

## **Stakeholder Involvement Group Meeting #2**

### **Summary**

The second meeting of the Stakeholder Involvement Group (SIG) for the Fremont Center Road Phase I Engineering Study was held on March 3, 2015 at the Fremont Township Offices (22385 W. IL Route 60, Mundelein, IL 60060) at 3:30 P.M.

The purpose of the meeting was to recap SIG Meeting #1, discuss roadway systems and classifications, present alternatives and associated impacts, and discuss the next steps in the project.

**Beelow**

#### SIG Members in Attendance:

- John Baczek (Illinois Department of Transportation)
- Dan Beelow (Below Farm)
- Bill Emmerich – Representing Adam Boeche (Village of Mundelein)
- Scott Firnbach (Village of Round Lake Park)
- Kirk Smith – Representing Bill Heinz (Village of Grayslake)
- Keith Johnson (Fremont School District 79)
- Steve Jankowski (Catholic Cemeteries)
- Christine Nordmark (Resident)
- Diana O’Kelly (Fremont Township)
- Dan Pierre (Grayslake Fire Protection District)
- Ed Quant (Alter Group)
- Randy Seebach (Lake County Forest Preserve District)
- Deb Slaughter (Resident)
- Chuck Smith (Countryside Fire Department District)
- Betsy Tekampe (Resident)
- Pete Tekampe (Resident – Saddlebrook Farms)
- Susan Triphahn (Lakewood Grove HOA, Round Lake Trustee)
- Claudia Turk (Turk’s Greenhouses)
- Don Vitek (Wirtz Family)
- Kurt Wandrey (Winchester Development LLC)
- Kurt Woolford (Lake County Stormwater Management Commission)

#### Project Study Group (PSG) Members in Attendance:

- Emily Karry (Lake County Division of Transportation)
- Darrell Kuntz (Lake County Division of Transportation)
- Rich McMorris (Lake County Division of Transportation)
- Robert Andres (Civiltech Engineering)
- Mary Young (Civiltech Engineering)
- Joel Christell (Civiltech Engineering)
- James Tibble (Civiltech Engineering)

Others in Attendance:

- Bill Grinnell (Fremont Township)
- Erik Nordmark (Resident)
- Alan Alani (Wirtz Family)

Ms. Young began the presentation with a recap of the first SIG meeting. In the first meeting, the roles and responsibilities of the SIG members were discussed and the transportation planning process was explained. The existing conditions were presented and the SIG identified problems within the project area through a group exercise.

The purpose and need for the project is to identify long range travel demands and transportation system improvements, develop a staged transportation improvement plan, and address existing safety and operational improvement needs and future access needs, at a minimum, at the IL Route 60/Fremont Center Road intersection.

Through a second group exercise, the SIG was able to develop potential solutions to the problems and issues identified within the first group exercise. Ms. Young explained the three alternatives that the groups developed.

Mr. Andres presented information on roadway systems and classifications. One of the study goals is to identify a long range transportation demand and transportation system improvements. The roadway system has a hierarchy of movements and functional relationships. Roadways are typically split into functional classifications consisting of expressways, principal arterials, minor arterials, collectors, and local streets. Expressways provide the greatest mobility with little to no direct land access. Local streets provide the most direct land access with little to no mobility.

Mr. Andres explained that the County highway system is a secondary arterial highway system that collects and distributes traffic to the primary arterial highway system. Within the project location, the principal arterials are well defined (IL Route 60, IL Route 83, Peterson Road). The secondary arterials and collectors exist only on the perimeter of the study area (Fremont Center Road, Alleghany Road, Winchester Road, and Behm Road). The study area has over 1,000 acres that in the future will need access and mobility to and from the principal arterial system. The secondary arterials and collectors will occur through long range planning as development happens. as properties develop

Mr. Andres explained the three alternatives developed by the PSG. Alternative 1 consisted of connecting Fremont Center Road to Winchester Road and extending Alleghany Road to IL Route 60. A potential local roadway collector would connect Winchester Road to Behm Road. Intersection Alternate A at IL Route 83 and Winchester Road consisted of aligning Winchester Road with the existing right-of-way west of IL Route 83. Intersection Alternate B consisted of realigning Winchester Road along a reverse curve east of IL Route 83 to provide a 90 degree angle of intersection with the potential IL

Route 83 realignment. Intersection Alternate A and Intersection Alternate B are applicable to all three overall project Alternatives.

Alternative 2 realigns Fremont Center Road to intersect IL Route 60 south of St. Mary's and connect with Winchester Road. Fremont Center Road at IL Route 60 would consist of an intersection improvement. A potential local roadway collector would connect Fremont Center Road and Behm Road. Alleghany Road would be extended to IL Route 60

Alternative 3 realigns the intersection of Fremont Center Road and IL Route 60 and extends Fremont Center Road to Peterson Road. Winchester Road would be extended to Fremont Center Road and Alleghany Road would be extended to IL Route 60.

All three alternatives include intersection improvements. These intersections could be controlled by a roundabout, traffic signal, or involve channelization only.

Ms. Young discussed the process in which the selection of alternatives to be carried forward occurs. All alternatives meet the purpose and need and the PSG is seeking input from the SIG. The alternatives will then be evaluated based on performance and impact criteria and the PSG will select the Alternatives to be Carried Forward.

During the Group Discussion, the following comments and questions were raised:

- Mr. Baczek asked what the spacing was between Fremont Center Road/IL Route 60 intersection and Peterson Road/IL Route 60 Intersection. Mr. Christell responded that it was approximately 1,500 feet.
- Mr. Baczek suggested extending Fremont Center Road to Behm Road in Alternative 2.
- Mr. Johnson stated that more properties are affected with Alternative 2, especially south of IL Route 60.
- Mr. Beelow stated that the Alleghany Road extension goes through existing wetlands and close to his residence. He suggested that the alignment be shifted further west.
- Mr. Vitek responded to Mr. Beelow saying that keeping the alignment at the property line eliminates small pieces of land that would become undevelopable because the size. Mr. Vitek also stated that Alternative 3 seems the most functional.
- Both Ms. Slaughter and Mr. Johnson agreed that Alternative 3 seems the most functional.

- Mr. Baczek stated that Alternative 3 creates a concentrated area with multiple signals between IL Route 60, Peterson Road, and Fremont Center Road. However, the spacing is far enough that it could still function.
- Mr. Wandrey stated that Alternate B at IL Route 83 and Winchester Road is preferred because it brings the angle of intersection to 90 degrees. Mr. Kuntz responded that with the IL Route 53 extension, IL Route 83 would be re-aligned. Two alternates were developed to provide a better intersection whether IL Route 53 is built or not.
- Ms. Turk stated that the free-flow right turn from Peterson Road to northbound IL Route 60 eliminates gaps and causes major delays for eastbound vehicles trying to left from Chardon Road and Raymond Drive onto IL Route 60. She suggested eliminating the free-flow to provide more gaps to allow turning movements from other cross streets. 
- Mr. Johnson added that there is ~~cut through~~ traffic going from westbound Peterson Road to northbound IL Route 60 and cutting through the neighborhood at Chardon Road. 
- Mr. Wandrey asked what size the roadways would be. Mr. Andres responded that the roadways would be built as development occurs. The County is planning on 120 feet of right-of-way to provide the possibility of a 5-lane cross section; however, a two or three lane cross section may only be required initially. As development occurs, a four or five lane cross section roadway may be warranted.
- Mr. Woolford asked if all these roads were actually needed and if they would relieve congestion. Mr. Andres responded that these roads wouldn't be constructed until development occurs. Once the area develops, a network of roadways will be needed to provide access within the 1,000+ acre area. 
- Ms. O'Kelly stated that the pressing need is to improve the T-intersections and asked what is expected to be built. Ms. Karry responded that the first step is to determine the preferred alternative. Once that is selected, a staging plan can be developed. IL Route 60/Fremont Center Road intersection will be the primary focus of the first stage.
- Mr. Seebach asked if all the land was planned to be residential and if the County is using its own County comprehensive plan. Ms. Karry stated that annexation of this land is targeted by each of the surrounding municipalities and each of them has

their own comprehensive plan. Civiltech has gathered information from each of those plans.

- Mr. Tekampe stated that Alternative 3 has the most logical staging plan.
- Mr. Vitek stated that Peterson Road is the main road that everyone will be trying to get to. Alternatives 1 and 2 do not provide a direct route to Peterson Road; Alternative 3 does provide that.
- Mr. Johnson stated that staging the improvements makes sense, but having some intersections remain a T-intersection only solves some problems. Mr. Andres responded that initially some of the staging would require intersections to be a T-intersection; a fourth leg could be added in the future. Also, the intersection safety would be improved by improving the alignments and/or providing traffic control with either a roundabout or traffic signal.
- Mr. Tekampe stated that Peterson Road narrows to one lane at Behm Road. He asked if Peterson Road would be widened from Behm Road to IL Route 60. Mr. Kuntz stated that design approval and right-of-way acquisition for the widening has occurred and when funding is available, the roadway will be widened. once traffic warrants the widening and when funding is available
- Mr. Johnson asked if the Squaw Creek has any impact on this project. Mr. Kuntz responded that the creek is part of the reason why Peterson Road was re-aligned. at IL Route 60
- Mr. Pierre stated that Alternative 3 is the best from an emergency response standpoint.
- Mr. Smith stated that Erhart Road and IL Route 60 was not addressed in these alternatives. He stated that it is likely that will become a cut through. Mr. Kuntz stated that these improvements focus on County highway improvements. Erhart Road is a township roadway. services
- Mr. Smith stated that emergency vehicles do not like roundabouts. With traffic signals, the emergency vehicles can change the lights to green and clear the intersection. At roundabouts, vehicles often stop within the roundabout, causing delays. may
- Ms. Tekampe asked why Erhart Road couldn't become a cul-de-sac. Mr. Kuntz explained that since it is not under LCDOT jurisdiction, a separate project between Fremont Township and IDOT could occur.

- Mr. Vitek asked if the roadways would be four lanes or if a fifth lane would be provided for left turns. Mr. Andres stated that a center turn lane would be provided for both one lane and two lanes in each direction. Mr. Baczek stated that these would be main routes, and would likely require 5 lanes as development occurs.

access to County highways will be defined by the County Access Ordinance

- Mr. Wandrey asked who decides on the access to the future roadways. Mr. Kuntz stated that the ~~access will be defined by County access control policy.~~
- Mr. Vitek stated that it is logical that the Alleghany Road extension is aligned along the property line. Mr. Andres responded that it is possible that the property line becomes the eastern roadway right-of-way limit.
- Mr. Beelow asked that if the alignment were to be close to the residence, could a berm be located to separate the residence from the roadway. Mr. Andres stated that there could be design elements to provide separation between the roadway and the property.
- Mr. Vitek stated that the Alleghany Road curve to IL Route 60 could occur earlier to provide more separation from the Beelow residence. Mr. Kuntz responded that Alleghany Road is currently ending at the IL Route 60/Saunders Road intersection. Multiple T-intersections is not preferred.
- Ms. Turk asked how soon the first stage of construction would be. Mr. Kuntz responded that there is funding for the intersection improvement at Fremont Center Road and IL Route 60 in 2017. Construction is likely in 2018.
- Mr. Tekampe asked if this feasibility study is causing delay to the Fremont Center Road improvement. This study is not causing delay for the intersection improvement. This study will define what improvements should be completed at the Fremont Center Road/IL Route 60 intersection.

Ms. Young thanked the members of the SIG for their participation and commitment to this project. The PSG will soon select the Alternatives to be Carried Forward. These alternatives will be presented at Public Information Meeting #2, which will be held late spring or early summer 2016. Further analysis on the Alternatives to be Carried Forward will occur. The results will be presented to the SIG at SIG Meeting #3 near the end of 2016. The PSG will then select the Preferred Alternative. After the Preferred Alternative is selected, there will be a Public Hearing in 2017.

The meeting concluded at 5:00 P.M.