

**VILLAGE OF LAKE BLUFF
COMMITTEE-OF-THE-WHOLE MEETING
OCTOBER 26, 2015
APPROVED MINUTES OF MEETING**

The Village of Lake Bluff Board of Trustees met as a Committee-of-the-Whole (COW) in the Village Hall Board Room (40 East Center Avenue) on Monday, October 26, 2015. Village President O'Hara called the meeting to order at 6:00 p.m. and Village Clerk Aaron Towle called the roll and announced the following were present:

Village President: Kathleen O'Hara

Trustees: Barbara Ankenman
Steve Christensen
Mark Dewart
Eric Grenier (arrived at 6:05 p.m.)
John Josephitis
William Meyer

Also Present: Aaron Towle, Village Clerk
Drew Irvin, Village Administrator
Peter Friedman, Village Attorney
Susan Griffin, Finance Director
Jeff Hansen, Village Engineer
Michael Croak, Building Codes Supervisor
David Belmonte, Police Chief
Jake Terlap, Public Works Superintendent
Brandon Stanick, Assistant to the Village Administrator (A to VA)
Franco Bottalico, Administrative Intern

Non-Agenda Items and Visitors

President O'Hara stated the COW allocates 15 minutes for those individuals who would like the opportunity to address the COW on any matter not listed on the agenda.

There were no requests to address the COW.

Consideration of the Minutes from the September 14, 2015 Committee-of-the-Whole Meeting

Trustee Josephitis moved to approve the September 14, 2015 COW Meeting Minutes as presented. Trustee Christensen seconded the motion. The motion passed on a unanimous voice vote.

An Update from Christopher B. Burke Engineering, Ltd. Regarding the Phase I Study of the US Route 41/Illinois Route 176 Interchange

Village Administrator Drew Irvin introduced Martin Worman an engineer and project manager with Christopher B. Burke Engineering Ltd. (CBBEL). Village Administrator Irvin noted other representatives of the project management team include: Village Staff, Illinois Department of Transportation (IDOT), Lakota Group, Shields Township and Huff & Huff, Inc.

Mr. Worman stated discussions regarding the US Rt. 41 at IL Rt. 176 Interchange began in 2010 and have since conducted an extensive public advisory process with various stakeholders. Stakeholders have assisted the project management team in refining the 16 interchange alternatives to six alternatives,

which were then taken to a public hearing in 2012. Throughout the public engagement process the roundabout interchange alternative received strong support. However, a considerable amount of additional analysis was conducted, consideration of public comments and inter-agency coordination occurred with respect to the alternative and traffic signals were identified as the preferred alternative based on being more conducive to managing traffic near the Union Pacific Railroad crossing. Mr. Worman stated Interchange Alternative 7 was chosen and presented at a public hearing that was attended by approximately 50 people. He briefly reviewed the comments received during the public hearing as well as throughout the process.

Mr. Worman reported on the improvements that are proposed as part of the project. He stated they have obtained approval from the Lake Bluff Park District and Federal Highway Administration and are still waiting on comments regarding the stormwater management improvements. The improvements associated with Interchange Alternative 7, include:

- Reconstruction of the existing connector road configuration to provide appropriate acceleration/deceleration lanes, as well as improve sight distance when merging with traffic;
- Widening of IL Rt. 176 to include two through lanes in each direction from the Union Pacific Railroad Crossing to the IL Rt. 43 intersection;
- Improvements to IL Rt. 176 at IL Rt. 43 intersection to include two through lanes in each direction, dual left turn lanes and a right turn lane in each direction;
- Traffic signal modernization along IL Rt. 176 at IL Rt. 43, Shagbark Road, and Skokie Valley Road;
- Installation of a new pump station for the US Rt. 41 underpass at IL Rt. 176;
- Improvements to pump stations for the US Rt. 41 underpass at the Canadian National Railroad;
- Construction of a new access road to maintain access to properties along the east side of US Rt. 41 north of W. Washington Avenue; and
- Construction of noise walls along both sides of US Rt. 41 north of W. Washington Avenue.

Trustee Josephitis inquired of the proposed retention pond that is planned for the Rockland Fire Station. Mr. Worman confirmed the fire station will be relocated and the existing frontage road on the east side of US Rt. 41 north of W. Washington Avenue will be removed to provide an acceleration lane.

Trustee Meyer inquired of the new location of the fire station. Mr. Worman expressed his uncertainty regarding the new location and noted the Rockland Fire Protection District is currently working with IDOT on the relocation. He further stated only the reconstruction of pump station 37 is included IDOT's FY2016-2021 Proposed Highway Improvement Program. The interchange improvements along US Rt. 41 and IL Rt. 176 are not included in the current multi-year program; however, these improvements will be included in IDOT's priorities for future funding consideration.

Following a question from the COW regarding improvements near IL Rt. 176/IL Rt. 43, Mr. Worman reviewed the proposed improvements to IL Rt. 176 specific to the intersection with Shagbark Road.

In response to a question from Trustee Ankenman, Mr. Worman stated provisions have been made in the proposed plans for aesthetic improvements to the existing barrier medians. Mr. Worman stated the bike path bridges will remain separate structures from the IL Rt. 176 bridge and the stormwater improvements will have capacity to handle a 50 year storm event.

President O'Hara inquired of the estimated total cost of the project. Mr. Worman stated the total cost is

approximately \$40 million, but does not include land acquisition. He expressed his belief as time goes by the costs will increase. Mr. Worman stated once funding is identified it would take two years for the Phase II design process and land acquisition.

Mr. Worman showed the overall project design model and walked the COW through the process when the final engineering documents would be due to IDOT for approval. This will end Phase I by early 2016 and then the Village will need to finalize aesthetic treatments for the pump station and other features. Mr. Worman stated IDO will work toward a letter of intent but will need final Phase I engineering before design starts on the pump station.

Village Administration Irvin stated the Letter of Intent with IDOT lays out final expectations for payment on aesthetic improvements associated with the project.

Adjournment

As no further business came before the COW, Trustee Dewart moved to adjourn the meeting. Trustee Grenier seconded the motion. The motion passed on a unanimous voice vote and the meeting adjourned at 6:54 p.m.

Respectfully Submitted,

R. Drew Irvin
Village Administrator