Buehler addressed the request clarifying the question to state “can you change a road character decision that the Board has already made in which the studies have proceeded” and answered that no, it would not be possible. Mr. Buehler then stated that the Route 53 drawing is conceptual and the referendum is not an assurance that anything will be done, but a supportive statement by the municipalities and the County.

c. Request Approval to schedule the Public Meeting on April 15, 2009

Approval of the Public Meeting date of April 15, 2009

Motion by: Schmidt

Seconded by: Saccomanno

Roll Call: all in favor, none opposed.

Action: carries

VIII. Report on appropriation of funds for Phase 1 from the FFY2010 Transportation Appropriation Bill – Marty Buehler

Mr. Buehler stated that he was notified that an additional appropriation of approximately 1 million dollars has been earmarked in addition to the first 1 million already granted through the efforts of Congresswoman Bean.

IX. Illinois 120 Feasibility Study's Project Team Reports

a. Public Involvement Task Force Activities:

The same strategy will be used for publication for the April 15 public meeting as the last open house which proved to be very effective.

b. Environmental Stormwater Task Force Activities:

Chairman Warner thanked the Task Force and Consultant's team effort and offered to answer any questions. (No questions were asked.)

c. Land Use Task Force Activities: No report.

d. Technical Task Force Activities:

Mr. Buehler stated that the Technical Task Force met to review the alternatives that were presented tonight. They will also review the public comments and present them to the Board for the next 120 CPC meeting.

X. Project Schedule – Jeff Hall

The public meeting of April 15 will be at the same location and time as the last open house: Prairieview School from 6-8 p.m. A slide show will be presented at the beginning and staff will be available for questions and to take comments from the public.

Public comments will be reviewed by the Task Forces and summarized for presentation to the Governance Board on May 20th. The Board will then be requested to make a decision on the alternatives.

Items for discussion at the May 20th meeting will include what is called "Unified Vision" – what the end product of the feasibility study will be - to show what the road character and road placement will be, what the land use concepts will be, and innovative financing will also be discussed.

Unified Vision is to be developed incorporating the planned municipalities land uses with the preferred alignment.

XI. Public Comments

A gentleman from the audience asked how much land will be left over for development and whether these efforts are being done to ensure traffic mobilization. The Chairman assured him that the main concern is traffic mobilization.

XII. Next Meeting Date – May 20, 2009

XIII. Adjourn

Motion by Saccomanno, seconded by McCue, all in favor. Meeting adjourned at 8:18 p.m.

Prepared by Martha Koechig