

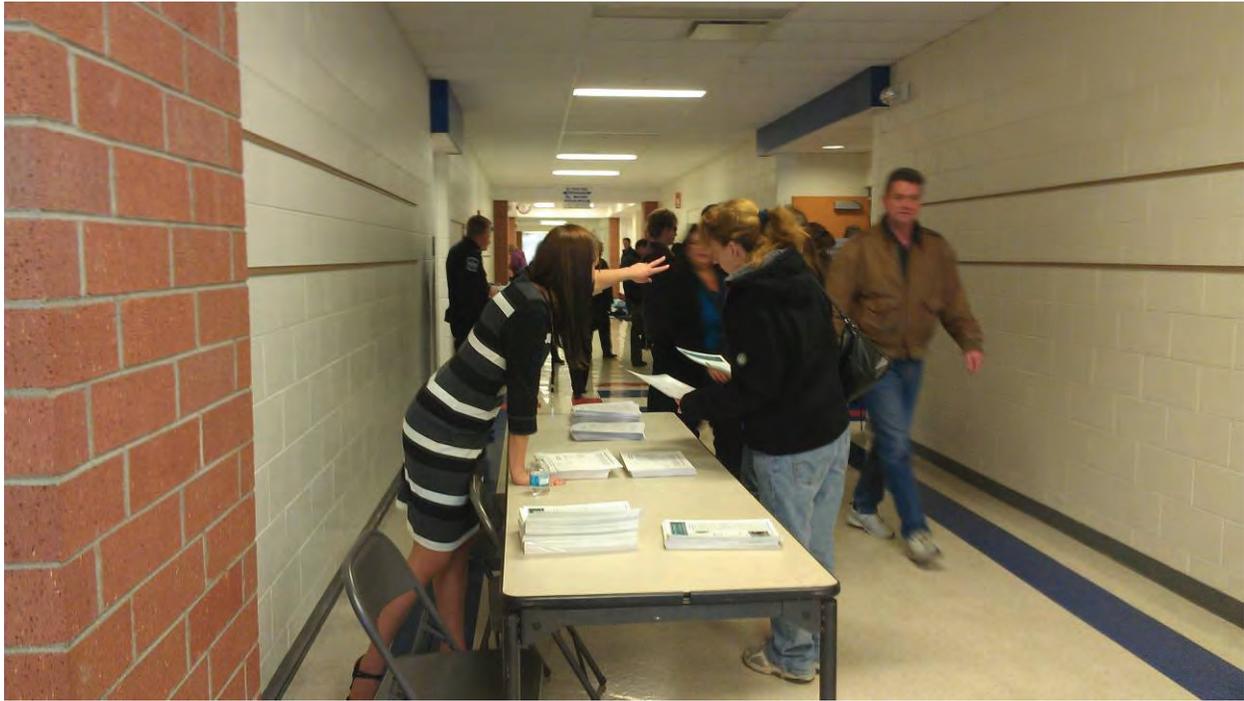
Appendix D

Photos

U.S. 45 and the Millburn Bypass - Hearing Photos
March 21, 2013 – Millburn Middle School



U.S. 45 and the Millburn Bypass - Hearing Photos
March 21, 2013 – Millburn Middle School



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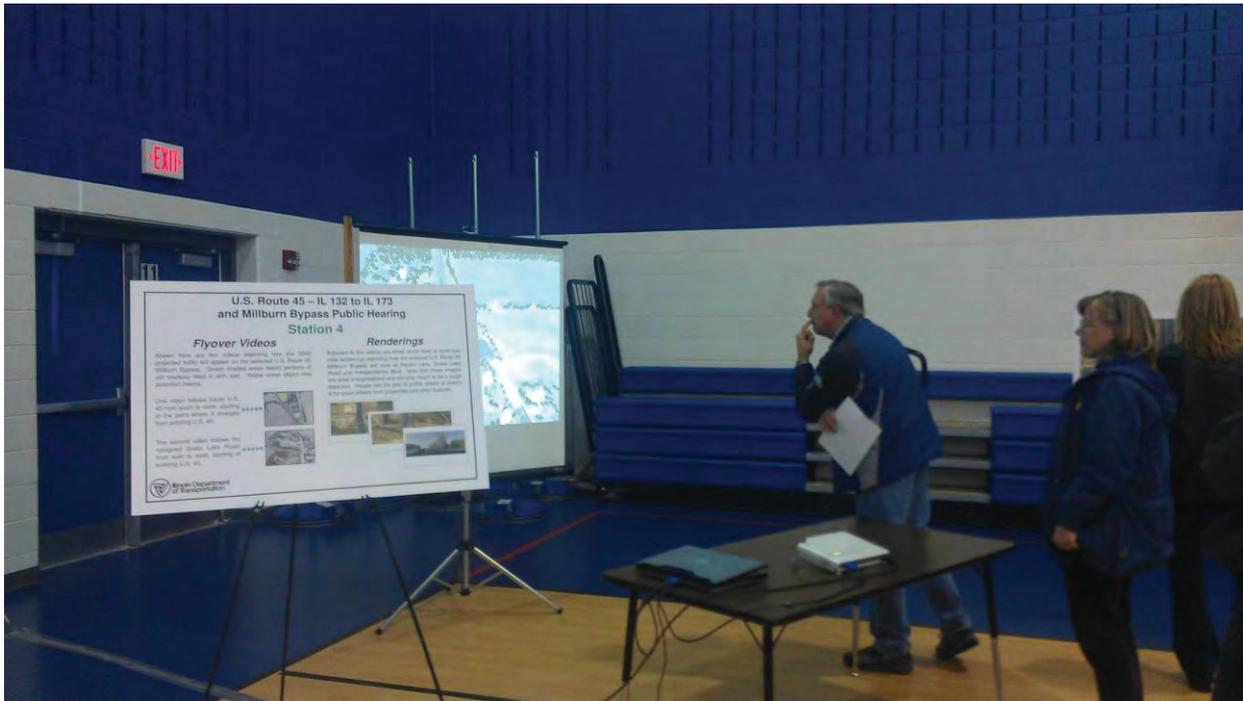
U.S. 45 and the Millburn Bypass - Hearing Photos
March 21, 2013 – Millburn Middle School



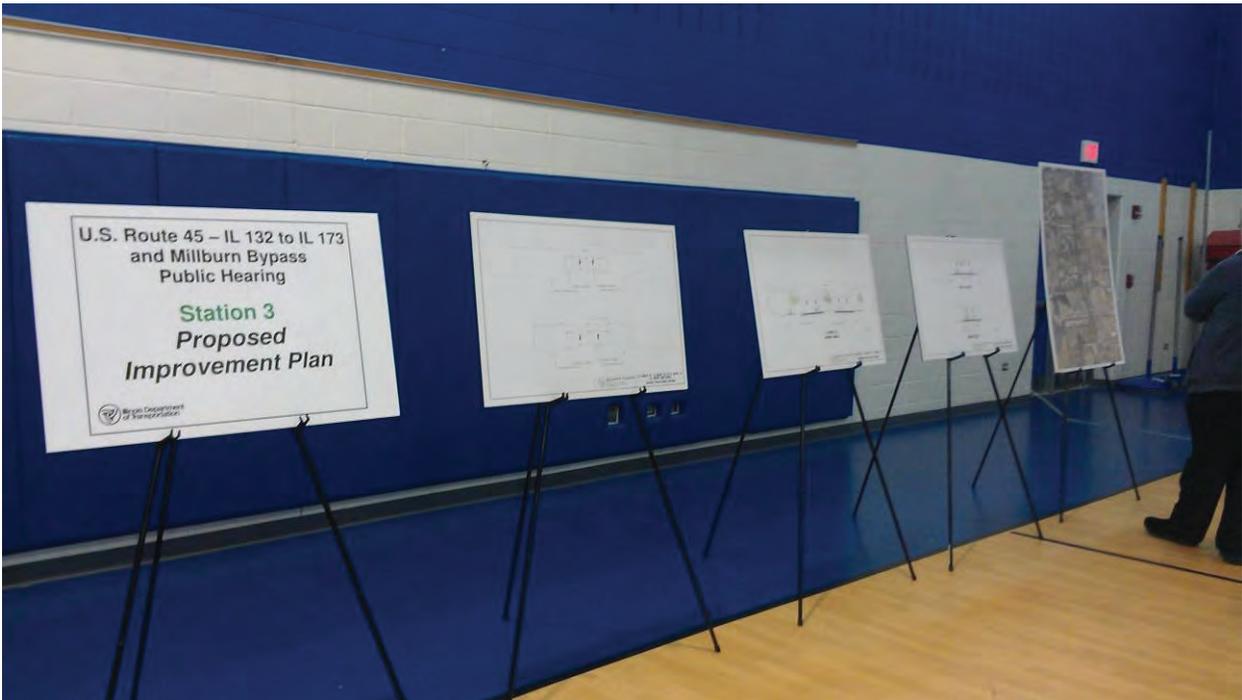
U.S. 45 and the Millburn Bypass - Hearing Photos
March 21, 2013 – Millburn Middle School



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March 21, 2013 – Millburn Middle School



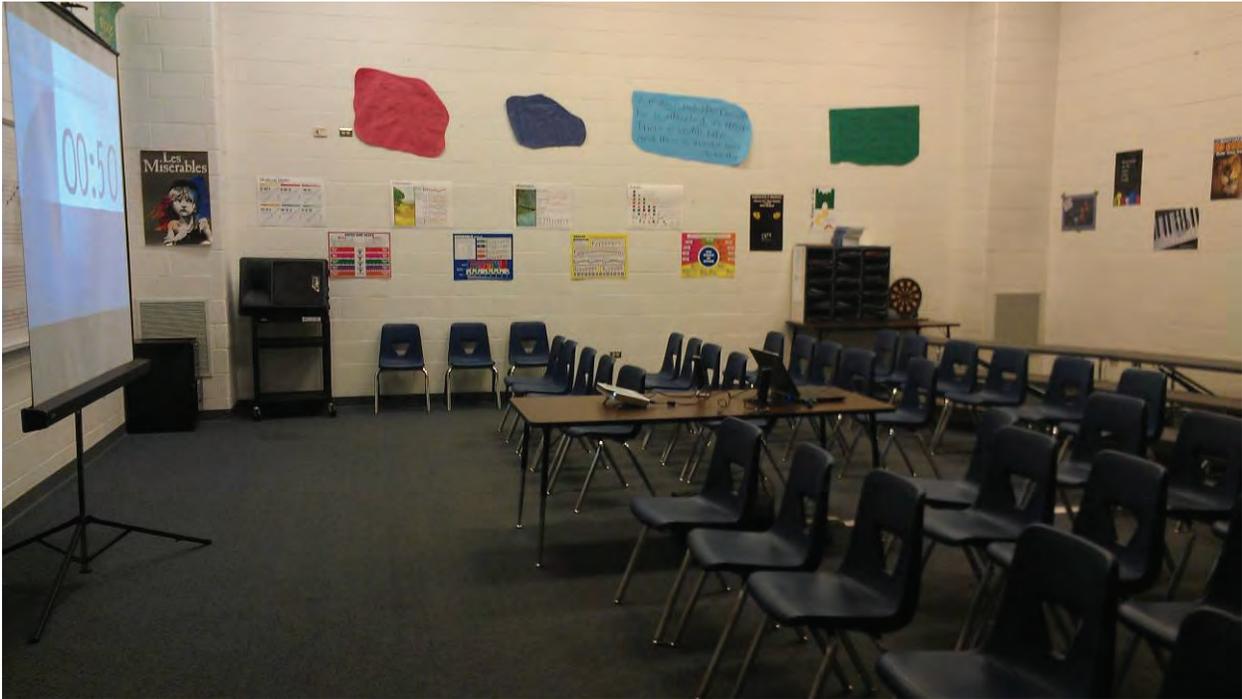
U.S. 45 and the Millburn Bypass - Hearing Photos
March 21, 2013 – Millburn Middle School



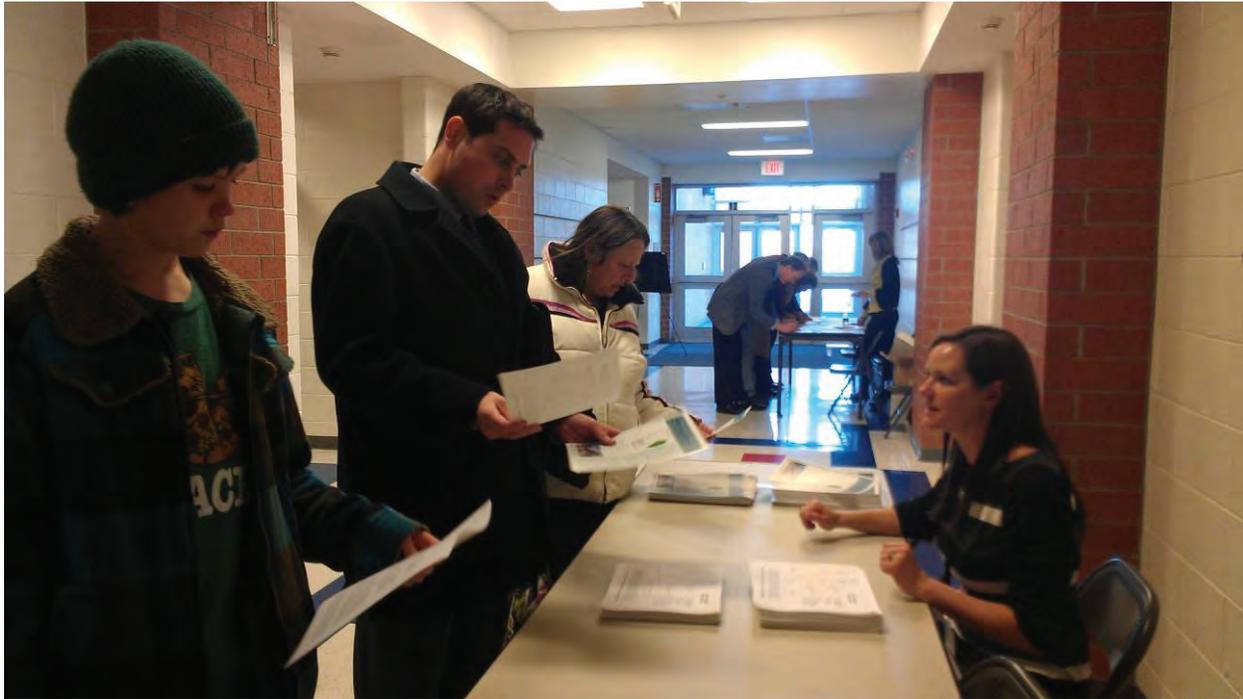
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U.S. 45 and the Millburn Bypass - Hearing Photos
March 21, 2013 – Millburn Middle School



Appendix E

Public Hearing Exhibits

THE ILLINOIS DEPARTMENT OF TRANSPORTATION

**WELCOMES YOU TO THIS
PUBLIC HEARING FOR**

**U.S. ROUTE 45 – IL 132 to IL 173
AND MILLBURN BYPASS
Lindenhurst and Old Mill Creek, Illinois**

**Thursday, March 21, 2013
4:30 PM to 7:30 PM
Millburn Middle School**



Illinois Department of Transportation

**U.S. Route 45 – IL 132 to IL 173
and Millburn Bypass
Public Hearing**

Station 1

Project Slideshow

**U.S. Route 45 – IL 132 to IL 173
and Millburn Bypass
Public Hearing**

Station 2

Purpose and Need

**U.S. Route 45 – IL 132 to IL 173
and Millburn Bypass
Public Hearing**

Station 3

***Proposed
Improvement Plan***

U.S. Route 45 – IL 132 to IL 173 and Millburn Bypass Public Hearing

Station 4

Flyover Videos

Shown here are two videos depicting how the 2040 projected traffic will appear on the selected U.S. Route 45 Millburn Bypass. Green shaded areas depict portions of old roadway filled in with sod. Yellow areas depict new detention basins.

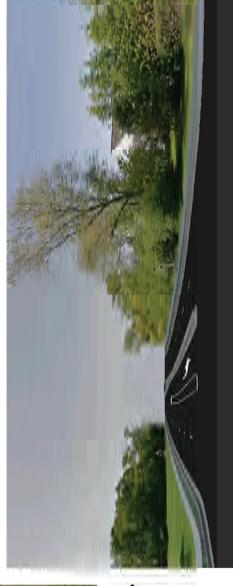
One video follows future U.S. 45 from south to north, starting at the point where it diverges from existing U.S. 45.

The second video follows the realigned Grass Lake Road, from east to west, starting at existing U.S. 45.



Renderings

Adjacent to the videos are three street level or birds-eye view renderings depicting how the selected U.S. Route 45 Millburn Bypass will look at Haven Lane, Grass Lake Road and Independance Blvd. Note that these images are artist interpretations and are only meant to be a rough depiction. Please see the plan & profile sheets at Station 6 for exact offsets from properties and other features.



**U.S. Route 45 – IL 132 to IL 173
and Millburn Bypass
Public Hearing**

Station 5

Comments

**U.S. Route 45 – IL 132 to IL 173
and Millburn Bypass
Public Hearing**

Station 6
***Environmental
Assessment &
Materials***



Illinois Department
of Transportation

**U.S. Route 45 – IL 132 to IL 173
and Millburn Bypass
Public Hearing**

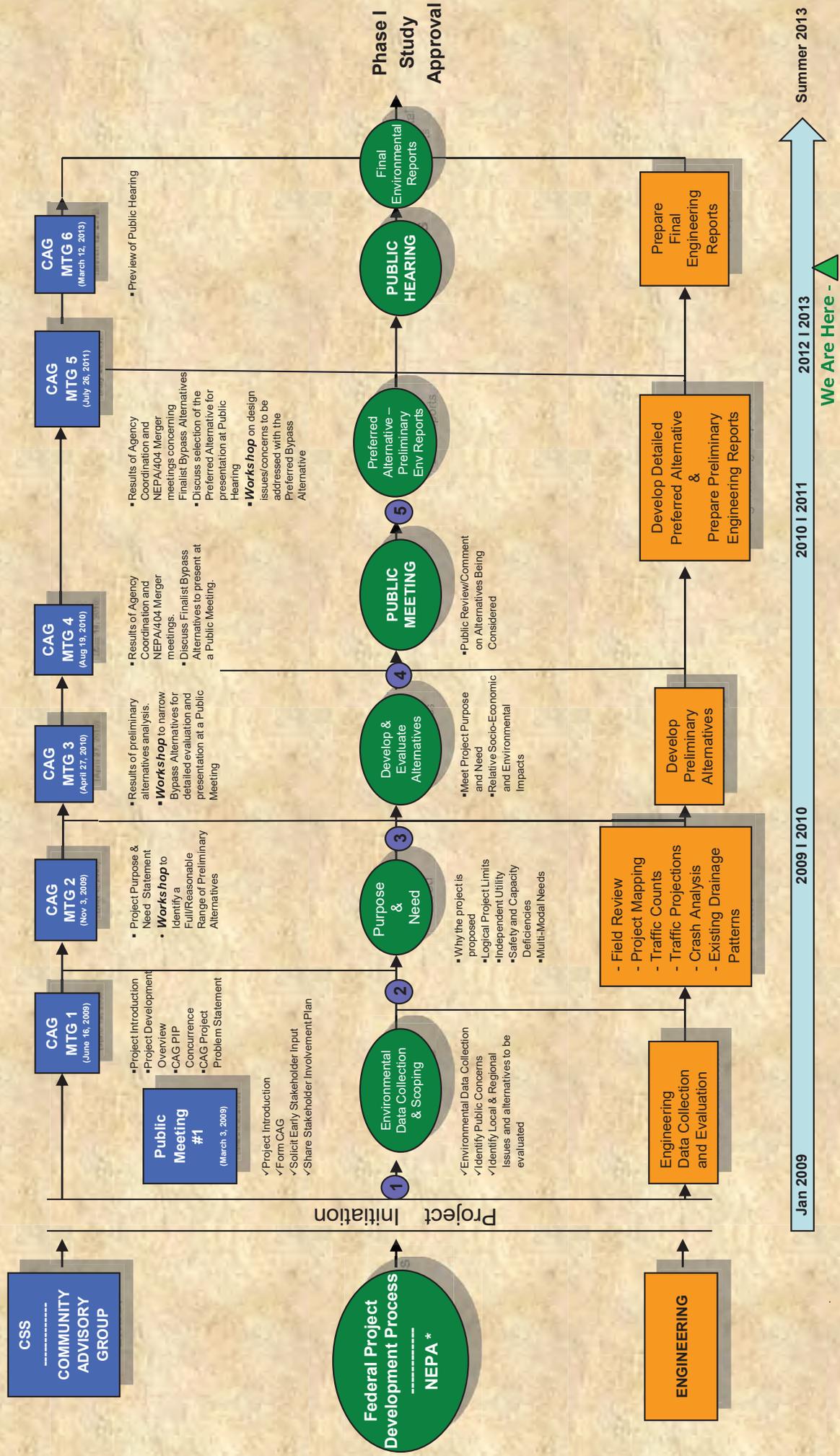
Station 7

***Land Acquisition
Information***

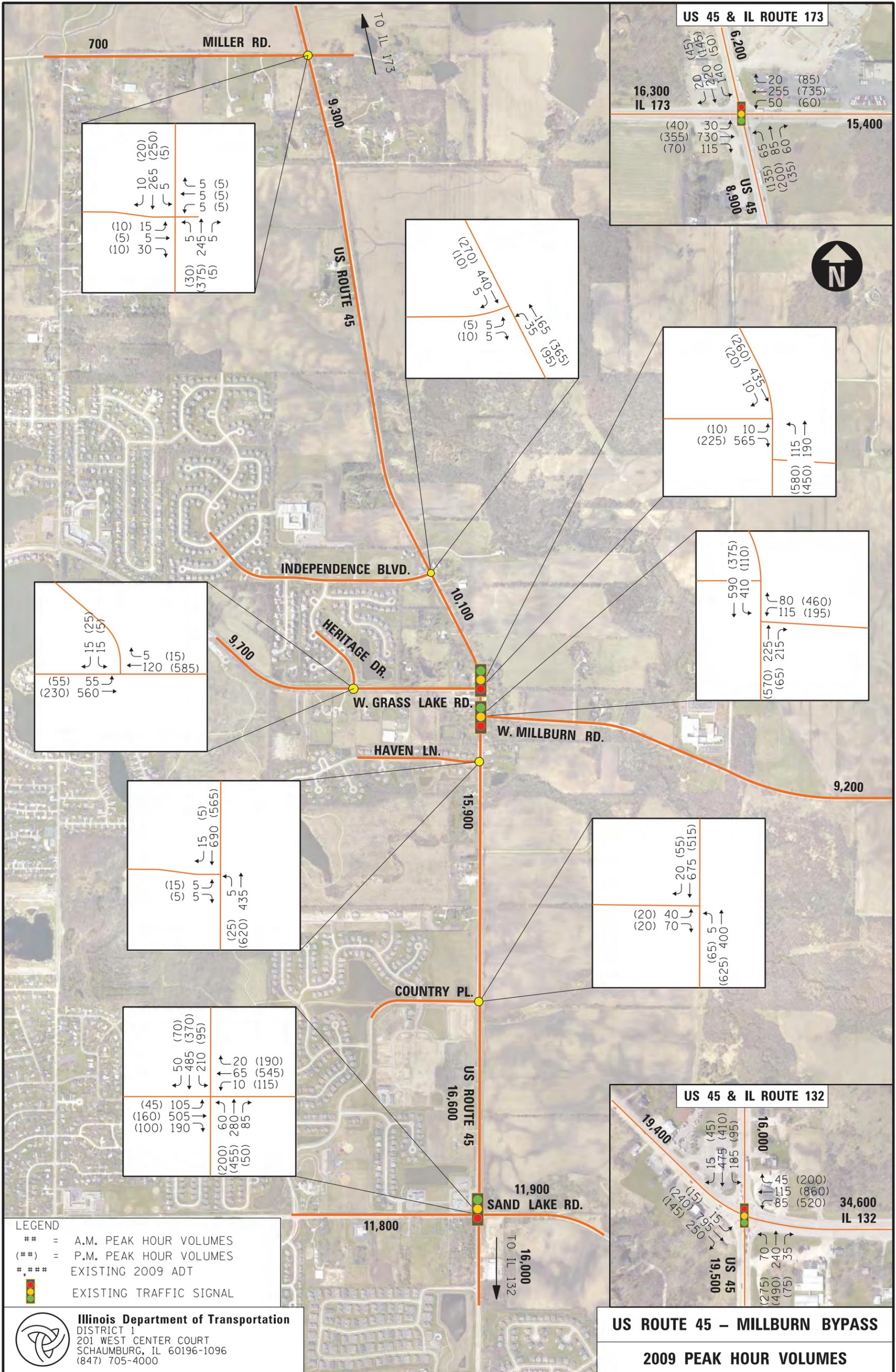
**U.S. Route 45 – IL 132 to IL 173
and Millburn Bypass
Public Hearing**

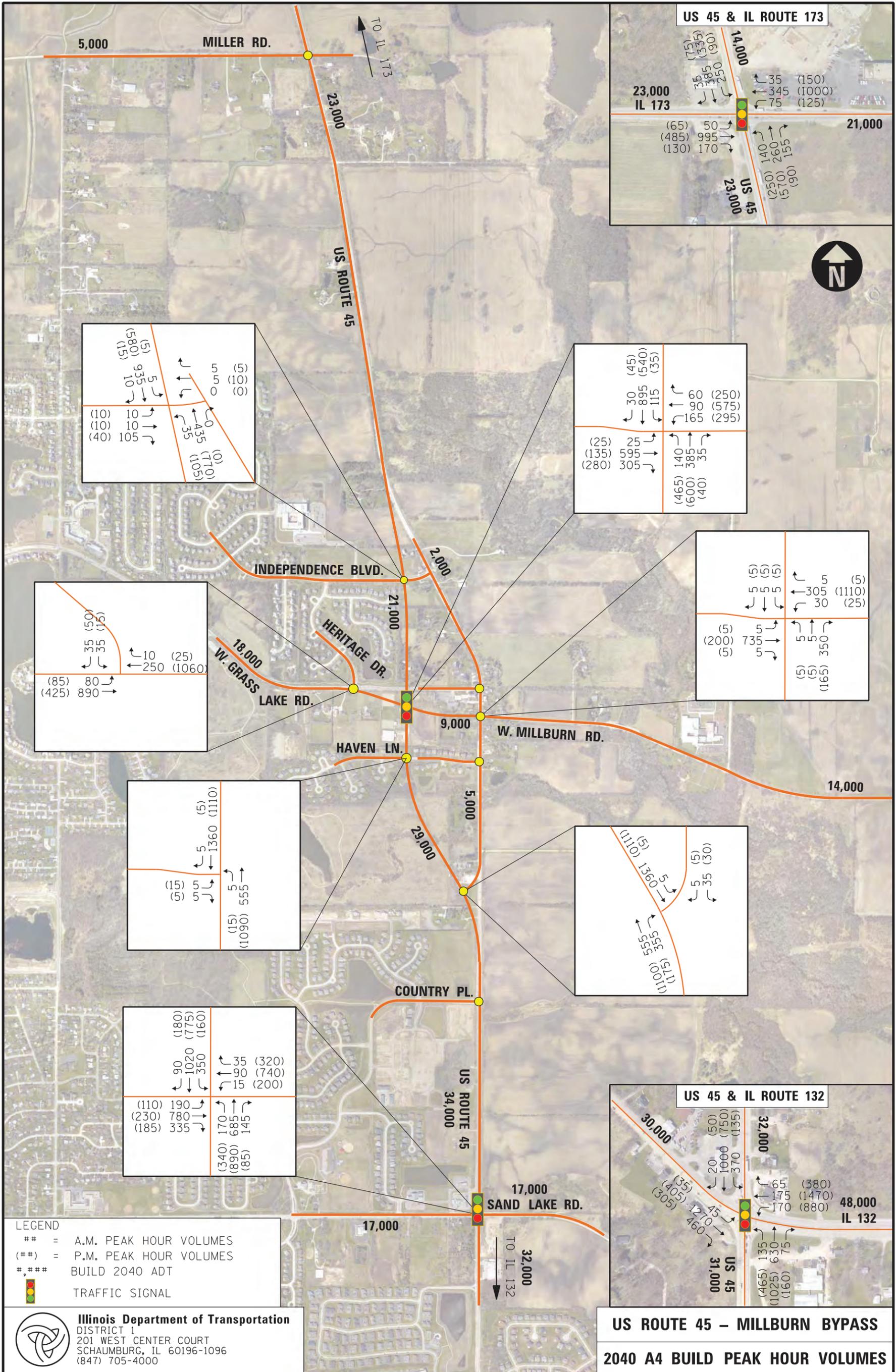
Stations 2-7
Exhibit Room

Phase I Engineering and Environmental Studies Project Development and Environmental Flowchart US Route 45; IL Route 132 to IL Route 173 and Millburn Bypass



* NEPA = National Environmental Policy Act OF 1969; 42 U.S.C. 4321-43





MATCH LINE SEE EXHIBIT 2B

HERITAGE DR @ GRASS LAKE RD

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
REAR END	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100%				
TOTAL CRASHES	0	3	0	1	100%																						

TOTAL CRASHES RESULTING IN INJURIES: 0
TOTAL CRASHES RESULTING IN FATALITIES: 0

GRASS LAKE RD (HERITAGE TO STUDY LIMITS)

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
ANIMAL	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	42%				
FIXED OBJECT	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	43%				
TURNING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14%				
TOTAL CRASHES	1	2	2	1	0	4	100%																				

TOTAL CRASHES RESULTING IN INJURIES: 3
TOTAL CRASHES RESULTING IN FATALITIES: 0

GRASS LAKE RD (US 45 TO HERITAGE DR)

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
ANGLE	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22.2%				
ANIMAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11.1%				
REAR END	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	66.7%				
TOTAL CRASHES	1	3	2	3	0	9	100.0%																				

TOTAL CRASHES RESULTING IN INJURIES: 3
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 (WEST MILLBURN RD TO WEST GRASS LAKE RD)
NO CRASHES REPORTED AT THIS LOCATION

US ROUTE 45 (HAVEN LN TO WEST MILLBURN RD)

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
TOTAL CRASHES	0	100%																									

TOTAL CRASHES RESULTING IN INJURIES: 0
TOTAL CRASHES RESULTING IN FATALITIES: 0

MILLBURN RD (US 45 TO CRAWFORD RD)

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
ANIMAL	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	50%				
REAR END	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	45%				
TOTAL CRASHES	5	2	0	7	100%																						

TOTAL CRASHES RESULTING IN INJURIES: 2
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 @ WEST GRASS LAKE RD

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
ANGLE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4%				
REAR END	4	8	2	4	2	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20	24%				
TURNING	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15%				
FIXED OBJECT	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4%				
OVERTURNED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%				
TOTAL CRASHES	7	8	4	5	3	6	4	27	100%																		

TOTAL CRASHES RESULTING IN INJURIES: 5
TOTAL CRASHES RESULTING IN FATALITIES: 0

WEST MILLBURN RD @ CRAWFORD RD

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
ANGLE	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11.1%				
FIXED OBJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%				
REAR END	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	62.5%				
TURNING	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11.1%				
TOTAL CRASHES	6	2	0	7	100.0%																						

TOTAL CRASHES RESULTING IN INJURIES: 2
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 @ WEST MILLBURN RD

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
HEAD ON	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.9%				
OTHER NON-COLL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.9%				
OVERTURNED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%				
PAKED VEHICLE	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.9%				
REAR END	2	5	9	1	4	2	1	4	2	1	4	2	1	4	2	1	4	2	1	4	2	21	61.8%				
SIDESWIPE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.9%				
SIDESWIPE OPP	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23.5%				
TOTAL CRASHES	6	10	12	4	34	100.0%																					

TOTAL CRASHES RESULTING IN INJURIES: 2
TOTAL CRASHES RESULTING IN FATALITIES: 0

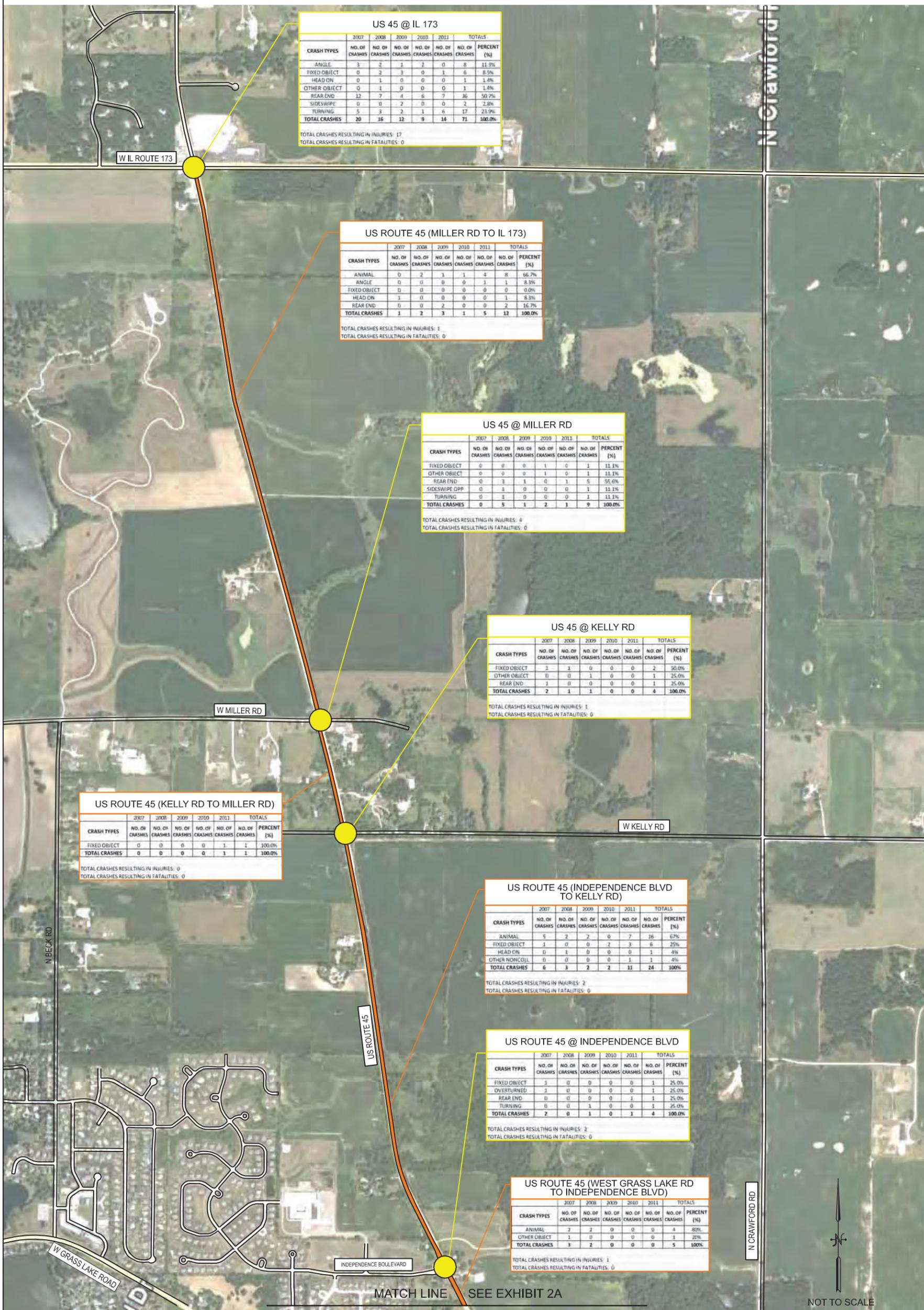
US ROUTE 45 @ HAVEN LANE

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
FIXED OBJECT	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18.2%				
REAR END	4	0	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	72.7%				
TURNING	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.1%				
TOTAL CRASHES	4	1	3	2	1	10	100.0%																				

TOTAL CRASHES RESULTING IN INJURIES: 2
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 @ COUNTRY PLACE

CRASH TYPES	2007					2008					2009					2010					2011					TOTALS	
	NO. OF CRASHES	PERCENT (%)																									
ANGLE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%				
FIXED OBJECT	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10%				
REAR END	0	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	50%				
SIDESWIPE	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10%				
TURNING	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20%				
TOTAL CRASHES	1	4	1																								



US 45 @ IL 173

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
ANGLE	3	2	1	2	0	8	11.3%
FIXED OBJECT	0	2	3	0	1	6	8.5%
HEAD ON	0	1	0	0	0	1	1.4%
OTHER OBJECT	0	1	0	0	0	1	1.4%
REAR END	12	7	4	6	7	36	50.7%
SIDSWIPE	0	0	2	0	0	2	2.8%
TURNING	5	3	2	1	6	17	23.9%
TOTAL CRASHES	20	16	12	9	14	71	100.0%

TOTAL CRASHES RESULTING IN INJURIES: 17
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 (MILLER RD TO IL 173)

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
ANIMAL	0	2	1	1	4	8	66.7%
ANGLE	0	0	0	0	1	1	8.3%
FIXED OBJECT	0	0	0	0	0	0	0.0%
HEAD ON	1	0	0	0	0	1	8.3%
REAR END	0	0	2	0	0	2	16.7%
TOTAL CRASHES	1	2	3	1	5	12	100.0%

TOTAL CRASHES RESULTING IN INJURIES: 1
TOTAL CRASHES RESULTING IN FATALITIES: 0

US 45 @ MILLER RD

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
FIXED OBJECT	0	0	0	1	0	1	11.1%
OTHER OBJECT	0	0	1	0	1	2	22.2%
REAR END	0	3	1	0	1	5	55.6%
SIDSWIPE OPP	0	1	0	0	0	1	11.1%
TURNING	0	1	0	0	1	2	22.2%
TOTAL CRASHES	0	5	2	1	3	9	100.0%

TOTAL CRASHES RESULTING IN INJURIES: 4
TOTAL CRASHES RESULTING IN FATALITIES: 0

US 45 @ KELLY RD

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
FIXED OBJECT	1	1	0	0	0	2	50.0%
OTHER OBJECT	0	0	1	0	0	1	25.0%
REAR END	1	0	0	0	0	1	25.0%
TOTAL CRASHES	2	1	1	0	0	4	100.0%

TOTAL CRASHES RESULTING IN INJURIES: 1
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 (KELLY RD TO MILLER RD)

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
FIXED OBJECT	0	0	0	0	1	1	100.0%
TOTAL CRASHES	0	0	0	0	1	1	100.0%

TOTAL CRASHES RESULTING IN INJURIES: 0
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 (INDEPENDENCE BLVD TO KELLY RD)

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
ANIMAL	5	2	2	0	3	16	67%
FIXED OBJECT	1	0	0	2	3	6	25%
HEAD ON	0	1	0	0	0	1	4%
OTHER NONCOLL	0	0	0	0	1	1	4%
TOTAL CRASHES	6	3	2	2	7	24	100%

TOTAL CRASHES RESULTING IN INJURIES: 2
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 @ INDEPENDENCE BLVD

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
FIXED OBJECT	1	0	0	0	0	1	25.0%
OVERTURNED	1	0	0	0	0	1	25.0%
REAR END	0	0	0	0	1	1	25.0%
TURNING	0	0	1	0	0	1	25.0%
TOTAL CRASHES	2	0	1	0	1	4	100.0%

TOTAL CRASHES RESULTING IN INJURIES: 2
TOTAL CRASHES RESULTING IN FATALITIES: 0

US ROUTE 45 (WEST GRASS LAKE RD TO INDEPENDENCE BLVD)

CRASH TYPES	2007	2008	2009	2010	2011	TOTALS	
	NO. OF CRASHES	PERCENT (%)					
ANIMAL	2	2	0	0	0	4	80%
OTHER OBJECT	1	0	0	0	0	1	20%
TOTAL CRASHES	3	2	0	0	0	5	100%

TOTAL CRASHES RESULTING IN INJURIES: 1
TOTAL CRASHES RESULTING IN FATALITIES: 0

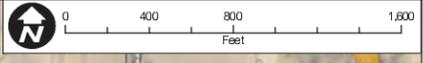
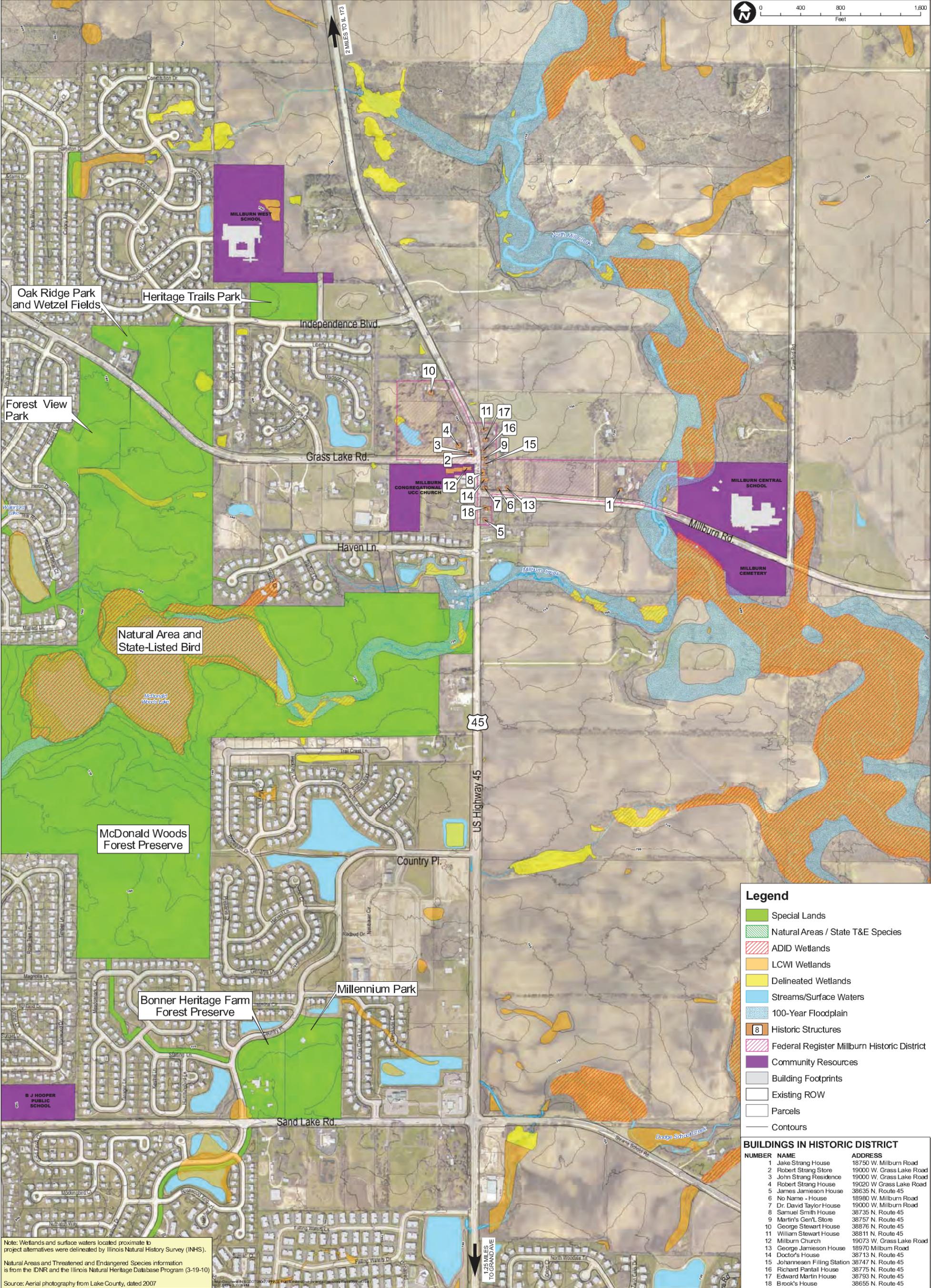


Illinois Department of Transportation
DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096
(847) 705-4000

**US ROUTE 45
MILLBURN BYPASS**

**EXHIBIT 2B
2007 - 2011 CRASH DATA
ROADWAY SEGMENTS & INTERSECTIONS**





- Legend**
- Special Lands
 - Natural Areas / State T&E Species
 - ADID Wetlands
 - LCWI Wetlands
 - Delineated Wetlands
 - Streams/Surface Waters
 - 100-Year Floodplain
 - Historic Structures
 - Federal Register Millburn Historic District
 - Community Resources
 - Building Footprints
 - Existing ROW
 - Parcels
 - Contours

BUILDINGS IN HISTORIC DISTRICT

NUMBER	NAME	ADDRESS
1	Jake Strang House	18750 W. Millburn Road
2	Robert Strang Store	19000 W. Grass Lake Road
3	John Strang Residence	19000 W. Grass Lake Road
4	Robert Strang House	19020 W. Grass Lake Road
5	James Jamieson House	38635 N. Route 45
6	No Name - House	18980 W. Millburn Road
7	Dr. David Taylor House	19000 W. Millburn Road
8	Samuel Smith House	38735 N. Route 45
9	Martin's Gen'L Store	38757 N. Route 45
10	George Stewart House	38876 N. Route 45
11	William Stewart House	38811 N. Route 45
12	Millburn Church	19073 W. Grass Lake Road
13	George Jamieson House	18970 Millburn Road
14	Doctor's House	38713 N. Route 45
15	Johannessen Filling Station	38747 N. Route 45
16	Richard Pantall House	38775 N. Route 45
17	Edward Martin House	38793 N. Route 45
18	Brook's House	38655 N. Route 45

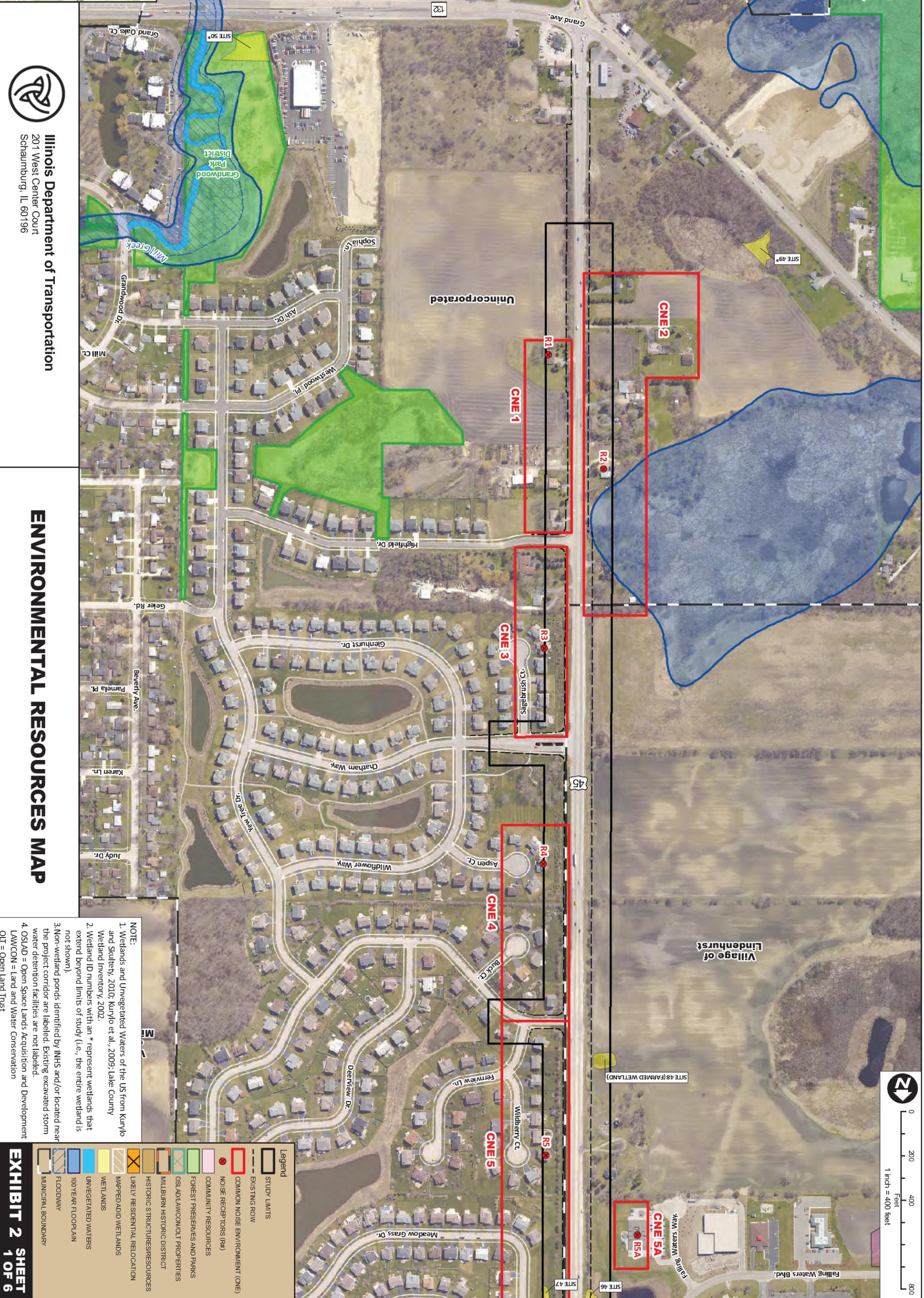
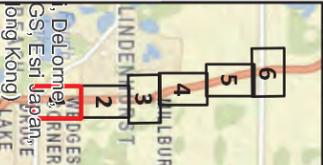
Note: Wetlands and surface waters located proximate to project alternatives were delineated by Illinois Natural History Survey (INHS).
 Natural Areas and Threatened and Endangered Species information is from the IDNR and the Illinois Natural Heritage Database Program (3-19-10)
 Source: Aerial photography from Lake County, dated 2007



Illinois Department Of Transportation
 2300 S. Dirksen Parkway
 Springfield, IL 62764

US ROUTE 45 - MILLBURN BYPASS

**ENVIRONMENTAL RESOURCES EXHIBIT
 BY-PASS STUDY AREA**



NOTE:

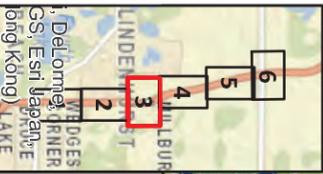
1. Wetlands and Unvegetated Waters of the US from Kurjko and Skulsky, 2010; Kurjko et al., 2009; Lake County Wetland Inventory, 2002.
2. Wetland ID numbers with an * represent wetlands that extend beyond limits of study (i.e., the entire wetland is not shown).
3. Non-wetland ponds identified by INHS and/or located near the project corridor are labeled. Existing excavated storm water detention facilities are not labeled.
4. OS/LAD = Open Space Lands Acquisition and Development
LAWCON = Land and Water Conservation
OIT = Open Land Trust

Legend	
	STUDY LIMITS
	EXISTING ROW
	COMMON NOISE ENVIRONMENT (CNE)
	NOISE RECEPTORS (R#)
	COMMUNITY RESOURCES
	FOREST PRESERVES AND PARKS
	OS/LAD/LAWCON/OIT PROPERTIES
	MILBURN HISTORIC DISTRICT
	HISTORIC STRUCTURES/RESOURCES
	LIKELY RESIDENTIAL RELOCATION
	MAPPED AVOID WETLANDS
	WETLANDS
	UNVEGETATED WATERS
	100-YEAR FLOODPLAIN
	FLOODWAY
	MUNICIPAL BOUNDARY

EXHIBIT 2 SHEET 1 OF 6



Illinois Department of Transportation
 201 West Center Court
 Schaumburg, IL 60196



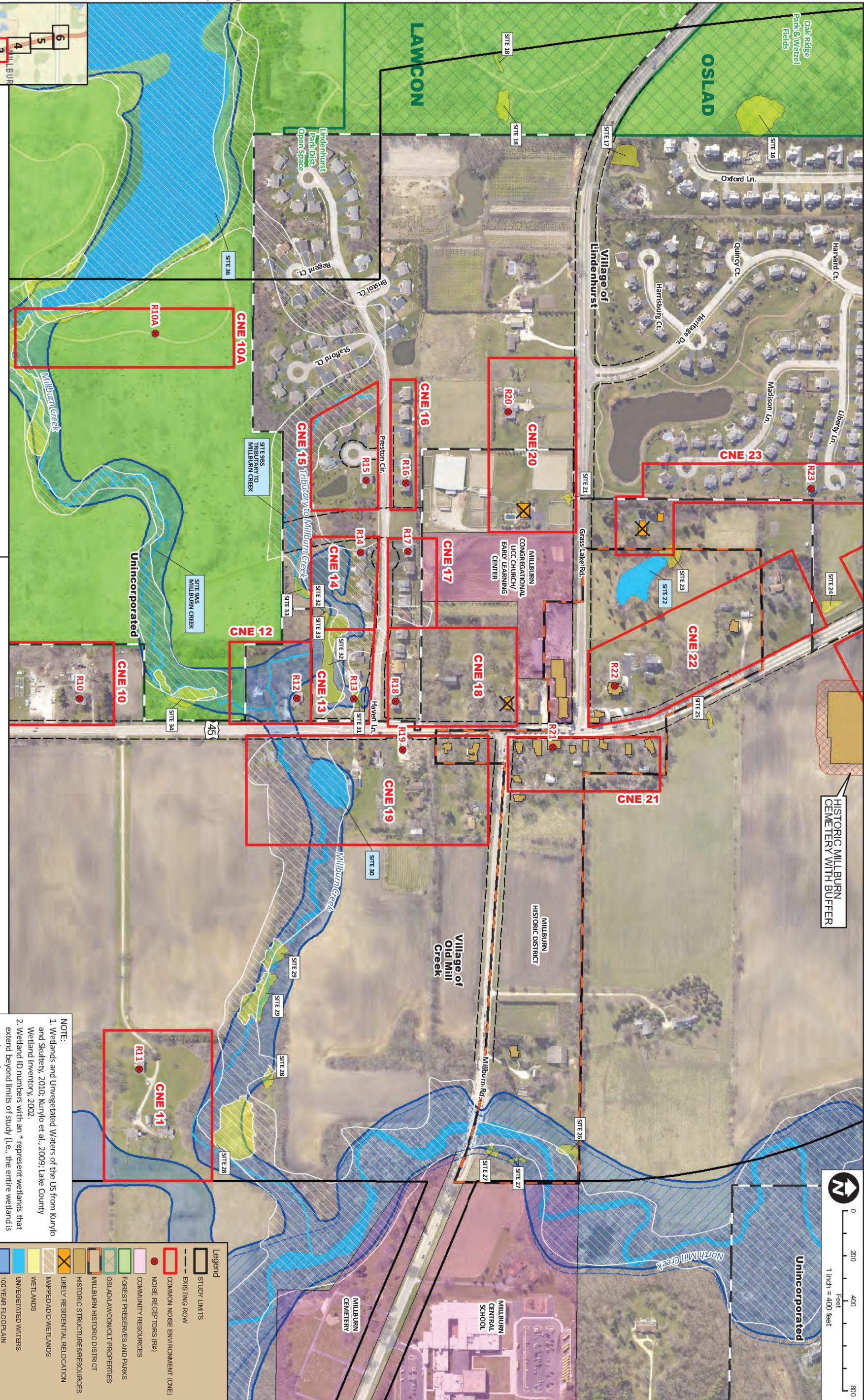
Illinois Department of Transportation
 201 West Center Court
 Schaumburg, IL 60196

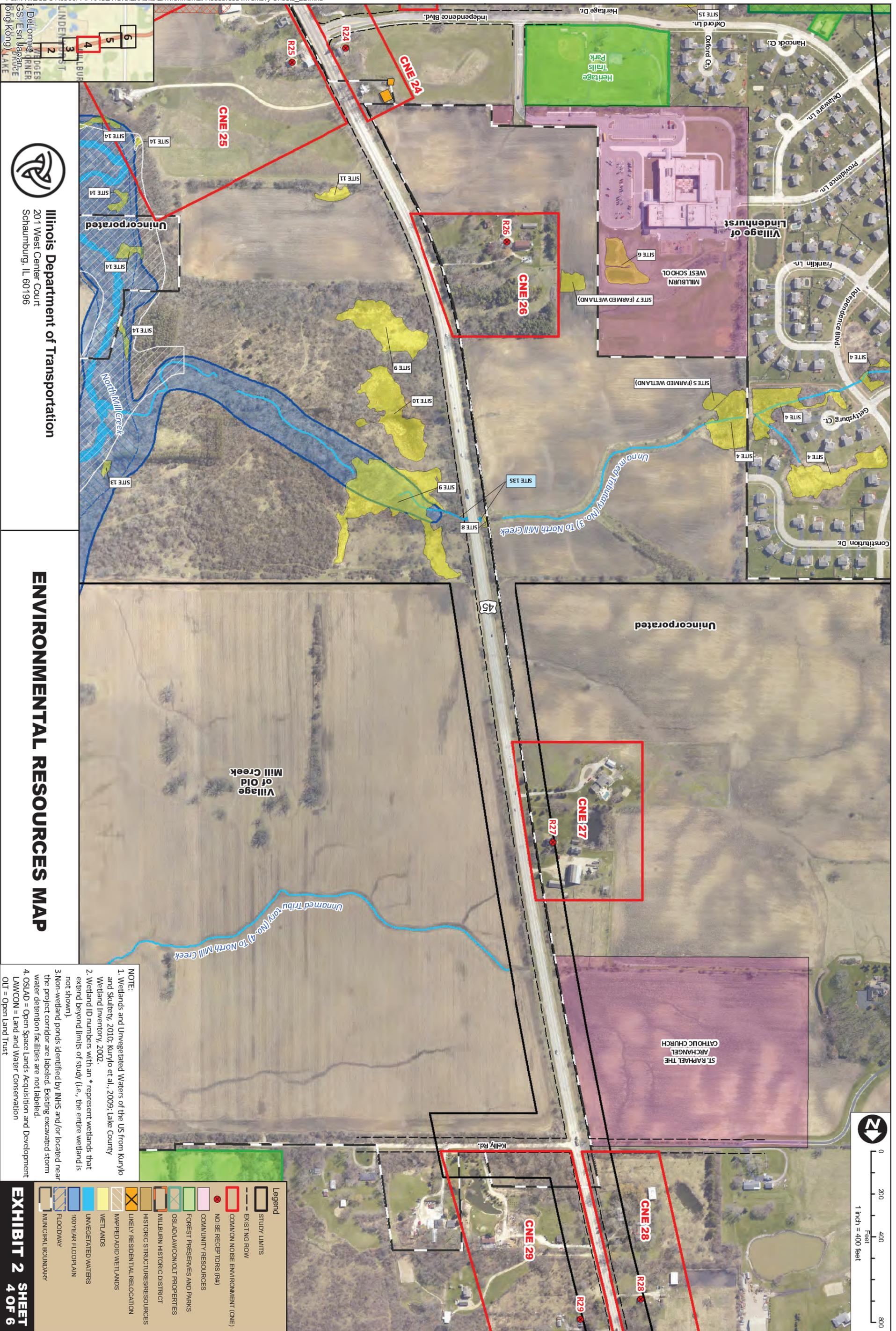
ENVIRONMENTAL RESOURCES MAP

NOTE:

1. Wetlands and Unvegetated Waters of the US from Kurjlo and Skultety, 2010; Kurjlo et al., 2009; Lake County Wetland Inventory, 2002.
2. Wetland ID numbers with an * represent wetlands that extend beyond limits of study (i.e., the entire wetland is not shown).
3. Non-wetland ponds identified by INHS and/or located near the project corridor are labeled. Existing excavated storm water detention facilities are not labeled.
4. OS/LAD = Open Space Lands Acquisition and Development
 LAWCON = Land and Water Conservation
 OIT = Open Land Trust

Legend	
	STUDY LIMITS
	EXISTING ROW
	COMMON NOISE ENVIRONMENT (CNE)
	NOISE RECEPTORS (R#)
	COMMUNITY RESOURCES
	FOREST PRESERVES AND PARKS
	OS/LAD/LAWCON/OIT PROPERTIES
	MILLBURN HISTORIC DISTRICT
	HISTORIC STRUCTURES/RESOURCES
	LIKELY RESIDENTIAL RELOCATION
	MAPPED AVOID WETLANDS
	WETLANDS
	UNVEGETATED WATERS
	100-YEAR FLOODPLAIN
	FLOODWAY
	MUNICIPAL BOUNDARY



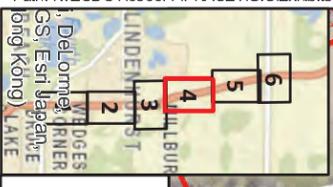


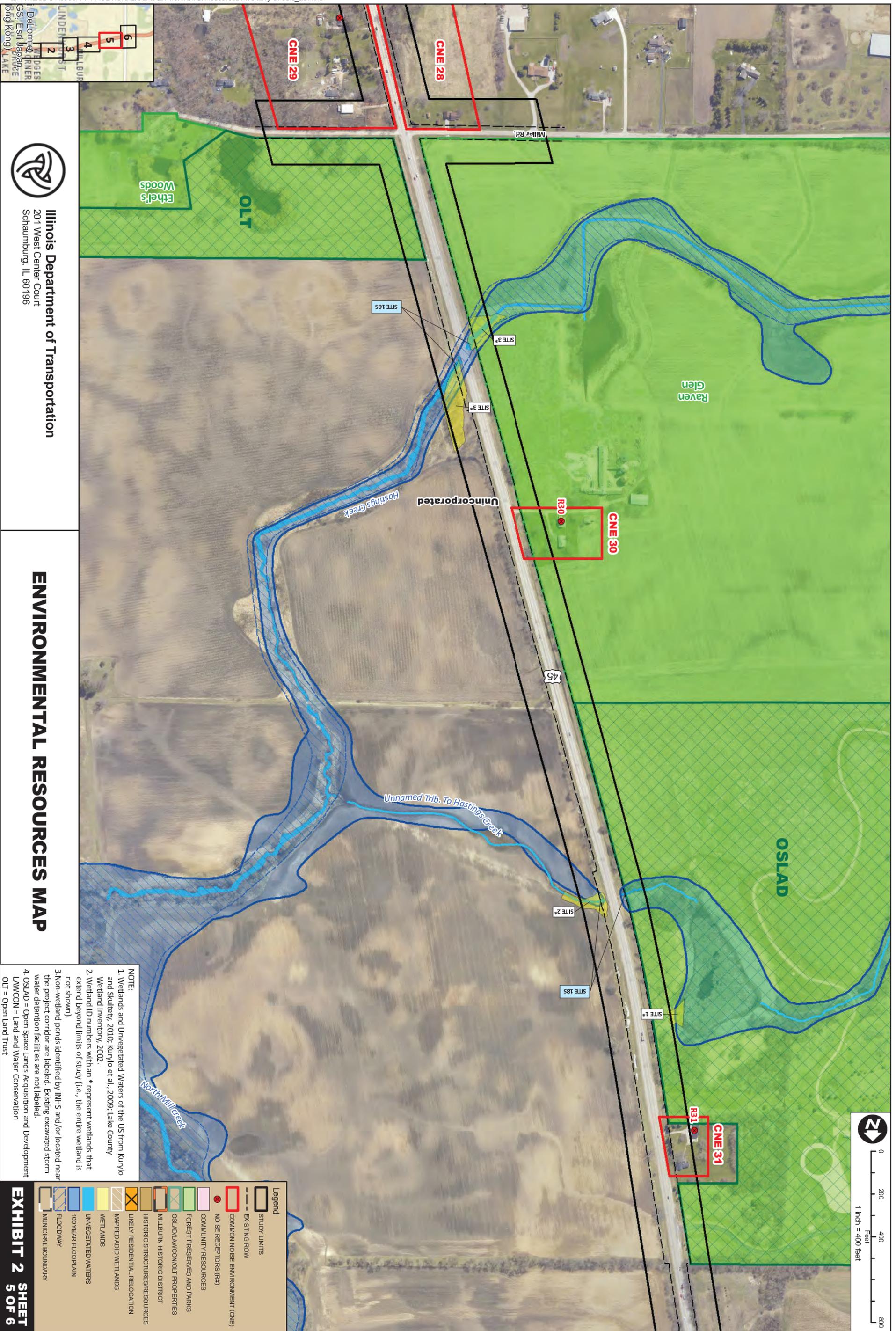
NOTE:

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3. Non-wetland ponds identified by INHS and/or located near the project corridor are labeled. Existing excavated storm water detention facilities are not labeled.
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Legend	
	STUDY LIMITS
	EXISTING ROW
	COMMON NOISE ENVIRONMENT (CNE)
	NOISE RECEPTORS (R#)
	COMMUNITY RESOURCES
	FOREST PRESERVES AND PARKS
	OS/LAD/LAWCON/OLT PROPERTIES
	MILLBURN HISTORIC DISTRICT
	HISTORIC STRUCTURES/RESOURCES
	LIKELY RESIDENTIAL RELOCATION
	MAPPED AVOID WETLANDS
	WETLANDS
	UNVEGETATED WATERS
	100-YEAR FLOODPLAIN
	FLOODWAY
	MUNICIPAL BOUNDARY

Illinois Department of Transportation
 201 West Center Court
 Schaumburg, IL 60196





NOTE:

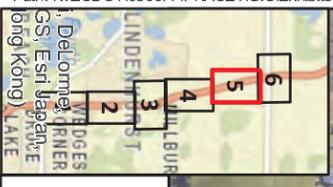
1. Wetlands and Unvegetated Waters of the US from Kurylo and Skulsky, 2010; Kurylo et al., 2009; Lake County Wetland Inventory, 2002.
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Legend	
	STUDY LIMITS
	EXISTING ROW
	COMMON NOISE ENVIRONMENT (CNE)
	NOISE RECEPTORS (R#)
	COMMUNITY RESOURCES
	FOREST PRESERVES AND PARKS
	OSRAD/LAWCON/OIT PROPERTIES
	MILLBURN HISTORIC DISTRICT
	HISTORIC STRUCTURES/RESOURCES
	LIKELY RESIDENTIAL RELOCATION
	MAPPED AOID WETLANDS
	WETLANDS
	UNVEGETATED WATERS
	100-YEAR FLOODPLAIN
	FLOODWAY
	MUNICIPAL BOUNDARY

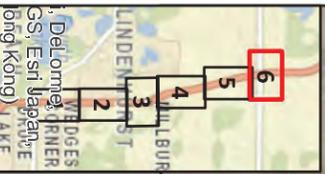


Illinois Department of Transportation
 201 West Center Court
 Schaumburg, IL 60196

ENVIRONMENTAL RESOURCES MAP



Prairie Stream



Illinois Department of Transportation
 201 West Center Court
 Schaumburg, IL 60196

ENVIRONMENTAL RESOURCES MAP



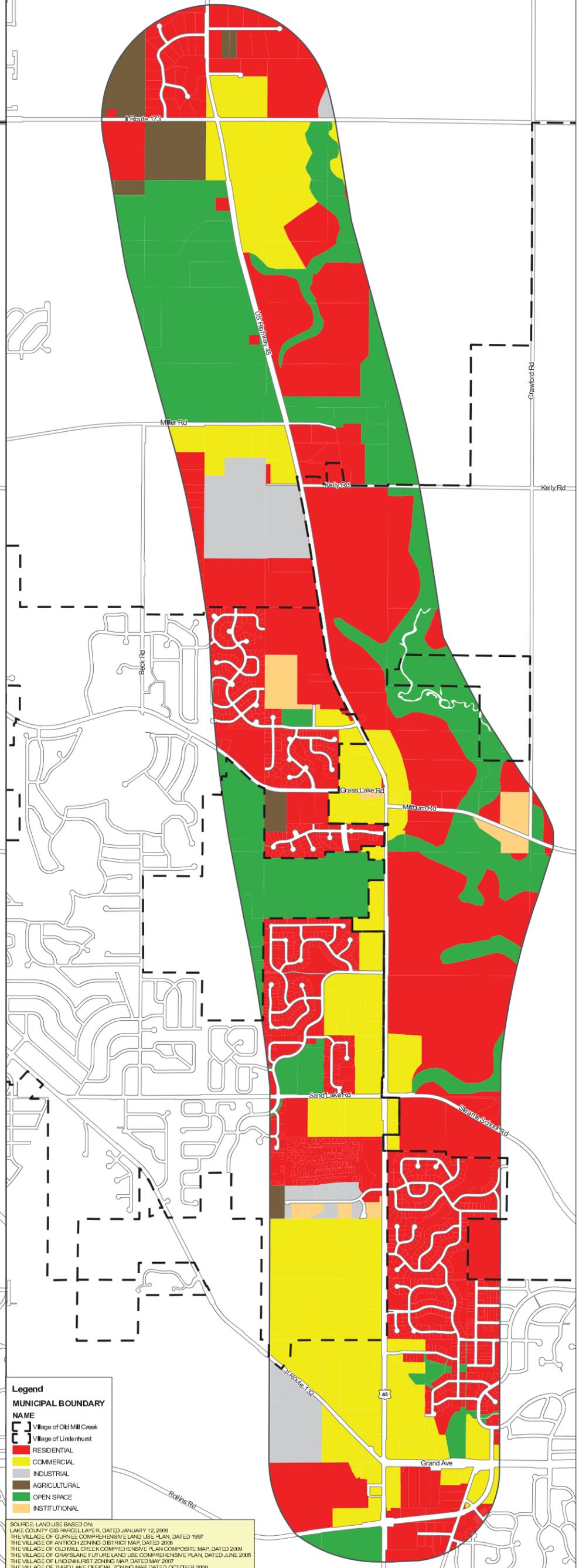
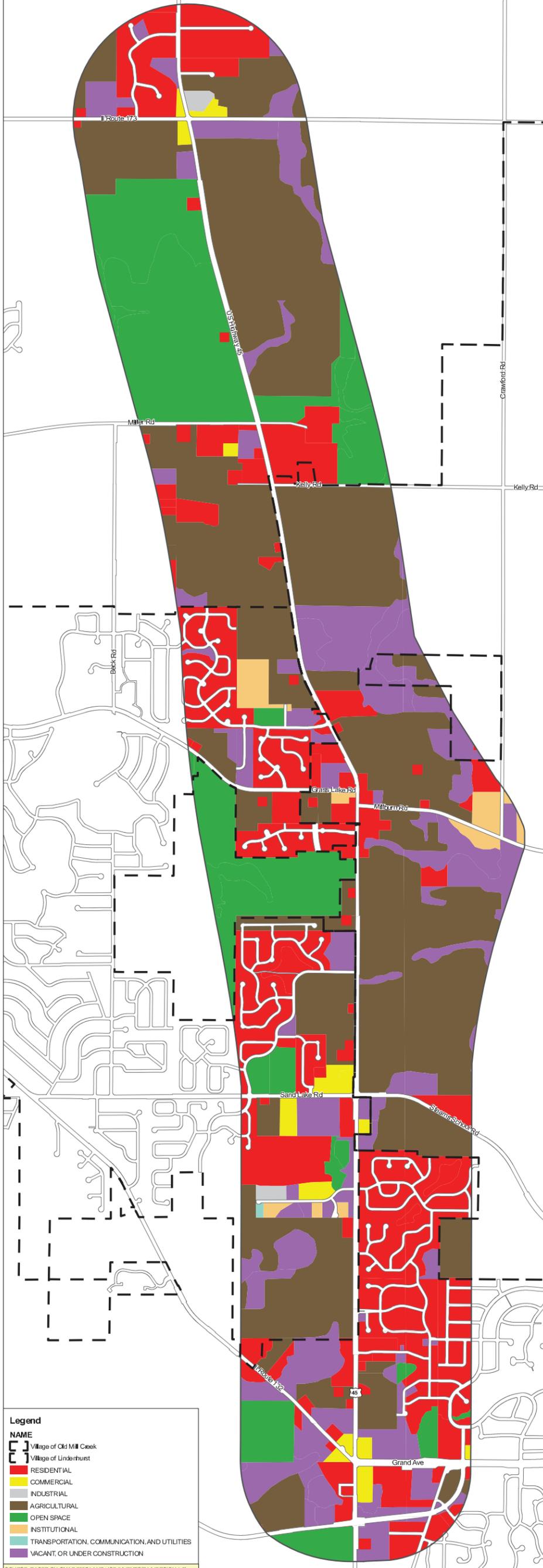
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Legend	
	STUDY LIMITS
	EXISTING ROW
	COMMON NOISE ENVIRONMENT (CNE)
	NOISE RECEPTORS (R#)
	COMMUNITY RESOURCES
	FOREST PRESERVES AND PARKS
	OS/LAD/LAWCON/OLT PROPERTIES
	MILLBURN HISTORIC DISTRICT
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	LIKELY RESIDENTIAL RELOCATION
	MAPPED AVOID WETLANDS
	WETLANDS
	UNVEGETATED WATERS
	100-YEAR FLOODPLAIN
	FLOODWAY
	MUNICIPAL BOUNDARY

EXISTING LAND USE (FROM CMAP & OBSERVATION)



FUTURE LAND USE (FROM COMMUNITY & COUNTY LAND USE PLANS)



- Legend**
- NAME**
- Village of Old Mill Creek
 - Village of Lindenhurst
 - RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - AGRICULTURAL
 - OPEN SPACE
 - INSTITUTIONAL
 - TRANSPORTATION, COMMUNICATION, AND UTILITIES
 - VACANT, OR UNDER CONSTRUCTION

- Legend**
- MUNICIPAL BOUNDARY**
- NAME**
- Village of Old Mill Creek
 - Village of Lindenhurst
 - RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - AGRICULTURAL
 - OPEN SPACE
 - INSTITUTIONAL

SOURCE: LAND USE BASED ON:
LAKE COUNTY GIS PARCEL LAYER, DATED JANUARY 12, 2009
THE VILLAGE OF GURNEE COMPREHENSIVE LAND USE PLAN, DATED 1997
THE VILLAGE OF ANTIPOCH ZONING DISTRICT MAP, DATED 2008
THE VILLAGE OF OLD MILL CREEK COMPREHENSIVE PLAN COMPOSITE MAP, DATED 2009
THE VILLAGE OF GRAYS LAKE FUTURE LAND USE COMPREHENSIVE PLAN, DATED JUNE 2005
THE VILLAGE OF LINDENHURST ZONING MAP, DATED MAY 2007
THE VILLAGE OF THIRD LAKE OFFICIAL ZONING MAP, DATED OCTOBER 2008

Path: N:\LCDOT\080677PHASE1\GIS\Exhibits\Land Use Existing-Proposed.mxd
Date: 3/15/2013

Community Advisory Group Meeting

#1

(June 16, 2009)

- Project overview and review NEPA project development procedures
- Review Public Involvement Plan and the Community Advisory Group (CAG) role and objectives
- Review March 3, 2009 Public Meeting results on project issues and concerns survey
- Develop CAG Project Problem statement as input to Project Purpose and Need Statement



Community Advisory Group Meeting

#2

(November 3, 2009)

- Review the project Purpose and Need Statement
- Discuss Bypass Alternatives Analysis Process and Methodology
- **Workshop:** CAG Input on screening full range of 18 initial Bypass alternatives to 9 reasonable alternatives for concept development and evaluation

Community Advisory Group Meeting

#3

(April 27, 2010)

- Review the development process and results for the 9 concept bypass alternatives
- Review the evaluation results for the 9 bypass alternatives with respect to transportation performance, environmental impacts, and cost
- **Workshop:** CAG input on further screening of the 9 Bypass alternatives to the finalist alternatives based on development and evaluation results



Community Advisory Group Meeting

#4

(August 19, 2010)

- Presentation of the 3 Finalist Bypass Alternatives determined by the Project Study Group based on results from the 3rd CAG meeting and coordination/concurrence from FHWA and other jurisdictional Resource Agencies (IHPA, ACOE, USEPA, ILEPA, IDNR, USFWS, etc)
- Preview of Public Meeting #2
- Discussion of remaining project development procedures after Public Meeting #2

Community Advisory Group Meeting

#5

(July 26, 2011)

- Presentation of the Selected West Bypass Alternative (A4) by the Project Study Group
- Review factors considered in the selection
- Review the remaining analysis of the Selected West Bypass Alternative
- **Workshop:** CAG input on design elements of the Selected West Bypass Alternative



Millburn Bypass

Community Advisory Group

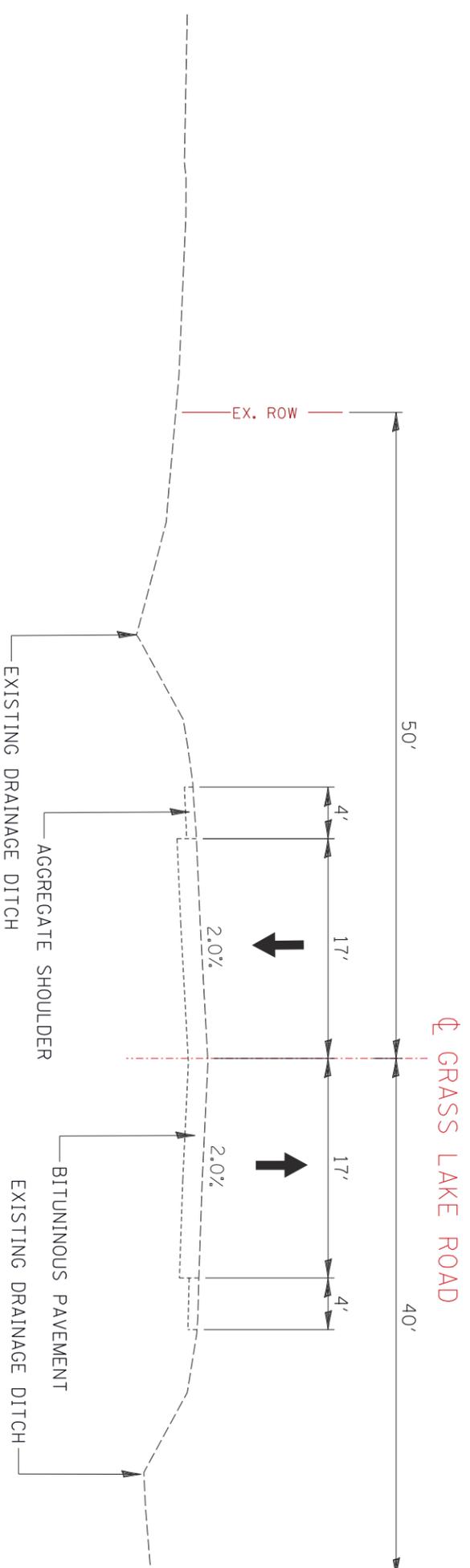
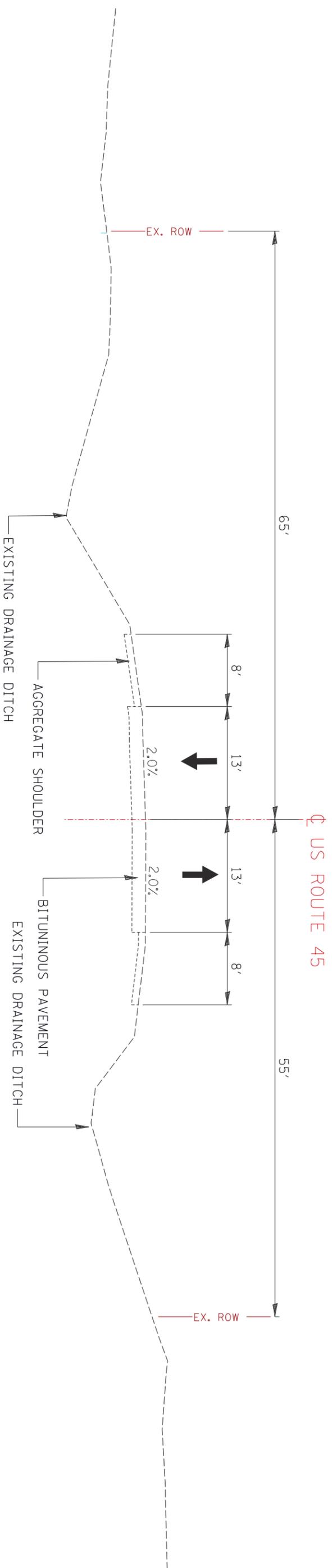
CAG Representation:

- Cross Creek Homeowners Association
- Forest Trail subdivision
- Heritage Trails Homeowners Association
- Historic Millburn Community Association
- Lake County Forest Preserves
- Lake County Planning, Building and Development
- Lake County Stormwater Management Commission
- Lake Villa Township
- Lindenhurst Park District
- Area Residents
- Lindenhurst Police Department
- Lindenhurst, Village of
- Lindenhurst/Lake Villa Chamber of Commerce
- Millburn C.C. School District
- Millburn Tree Farm
- Old Mill Creek, Village of
- Old Mill Creek Historic Preservation Commission
- Providence Ridge subdivision
- Providence Woods Homeowners Association
- Tempel Farms

CAG Responsibilities:

- Provide input to the Project Study Group (LCDOT, IDOT, Consultants) at key project development milestone points with respect to the Millburn Bypass, including the following:
 - ✓ Identifying a Project Problem Statement
 - ✓ Identifying the transportation purpose and need for this project
 - ✓ Identifying a full range of bypass alternatives to be considered
 - ✓ Screening of bypass alternatives based on alternatives development and evaluation with respect to transportation performance, social/economic/environmental impacts and concerns, and cost.

Millburn Bypass - Community Advisory Group



GRASS LAKE ROAD

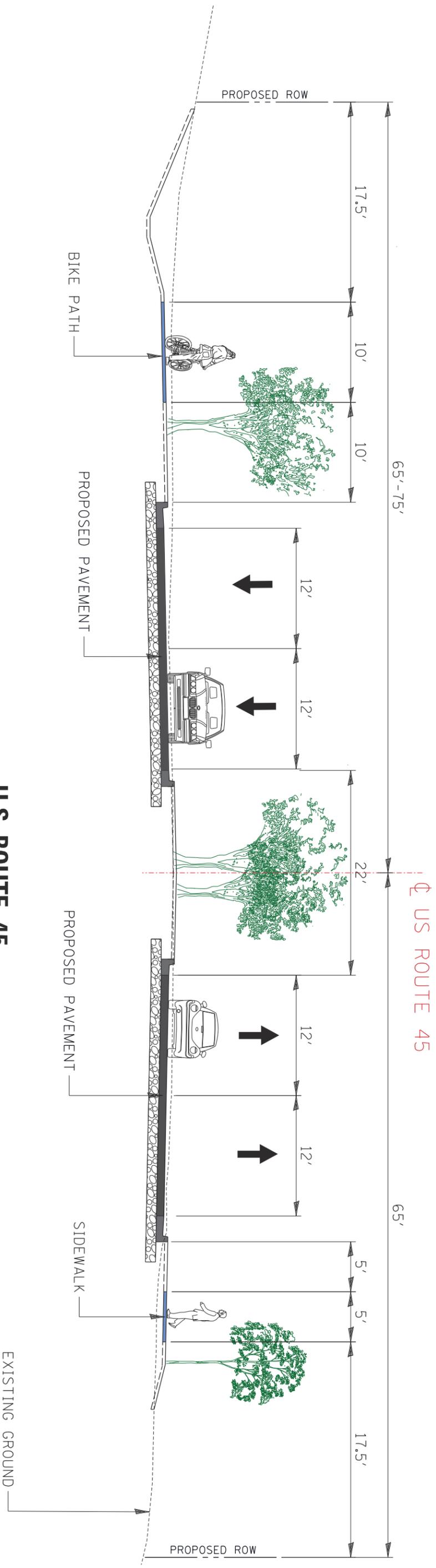
US ROUTE 45



Illinois Department of Transportation
 DISTRICT 1
 201 WEST CENTER COURT
 SCHAMBURG, IL 60196-1096
 (847) 705-4000

U.S. ROUTE 45 - IL ROUTE 132 TO IL ROUTE 173
 & GRASS LAKE ROAD

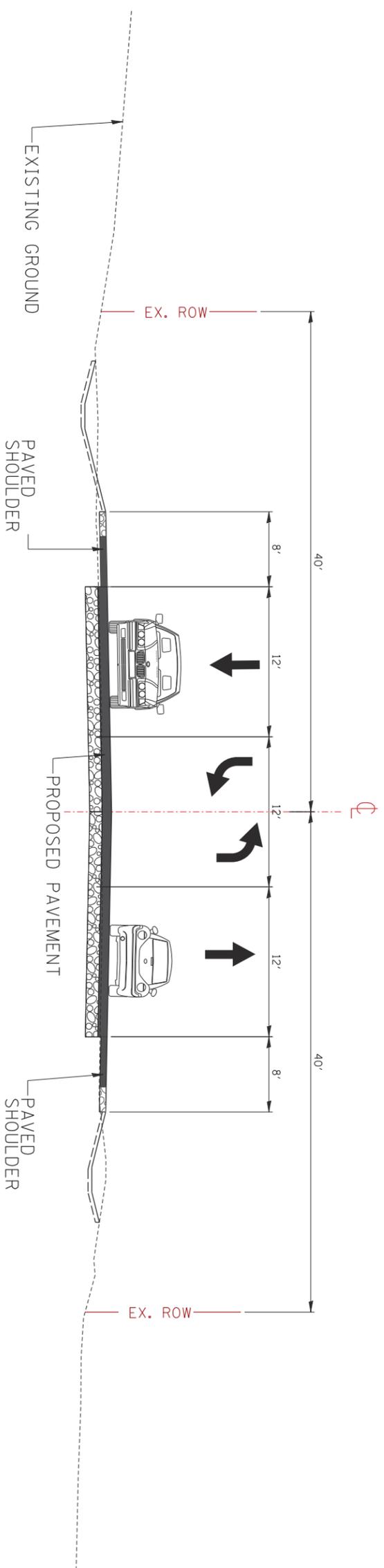
EXISTING TYPICAL CROSS SECTIONS



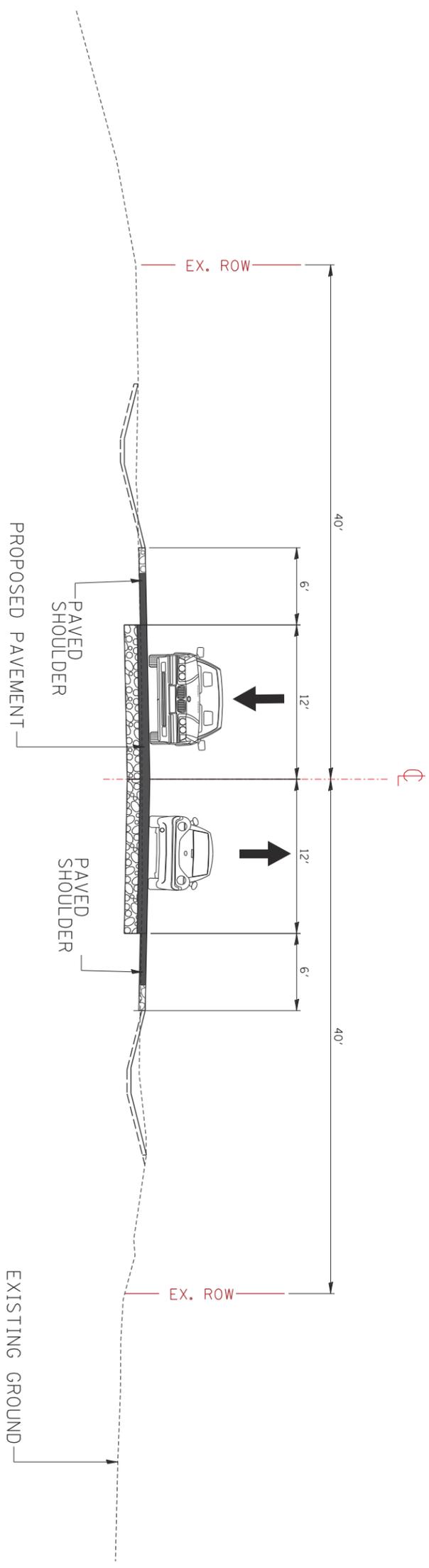
U.S. ROUTE 45
(LOOKING NORTH)

Illinois Department of Transportation
 DISTRICT 1
 201 WEST CENTER COURT
 SCHAMBURG, IL 60196-1096
 (847) 705-4000

U.S. ROUTE 45 – IL ROUTE 132 TO IL ROUTE 173
PROPOSED TYPICAL CROSS SECTION



GRASS LAKE ROAD



MILLBURN ROAD



Illinois Department of Transportation
 DISTRICT 1
 201 WEST CENTER COURT
 SCHAMBURG, IL 60196-1096
 (847) 705-4000

GRASS LAKE ROAD & MILLBURN ROAD

PROPOSED TYPICAL CROSS SECTIONS

PROPOSED MILLBURN BYPASS



LEGEND

- FLOODPLAIN
- PARKS/FORST PRESERVE PROPERTIES (SECTION 4f)
- WETLAND (A/D/D)
- WETLAND (NON-A/D/D)
- HISTORIC BUILDING
- HISTORIC DISTRICT
- MUNICIPAL BOUNDARY
- PROPERTY LINE
- EXISTING ROW
- PROPOSED ROW
- COMMUNITY RESOURCE (SCHOOLS, CHURCHES, CEMETERIES, ETC.)
- COMMERCIAL PROPERTY
- INHS DELINEATED WATERS
- DETENTION AREAS
- LIKELY RESIDENTIAL OR BUSINESS BUILDING DISPLACEMENT
- LIKELY NON-RESIDENTIAL OR NON-BUSINESS BUILDING DISPLACEMENT
- PAVEMENT REMOVAL
- STOP STOP CONTROLLED INTERSECTION
- SIGNALIZED INTERSECTION
- 2040 BUILD TRAFFIC PROJECTIONS (XXX,XXX)

U.S. ROUTE 45

COUNTRY PL

COUNTRY PLACE SUBDIVISION

MCDONALD WOODS LAKE COUNTY FOREST PRESERVE

DIRECT ROW ACQUISITION FROM LCFPD (3.13 AC)

EXISTING U.S. ROUTE 45

HAVEN LN

GRASS LAKE RD

INDEPENDENCE BLVD

U.S. ROUTE 45

HERITAGE TRAILS PARK

HERITAGE TRAILS SUBDIVISION



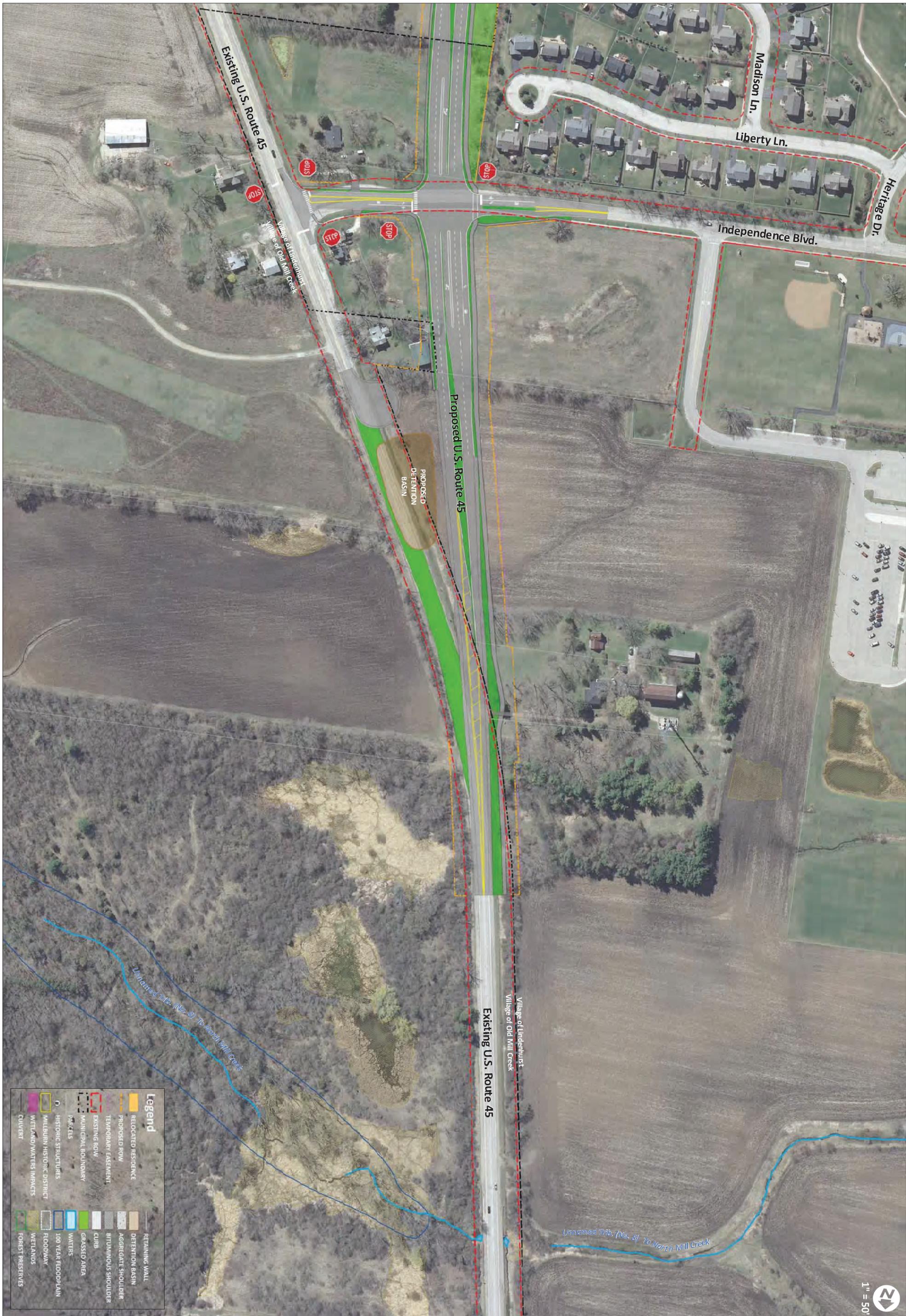
PROPOSED IMPROVEMENT MILLBURN BYPASS (U.S. ROUTE 45)



Legend

	RELOCATED RESIDENCE		DEFLECTION BASIN
	PROPOSED ROW		AGGREGATE SHOULDER
	TEMPORARY EASEMENT		BITUMINOUS SHOULDER
	EXISTING ROW		CURB
	MUNICIPAL BOUNDARY		GRASSED AREA
	PARCELS		WATERS
	HISTORIC STRUCTURES		100 YEAR FLOODPLAIN
	MILLBURN HISTORIC DISTRICT		FLOODWAY
	WETLAND/WATERS IMPACTS		WETLANDS
	CULVERT		FOREST PRESERVES

1" = 50'
N

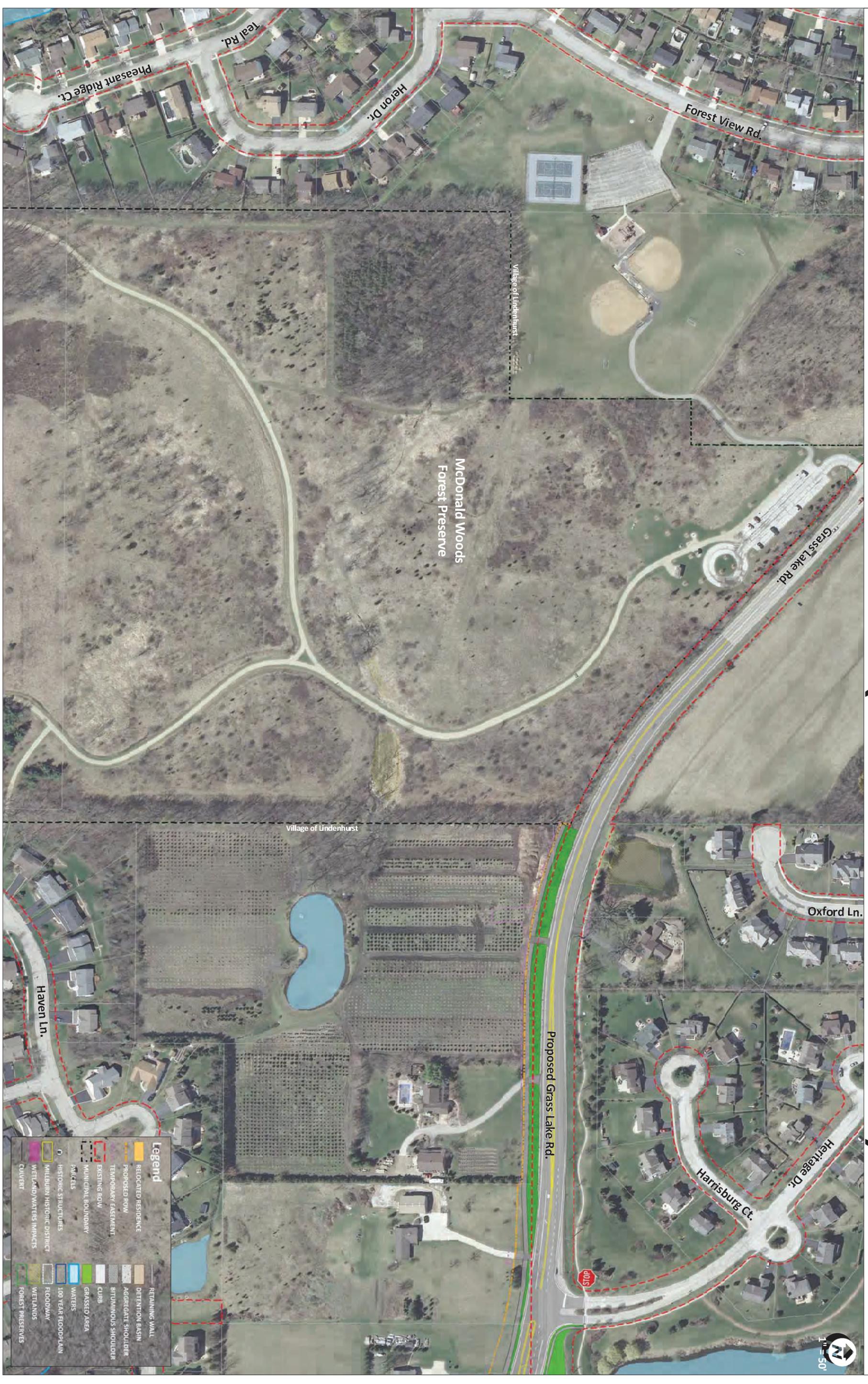


Legend

	RELOCATED RESIDENCE		DEFLECTION BASIN
	PROPOSED ROW		AGGREGATE SHOULDER
	TEMPORARY EASEMENT		BITUMINOUS SHOULDER
	EXISTING ROW		CURB
	MUNICIPAL BOUNDARY		GRASSED AREA
	PARCELS		WATERS
	HISTORIC STRUCTURES		100 YEAR FLOODPLAIN
	MILBURN HISTORIC DISTRICT		FLOODWAY
	WETLAND/WATERS IMPACTS		WETLANDS
	CULVERT		FOREST PRESERVES

1" = 50'

PROPOSED IMPROVEMENT MILLBURN BYPASS (GRASS LAKE ROAD)



Legend

	RELOCATED RESIDENCE		DEFENTION BASIN
	PROPOSED ROW		AGGREGATE SHOULDER
	TEMPORARY EASEMENT		BITUMINOUS SHOULDER
	EXISTING ROW		CURB
	MUNICIPAL BOUNDARY		GRASSED AREA
	PARCELS		WATERS
	HISTORIC STRUCTURES		100 YEAR FLOODPLAIN
	MILLBURN HISTORIC DISTRICT		FLOODWAY
	WETLAND/WATERS IMPACTS		WETLANDS
	CUVERT		FOREST PRESERVES



Legend

	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DEFENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	MILLBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CUIVERT		WETLANDS
			FOREST PRESERVES



Legend

	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DETENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	WILDBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CULVERT		WETLANDS
			FOREST PRESERVES



1" = 50'



Miller Rd.

Raven Glen
Forest Preserve

Future Bike Path
Underpass
(By Others)

Ethel's Woods
Forest Preserve

U.S. Route 45

Kelly Rd.

Village of Old Mill Creek
Unincorporated Lake County

Site Under Construction
(St. Raphael the Archangel Church)

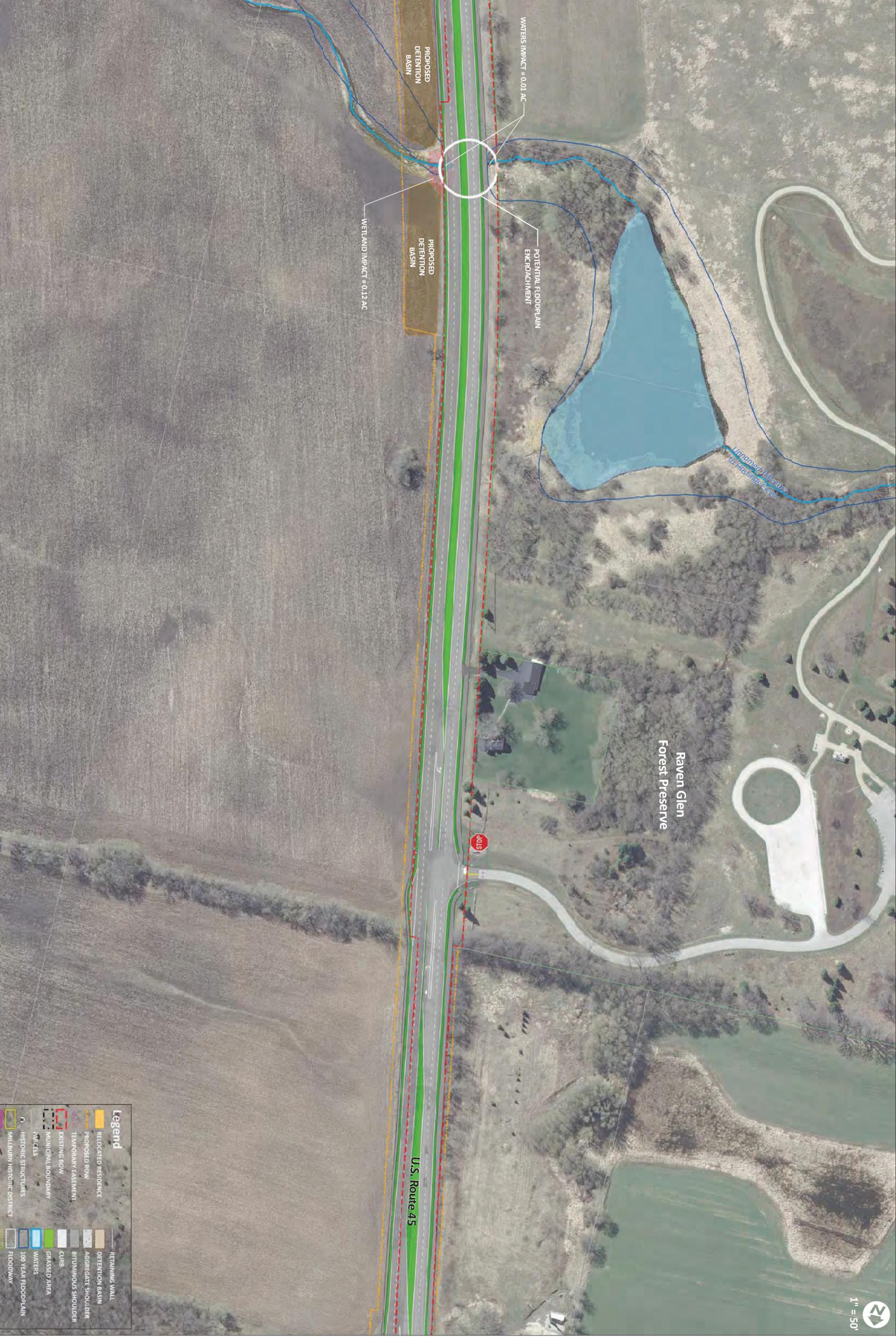
Unimproved T11a (No. 4) To North Mill Creek

PROPOSED
DETENTION
BASIN

PROPOSED
DETENTION
BASIN

PROPOSED
DETENTION
BASIN

Legend	
	RETAINING WALL
	RELOCATED RESIDENCE
	PROPOSED ROW
	TEMPORARY EASEMENT
	EXISTING ROW
	MUNICIPAL BOUNDARY
	PARCELS
	HISTORIC STRUCTURES
	WILDFIRE HISTORIC DISTRICT
	WETLAND/WATERS IMPACTS
	CULVERT
	DETENTION BASIN
	AGGREGATE SHOULDER
	BITUMINOUS SHOULDER
	CURB
	GRASSED AREA
	WATERS
	100 YEAR FLOODPLAIN
	FLOODWAY
	WETLANDS
	FOREST PRESERVES



Legend

	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DEFENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	WILBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CULVERT		WETLANDS
			FOREST PRESERVES



Legend			
	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DETENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	MILLBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CULVERT		WETLANDS
			FOREST PRESERVES

PROPOSED
DETENTION
BASIN

PROPOSED
DETENTION
BASIN

PROPOSED
DETENTION
BASIN

U.S. Route 45

Pedersen Dr.

Woodmere Ter.

Burr Hollow Dr.

IL Route 173

Unincorporated Lake County
Village of Antioch





Marion Dr.

Rollins Rd.

Mill Creek

Oak Ct.

U.S. Route 45

Grand Ave. (IL Route 132)

Village of Grayslake
Unincorporated Lake County

MATCH LINE TO
DOT PROJECT
TO SOUTH

Legend

	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DEFENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	MILBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CULVERT		WETLANDS
			FOREST PRESERVES

1" = 50'



Unincorporated Lake County
Village of Lindenhurst

POTENTIAL FLOODPLAIN
ENCROACHMENT

U.S. Route 45

PROPOSED
DETENTION
BASIN

Westwood Pl.

Highfield Dr.

Glenhurst Dr.

Sagebrush Ct.

Chatham Way.

Wildflower Way.

Aspen Ct.

Legend

	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DETENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	MILBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CULVERT		WETLANDS
			FOREST PRESERVES

LIKELY FUTURE IMPROVEMENTS U.S. ROUTE 45 SOUTH OF BYPASS TO IL ROUTE 132



Falling Waters Dr.

Sand Lake Rd.

Cross Creek Ln.

Creekside Ct.

PROPOSED DETENTION BASIN

U.S. Route 45

PROPOSED DETENTION BASIN

WATERS IMPACT = 0.02 AC

Village of Lindenhurst
Village of Old Mill Creek

WATERS IMPACT = 0.05 AC

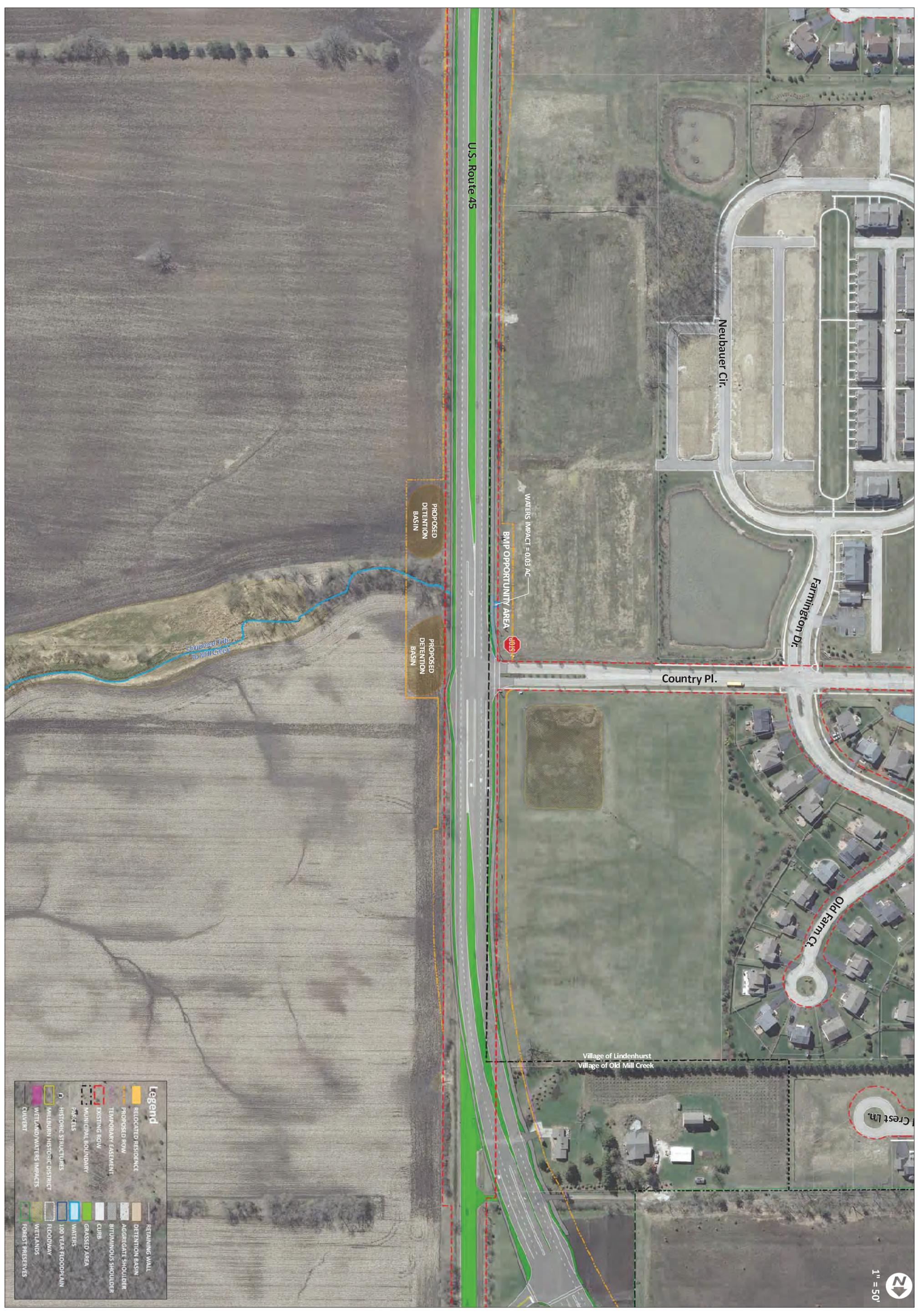
WETLAND IMPACT = 0.01 AC

PROPOSED DETENTION BASIN

PROPOSED DETENTION BASIN

Stearns School Rd.

Legend			
	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DETENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	MILLBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CULVERT		WETLANDS
			FOREST PRESERVES

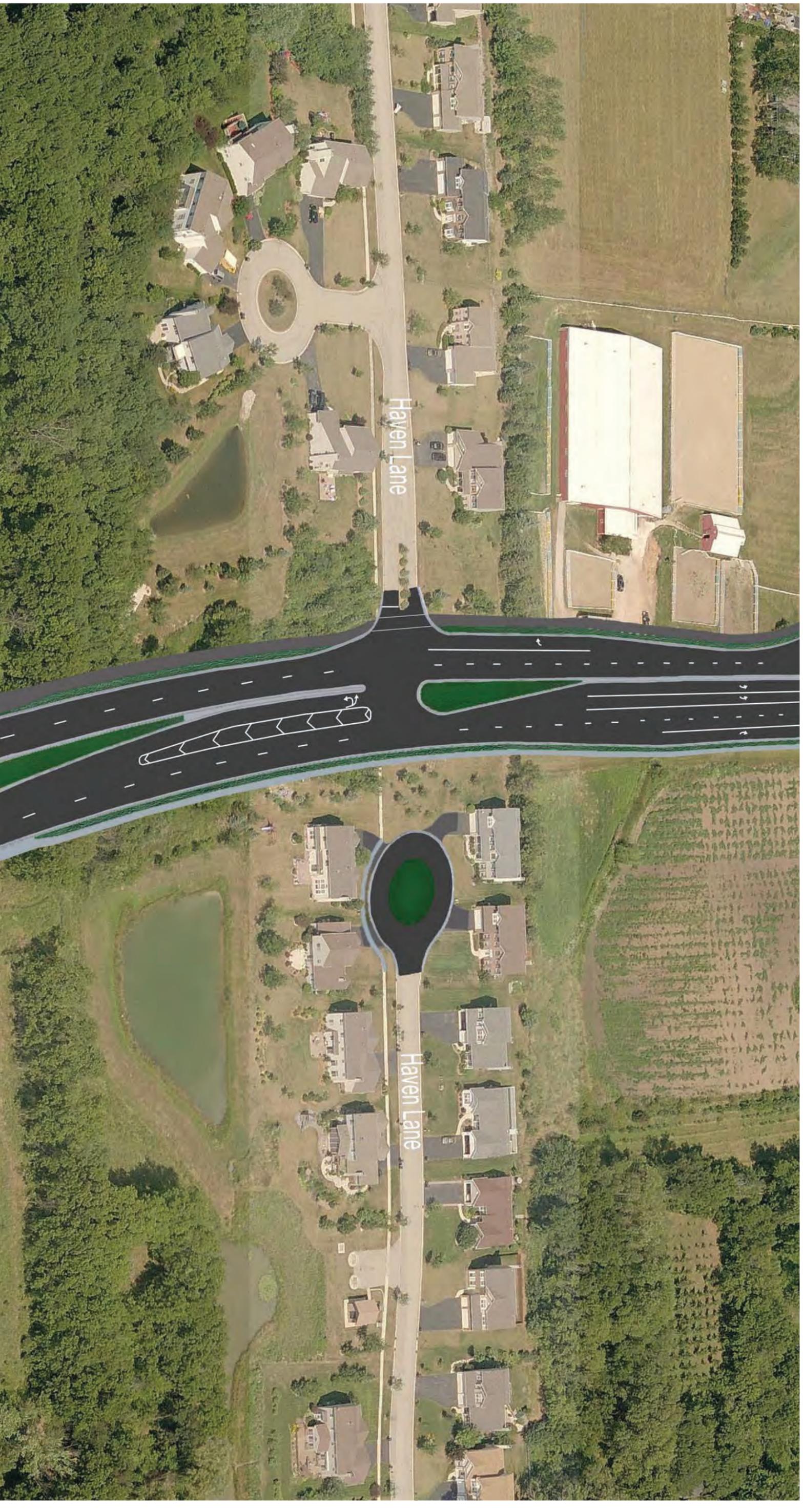


Legend

	RELOCATED RESIDENCE		RETAINING WALL
	PROPOSED ROW		DETENTION BASIN
	TEMPORARY EASEMENT		AGGREGATE SHOULDER
	EXISTING ROW		BITUMINOUS SHOULDER
	MUNICIPAL BOUNDARY		CURB
	PARCELS		GRASSED AREA
	HISTORIC STRUCTURES		WATERS
	MILBURN HISTORIC DISTRICT		100 YEAR FLOODPLAIN
	WETLAND/WATERS IMPACTS		FLOODWAY
	CULVERT		WETLANDS
			FOREST PRESERVES



Looking North Along U.S. 45/Millburn Bypass at Grass Lake Road



Looking North Along U.S. 45/Milburn Bypass at Haven Lane



Looking South Along U.S. 45/Millburn Bypass at Independence Boulevard

Appendix F

Comments

**U.S. Route 45; IL 132 to IL 173 and Millburn Bypass
Public Hearing
Summary of All Comments**

Formats: Comment Form, Verbal, Website, Email
Shaded Cells: more than one person in that household submitted a comment

No.	Format	Respondent		Address			Phone	email
		First Name	Last Name	Street	City	Zip		
1	Comment Form	Mary	Aguinaga					
2	Comment Form	Scott	Anderson					
3	Comment Form	Deb	Anderson					
4	Comment Form	Jennifer	Andrew					
5	Comment Form	Jason	Arnholt					
6	Comment Form	Werner	Baeckelandt					
7	Comment Form	Keith	Barnett					
8	Comment Form	Roger	Baske					
9	Comment Form	Shirley M.	Beard					
10	Comment Form	Jack	Bernard					
11	Comment Form	Mary Beth	Blauwet					
12	Comment Form	Karen	Bloom					
13	Comment Form	Vic	Bocek					
14	Comment Form	Ray	Boller					
15	Comment Form	Lewis C. & Judith E.	Boyd					
16	Comment Form	Heidi	Brandt					
17	Comment Form	Marian	Brandt					
18	Comment Form	Mary	Bruckner					
19	Comment Form	Terry	Bruner					
20	Comment Form	Matt & Jane	Bruner					
21	Comment Form	Martin	Buehler					
22	Comment Form	Charles	Butrim					
23	Comment Form	Timothy	Carrell					
24	Comment Form	Doug	Cherry					
25	Comment Form	Robert	DeKorsi					
26	Comment Form	Suzanne	DeKorsi					
27	Comment Form	Margaret	Delligatti					
28	Comment Form	Robert	Delligatti					
29	Comment Form	Adrian	Dodd					
30	Comment Form	Patti	Douglas					
31	Comment Form	William C.	Douglas					
32	Comment Form	Jim	Dowdell					
33	Comment Form	Larry	Dwyer					
34	Comment Form	Denise	Eder					
35	Comment Form	Jane	Ellefson					
36	Comment Form	Brent	Fournier					
37	Comment Form	Helmi	Fournier					

**U.S. Route 45; IL 132 to IL 173 and Millburn Bypass
Public Hearing
Summary of All Comments**

Formats: Comment Form, Verbal, Website, Email
Shaded Cells: more than one person in that household submitted a comment

No.	Format	Respondent		Address			Phone	email
		First Name	Last Name	Street	City	Zip		
38	Comment Form	Sam	Genovese					
39	Comment Form	Randy	Gioioso					
40	Comment Form	Ron	Gray					
41	Comment Form	David	Griffin					
42	Comment Form	Tim	Hanahan					
43	Comment Form	Cathy	Harvey					
44	Comment Form	Tom & Rita	Heagland					
45	Comment Form	Tom	Heinrich					
46	Comment Form	Joanne	Hoff					
47	Comment Form	Chris	Holst					
48	Comment Form	Jim	Jacobson					
49	Comment Form	Jollene	Jones					
50	Comment Form	Michael	Jones					
51	Comment Form	Kristin	Kao					
52	Comment Form	Annette	Keating					
53	Comment Form	Kathleen	Keating					
54	Comment Form	Tom	Klapperich					
55	Comment Form	Tom	Knoblauch					
56	Comment Form	Alma	Koran					
57	Comment Form	John	Kossel					
58	Comment Form	Barbara	Kossel					
59	Comment Form	Christine	Koth					
60	Comment Form	Linda	Kubblank					
61	Comment Form	Olivia	Langille					
62	Comment Form	Amy	Langille					
63	Comment Form	Laurens W.	Leffingwell					
64	Comment Form	Dean	Lockas					
65	Comment Form	Shannon	Lockas					
66	Comment Form	Eric	Lynch					
67	Comment Form	Dwight	Magalis					
68	Comment Form	Donald B.	Martin					
69	Comment Form	Lynn	Martin					
70	Comment Form	Karen	McCormick					
71	Comment Form	Sandra	McCue					
72	Comment Form	Nora	Militer					
73	Comment Form	Heather	Monge					
74	Comment Form	Daniel	Monge					
75	Comment Form	Denise	Mueller					
76	Comment Form	Maria	Nash					

**U.S. Route 45; IL 132 to IL 173 and Millburn Bypass
Public Hearing
Summary of All Comments**

Formats: Comment Form, Verbal, Website, Email
Shaded Cells: more than one person in that household submitted a comment

No.	Format	Respondent		Address			Phone	email
		First Name	Last Name	Street	City	Zip		
77	Comment Form	Wayne	Okamoto					
78	Comment Form	Pat	Palmieri					
79	Comment Form	Susan	Pederson					
80	Comment Form	Greg	Pederson					
81	Comment Form	Valerie	Powley					
82	Comment Form	Brent	Putman					
83	Comment Form	Avinash	Reddy Pati					
84	Comment Form	Warren	Regner					
85	Comment Form	Jennifer	Robertson					
86	Comment Form	Philip	Rovang					
87	Comment Form	Laura	Rovang					
88	Comment Form	David	Ruth					
89	Comment Form	Pam	Ruth					
90	Comment Form	Steve	Schmidt					
91	Comment Form	David	Sistak					
92	Comment Form	Tim	Smith					
93	Comment Form	Robert	Spychalski					
94	Comment Form	Bret	Summerson					
95	Comment Form	Tricia	Summerson					
96	Comment Form	Al	Suopys					
97	Comment Form	Chuck	Swanson					
98	Comment Form	Scott	Tanneberger					
99	Comment Form	Josh	Tanneberger					
100	Comment Form	Wendy	Tanneberger					
101	Comment Form	Mary	Thacker					
102	Comment Form	Dan	Thacker					
103	Comment Form	Dena	Traylor					
104	Comment Form	Ron	Tumminello					
105	Comment Form	Richard N.	Turner					
106	Comment Form	Jane W.	Turner					
107	Comment Form	Mr. & Mrs. James	Ugolini					
108	Comment Form	Rich	Valkanet					
109	Comment Form	Rosina	Vega					
110	Comment Form	Lori	Vellinga					
111	Comment Form	Troy	Vellinga					
112	Comment Form	Li-hua	Yu					
113	Comment Form	Suzanne	Zupec					
114	Comment Form	~	~					
115	Comment Form	~	~					
116	Comment Form	~	~					

**U.S. Route 45; IL 132 to IL 173 and Millburn Bypass
Public Hearing
Summary of All Comments**

Formats: Comment Form, Verbal, Website, Email
Shaded Cells: more than one person in that household submitted a comment

No.	Format	Respondent		Address			Phone	email
		First Name	Last Name	Street	City	Zip		
117	Comment Form	~	~					
118	Comment Form & Email	Jason	Lander					
119	Comment Form & Verbal	Anita	Fritzler					
120	Comment Form & Verbal	Rica Kilroy	Kilroy					
121	Comment Form & Verbal	Nate	Langille					
122	Comment Form & Verbal	David	Matusek					
123	Comment Form & Verbal	Christine	Pierozzi-Matusek					
124	Comment Form & Verbal	Matt & Shelly	Payne					
125	Comment Form & Website	RaeAnn	Collins					
126	Comment Form & Website	Michael & Sherri	Mark					
127	Email	Rick & Bupesh	Costner					
128	Email	Lisa	Gillespie					
129	Email	Bob	Holbach					
130	Email	Christopher	Husemann					
131	Email	Brian W.	Johnson					
132	Email	Kristan	Johnson					
133	Email	Charles & Barbara	Mosley					
134	Email	Bill & Linda	Musak					
135	Email	Dennis	Raube					
136	Email	Dawn J.	Revenaugh					
137	Email	Mahesh & Geeta	Shah					
138	Email	Kevin	Tuley					
139	Email	Angela	Wells					
140	Email	Linda	Westman					
141	Email	Stephen	Yeaton					
142	Verbal	Bill	Baltutis					
143	Verbal	Robert	Cajka					
144	Verbal	Gary	Hansen					
145	Verbal	Amy	Hettlinger					

**U.S. Route 45; IL 132 to IL 173 and Millburn Bypass
Public Hearing
Summary of All Comments**

Formats: Comment Form, Verbal, Website, Email
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No.	Format	Respondent		Address			Phone	email
		First Name	Last Name	Street	City	Zip		
146	Verbal	Susan	Massie					
147	Verbal	Carol	Zebra					
148	Website	Anne	Arnholt					
149	Website	Mary	Assaf					
150	Website	C.	Bouker					
151	Website	Bret	Bowles					
152	Website	Alyson	Bruner					
153	Website	Kenneth W.	Funk, Ph. D					
154	Website	Todd	Hansen					
155	Website	Ed	Laudenslager					
156	Website	Julie	Metzger					
157	Website	Wayne	Mikes					
158	Website	Seth	Morgan					
159	Website	Joe	Safron					
160	Website	Diane & Jim	Schreiner					
161	Website	Steve	Sharples					
162	Website	Kimberly	Trevino					
163	Website							
164	Website							
165	Website							
166	Website							
167	Website							
168	Website							
169	Website							
170	Website							

170 Total

Totals:

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): MARY AGUINAGA



Comments:

I AM CONCERNED WITH THE LACK OF SIGNAL LIGHTS ON 45 FOR THE SUBDIVISIONS ACCESS (ONLY STOP SIGNS) AND THE POTENTIAL INCREASE OF SIGNIFICANT ACCIDENTS WITH PEOPLE TURNING ONTO & EXITING 45.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Scott Anderson

Millburn Address:

Comments:

- Completely Rediculous!!!
- The decision is made??!!
- Schools + Neighborhoods over wetlands + corn fields. ?? Really??
- Dead people over living people?
- Money over safety?

Clearly whoever was involved in this decision has absolutely no common sense. They should be fined and forced to leave the country. Shame on you when the first injury or death occurs because of your decisions!!

I will move out of this state!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Deb Anderson

Comments:

I can't believe a decision has been made with the clear majority of Living people wanting an eastern bypass.

The safety of families, children, + schools ~~roads~~ has taken a back seat to \$ and a few people opinions.

How many people will use a bike path along Rt. 45. It would make a lot more sense to use the \$ for sound barriers, that would actually help the homes along the road. Later we could add a nice bike path. The priorities are off.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jennifer Andrew

Comments:

I am very grateful that Lake County + IDOT are addressing this traffic nightmare. As a resident of Heritage Trails and Chairperson of the Millburn Historical Society (HMCA, Inc.) I applaud your efforts! I support the chosen alternative. It was included on the plat of Heritage Trails and Forest Trail when people purchased lots + built homes. It has been a topic for improvement for 20 yrs. It is desperately needed! My work commute is adversely impacted because of the traffic congestion. Thank you! Please consider lessening (over) the detention criteria north + south of the ~~the~~ bypass area to enable commercial development in Old Mill Creek.

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Illinois Department of Transportation

Thank you for your thoughtful consideration ~~of~~ ^{regarding} the impact to the historic district + original cemetery. I firmly believe the chosen alternative will best solve the congestion in Millburn with the least negative impact on the surrounding area.

Ms. Marie Glynn, Project Manager
Re: Millburn Bypass Public Hearing Comments
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jason Arnholt

Comments:

The western bypass is unacceptable!

Engineers who cannot design an acceptable road through corn fields should not be designing roads.

Move 45 East . org

The east bypass option was favored by 80%+ of local residents. Including those that did not want a bypass, more than 90% of residents rejected the west bypass.

Why are you ignoring public opinion.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): *WERNER BAECKELANDT*



Comments:

*The "historic" area at the bottle-neck
would be a less expensive method of
solving problem by widening the street
so that farmers would not disrupt
traffic heading south*

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): KEITH BARNETT

Comments:

The decision to build a western Bypass is dangerous, defies common sense and runs completely counter to anything resembling a democratic process. For an incremental improvement of 6 seconds (6 seconds!!) vs. the eastern alternative, who in their right mind thinks it makes sense to run a four lane highway down the center of one subdivision and within 90 feet of another?? This so defies logic that it is difficult to ever argue against. The people who made this decision should be completely ashamed of themselves - as parents, as elected officials, as human beings. Ask yourselves how you would feel if someone routed semi trucks within 90 feet of where your children play. I have no faith that you will do the right thing but know this,

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Illinois Department of Transportation

the first time a child is injured or
heaven forbid, killed due to this decision, the
blood is on your hands! Sleep well!

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): ROGER BASKE

Comments:

- ① THE EXTENSION / REALIGNMENT OF MILLBURN RD & GRASS LAKE RD REQUIRES "RIGHT-IN & RIGHT-OUT" TO MAINTAIN TRAFFIC FLOW THRU HISTORIC MILLBURN EXISTING BUSINESSES & FUTURE DEVELOPMENT
 - ② ALSO THE INTERSECTION OF MILLBURN ROAD & EXISTING / OLD RT. 45 SHOULD REMAIN SIGNALIZED FOR TRAFFIC SPEED CONTROL & PEDESTRIAN SAFETY IN HISTORIC MILLBURN -
 - ③ ALSO "RIGHT-IN AND RIGHT-OUT" IS NECESSARY ON THE EAST SIDE OF THE RT 45 BYPASS, BOTH ~~THE~~ NORTH AND SOUTH OF REALIGNED MILLBURN / GRASS LAKE RD FOR TRAFFIC FLOW THROUGH HISTORIC MILLBURN BUSINESS DISTRICT
- I AM STRONGLY IN SUPPORT OF THE BYPASS

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): SHIRLEY M. BEARD



Comments:

THE EAST RTE SHOULD BE THE
BYPASS -
THE WEST DISRUPTS ~~ESTABLISHED~~ ^{ESTABLISHED}
COMMUNITIES - PUTS MORE FINANCIAL
BURDEN ON RESIDENTS WHO HAVE
PROPERTIES THAT HAVE BEEN STAGNANT
IN VALUE FOR DECADES YET TAXES
ARE SKY HIGH.
SINCE WHEN CAN PEOPLE WHO DON'T LIVE
IN THE COMMUNITY MAKE THE DECISIONS
TO DISRUPT COMMUNITIES -
MONEY TALKS - IT LOOKS LIKE IT
REALLY DID - SINCE ITS ALREADY
BEEN DECIDED. THE WEST BYPASS STINKS!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): JACK BERNARD



Comments:

Go EAST young MAN go EAST

Jack Bernard

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Mary Beth Blauwet

Comments:

The proposed West bypass did not take into account the opinion of the people who are most affected by the bypass. The East bypass is the preferred alternative route by the people who are impacted most.

~~I do not want~~
I do not want the Western bypass and the Eastern bypass should be chosen instead.

Also, a stoplight at the corner of Country Place and Route 45 should be included in the plan.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



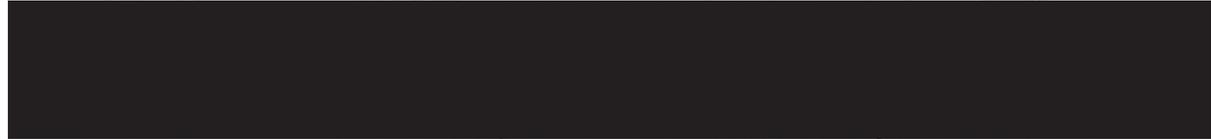
Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Vic Bocek



Comments:

I have a concern about foot traffic between E.Haven Ln and W.Haven Ln. This is going to seperate that community, and I foresee kids trying to get across Rt 45 to visit their friends. Is a like /walking bridge possible here? I believe the 11 crash insedences at Haven Ln in the last 5 years will increase, and the injuries may be kids

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): RAY BOLLER

Comments:

ENCLOSED PAGES 1 THRU 6, AND
ATTACHMENTS 1 THRU 3

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

BUREAU OF PROGRAMMING
RECEIVED

APR 6 2013

DISTRICT #1

Attn: Ms. Marie Glynn, Project Manager

Re: Millburn Bypass Public Hearing Comments

Illinois Department of Transportation (IDOT)
201 West Center Court
Schaumburg, IL 60196-1096

U.S. Route 45 – IL 132 to IL 173 and Millburn Bypass Phase I Study

Public Comments:

Political interests - influenced the well-defined rules for fair consideration:

- Lake County Department of Transportation, project manager, Chuck Gleason disclosed to me at the 1st open house, on **March 3, 2009**, that the County had met with Larry Leffingwell of Tempel Farms to move the eastern bypass farther west as a concession to Tempel Farms. I asked “if they can do that, can others ask that it be moved back to the east?” His answer was “no, we cannot do that”. In CAG meeting #5, the County justified the elimination of the eastern bypass route due to its being too far west (“less desirable intersection spacing and horizontal curvature”). No mitigation was proposed to correct this conclusion. Minutes show “A CAG member affiliated with Tempel Farms denied any private meetings as well”. That person was Tempel Smith, Jr. Old Mill Creek, President, who is not affiliated with Tempel Farms, but is related to Larry Leffingwell of Tempel Farms, and an elected official of the Village Old Mill Creek. Chuck Gleason did not state that the meeting was with Tempel Smith, Jr. or with the Village of Old Mill Creek.

- The CAG meetings were facilitated in a way which used up most of the meeting time for speeches and elaborate slide shows with little time for breakout session discussion by members. CAG breakout groups were given only 30 minutes to provide pros and cons to reduce 18 alternatives down to 3 preferred alternatives – the results were flawed.

- I was the person who informed the engineers during a CAG meeting, that there was a likely unmarked historic cemetery in vicinity of the eastern bypass choice. Archeologists reported the possible extent of the cemetery through use of ground radar. The County did not cause the studied path of the eastern bypass to track slightly further east, to miss the old Millburn Cemetery, but said this could not be done. By checking the regulations for mitigation of highway projects through unmarked human burial sites we found this fact to be false.

- Throughout the CAG process, map exhibits were presented on the official county bypass website, and in reduced size as handouts. At the declaration of three finalist alternatives, when zooming-in on the “dot pdf” aerial photos, for example, it was obvious that box culverts for the eastern bypass alternative were never even developed at the time C4 was eliminated; but the western alternative box culverts were shown in detail. This poor engineering raises a question of the accuracy of the engineering cost estimate which was used to compare the alternatives.

- The map exhibits and other documents which were presented at CAG meetings were not dated or distinguishable as to version number or design change date. One example which I pointed out at a CAG meeting was that the decision matrix which had been presented at a prior CAG meeting and which was part of the handouts to the CAG members, was suddenly changed to indicate an updated 2040 traffic study. Specifically, the weighted, colored bars suddenly appeared more green for the western bypass – and more red for the eastern alternative, but the numerical values attached to the bars did not show a data change. In other words the western choice was made more saleable without corresponding engineering data presentation.

- A member of the Lake County Regional Plan Commission, Ms. Marie Lyons, wrote a letter to the Village of Old Mill Creek, which was publically displayed for the OMC 9/13/2010 Plan Commission meeting, requesting the rezoning of her property under the eastern bypass(see

attachment 1):

"We also feel it compels the County and the powers that decide where the bypass will be constructed to consider that choosing the eastern alternative will absolutely disrupt a possible future village center for Old Mill Creek, and thus impart major damage to our village's future development".

The President of Old Mill Creek, Tempel Smith, Jr., concurred and made this request a Village priority by authorizing the planning of approximately 75 acres, the rezoning of which could contain approximately 1 million square feet of retail development. In Village of Old Mill Creek meeting minutes of 11/8/2010

"Laurens Leffingwell asked whether the prepared presentation documents were for study only. He suggested that this map could hurt the Village".
"There was discussion about confidentiality and distributing information that is in process. Tim Smith and Laurens Leffingwell opined that people should not be sharing with others documents that are in the draft stage or are under discussion and have not yet received property owner's [Smith Family – implied] approval. Drafts have not received Board approval. Laurens Leffingwell stated that he would not develop any retail on his land if the eastern route for the bypass is selected."

- 4/4/2011 A public hearing was held by the OMC Plan Commission to accommodate the rezoning(see attachment 3). The Village quietly adopted the zoning changes for the Lyon's property, plus 8 additional properties, consisting largely of Tempel Steel Company land. No objection by the Millburn Historic District was recorded to oppose planning of 75 acres of retail, with its network of roads through the same historic district territory in which the County claims alternative C4 as "less desirable" due to historic district impact. Since there was no prior need to rezone these properties and since there has been no subsequent activity regarding infrastructure and services it is likely the undertaking was to do exactly what Ms. Lyons and the Smith family

asked for – block the eastern alternative. And, the County officials should have been able to see what was going on just as well as the people in our communities are able to see it.

- The IDOT and LCDOT, Old Mill Creek Coordination meeting summary states under Other:

“The County inquired about an Old Mill Creek Zoning Exhibit for an east bypass alternative that is posted on the move45east.org website. The Village indicated that this exhibit was prepared as part of a previous “what if” exercise before the Project Study Group selected the preferred west bypass alternative, and that the Village supports the preferred west bypass alternative. The Village will provide a letter to IDOT and LCDOT stating this to ensure there is no misunderstanding in this regard.”

It is interesting to note the wording here – the County wants clarification regarding the zoning exhibit - the Village is indicating there was a “what if” exercise. In reality there is both a “what if” planning map and the “zoning exhibit”. The “zoning exhibit” was published by the Village during the rezoning process which actually happened (see attachments 2 & 3).

- The Millburn Historic District as listed on the National Register of Historic places was originally encouraged by local Millburn residents to prevent existing Route 45 expansion from damaging the Millburn Church and a few home owners. The register boundary was created by leapfrogging across vacant farmland to include the few residents that could be found. For the last few years, the HMCA(Historic Millburn Community Association), the association behind the National Register designation, has decayed to a nonfunctional entity. It exists on paper as does the territory described by the National Register – but public support disappeared years ago. “Protect the Millburn Historic District” has been used lately as a strategic scheme to protect the interest of large landowners which would be affected by an eastern alternative passing through undeveloped farm land. Per a CAG meeting report, the three finalist alternatives, which include the eastern, central, and the western choices were not objected to by the finding of consulted historic preservation agencies. The statement by the County:

"C4 is the only alternative requiring acquisition of Millburn Historic District property (not including buildings) and would separate the building of highest importance to the Historic District (Strang House) from the remainder of the historic district buildings, which is less desirable",

is totally wrong – the only historic district owned property is at Rt. 45 and Grass Lake Rd (Martin Store). The historic district territory underlies part of the C4 alternative – and the historic evaluation and finding did not object to C4 passing through this historic district territory. There are no national historic "landmarks" here!

- o Good intentions of officials no defense - The Illinois Supreme Court has said the following:

No responsibility of government is more fundamental than the responsibility of maintaining the highest standards of ethical behavior***. There can be no dissent from the principle that all officials must act with unwavering integrity, absolute impartiality and complete devotion to the public interest.

The County of Lake, as former facilitator of the US Route 45 project , failed to adhere to a fair planning process due to the manner in which it looked the other way when political influence was present. This has caused outraged citizens to question this and other nearby highway projects within the Village of Old Mill Creek, and the County of Lake. The U.S. Department of Justice has processed a large file of evidence in November 2012, documenting Conflict of Interest, Malfeasance in Office, and Misappropriated Public Funds. I believe there is a high probability that collusion and inappropriate activity will also be uncovered on the Route 45 Millburn Bypass project.

I request that phase two of the Millburn Bypass be delayed until a re-examination is complete. Failure to complete phase one properly, damages this project - and the confidence of people in their governments. The damage would also take the form of increased project cost and project construction time compared to building a bypass on the eastern alternative,

or at the existing Route 45 location. If Phase two goes forward as planned, taxpayers will constantly wonder how government agencies could have spent an estimated 16.75 million dollars to bypass a defunct historic district and damage so many people to save a piece of corn field !

Thank you

Ray Boller



Route 45 CAG member,
Life Member HMCA(Historic Millburn Community Association),
Former Trustee, Village of Old Mill Creek

Enclosed:

Attachment 1 – copy of Lyon’s letter to Old Mill Creek

Attachment 2 – copy of Old Mill Creek Plan Commission map dated Oct 2010

Attachment 3 – copy of Old Mill Creek Plan Commission rezoning map dated March 2011

See RCCA Zoning Map Excerpt & Aerial Attached

TO: Board Members, Village of Old Mill Creek

FROM: Kevin & Marie Lyons

9/13/10
+ing

We desire to change the zoning on 10 acres (more or less) of our land in the Village of Old Mill Creek, IL, that fronts Route 45 and is contiguous to the backside of properties owned by various individuals in Millburn Historic District and extends east toward our house to about halfway between our house and Route 45. We are currently zoned R3, and would like to change that so that this land would be included in the Special Retail District to which this piece of land is contiguous.

Our reasons for this zoning change are, basically, twofold:

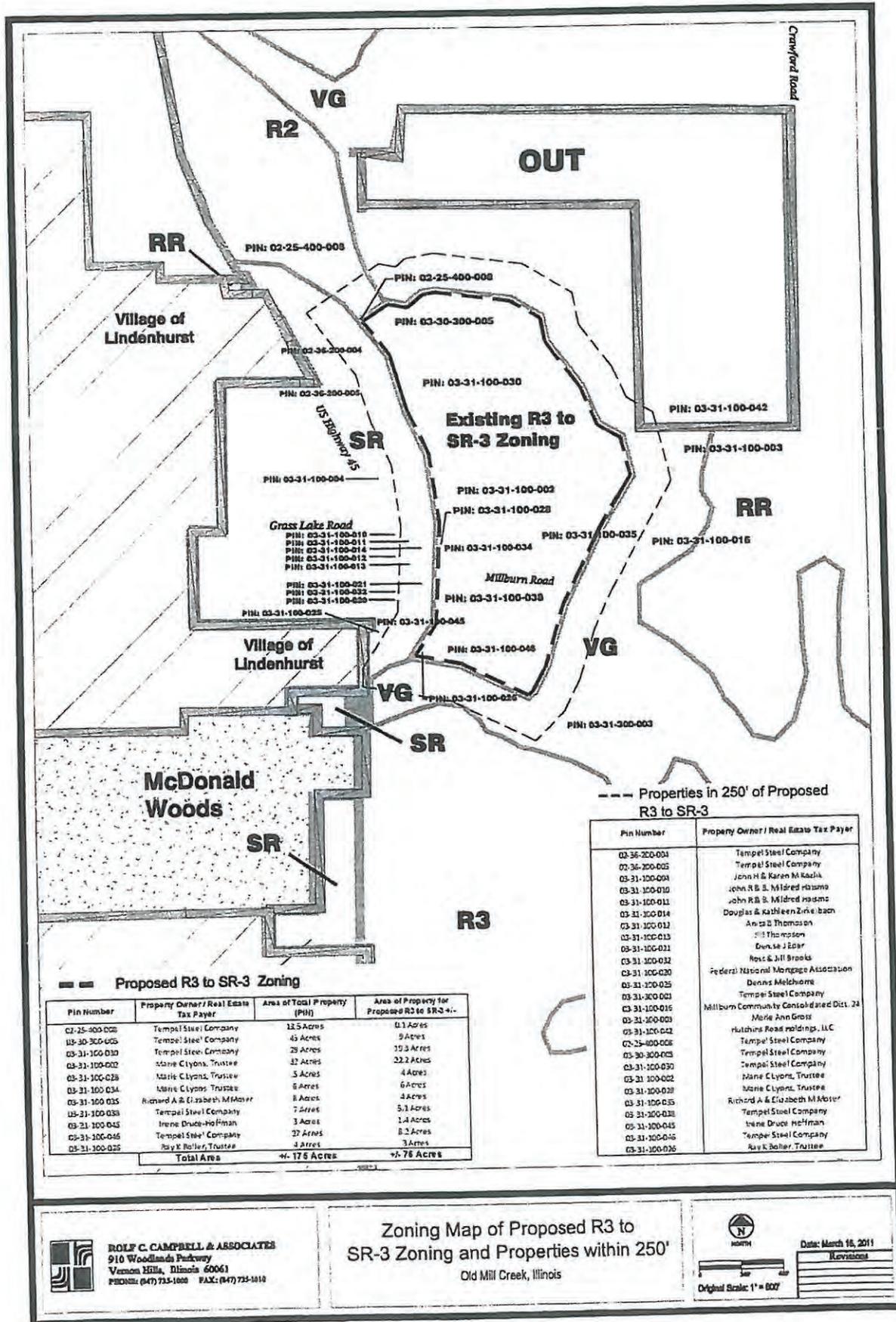
1. We would like to increase the value of this piece of property and have it included as a logical part of the Special Retail District. By increasing the possible density and adding the possibility of retail on this piece of land, it will increase the value of the piece, and at the same time enhance Old Mill Creek's retail possibilities. We also feel it compels the County and the powers that decide where the bypass will be constructed to consider that choosing the eastern alternative will absolutely disrupt a possible future village center for Old Mill Creek, and thus impart major damage to our Village's future development.
2. We are convinced that when this open mass of land does develop, that it best serves the Village to focus its density in and around the retail area, encouraging foot traffic, local trade and the ambience of a small, rural town, with the conveniences of life easily accessible to the residents. It is easy to visualize retail stores with living quarters above the stores, possibly small apartment buildings, streets on a grid, easy access to transportation (bypass constructed west of this retail center will be available to our residents), etc.

This DOES NOT mean that we are predicating our request for a zoning change on the existing Special Retail District becoming the Village Center, only that it is one possibility. The Village Center could be located elsewhere, and this area would still retain a retail and higher density housing population.

TO EASILY ENABLE THIS CHANGE, we ask the Village Board to consider the following two-step process:

1. We request that the existing Special Retail be changed slightly with a text amendment: Any retail use of more than 2 acres requires a special use approval. Simply stated, this means that for any over-sized or big box buildings/businesses would not be automatically permitted. This protects us as well as the Village from big, ugly buildings. This is the first step.
2. After this amendment to the Village of Old Mill Creek's Comprehensive Land Use Plan is approved, then we will request to rezone our 10 acres (described above) to be included in the existing Special Retail District.

ATTACHMENT # 1



Proposed R3 to SR-3 Zoning

Pin Number	Property Owner/ Real Estate Tax Payer	Area of Total Property (Pin)	Area of Property for Proposed R3 to SR-3 +/-
02-25-400-000	Tempel Steel Company	12.5 Acres	0.1 Acres
02-25-400-005	Tempel Steel Company	45 Acres	5 Acres
03-31-100-030	Tempel Steel Company	29 Acres	15.3 Acres
03-31-100-002	Maria Clyons, Trustee	27 Acres	22.2 Acres
03-31-100-028	Maria Clyons, Trustee	3 Acres	4 Acres
03-31-100-034	Maria Clyons, Trustee	6 Acres	6 Acres
03-31-100-035	Richard A & Elizabeth M Moser	8 Acres	2 Acres
03-31-100-038	Tempel Steel Company	7 Acres	5.1 Acres
03-31-100-045	Irene Dupe Hoffman	3 Acres	1.4 Acres
03-31-100-046	Tempel Steel Company	27 Acres	8.2 Acres
03-31-100-025	Roy K. Bolter, Trustee	3 Acres	3 Acres
Total Area		~ 176 Acres	~ 76 Acres

Properties in 250' of Proposed R3 to SR-3

Pin Number	Property Owner/ Real Estate Tax Payer
02-25-400-004	Tempel Steel Company
02-25-400-005	Tempel Steel Company
03-31-100-004	John H & Karen M Kazik
03-31-100-010	John R & S. Mildred Wasmis
03-31-100-011	John R & S. Mildred Wasmis
03-31-100-014	Douglas & Kathleen Zinke Isach
03-31-100-017	Archie B. Thompson
03-31-100-013	Archie B. Thompson
03-31-100-021	Dorise J. Eder
03-31-100-032	Roy & Jill Brooks
03-31-100-020	Federal National Mortgage Association
03-31-100-025	Dennis Melchiorre
03-31-100-003	Tempel Steel Company
03-31-100-016	Millburn Community Consolidated Dist. 24
03-31-100-009	Merle Ann Gross
03-31-100-042	Hutchins Road Holdings, LLC
02-25-400-006	Tempel Steel Company
02-30-300-005	Tempel Steel Company
03-31-100-030	Tempel Steel Company
03-31-100-002	Maria Clyons, Trustee
03-31-100-028	Maria Clyons, Trustee
03-31-100-035	Richard A & Elizabeth M Moser
03-31-100-038	Tempel Steel Company
03-31-100-045	Irene Dupe Hoffman
03-31-100-046	Tempel Steel Company
03-31-100-026	Roy K. Bolter, Trustee

ROLF C. CAMPBELL & ASSOCIATES
 910 Woodlands Parkway
 Vernon Hills, Illinois 60061
 PHONE: (847) 735-1000 FAX: (847) 735-1010

Zoning Map of Proposed R3 to SR-3 Zoning and Properties within 250'
 Old Mill Creek, Illinois

North arrow and scale: Original Scale: 1" = 600'

Date: March 16, 2011

Revisions table:

Revision	Description

ATTACHMENT #3

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Lewis C. & Judith E. Boyd



Comments:

See Attached

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Wow, my husband and I could not believe our eyes and ears when we learned that the decision was made to move Route 45 west around the Milburn community. My husband and I attended the open house at Milburn West when the final 3 options were presented. The only option that even made sense was the option to move 45 east. We were shocked to even hear that 2 of the options being considered would cut through an existing neighborhood, the McDonald's Woods Forest Preserve and through the neighborhood in which the fairly new Milburn West School was built.

As citizens of one of the neighborhoods that this bypass would cut through, with no children and yet paying exorbitant property taxes, we do not want to see the children of our community being put in harms way. You can try and assure us that every precaution will be made to protect the children, but what about the one time that the area is not patrolled and an innocent child is harmed or God forbid, killed by a moving vehicle.

Also, we are frequent users of the forest preserve and would not appreciate seeing any of the natural habitat disturbed. In addition, we would not like to see our property values denigrated.

At that open house that my husband and I attended, we learned that there was some political motivation to not take the east option by Tempel Farms. This leads us to believe that since most people within the community would much prefer the east option and that this option was not chosen, this most definitely was the case.

Please take the information in this letter along with all other families hoping for the east option under advisement to preserve the community in which we live as a safe, quiet and comfortable place to call home!

Boyd



U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Heidi Brandt

Comments:

Make Grasslake, 45, Millburn intersection a no turn right on red. People do not stop if they think no one is coming. This causes people to have to hit their brakes hard to not run into them.

It also makes far more sense to move 45 east. ALL of the area is wetlands.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Marian Brandt



Comments:

Please install 'No Turn on Red' signs now.

Also, Rt 45 gets very little attention when it comes to snow removal. Other state roads in this area are plowed 2 times before Rt 45 (between Rt 132 + Rt 173) is plowed even once.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

MARY BRUCKNER

Comments:

Outrageous!
Irresponsible!
Without consideration of the
local residents! Or the
taxpayers —
MOVE EAST!!!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Matt Bruner / Jane Bruner

Mailing Address:

3190 Haven Ln

Pho



Comments:

Traffic is horrible! We are looking forward to the new Rt 45 coming through

It will alleviate the traffic surrounding our home and make it easier for us to get in and out of our subdivision.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Martin Buehler ^{Ex Dir} Lake Co Transportation Alliance

Comments:

Thank you for the opportunity to comment. The study has been undertaken with an open process and inclusion with a careful look at ~~the~~ many factors; traffic, environmental, community, community planning etc. I think the study process has resulted in a very good proposed improvement that will benefit many in NW Lake County. The study has given careful balance to many conflicting priorities. It's time to finish the study and proceed to construction. I represent the Lake County Transportation Alliance and we support the West alignment. Good job!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

CHARLES BUTRIM



Comments:

This whole meeting AND Route going west WAS
A JOKE!!!

The Agencies have ALREADY MADE UP THEIR
MIND AND THIS IS A FOREST.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Timothy Caroll



Comments:

Nothing here presents any case as to why the bypass can't be moved east. That is what makes the most sense regardless of what previous plans had been made. Saying that this was planned in 1994 before a neighborhood was built does not justify making a mistake that all the public does not support. The west bypass make ZERO sense when there is wide open land to the east. This is about wealthy land owners and nothing more.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

DOUG CHERRY



Comments:

YOUR PLANS ARE SOUND. PLEASE COMPLETE SOONER THAN LATER!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Robert DeKorsi

Comments:

- Where is the safety when Rt. 45 is built in a subdivision in between houses. I don't care if the state owns that land.
- The noise will be unbearable since some houses will be 80 to 90 feet from the road.
- The value of homes will decrease with Rt. 45 being built on the west of the current road.
- There will be less privacy for homes along the proposed plan for Rt. 45.
- I am upset that there is no one for the residence who will be impacted directly with the new road.
- I would like (which would never happen) to see someone who will be for the people and not against them.
- Let the people know whose the money is coming from and who will benefit from this project.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

SUZANNE DEKORSI

Comments:

Nobody walks or rides bikes along Rt. 45. There was no research done because people aren't using Rt. 45 for foot & bike traffic. IF this MUST, MUST, MUST happen take the money from the bike 'path' the larger trees in the middle median & make a sound barrier this will be 50 ft from my back door. with a "screen" of trees that will NOT assist in sound or pollution. FORGET the wild-life. Please, think about those houses & kids, families & pets that will be destroyed!

I was under the impression we were voting last year! This was not the case because nobody in all of Heritage Trails nor Millburn Community wants this to happen!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Margaret Delligatti

Comments:

I am sincerely dissappointed in the Villages of Old Mill Creek and Lindenhurst for supporting a plan with such short sighted and limiting potential. It is ~~to~~ intrusive to the people in your community and was developed at a time when there were fewer residents and the ^{financial} demands of I 94 (tolls) did not encourage people to use US45 as frequently.

While the CAG may not want more than a 4 lane road, the reality is that successful communities grow. Look at Half Day Road and Lake Cook Rd as perfect examples of this infrastructure dilemma. (Bannockburn, Lincolnshire, Buffalo Grove and others!)

The Old mill Creek / Millburn Historic District has been given too much consideration. You are punishing the many for the few acres of OPEN LAND that exist.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

PAGE
2

Name (Please Print Clearly): Margaret Delligatti



Comments:

Moving 45 EAST is the only sensible alternative, regardless of infrastructure planned by Lindenhurst officials in the 1990's. (Water, etc.)

Why is the Historic District immune? I am not considering tearing down old buildings. Use the OPEN LAND. I'm sure Teddy Roosevelt would approve!

It is also amazing that on a US Hwy where Traffic flows 55 mph only a "Visual Screen" is planned. ~~Not saying the~~ The inattention to the decibal increase is one more insult to the residents of Forest and Heritage Trails.

Moving 45 West is a bad decision.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Robert Delligatti

Comments:

The west bypass is clearly a bad decision. It negatively impacts several existing communities and a forest preserve as well as crossing as many as 5 Roads and Drives. I don't feel previous public meetings were publicized well enough, otherwise more opposing views would have been expressed. Although clearly the majority of ~~the~~ Residents oppose. An East alignment could easily be routed to bypass the historic district, and is the better route. — The proper thing to do is to stop any further action on the ~~west~~ bypass and change to an East alignment. ~~the~~ the studies performed are old, and are no longer valid. ~~if~~ IF the groundwork was already put in place, and proper amounts of land were set aside, then no land Acquisitions would be required! This will ~~also~~ create noise and safety issues for communities, and likely lower property value for some. This ^(west bypass) cannot be allowed to proceed.

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Illinois Department of Transportation

Continued on
Page 2

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Robert Delligan HI

Comments:

I intended to inquired as to how this was allowed to proceed with an overwhelming majority of the people against the West bypass and being in Favor of the East bypass.

other Reasons to align to the East;

- Plenty of Wide open land for the US 45 design proposed, Plus land for future growth.
- If the developers are planning business development to the East, does it not make sense for a US Highway to run nearer to that?
- It will not impact the forest preserve. thus an even better and lower environmental impact.
- The historic district will still remain unaffected.
- Far fewer homes & communities will be impacted if any.
- Building of highway is not constricted.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

ADRIAN DODD

Comments:

PLEASE RESPECT THE WISHES OF THE
CAG AND THE RESIDENTS OF LINDENHURST
BY MOVING ROUTE 45 EAST. THE EASTERN
BYPASS REDUCES ENVIRONMENTAL AND SAFETY
IMPACTS OF HAVING A MAJOR HIGHWAY
ROUTED THRU NEIGHBORHOODS AND SCHOOLS.
THE TRAFFIC IMPROVEMENTS ARE MINIMAL
WITH THE WESTERN BYPASS. THE EAST
BYPASS WOULD ALLOW FOR THE LEAST
IMPACT ON HOMES AND McDONALD WOODS
FOREST PRESERVE. THE EASTERN BYPASS
IS THE BEST OPTION, PLEASE RECONSIDER
YOUR DECISION.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Patti Douglas

Comments:

Just don't understand!

This project is totally unacceptable!

The county did not listen to the people, the state did not listen to the people. Why go through all the time & money to ask our opinion & comments? Over 95% of the county citizens wanted the Eastern Bypass - so you decide on the West - duk!

Why not put in turnabouts to discourage the trucks like you did for Millburn on Hunt Club Rd? They always get special treatment - don't they ???

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): *William C. DOUGLAS*

Comments:

- the Eastern By Pass is the safest & best route i.e. \$1 million cheaper to build over the Western By-pass!*
- the Eastern By Pass allows for the "highest & best use" of the land. the Western By Pass violates the "highest & best use" for land & development of the adjacent land.*
- In my opinion, big land owners (Mr. Smith), has had an undue influence on the County Board of Lake County, resulting in the Western By Pass being selected & turned over to the State of Illinois.*

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

William C. DOUGLAS

Comments:

- the majority of the people say "NO" to the western bypass.
- More Trucks will now take 45 to avoid the toll road. So the state will lose money!
- Why not put in a Roundabout like the county did for Mr. Smith's property (+twice)!!
- Please leave our homes alone. Put the Bypass to the East. It is much cheaper (\$1 million), safer, and allows for future development to incur property taxes for the County!!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

William C. DOUGLAS

Comments:

- Please provide sound & noise abatement for the homes impacted by this road
- Please "police" the trucks that avoid the toll roads & speed thru our town! If you don't, they will kill some kids!
- Will you investigate allegations of "Undue Influence" on the Lake County board?
- Will the state or County reimburse the residents for devaluing their property value? Can we file a claim now or wait to file an injunction?

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jim Doudell

Comments:

SEEMS THIS ALTERNATIVE HAS A DEFINITE APPROVAL ALREADY, EVEN THOUGH THE EASTERN ROUTE WOULD EFFECT FEWER PEOPLE AND EARLIER TO BUILD WITH ALL VACANT LAND, SEEMS A LITTLE BIT POLITICAL AS WELL. I PERSONALLY NOT IMPACTED BUT I DO LIVE SOUTH OF ROLLINS 1/2 RT. 45 AND WISH I STATE WOULD IMPROVE THAT STRETCH, BETWEEN WASHINGTON AND GRAND AVE. AS WELL. ALWAYS CONGESTED AT ROLLINS & GRAND ON 45 SO NEED THAT IMPROVED AS WELL.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Larry Dwyer

Comments:

This process has been quite frustrating. In spite of the efforts to appear to be thorough this decision has been decided a long time ago. There has been an outpouring of opinions voiced against the west bypass and yet it is still going to happen.

It appears that the wrong set of priorities were used to make this decision and the folks that are going to be impacted the most have NO VOICE!

Very disappointing process and very disappointing decision

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

DeWise Eder

Comments:

I want to applaud the study groups and all involved in the Rt. 45 / Millburn / Grass Lake Rds. project plan. The chosen plan conquers all of the objectives and addresses future growth in our area for years to come. I empathize with the communities that will be more adversely affected however, this plan achieves all of the goals. This study has the results similar to the study done years ago prior to the housing developments coming in. Once the project is completed - the traffic will move more efficiently and I hope the frustrations felt today are alleviated by the job performed in re-routing the roads. Thank You! DeWise Eder

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jane Ellefson

M

Ph

Comments:

I find it rather disturbing that the east bypass alternative, which would have far less residential disturbance impact, is not the preferred bypass route. It is interesting to note that this route (the east alternative) would pass through Tempel-Smith land. I am interested to know if Tempel-Smith used undue influence to force the east bypass off the docket?

Please, reconsider the east option!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

BRENT FOURNIER

Comments:

I DO NOT SUPPORT THE WEST BYPASS
ROUTE FOR 45. COMMON SENSE TELLS YOU
TO MOVE IT EAST!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Helmi Fournier

Comments:

I DO NOT SUPPORT THIS PROJECT (WEST ROUTE 45) AND CANNOT UNDERSTAND THAT OUT OF THE 18 SOLUTIONS ORIGINALLY PROPOSED, THERE WASN'T ONE THAT WOULD NOT IMPACT THE MANY HOME-OWNERS AND HOUSE PRICES AS MUCH. WITH ALL THE OPEN LAND TO THE EAST, ONE WOULD THINK THAT THIS WOULD BE LESS DISRUPTIVE + LESS NOISE POLLUTION.

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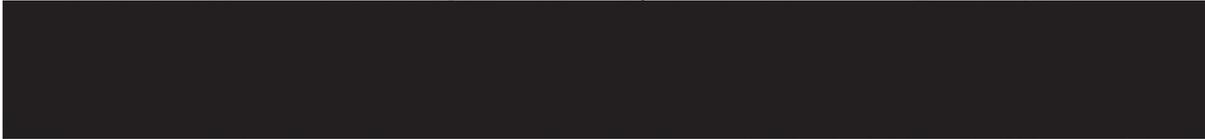
Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): SAM GENOVESE



Comments:

DO NOT UNDERSTAND WHY THE PEOPLE
OF OUR COMMUNITY ARE NOT HEARD 95%
WANT THIS BYPASS EAST OF RT. 45.
INCLUDING MYSELF. WE LIVE HERE
AND OUR WISHES SHOULD BE RESPECTED
I WOULD LIKE TO THINK WE STILL HAVE
A DEMOCRACY!!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Randy Gioioso

Comments:

Please move Hwy east is the right idea to protect our kids & our neighborhoods. I don't want property values going down on noise & air pollution going up. I left the city so I know about noise, air pollution and multiple highways & lanes running thru neighborhoods. Thank you.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

RON GRAY

Comments:

This is not the way at Saukblum —
By moving West it impacts homes more
than it would by going East. The street
from traffic will increase & they
tell us no noise barriers will be
used. This is just wrong that
so many people do no agree &
the powers to be just do what
they want and do not care
what impact it will have on
the community.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): David Griffin

Comments:

I am not in favor of the western bypass.

As a resident of forest Trails subdivision
I prefer the bypass to go East through
farmland.

Or make the road improvements
to RT. 45 in its existing location
and seize the buildings within the
"Historic District" using the power
of Eminent domain.

The historic district designation
was fraudulently obtained in order
to prevent road improvements from being
made. Bulldoze the historic district
then widen Rt 45 where it is.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): TIM NANAVAN

Comments:

I HAVE NOT HEARD SOLID COMMENTS WHY
THE WEST ROUTE IS BETTER THAN THE
EAST ROUTE.

THE EAST ROUTE DOESN'T TOUCH FOREST
PRESERVES, OR THE EXISTING HOUSES THAT THE
WEST ROUTE DOES.

OUR GOVERNMENT IS FOLLING US
IN THEIR JUDGEMENT.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Cathy Harvey

Comments:

All things considered, excellent solution.
That you were able to map this out with
only 3 residential displacements is very thoughtful.
(of course I understand the 3 displacements are
probably stressed, however, in light of the whole
community + growth factor + safety, I agree with
the proposal.
I als appreciate the natural sound barriers
as opposed to a wall + if walking + bike
paths can actually be made = over-the-top.
We'll love it - thanks for the 100's
of hours of planning.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Tom & Rita Hegland

Comments:

We want the bypass to be east of Rt. 45. It would be for the children in the subdivision & also we would preserve the forest preserve.

The bypass should go thru vacant farmland instead of a subdivision with children.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Tom Heinrich

Comments:

I strongly disagree with the western bypass option. Public opinion has been overlooked to satisfy the wealthy and powerful. The western option erodes property values, increases noise pollution and compromises the forest preserve. Traffic engineers know that the eastern bypass option is viable as well. Why use the western option? Is it because the Tempel Smith family has plans for the land to the east. Plans can be changed. Existing homes and subdivisions should not be adversely impacted because of future plans.

Please revise your plans. Bring the bypass east. Many people will suffer as a result of this unfair and illogical decision.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Joanne Hoff

Comments:

Very unhappy about this road and the impact it will have on the surrounding community.

Please stop the madness and put the road through the corn fields

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): CHRIS HOLST

Comments:

The first thing I would like to express is the show that started more than 10 years ago when the Millburn Historic District was formed with support of the late Senator Adeline Herkimer. Some of these historical houses are small bungalows built in the 30's and one house was built in 1968. Most are poorly maintained and should be condemned instead of preserved.

The "Millburn General Store" is supposed to be the oldest operating store in Lake County. It hasn't been open in years and is just another unmaintained eyesore in the area. They claim to be open as a museum mid April thru mid November on Sundays, but now that we're stuck with a bypass, this is a statement that isn't verified by anyone.

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(GO TO ATTACHED PAGE)



Illinois Department of Transportation

(CONTINUED)

Any other historic districts in Illinois or Wisconsin would never allow a slum to be part of their district. Millburn is an embarrassment to Lake County Illinois.

At these public hearings, nobody could understand why an Eastern bypass wasn't the best option. Why go through houses and neighborhoods when you could go through farm fields? Most people are not familiar with politics in Lake County and the money flowing to the Republican Party from East of existing Rte 45. Past Senator Suzi Schmidt had a big part in eliminating the "Millburn Strangler" but since a large part of her campaign contributions come from East of Rte 45, not even her district, people on the West side of Rte 45 get no support from her. Hopefully we are done with her.

I understand Senator Melinda Bush was in favor of the East bypass, but now elected, I suppose all the votes from the West don't matter. It all comes down to who can spend the most money to get what they want in Lake County.

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

JIM JACOBSON



Comments:

THIS PLAN OBVIOUSLY PROVIDES THE
BEST SOLUTION FOR THOSE PASSING THRU
ON RT 45 & GRASS LAKE ROAD, BUT
THE WORST SOLUTION FOR RESIDENTS
OF LINDENHURST.

EXPLANATIONS FOR THIS ARE UNACCEPTABLE.



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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jollene Jones

Comments:

I am extremely disappointed at the choice of the western bypass option despite clear public disapproval. This is not the option the tax payers want.

IF the Move4Seast organization resorts to legal action, I will support their efforts.

Keep the forest preserve and neighborhoods the way they are.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Michael Jones



Comments:

I am a 8th grader at MMS (Millburn Middle School). Many of my friends live in Forest Trail and will be severely affected, when you could always just take some farm land that is benign to a large farm owner. I think, that the best option is to widen the lanes on the original road by taking down those historic homes that are run down and are not well kept. If not, then I don't think it will be a big deal to take away a small portion of land from the farms.

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Illinois Department of Transportation

The Eastern Bypass is the logical choice; the projected six second difference in times is not a viable reason to destroy neighborhoods and forest preserve. The western route seems to have been chosen for reasons having nothing to do with common sense or logic. The historic district is not an asset, full of rundown homes that have not been maintained and are more of an eye sore than anything adding value to the community, but they do provide a nice excuse to keep the project from going east. These risk-benefit implications of this decision weigh heavily on the risk side. Right now, there is no motivation for children in the neighborhood to cross 45. There is nothing on the east side of the road to draw them over there. Put a four lane highway through their neighborhood, and suddenly the motivation to cross that road increases dramatically. Kids think they are invincible, and will think nothing of the risk associated with darting across the highway to get to their friends' homes quickly. Furthermore, it doesn't seem like the proposed sidewalks and greenery are going to do much to stop a car traveling at 55 miles an hour from veering off the highway into a yard, during an accident. Common sense and logic would dictate a road of this size for cars traveling at these speeds should be kept as far away from homes as possible. There are so many negatives to choosing the western route, but they have been discussed and ignored many times before. Politicians and decision makers, wanting to dispel the myth that people go into politics for what they can get for themselves, rather than wanting to make a difference and help people, have a perfect opportunity to stand up and make a decision that will help many people who, most likely won't be able to do much for them in return, other than appreciation and support for doing what is right. In these times, when people are fed up with politics and elected officials, that will go a long way.

Another consideration is the impact on business. Lindenhurst has precious little business as it is. Why take out one, successful business case that is generating tax revenue, in addition to limiting space for future business. Our community needs tax revenue desperately.

Kristin Dao, 411 Stafford Ct. 224-372-7009
kbrkora@comcast.net Lindenhurst

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): ANNETTE KEATING

Comments:

Re: The closing of HAVEN LANE with A Round About has also closed access to MacDonald Woods @ the west end of HAVEN. The options told to me ARE

1. WALK 600 ft ^{No} to GRASS LAKE Rd
CROSS to WEST side of proposed "45" w/light
WALK so. 600 ft.

OR

1. Get in my CAR & drive to MacDonald Woods.

Please consider A foot/bicycle under ground pass under the 4 LANE Hwy. Like ~~the~~ ~~THAT~~ is now concluding construction ON GRAND AVE = Hwy 132. Since you will have the portion of HAVEN LANE - ~~way~~ ~~not~~ EXCAVATED it will

Also reunite the EAST with the west of our development. Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): KATHLEEN KEATING

Comments:

A lot of inaccuracies in the power point presentation. CAG WAS NOT IN FAVOR OF A WESTERN BY-PASS. IF YOU'RE GOING TO MAKE CLAIMS, GIVE THE TRUTH.

My property value house already gone down. This will completely ~~lower~~ lower the house value.

This plan will allow for more trucks to travel the STREETS INSTEAD OF USING THE tollway. The road is too close to the houses. There are young children living in our developments.

I pay taxes for and use the forest preserve. I will no longer be able to walk to the forest. I will have to get in the car and drive to it. Making it a less convenient luxury. I am ashamed of my politicians. A slick deal for one persons gain.

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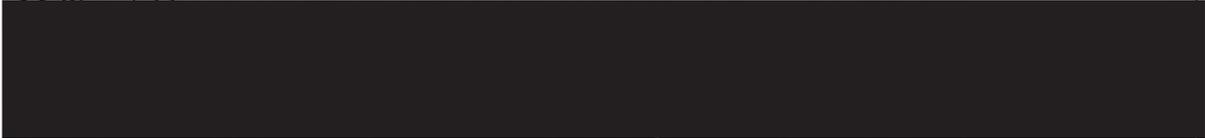
Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): TOM KLAPPERICH



Comments:

TOM KLAPPERICH, ENROUTE TO SPACE
COM

I think this plan is awful - the people
are not being heard - and totally disagree
with making this route west G

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Tom Knoblauch

Comments:

While I can commend all involved in trying to make the process clear, it is mind boggling to think that my kids both said the same thing to me. "Why don't they just go to the east side of 45?" If a child can see how crazy it is to use the west route, why can't the people running this project.

Why was so much time and money spent showing east routes, when the historic district apparently means so much that they never really had a chance? Their road performance in 30 years means nothing. No one will be living here by then.

Tom Knoblauch

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Alma Koran



Comments:

I live on the east side of Rte. 45, between Kelly Rd on the south & Miller Rd on the North. I, as well as many others are not happy with the change. If you are planning on taking 30ft. of my frontage, which is probably around 400 feet, it will leave my house very close to the road and make it worthless. Not only for the reason my house will be sitting on a busy road, but my zoning won't be 'Ag' anymore, no longer a 5 acre parcel. I suggest you buy the whole parcel, or take the property on the west side of the Hwy. 45.

No one listens to the people, so why bother having the hearings anyway.

Respectfully

Alma Koran

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

JOHN KOSSEL

Comments: COST CONCERN:

THE WEST ALTERNATIVE FOR ROUTE 45 AROUND THE MILLBURN "HISTORIC" DISTRICT APPEARS TO REQUIRE ADDITIONAL COST OF CONSTRUCTION AS COMPARED TO AN EASTERN ALTERNATIVE THROUGH FARM LAND, AS COMPARED ON THE ORIGINAL EAST VS WEST ALTERNATIVES.

SAFETY CONCERN:

THE WEST ALTERNATIVE DIVIDES THE FOREST TRAIL SUBDIVISION INTO TWO SEPARATE COMMUNITIES WITH UNSAFE PEDESTRIAN TRAVEL BETWEEN THE EAST AND WEST COMMUNITIES - REQUIRING FOOT TRAVEL ACROSS THE PROPOSED NEW RTE. 45 - WHICH CHILDREN WOULD BE TEMPTED TO DO TO REACH FRIENDS ON EACH OTHER SIDE.

THE WEST OVER THE EAST
THE ONLY EXPLANATION TO CHOOSING A MUST BE POLITICAL.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): BARBARA KUSSEL

Comments:

① WHY BOTHER HAVING LINDENHURST RESIDENTS ATTEND MEETINGS REVIEWING ALTERNATIVE PLANS FOR THE MILLBURN BYPASS WHEN THEIR COMMENTS AND CHOICES MAKE NO DIFFERENCE IN THE DECISION PROCESS? I'M SURE IT WAS COSTLY TO PREPARE ALL OF THE PRESENTATIONS; THE MAJORITY VOTED TO LEAVE THE FOREST TRAILS SUBDIVISION AS IS — THE OPPOSITE IS HAPPENING. WHY???

② THIS PLAN INCLUDES SOME EXTRAS TO ADD ENHANCEMENTS INCLUDING A WALKING/BIKING PATH. WHO WILL BE PAYING FOR THESE EXTRAS?

③ THE MILLBURN HISTORIC DISTRICT IS NOT VERY ATTRACTIVE — WHY WAS IT SO IMPORTANT TO SAFEGUARD IT WHILE CHANGING AN AREA OF NEW, ATTRACTIVE HOMES (FOREST TRAILS SUBDIVISION)?

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Christine Koth

Comments:

• why are there no sound/noise abatement ?

• why is 6 sec. more important than going through neighborhoods

• Why did you not listen to what the majority wanted ?

• why do I feel this decision was political ?

• I disagree with your decision !!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Linda Kublank

Comments:

Although a very large amount of money seems to have been spent on trying to promote this version of the Route 45 Bypass, none of this will convince me that the western option is better than the eastern option. No matter how you spin the project, neighborhoods, kids, families, schools, etc... will be adversely affected. The saving of a small commute time & other minor effects will not justify to me the ~~movement~~ moving of Route 45 east.

I feel that the community has had no real say in the decision. Yes, there was the CAB and prior "hearings" but I truly feel a decision had already been made regardless of the community's opinion. If it is inevitable that the Western version will be built, PLEASE make that appropriate noise abatement & beautification

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is performed. This is important to the people you are supposed to represent.



Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Olivia Lanaille



Comments:

the by pass is going almost going
thru my backyard yard and don't
like it the road is going thru
my best friends house.

I know this is coming
for a young child but it matters
I might not walk to school

Please Read This
My Comments
Count !!

Please return this questionnaire to the comment table this
Transportation by April 8, 2013 at the address listed on the
marie.glynn@illinois.gov.

Department of
Marie Glynn at:



Illinois Department of Transportation



U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Amy Langille

Comments:

The hearing held on 21 March 2013 at Millburn Middle School gave even a clearer picture how the state, county & federal government are destroying two neighborhoods. I beg that this project be DE-FUNDED! IT IS NOT SUPPORTED contrary to the clever marketing by those running this project. ~~If~~ The communities moreover public opinion were not considered as advertised. The documents and comments are on record. Ninety-five (95%) percent were against putting this 6-lane bypass 95 feet from homes and dividing neighborhoods. in Illinois where there are so many neighborhoods that are not safe - why would you turn one that is into a place that isn't safe, divides a solid neighborhood into literally and physically two disconnects? NO noise abatement, no consideration of weighing into the equation public opinion, statistics based off of hundreds of assumptions, and there is nothing this community can do. How can hundreds of people not be heard? It's a shame we never had a fighting chance in this "check the box" process.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Laurens W Lefkiswell

Comments:

The current plan presented looks great. This was the original plan that will accommodate all the traffic in the area. I think the western alignment best represents the traffic flow and where it originates. The County has done a tremendous job in the planning and preparation of this plan. I look forward to less congestion in the area.

Thank you!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): DEAN LOCKAS



Comments:

This is the worst possible decision you could make. This is \$17 million for a road that no one in our area wants. NO ONE! If the choice is west bypass or no bypass, I will sit in traffic. NO bypass is better than this. — We have excellent schools here and we cannot get funding. Take your \$17 million and give it to our school. This is a awful decision.

What will happen to property values? What happens when a truck kills one or more of our children?

More 45 EAST!! It is farmland. No homes involved.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Shannon Lockas

Comments:

Illinois & Lake County should be Ashamed. The concept of a democratic society in this situation is blasphemous. How a rich landowner can dictate to the people is ludicrous. You are building a road where children & elderly & families live. The reason there is going to be more traffic is the pretty turnabouts Mr. Smith had the state install on Hunt Club Rd. Trucks will avoid that as well as Hwy 41 due to the weigh station & tolls on 94. You won't fund our schools so you're making a road that nobody wants & we'll have to pay for! Brilliant! Illinois greed & politics @ its best! I'm so proud to be a Hoosier!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Eric Lynch

Comments:

The decision to move Rt 45 west is a bad decision as it will lower property values of the surrounding community, due to an increase in ^{air} pollution, noise pollution, and risk to public safety.

With the increase in road traffic noted in the study has a corresponding study looked at the impact of increased air pollution on public health?

Second, ~~the~~ the presentation indicates no noise abatement walls will be included. Has a study been completed to analyze how increased traffic will impact noise pollution in the neighborhoods?

With the road running adjacent to homes and neighborhoods how will the presence of a 4 lane highway impact safety?

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Finally, what will the state or county do to offset property value declines?

Has a study been conducted to analyze the impact on home values in the surrounding communities.

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

DWIGHT MAGALIS

Comments:

I support the proposed Millburn Bypass. IL DOT has done a great job in looking at various alternatives and have recommended the most efficient alternative. The CAG provided in great part to the overall review and public process. This has been studied + talked about for years. Please build it before more traffic + accidents.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Donald B. Martin



Comments:

It's still a bad idea.

The Grand Lake straightening makes sense

The Rt 45 West option doesn't. The problems of access, screening, etc would not exist if the eastern option were selected.

The plan has a negative effect on home values. (our house is for sale & people ask)

There is a damaging effect on McDonald Woods.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Lynn Martin

Comments:

This plan is unacceptable. We are losing open land in the McDonald Woods Forest Preserve. I vote to increase open land at every chance. Now, open land is being taken away.

Go on the east side of 45. Nothing exists on that side — just a few acres of farm land, something that owner can afford to sell.

What is in the Millburn Historic District that is important to save — a few, tiny antique shops?

GO EAST !!!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Karen McCormick

Comments:

I find it very sad that the citizens of this community have been ignored. We need to move 45 east and no amount of posters + politics can change that. Sad that the authorities care more about politics than the safety of our children. ~~Shame~~ Shame on the Dept. of Transportation. Serious lapse in safety thought here.

move 45 East!

listen to your citizens!!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Sandra McCue

Comments:

While I appreciate the effort that IDOT has put forth this evening (March 21, 2013 public hearing at Millburn Middle School), I would like to know where/when was the well-publicized public hearing before the Western Bypass decision was made? There were no electronic signs or newspaper notices (like there were for this meeting) before this decision was made and that is a travesty of justice for those of us affected by this.

I would also like to know if it is true that officials (IDOT or Lake County or otherwise) chose the Western Bypass option because of land donation or other incentives given by the owners of farmland through which the proposed Eastern Bypass was to follow?

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Illinois Department of Transportation

I would appreciate responses to my questions.

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

NORA MILTER



Comments:

New road will surely improve traffic on connect Rt 45; however as a resident of Forest Park community, it doesn't seem to be safe for lots & becomes very noisy (surrounded by 3 roads). In my understanding, there will be nothing for prevention of noise (wall or something) between my subdivision & future Rt. 45. I still pay the same taxes & will never be able to sell this property

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Heather Munge



Comments:

The proposed plan to move 45 west is a poor idea. Homeowners, forest preserve land, and safety are put @ risk. Moving 45 east makes sense. The cost would be less because sound barriers would not need to be placed. Property prices are already low, this will just cause an additional decrease in value. Not for just the "NIMBY" people but the entire neighborhood and surrounding communities. Please re-evaluate this decision!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Daniel Monge

Comments:

It is ~~un~~unthinkable that moving a road, correct that a Highway closer to homes, through neighborhoods is considered a "good idea". The majority of residents want Route 45 moved past! Open fields and at a cost of almost \$1,000,000 less makes the eastern bypass a better option.

Better judgement needs to prevail. Why ruin neighborhoods, depress home values for 5.9 seconds. Do what is right, Move 45 East!

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Illinois Department of Transportation

LMEG

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Denise Mueller

Comments:

At one point in time (or more) it was seen as a viable option to go with the East by pass. The people were asked and something like 75% - 95% of the people said go East. Relocating a cemetery of 12 can be done. Connecting Grass LK + Millburn Rd. is the only ~~the~~ weakness. Certainly, 6 lanes is too many to take through and so near to communities. No one wants that noise + air pollution so close to their houses or in their Forest Preserve. Remember - it was "PRESERVED"! It certainly doesn't matter to me if you cut through the Historic Dist. (primarily open land/farmland) and disturb hardly anyone. Listen to the people who live here and GO EAST!

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Illinois Department of Transportation

The idea of a Route 45 bypass has been around for more than 20 years. Way back then...Lindenhurst was a small village without any subdivisions along Route 45. The plans were made, but the state didn't have the funds to build it. About 5 years ago, widening Route 45 became a priority project for the County and they began discussions of funding the Millburn Bypass project for the state. Once the County took over, the project for all practical purposes **BEGAN FROM SCRATCH**. A community advisory group (CAG) was created and all possible options for the Millburn Rd/Grass Lake Rd/Route 45 intersection(s) were encouraged to be brought to the table. The CAG identified **EIGHTEEN** possible alternatives that they wanted to evaluate. Pros and cons of each were discussed and reviewed and researched over a series of many meetings. The final three options were presented in a public hearing where over 90% of the comments submitted named their preferred option as C4 – the **EASTERN** bypass. Months passed (maybe a year) until it was announced that the A4 western bypass option was the final selection. **WHAT??????** The Community was appalled, shocked, disgusted, disappointed...It was an absolutely unexpected outcome. After 20 years, after all the time and **MONEY** spent on evaluating 18 options, after the landscape of the surrounding areas changed drastically, the same plan from 20 years ago was somehow deemed the "optimal choice." It is an impossible outcome if factoring in public opinion and the proximity of newly built communities...alone those two factors should dictate that an Eastern bypass option (built through open land) be selected. **OH**, but some say, the Eastern bypass had a dangerous curve that the engineers could not make safe, thus that option cannot be more optimal than the western route. **BAH** I say...when the three finalists were being selected by the CAG there was no dangerous curve on that route...**when and how did that dangerous curve get there?** Did that C4 option somehow obtain additional evaluations (and funding) while the rest of the options didn't? **WHY** was the Eastern bypass route changed so drastically from the plans originally being presented to the CAG and being reviewed for viability??? **SEE ATTACHED** If in fact the "dangerous curve" was legitimately – and within process – discovered....then shouldn't that discovery have sent all 18 options back 'on the table' for re-evaluation and a re-vote to find the three finalists? A better question yet...how does a "modified" Eastern bypass become a "finalist" if it has a dangerous curve that cannot even be built??????????

I beg that this project be discontinued or re-evaluated. I believe the process has been tainted and that building the proposed A4 route would be a mistake.


Maria Nash




Modified Plans (Final Proposals)



Original Plans (CAG 2 Meeting)

The State of Illinois has no money to fund this road improvement and no money for our schools...don't you think the County could better serve its residents by providing some funding to the schools instead of spending \$34 million on a road that will only hurt the local community?

Noise, safety and aesthetics...

"...Residents were assured the county would represent their interests as noise, safety and aesthetic issues for the western bypass are considered in advance of a public hearing expected early next year." (Daily Herald, Nov 2011)

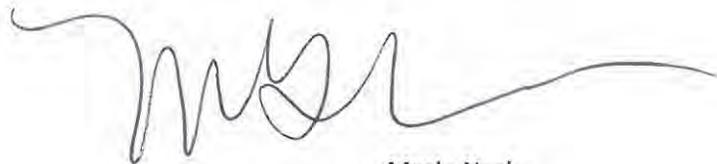
And yet this is the last statement the Engineers made to the News-Sun last week...

"There will be no noise-reducing walls because there are too few homes to make it cost effective and there would have to be breaks for subdivision roadways. There are seven homes in Heritage Trails along the bypass." (News-Sun, March 2013)

I believe there are Village ordinances regarding buffers...and yet this is the last statement the Engineers made to the News-Sun last week...

Two homes in the heritage Trails subdivision will be within 100 feet of the roadway, one is 75 feet and another is 95 feet. "We will build in a 40 to 75 feet buffer between the existing gravel trail that is fairly well populated with trees already and we will build on that," said Matkovic. (News-Sun, March 2013)

My kids, and many of their friends from the neighborhood, play and ride their bikes on those paths...I don't think 40 feet is enough to ensure their safety from a high speed 4-6 lane highway.



Maria Nash



U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Maria Nash

Comments:

Forgot in my other comments to again (as per many emails) mention the lack of stoplights to assist the school busses that are taking our children to school.

Increased traffic at increased speeds w/o proper stoplights will make left hand turns off of the side streets nearly impossible to do safely.

All the money spent on this western route was a waste - The Eastern route was originally cheaper & wouldn't have caused so much of an issue with the public

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): WAYNE OKAMOTO

Comments:

I think that it should have been communicated in the other ~~ways~~ public hearing that a decision was already eminent, rather than asking for public opinion & then ignoring it. I also think the communication on why the west option was chosen vs. the east was ~~was~~ poor. I still am not completely sure why the west option was chosen. Even today, most of the presentation seemed to be about the west option with very little attention given to the most "hot" issue on many residences' mind, which is the west vs. east option.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

JAT PALMIERI

Comments:

IDOT & LC DOT ARE WASTING MILLIONS OF TAX DOLLARS.

TWO ROUNDABOUTS IN THE CORNFIELDS ON HUNT CLUB ROAD W/ FIFTY HIGH STREET LIGHTS IS ONE EXAMPLE OF TAX DOLLARS WASTED!

STOP TREATING OLD HILL CREEK LIKE A MONARCHY. USING OUR TAX DOLLARS TO DO IT.

WHY DIDNT LC DOT EXTEND WADSWORTH ROAD THRU TO ROUTE 45 TO ELEVATE TRAFFIC CONGESTION?

YOU HAVE IGNORED MANY THOUSANDS OF TAXPAYERS IN LAKE COUNTY

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ILLINOIS IS RATED #1 POLITICALLY CORRUPT IN THE U.S.

CORRUPT IN THE U.S.

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Susan Pedersen



Comments:

As someone who lives north
+ commutes up/down 45 every
day for over 22 years I
am very excited about the
proposed bypass.

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Illinois Department of Transportation

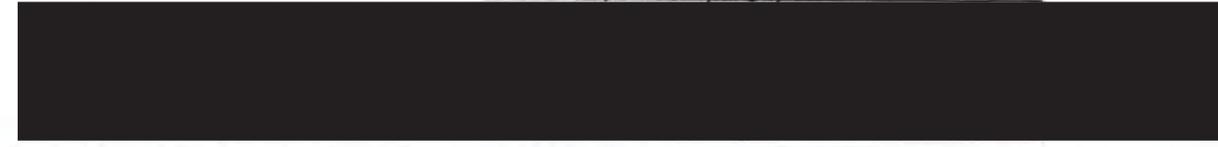
U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

GREGG PEDERSEN



Comments:

GOOD JOB!

THEY'VE TALKED ABOUT ALL THE WAY
BACK IN THE 60s. THINK ABOUT DRIVING
A COMBINE THRU MILLBURN

MAKE IT SAFE FOR BIKES & KID TRAFFIC
TO SCHOOLS

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Valerie Powley

Comments:

Please reconsider and move the route 45 bypass EAST. I do not know of anyone who wants the west bypass. Personally, I would rather leave the road "as is" than spend all this money on a road no one wants. Doesn't public opinion matter to IDOT and the state of Illinois?

The fact that all of this is happening to save a historic district that is in complete disrepair is galling. You will not provide sound abatement because there are not enough homes affected. However, this entire bypass is happening to save 10-20 "historic" properties. Please reconsider.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Print Name)

Brent Putman



Comments:

I have supported the "Eastern Bypass" Option from the very beginning of this process. I live in the Heritage Trails neighborhood and I do not want the added noise that a Western Bypass will bring. I am also concerned about the safety of our children so close to the highway.

I recently watched a replay of a Lake Co. Board Meeting in which this issue was debated. One of the board members announced that "progress should pay for progress" and no one seemed to have an argument with that statement. However, I have thought about it a lot. The most important thing is the safety of our citizens now and future generations. - not punishing Lindenhurst for its continued growth.

Please Re-consider the Bypass and move it EAST. Do the right thing. SAFETY FIRST!!

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Illinois Department of Transportation

BUREAU OF PLANNING
RECEIVED

TRUCK
DISTRICT #1

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Avinash Reddy Pati

Comments:

I like what I ~~see~~ have seen
so far today.

please make it quicker.

Need this Bypass sooner...

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

WARREN REGNIER

Comments:

THERE IS NOTHING HISTORIC
REGARDING THE MILLBURN HISTORIC
DISTRICT TO SAVE AT A COST
WELL OVER 20 MILLION DOLLARS.
THE FEW HOUSES WORTH ANY
HISTORIC VALUE ARE NOT OF VALUE
REGARDING AN INCREASE OF REAL ESTATE
TAXES WITH HOME VALUES DETERIATING.
THIS IS GREAT IF YOU HAVE A GOVERNMENT
POSITION AND SECURITY.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Jennifer Robertson



Comments:

The decision to move 45 west rather than east is totally misguided. The "historic district" is an eyesore and holds no meaningful value to the majority of residents of Lindenhurst and the affected areas.

I do not understand the decision making process. The community members are not being truly engaged in this and we will be the ones who suffer the consequences into 2040 and beyond.

Please stop and listen to the people who will be affected.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Philip Rowang

Comments:

I think the final alternative was the best of all the other alternatives. It was planned years ago when development was not there and it made sense. It still does.

As much buffering as possible would help in forest trails.

The at-grade access for forest trails to the west seems like it could be dangerous. Please re-think.

But do it.

Use the intersection 4 times a day and want improvements now.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Laura Rovang

Comments:

Hooray! The lineup at rush hours (am & pm) are exhausting, time consuming, and frustrating. I'm pleased to see smooth access to both Milburn Ave. and Grasslake from 45 and visa versa. I'm sure this is troublesome to the sub-division most adversely affected, but anyone who questioned the undeveloped open space, should have been fore warned of this possibility.
Good job!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): DAVID RUTK

Comments:

MOVING 45 WEST AND DROPPING PROPERTY VALUES AS WELL AS TAKING 3 PROPERTIES IS NOT A GOOD OPTION, MOVE 45 EAST THIS WAY YOU COULD SOLVE THE PROBLEM WITHOUT HURTING HOME OWNERS, MOVING IT WEST IS A JOKE, IT IS NOT THE BEST OPTION FOR THE COMMUNITY,

ALL THESE HEARINGS ARE A JOKE AS WELL YOU ARE NOT LISTENING. YOU'RE JUST DOING WHAT YOU WANT

WAKE UP

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Pam Ruth



Comments:

This issue is Political only. The hearings held were for appeasement only. The plans were already set. The people will pay closer attention to what they vote for.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): STEVE SCHMIOT



Comments:

~~THE~~ I KNOW I DON'T LIVE IN THIS EXACT AREA
BUT THE DECISION TO ROUTE 45 THROUGH TWO
NEIGHBORHOODS SEEMS LUDICROUS TO ME WHEN
OPEN SPACE IS AVAILABLE TO THE EAST. YOU SHOULD
HAVE FOCUSED ON THE IMPACT TO PEOPLE, NOT
A FEW SECONDS OF TRAVEL TIME AND A CEMETERY
THAT COULD HAVE BEEN NAVIGATED AROUND.
SO MUCH FOR LISTENING TO THE PEOPLE THAT LIVE
HERE! , HEAR NEARLY 75% WANTED THE "EAST" PLAN.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): David Sistaik



Comments:

I was wondering about a few statistics that you might be in hand of. How would the road affect the housing price in the town, Cost and efficiency of the new road vs old one. Maybe a graph, How cost effective the construction will be and we heard it is on a 'D' class road and the new road will bump it up to a 'C'. With this data do you expect larger traffic flow on the road or have been expecting it.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Tim Smith

Comments:

As Village president of Old Mill Creek

The Village board has voted

To endorse the project with

The bypass to the west.

Tim Smith

As an individual I hope that everything to reduce noise for the residents can be done. I know this is difficult but a bridge structure with no lights would be best. Please see Dan Jones

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Illinois Department of Transportation

Map showing the curb-cuts we need

To make our V. usage and the ~~best~~ state
economically viable -

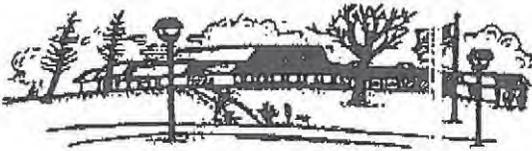
Therefore curb cuts for retail in Old Mill Lane

Dr.

To Marie

If you can't reach call me at 630-500-5588 - M.

Ms. Marie Glynn, Project Manager
Re: Millburn Bypass Public Hearing Comments
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096



District 70

Butterfield School

1441 West Lake Street • Libertyville, Illinois • 60048 • (847) 362-3120 • Fax (847) 816-5613

FACSIMILE COVER LETTER

DATE: 4/5/13
TIME: 2:25
TO: Marie Glynn
ORGANIZATON: 1.DOT
FAX NUMBER: 713-693-4704
FROM: Jennifer Andrew

BUTTERFIELD SCHOOL
FAX: (847) 816-5613

NUMBER OF PAGES: 2 **(INCLUDING COVER PAGE)**

RE: _____

Thanks!

A Recognized School of Excellence



U.S. Department of Education

Libertyville Elementary School District 70

Village of Old Mill Creek
40870 Hunt Club Road
Old Mill Creek, Illinois 60083
847-838-0275
villageofoldmillcreek@gmail.com

April 4, 2013

Mr. John Baczek, P.E.
Bureau of Programming
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

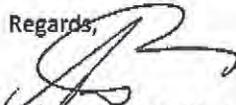
Dear Mr. Baczek:

The Village Board concurs with the stated purpose and need for the U.S. Route 45 Bypass project and supports the preferred alternative selected. On two occasions, the village board voted to support the alternative that was selected. The Phase I Engineering and Environmental Study were very thorough and involved the participation of many stakeholders in the project area. We agree with the findings that the preferred alternative has the best transportation performance, best accommodates existing and future travel patterns, and is compatible with trail objectives and transportation and land use plans. The "Millburn Strangler" continues to adversely impact area residents' commute to and from work and the quality of life of the residents along U.S. Route 45. We look forward to seeing the Route 45 Bypass Project proceed to completion.

The Village Board appreciates your commitment to the environment and sustainable solutions. We hope that you will include many of the proposed design enhancements to soften the effect that a four-lane highway will have on the surrounding area and to create an aesthetically pleasing environment for the people who live in or travel through the area.

The Village of Old Mill Creek also needs the curb cuts and extensions requested. I personally delivered a copy of our plan to the Lake County DOT and will be glad to forward a copy to you if you do not have it already. With the appropriate curb cuts and road improvements, commercially viable property in our village could be developed along the proposed bypass, which would lead to additional sales tax revenue for the Village, the County, and the State. When our Special Retail District is built out, I estimate that the State would receive a minimum of \$900,000 per year in additional revenue (50,000 sf x \$300 generated per square foot x 6% sales tax). We look forward to discussing our needs with you so that they can be incorporated into the plan for the proposed bypass.

Regards,



Termpel (Tim) Smith, Jr.
President

cc: Marie Glynn, IDOT

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Robert Spychalski



Comments:

Rethink your Plans, move the by Pass East. I feel for the residents along your current proposal for flooding due to changes in drainage. The home values will be drastically reduced, I know first hand because my home is on Sand Lake Rd and I tried to sell for 2 years, #1 complaint was the road was too busy. Who will police the new Rte 45(?). Residents of Sand Lake Rd. are told by village that the county is responsible and the County says its the villages responsibility. Nobody does the posted speed limit. I can't believe you think its safer to run a 4 lane highway thru a residential neighborhood. Consider the added danger to children being picked up by school buses in the neighborhood being placed in a higher risk of DANGER!

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I Hate to THINK That Somebody is being PAID OFF BY TEMPLE FARMS!

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Bret Summerison



Comments:

We do NOT want the western
by pass!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): TRICIA SUMMERSON



Comments:

I do NOT want the West Bypass.

This will be detrimental to our schools, forest preserve, community, property values.

This needs to go EAST or have NO funding, 5+ seconds is not worth the disruptions.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

AL SUOPYS

Comments:

① NOT CLEAR HOW THE FUNDING
WILL BE. STATE? FEES? COUNTY?

② WHAT IS THE COST OF ADDING
SIDEWALKS + TRAILS? I
UNDERSTAND THAT SOME OF
THE WILL NEED TO BE PAID
BY VILLAGES

③ IMPACT ON COST FOR RESIDENTS
NOT CLEAR

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Chuck Swanson



Comments:

Please have NO ENGINE BRAKING
SIGN'S POSTED for THE TRUCKS.

Everyone that lives in the neighborhood is
aware that the semi trucks use
RTE 45 to avoid the weigh stations
on HI.

How about enforcing the semi's getting
weighed or avoiding the station

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

SCOTT Tanneberger



Comments:

~~past research~~ research shows that living next to a major road increases childhood cancer. Whereas the research that shows where the pollution is good for healthy lungs.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Josh Tanneberger

Comments:

I asked multiple people about the protection against sound pollution and got the idea there won't be any protection whatsoever. The sound pollution, amongst many other things, will affect everything from property values to public health. There needs to be barriers to protect the public from the many dangers that will result in the poor planning and understanding of the project and output. Act Now!!

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Illinois Department of Transportation

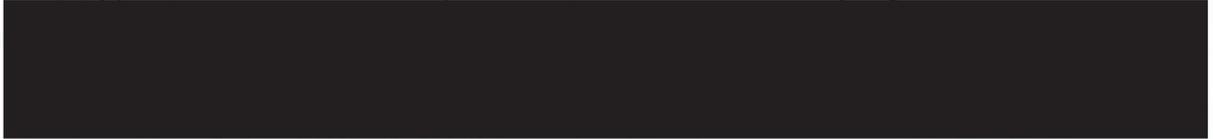
U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Josh Tanneberger



Comments:

please call me

Change your name from
I.D.O.T. TO Idiot.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Wandy Tanneberger

Mailing Address:



Comments:

I have so many questions that have not yet been answered & I don't understand how our government can so easily ignore the local citizens who will be most affected. I support a change to create a better roadway for traffic, but I don't support the west movement of Rt 45 when an EASTERN bypass will alleviate the traffic just as well for less money & more consideration for the majority of people concerned. Please show some compassion when finalizing this decision. Why were the community majority wishes not considered? How can you build a highway within 50 feet of existing homes? Why did the C4 bypass plan change? What are you doing about sound & safety barriers?

I live very close to the new planned route with 3 children. Please, I beg you to consider the negative ramifications to this plan for our children, our safety, our schools, our neighborhoods & future generations. Though this original plan was suggested many years ago, the immediate area and community have changed greatly. This is no longer the best plan. How can 6.6 seconds in 30 years be more important than our children's safety?

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Illinois Department of Transportation

(CONTINUED)

Any other historic districts in Illinois or Wisconsin would never allow a site to be part of their district. Millburn is an embarrassment to Lake County Illinois. At these public hearings, nobody can understand why an Eastern bypass wasn't best option. Why go through houses and neighborhoods when you could go thru farm fields? Most people are not go with politics in Lake County and the flowing to the Republican Party from East of existing Rte 45. Past Senator Suzie had a big part in eliminating the "Strangler" but since a large part of her campaign contributions come from East Rte 45, not even her district, people on the West side of Rte 45 get no support from her. Hopefully we are done with her.

I understand Senator Melinda Bush was favor of the East bypass, but now elects suppose all the votes from the West don't. It all comes down to who can spend most money to get what they want in Lake County.

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Mary Thacker

Comments:

How can anyone possibly think this is the correct decision for the Bypass! Public opinion is not even being considered. 95% of the people did not want this option and their comments, letters, etc. were totally disregarded!! Obviously money talks + Temple Farms was able to pay off someone so his land wouldn't be affected. Why is it better to ~~ruin~~ ruin a whole subdivision + endanger families than to go through a cornfield? It's true that it was proposed back in the 90's, but THINGS CHANGE! There's a subdivision there now and another one right to the north (Heritage Trails) that will be severely impacted! How can you change everyone's lives without even caring?!!!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Dan Thacker

Comments:

"Stupid idea". Why would you interfere with subdivisions when you could go through a corn field. There is nothing in the "historical" district where the East option would go.

Who is the majority wanting the west bypass? I have not heard of anyone except maybe farm owners.

Think of the safety of our families and move the bypass East!! How can you consider running so close to houses as opposed to farmland. Who is going to want to walk along a sidewalk next to a 4 lane highway - get real!!

I'll put up with the wait and save the 15 million if it doesn't move east.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

DENA TRAYLOR

Comments:

"Pretty pictures" - Move Route 45
EAST!

SAVE the Forest Preserve
SAVE the existing homes and the
children
SAVE our ears from the excessive
noise of semis, dump trucks, and
everything else that will use
this "bypass" through an
existing neighborhood!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): RON TUMMINELLO



Comments:

THE PROJECT SEEMS INEVITABLE & IS THE MOST LOGICAL GIVEN THE THINKING INVOLVED IN THE PROCESS, BUT - - - I SUGGEST THAT SINCE THE "REALIGNMENT" OF GRASS LK ROAD IS THE BIGGEST PROBLEM IN THE FLOW & IS IN THE PLAN, PUT IT THROUGH 1ST AND WAIT 6 ~~MO~~ MONTHS TO A YEAR & EVALUATE TRAFFIC TO SEE IF THAT ALONE ALLEVIATES MUCH OF THE PROBLEM, YOU CAN STILL RETAIN THE REST OF THE PROJECT IF NEEDED, BUT PERHAPS BUY SOME GOOD WILL FROM LOCAL RESISTERS ^{AND} FORESTALL ADDITIONAL IMMEDIATE DEVELOPMENT THAT THE IMPROVED HIGHWAY MAY PRECIPITATE.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Richard N. Turner

Comments:

While I can see that a lot of work has gone into the displays and presentations for the Rt. 45 Bypass, I still feel that the decision to route 45 to the west of Millburn is seriously flawed. Much of what I saw at the presentations seemed to be put together to justify a decision that had already been made before the residents of Lindenhurst were even invited to participate. Little to no consideration has been given to the financial impact that the Western Bypass will have on homeowners property values and - in the long run - how that will impact Lindenhurst as a place to live and a place for our children to get an education (Lower property values → lower taxes → poorer schools)

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jane W. Turner

Comments:

I am very disappointed with the decision to go with the western bypass. The reasons given for not ~~can~~ doing the eastern bypass were ridiculous. My biggest concern is the noise. Currently the traffic is very muted and I can keep my windows open in the summer, but moving the road, Rte 45, closer + making it four lanes will make it very unpleasant. Also I'm concerned about the air quality.

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Illinois Department of Transportation

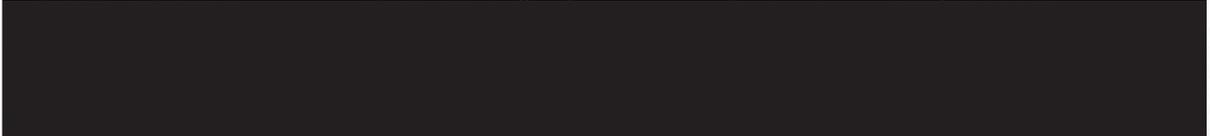
U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Mr. & Mrs. James Ugolini



Comments:

We are in favor of the Route 45 "West" bypass as shown at the Public Hearing on March 21, 2013.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): RICH VACKANET



Comments:

Can we do something to allow cars to pass on the right - while cars are making left turn,?

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Zurek, Frank

From: Michael J. Matkovic [mmatkovic@cbbel.com]
Sent: Wednesday, March 27, 2013 1:17 PM
To: Zurek, Frank
Cc: mhuffman@cbbel.com
Subject: US 45 Millburn - Comment
Attachments: 20130327121318.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Frank: Please add this to the tally. This was handed to me directly at the meeting and I forgot to put in the box.

The intended question is "why can't IDOT eliminate the parking through the HD for through lanes and allow middle lanes for turning vehicles".

I am working on getting a response from IDOT.

Mike

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): ROSINA VEGA



Comments:

CAN'T WE UTILIZE THE
ROUNDAABOUT CONCEPT MORE?
THE TWO ON HUNT CLUB
ARE GREAT!

AS A SIDE NOTE, PLEASE ~~CONSIDER~~ INCREASE
ROUTE 45 TO WASHINGTON
TO 4 LANES →

Good luck!

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U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Lori Vellinga

Comments:

I appreciate the effort to provide information regarding the proposed alternative route to IL 45. After listening to the information and speaking to various representatives as I am NOT convinced that this proposal is the correct choice. I do not support this choice and feel very disappointed in the apparent disregard to past public response to this proposal. It may be "more feasible" in some ways from an engineering & viewpoint but IT IS NOT WHAT THE COMMUNITY WANTS.

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Troy Vellinga

Comments:

The West Bypass option is undesirable and in my opinion is more detrimental to the community and environment.

What baffles me is that although many engineering reasons are presented the government has considered the most important factor ... which is that no residents of Lindenhurst want the west bypass.

Why are the residents opinions ignored and not considered?

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Li-lua Yu

Comments:

The reasons stated at this hearing do not convince me the west 45 is the option. Many family homes will be affected. The quiet and tranquility neighborhood will become noise and dangerous for people who live along the new west 45. Why east 45 is not an option when the east 45 can be built through the farm land or land without any inhabitants. One gentleman mentioned the only reason which is the hidden tombs, or as he was not sure about it. I vote for 45 East !!!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Suzanne Zupic



Comments:

*Well planned bypass that
needs to be installed as soon
as possible to help improve
traffic flow for area
residents!*

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): _____

Mailing Address: _____

Phone: _____ Email: _____

Comments:

After all the input and suggestions, it is
VERY disappointing to see this project
moving forward in its current
state. MOVE 45 EAST!

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): _____

Mailing Address: _____

Phone: _____ Email: _____

Comments:

MAKE THE CURRENT "45"
ONE WAY & THE NEW ONE
THE OTHER WAY. — SMALLER
& LESS INTRUSIVE.

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U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): _____

Mailing Address: _____

Phone: _____ Email: _____

Comments:

Leave my forest
preserve alone.
How dare you!!!
ooo

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): _____

Mailing Address: _____

Phone: _____ Email: _____

Comments:

I don't believe
you will even
read these forms
— you didn't
listen to the
citizens // //

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jason Lander

Comments:

When was the traffic counted at RT 45 and Country Place, what day/month/year?

By what way was traffic counted by clicker/hand held or automated method?

Is the agency aware 2 new subdivisions have been added to Country Place roadway, since the traffic count was done?

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Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jason Lander

Comments:

A stop light needs to be installed at the new RT 45 + Country Place. Most traffic enters + Exits Country Place between 7-9am + 5-6 PM, causing extreme danger from trucks by passing the tollway. This will greatly increase danger if a stop light is not included. Country Place Heritage, Harvest Hill and 2 other major subdivisions all exit there subdivision onto 45 via Country Place.

We need a stoplight.

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Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Friday, April 05, 2013 1:23 PM
To: Matt Huffman; Zurek, Frank
Subject: FW: RT 45 Bypass Stop Light Counts

Follow Up Flag: Follow up
Flag Status: Flagged

From: JASON LANDER [REDACTED]
Sent: Thursday, April 04, 2013 10:55 AM
To: Glynn, Marie E
Subject: RT 45 Bypass Stop Light Counts

Marie,

We have a civil engineer living in our complex and he is sure the counts that were hand done were not accurate completed at CountryPlace and Rt45. He was out at intersection the day the counts were performed and he expressed his views at the meetings.

In addition, there are several new subdivisions that have been built since the counts were done. In addition, there are 4 school buses that must turn left crossing all lanes of traffic every day.

With the funnel of 2 lanes to 4 lanes with a center median stopping midsection of intersection of 45 and CountryPlace until the next phase is complete is extremely dangerous. Cars will be trying to get in front of other cars precisely at this already tough intersection that includes many cars and buses filled with kids.

Thanks for your reconsideration.

Jason Lander

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Anita Fritzer

Comments:

I am alarmed at the proposed
TUNNELS in the Forest Preserves.
These are former agricultural areas.
NOT safe for women or kids.
I would feel far safer going
over a small bridge or overpass.
The potential for assaults
to attack people in forest preserve
areas is real, but tunnels = 11
It's not a good idea. The risk
potential increases.
Thank you.
Anita Fritzer

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Illinois Department of Transportation

1 STATEMENT OF ANITA FRITZLER

2 March 21, 2013

3 anitaf@ameritech.net

4 ANITA FRITZLER: My name is Anita Fritzler,
06:37PM 5 2200 Sprucewood Lane, Lindenhurst, and I would like to
6 have a question answered, and this is my comment:

7 In reading the articles concerning the
8 Highway 45 construction that's going to come through
9 Lindenhurst, I do believe that there is a need for an
06:38PM 10 alternate bypass; however, the conclusion that I drew
11 from what I saw in the articles is that there really
12 was no reason given for the State and IDOT to opt for
13 the western construction when it was proven that it was
14 unpopular. It's going to decimate part of the forest
06:38PM 15 preserve. It's going to take people's homes. It's
16 going to be a lot more disastrous than if they had
17 taken the eastern side of Route 45. And you know what
18 they say: Follow the money.

19 So my question is: It wasn't like
06:39PM 20 everybody liked the west side better, but apparently
21 there is more to be gained by someone in preserving the
22 open land that is on the east side of Route 45, and in
23 my mind, from my experience, history shows that when
24 you're saving a big parcel of land, it's usually for

1 someone who has designs on putting up a shopping center
2 or something like that.

3 So what I would like to know is who has
4 expressed interest in that land that's being left alone
06:39PM 5 on the east side of Route 45? I would like to know
6 why -- it's not so much that they are trying to use the
7 land on the west side as they are trying not to use the
8 land on the east side of Route 45, and I would like to
9 know why. Thank you.

06:39PM

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U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Rica Kilroy



Comments:

I have spoken to several representatives here tonight that could NOT explain why it makes more sense to go through 2 neighborhoods & 3 houses than to go East!

The Smith family should be ashamed of themselves!!!
Money talks!!

Ridiculous!!

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Illinois Department of Transportation

STATEMENT OF RICA KILROY
March 21, 2013
Ricak@sbcglobal.net

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07:31PM

07:31PM

07:31PM

RICA KILROY: Rica Kilroy, 412 Stafford Court,
Lindenhurst. I just wanted to say that in talking to
the officials here tonight, no one could give us an
explanation as to why it's going west instead of east.
Not one person could say why it makes sense. I guess
they can tell us why it's going that way but couldn't
tell us why it would make sense to put it through two
neighborhoods, three houses displaced, to save six
seconds of travel time, put children in danger. And
the only thing I can come up with is that the Smith
family obviously paid everybody in Lake County off, and
I think it's crazy.

That's all I want to say.

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Nate Langille



Comments:

My name is Nate and I live on Madison in in Haritig trails I know what your thinking you are thinking aw thats so cute a kid stiking up for him self...well I am but I really dont want this road to be built because I have a friend he lives about 20 yards away from ~~the~~ were the road could be and ~~if~~ if it does go there then he is going to move he is the best friend any one could ever have no one could ever replce him. I know that my vote does not count but please ~~think~~ think about it.

sincerely,

Nate

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Illinois Department of Transportation

STATEMENT OF NATE LANGILLE
March 21, 2013
my_langille@yahoo.com

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4 NATE LANGILLE: I'm Nate Langille. I live at
5 557 Madison Lane. I'm 12 years old, and I'm here
6 because I want to talk about how much this really means
7 to me. And I know my vote doesn't really count, but
8 it's really -- I really want this thing to go away, and
9 I don't want it going to where they all want it
10 because I have a friend that lives probably about 20
11 yards away from where they want it to be. And if it
12 does happen, he's probably going to move, and nobody
13 like -- there's nobody that can replace that guy. He's
14 my best friend, and it's just really -- I can't really
15 do anything about it but -- my vote doesn't count, so
16 it's just hard. So I just wanted to talk about that.
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U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): David MATUSEK

Comments:

Once again a giant failure of State + Local Govt.
95% of the residents vote no to a West By-Pass
and yet it goes through. The people are Angry!!!
This state is a joke. You Government work for us.
You must listen to the majority not one small special interest
group. The By Pass to the West makes 0 sense. None!!!
You will endanger children, disrupt neighborhoods, lower property
values, Raise noise + air pollution. Let Trucks By Pass
Tollway (Lower Revenue) Trucks will avoid the Scales to avoid Fines.
You are spending 24-32 million dollars that the state doesn't have
on a project no body wants. Does that make sense? Of course
not But that's Illinois. The 2nd lowest ranked state in the Union.
Corruption and special interests must come to an end, One way or
another. 9K I pay in property Taxes on a 200K Home. Why
because people are leaving Lake County in droves. The Population
is decreasing! Not increasing! I will personally see to it that
everyone involved in this is voted out. Sincerely David Matusek

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Illinois Department of Transportation

300,000K
STRONG
IN THIS
STATE.

STATEMENT OF DAVID MATUSEK
March 21, 2013

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2
3 DAVID MATUSEK: My name is David Matusek. I
4 live at 2976 Liberty Lane in Lindenhurst.

06:22PM 5 No, no, no, to the western bypass. When
6 will the government of this State finally realize they
7 work for us, the people? Ninety-five percent of the
8 population said no to the western bypass. This State
9 is an embarrassment and a joke. We are the second
06:23PM 10 worst state in the union, and we have the second-most
11 people in jail. I think more people need to go to jail
12 if this bypass goes through.

13 You're endangering the safety --
14 endangering the children. You are raising noise and
06:23PM 15 air pollution. You are lowering property values in an
16 already economically hit area. \$9,000 in property
17 taxes on a \$200,000 house. How can you even explain
18 that, as you sit there and tell us what's best for us.
19 You work for us. Listen to us or, I promise you, I
06:23PM 20 will get you all voted out.

21 You cannot take the special interest of
22 one particular individual and Mr. Smith over the group
23 of 500 by putting the road through a subdivision, on
24 top of a school, and by a forest preserve when the road

1 doesn't even need to be built. We don't want it.
2 You're allowing traffic to avoid the tollway system so
3 they won't pay tolls. You'll have truckers avoiding
4 the scale so they won't pay fines. So the State will
5 be losing money. A state that's 12 billion dollars in
6 debt wants to spend 36 million dollars on a road nobody
7 wants. Does this make sense? No, it doesn't, but that
8 is the State of Illinois.

06:24PM

9 It's time for a change. Start here, start
10 now. Thank you.

06:24PM

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U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Christine Pierozzi-Matusek

Comments:

I pray to the Dear Lord - that our families and our homes will be protected from this impending destruction. Please save all of the families that will be destroyed to save 1 wealthy family in Lake County. This plan to go through a Forest Preserve and 2 subdivisions over a Rich person's field, is morally, ethically wrong. May God help you make the decision that will protect our families. Please!! Please!! Move 45 East not West - save us from this destruction in our property values, children fatalities of buses having to cross 4 lanes of a highway.

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Illinois Department of Transportation

Listen to the families instead of 1 wealthy family!

1 STATEMENT OF CHRISTINE MATUSEK
2 March 21, 2013
3 christinematusek@gmail.com

4 CHRISTINE MATUSEK: I am Christine Matusek at
06:15PM 5 2976 Liberty Lane in Lindenhurst.

6 The four-lane highway will be going at the
7 end of our cul-de-sac. When we purchased this
8 property, no one even made mention that there would be
9 a road such as that at the end of our cul-de-sac. I
06:16PM 10 can tell you this: I would have never brought the
11 property at full asking price or even been involved in
12 Heritage Trails subdivision knowing that this was going
13 to go through. So anyone that tells you that residents
14 knew about this, they're lying. No one told us that,
06:16PM 15 and for them to go through a plan that's 20 years old,
16 I don't know how anybody in good consciousness could
17 put families at risk, school buses having to go through
18 four-lane highways, through forest preserve, over one
19 man's building -- one man's field.

06:16PM 20 It's time for people to start caring about
21 the families that are there, worrying about our
22 property values plummeting. Children could get --
23 could die because of school bus fatalities. The school
24 is going to have a four-lane highway 1,000 feet from

1 their building. And what decision do we make? We make
2 the decision for one rich family in Lake County over
3 how many families that will be affected. I could just
4 cry.

06:17PM

5 That's it.

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U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

 Matt Payne

Comments:

The presentation and charts were very informative to see the vision of the West by Pass. I have a couple of concerns, while I feel the East by Pass is a better and less intrusive alternative I can live with the West by Pass only if IDOT improves the south bound traffic from where the by Pass ends through the Sand Lake intersection. Without widening the road in this area you are just trading traffic congestion from Milburn intersection to Sand Lake intersection. The traffic moving faster on the new by Pass will come to a halt when it encounters only 1 south bound lane. The Sand Lake intersection is already very dangerous this is only going to make it worse.

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Illinois Department of Transportation

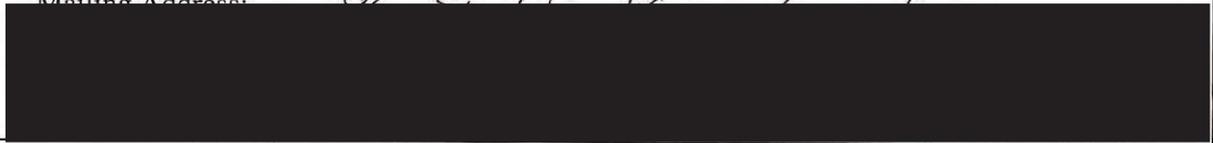
U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Matt & Shelley Payne

Mailing Address:



Comments:

Our concern is Rt 45 south of the planned bypass to the Sand Lake Rd. intersection. It does not make sense for the county to build the bypass if the state will not improve Rt. 45 to the Sand Lake Rd intersection. The current bottleneck at Grasslake & Milburn will just move to Rt 45 + Sand Lake making a bad situation worse. Waiting 2016 to 2040 is a long time for 1/4 mile improvement.

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Illinois Department of Transportation

STATEMENT OF SHELLEY PAYNE
March 21, 2013
book_attic@hotmail

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07:13PM

SHELLEY PAYNE: My name is Shelley Payne. I live at 96 Stable Way in Lindenhurst. My husband and I have a concern about the planned bypass.

07:14PM

Our concern is that it's at Route 45 south of the planned bypass to the Sand Lake Road intersection. It does not make sense for the County to build the bypass if the State will not improve Route 45 to the Sand Lake Road intersection. The current bottleneck at Grass Lake and Millburn roads would just move to Route 45 and Sand Lake Road making a bad situation worse.

07:14PM

Waiting 2016 to 2040 is a long time for a one-quarter-mile improvement. So that's it. Thank you very much.

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

RaeAnn Collins



Comments:

Sand Lake Road and Country Club Road
Can a signal be provided?
TEMP signal be provided?

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: [REDACTED]
Sent: Thursday, March 21, 2013 8:07 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: route 45

After seeing the graphics tonight at the meeting I have even more concerns about the proposed route for the 45 bypass. I am a Go EAST supporter.

1. I am concerned about semi trucks and other highway traffic using 45 as a straight shot to bypass the tolls. *** Would it be possible to incorporate at least 1 roundabout on 45 to discourage increased big truck traffic on 45?

2. I think the problem of backups and difficulty getting out of the subdivisions that feed into 45 will be even more problematic. We have difficulties exiting our subdivisions onto 45 as it is now... backups currently will stretch from Millburn Road all the way to Sand Lake. I don't see how adding more lanes of traffic and having to cross more lanes of traffic will alleviate this issue... Especially if problem #1 is not resolved. Perhaps you can incorporate "Michigan Turns" at the intersections instead of traditional turn lanes... that at least would be safer for school busses and residential traffic.

3. Trying to take the Historic District into consideration is a joke. The buildings are old and that is it. They create no revenue, they are poorly maintained and more of an eye sore. *** If these buildings must be preserved... why not move them to a different location.

4. I have concerns that during construction it will be impossible to exit our subdivision. I am requesting that you put a temporary stop LIGHT at the intersection of Country Place and Sand Lake. That is another congested intersection and traffic will greatly increase during construction off the 45/ Country Place intersection.

RaeAnn Collins

Michael and Sherri Mark



March 7, 2013

Re: U.S. 45 & Millburn Bypass Plan

To: Illinois Department of Transportation and Lake County Division of Transportation:

We are writing to request consideration for the sixteen households and the community services required for those homes which will be cut off from the rest of our street and neighborhood by the current Route 45 bypass plan which we recently received in the mail. According to the Overview, sixteen homes on Haven Lane in the Forest Trail subdivision will be detached from the existing Haven Lane by creating a new shortened dead end and a vegetation landscape between the new roadway and our residences.

Disrupting the continuity for Haven Lane by not allowing an intersection at the proposed new Route 45 roadway will create havoc by interrupting the flow of Haven Lane for the many services provided to Forest Trail subdivision. Service carriers will be required to exit one section of Haven Lane, drive north on 45, east on Grass Lake road and then south again on Old 45 to connect to the remainder of the subdivision or vice-versa. Disjointed services will include:

- Ambulance, fire and police
- Millburn School District bus service
- Lakes High School bus service
- US Postal Service
- UPS, FedEx and other delivery agencies
- Village of Lindenhurst snow plows and road maintenance
- Groot waste management pick up
- Landscape Management services maintaining subdivision common landscaping

Creating two unconnected sections of a street will cause delays in services and confusion for visitors searching for a given address on that street. In some cases it will be the added expense of driving around the long distance to complete services to our subdivision on a regular basis. It is also very disappointing for the families on the east side of Haven Lane to be completely disconnected from the trail to the Forest, for which we are named, creating a hardship or safety issue in attempting to cross Route 45 to get to the McDonald Woods trail, or to even take a walk through rest of our subdivision.

We request consideration of this aspect of the Bypass project to plan a full intersection of Haven Lane and the new Route 45.

Michael and Sherri Mark

Handwritten signatures in blue ink for Sherri Mark and Michael Mark.

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Sherri L. Mark



Comments:

All reasoning I have heard tonight from Hwy. Officials does not convince me that the East 45 Bypass would have a more significant impact than the West option. Granted there will be impacts either way, but the West option has significantly more human impact. The safety issue of proximity to existing homes and future access to the Forest Preserve for those homes "cut off" and the noise and pollution consideration affecting a large population should offset some water + flood plain consideration. We have hways all over Illinois running thru water/flood plain. Please reconsider for the people sake.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Westrom, Ryan
Sent: Wednesday, April 03, 2013 12:08 PM
To: Zurek, Frank
Subject: FW: Route 45 Millburn Bypass - Haven Lane impact

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Thursday, March 07, 2013 10:17 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Route 45 Millburn Bypass - Haven Lane impact

We are writing to request consideration for the sixteen households and the community services required for those homes which will be cut off from the rest of our street and neighborhood by the current Route 45 bypass plan which we recently received in the mail. According to the Overview, sixteen homes on Haven Lane in the Forest Trail subdivision will be detached from the existing Haven Lane by creating a new shortened dead end and a vegetation landscape between the new roadway and our residences.

Disrupting the continuity for Haven Lane by not allowing an intersection at the proposed new Route 45 roadway will create havoc by interrupting the flow of Haven Lane for the many services provided to Forest Trail subdivision. Service carriers will be required to exit one section of Haven Lane, drive north on 45, east on Grass Lake road and then south again on Old 45 to connect to the remainder of the subdivision or vice-versa. Disjointed services will include:

- Ambulance, fire and police
- Millburn School District bus service
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- US Postal Service
- UPS, FedEx and other delivery agencies
- Village of Lindenhurst snow plows and road maintenance
- Groot waste management pick up
- Landscape Management services maintaining subdivision common landscaping

Creating two unconnected sections of a street will cause delays in services and confusion for visitors searching for a given address on that street. In some cases it will be the added expense of driving around the long distance to complete services to our subdivision on a regular basis. It is also very disappointing for the families on the east side of Haven Lane to be completely disconnected from the trail to the Forest, for which we are named, creating a hardship or safety issue in attempting to cross Route 45 to get to the McDonald Woods trail, or to even take a walk through rest of our subdivision.

We request consideration of this aspect of the Bypass project to plan a full intersection of Haven Lane and the new Route 45.

Michael and Sherri Mark
[REDACTED]

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Monday, April 08, 2013 11:04 AM
To: Matt Huffman; Zurek, Frank
Subject: FW: move Route 45 to EAST
Attachments: Comment form.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Aru Aru [REDACTED]
Sent: Sunday, April 07, 2013 7:24 AM
To: Glynn, Marie E
Cc: ebg@move45east.org
Subject: move Route 45 to EAST

Ms. Marie Glynn (Project Manager),
Please review the attached file as our comments regarding the Millburn Bypass Public Hearing Comments.
We are, as the majority of homeowners (95%) living near proposed **Western** bypass of the Route 45 **against**
this plan.
Please **move the bypass to the EAST** where no single homeowner will be affected.

Sincerely,
Costner Rick & Bupesh
[REDACTED]

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Costner Rick & Bupesh



Comments:

Ms. Marie Glynn,

We are recently moved to Lindenhurst. One of the main reasons why we chose this part of Lindenhurst was tolerable road noise and distance from the Route 45.

We are completely **against moving West** the route 45 closer to us because it will increase the road noise, decrease a property value of our houses that will locate near the Western bypass which was proposed by the Illinois Department of Transportation in addition to lowering safety of the children and lowering ecological situation in surrounding area.

All above reasons will significantly lower the quality of our life along with all resident leaving near proposed Western bypass of the Route 45. If this happens we will have to move out from this area and look for other safer and quieter neighborhood. No doubt that we will not be alone. As a result, this area will be less desirable to live for a middle class and Lindenhurst will generate less income thru decreased value of houses near western bypass. There is the better solution to move the route 45 bypass to the EAST where is a vacant or farmland & fewer poperties will be affected

Please move the Route 45 to the EAST.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marieglynn@illinois.gov.

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Friday, April 05, 2013 1:42 PM
To: Matt Huffman; Zurek, Frank
Subject: FW: Millburn Bypass Open Hearing Comments
Attachments: Public hearing comments Millburn Bypass.docx

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Monday, April 01, 2013 10:02 AM
To: Glynn, Marie E
Subject: Millburn Bypass Open Hearing Comments

Ms. Gynn,

Attached are my comments with regard to the Millburn Route 45 Bypass Public Hearing.

Lisa Gillespie

[REDACTED]

Marie Glynn, Project Manager
Millburn Bypass Public Hearing Comments
Illinois Department of Transportation
marie.glynn@illinois.gov

Ms. Glynn:

The best word I can come up with to address this project is disappointment. Utter disappointment on so many levels and with so many involved in this project. The Department of Transportation should be embarrassed and ashamed of the final west bypass choice - we the tax payers will pay millions for.

It is inconceivable to me how your engineers and transportation department managers and officials can manage to plan and develop a project such as the Millburn Route 45 Bypass going west. West through so many obstacles – forest preserve land, populated subdivisions, troublesome land acquisitions, displacing residents and taking their homes. Not to mention abundant safety issues – a major highway 65 feet away from residences in Forest Trail (against Village of Lindenhurst ordinances), no light or crosswalk at Haven Lane, running the road directly next to a church daycare facility, and a dangerous intersection at Independence which will affect busing and traffic from Millburn West School.

How is it these same engineers and transportation department officials and managers can do all this but they can't figure out how to run a bypass through a cornfield and relocate a long ago forgotten plowed over cemetery? - Something that is not out of the ordinary.

How did these representatives manage to get the backing of the Lake County Board (also the forest preserve board)? What was the "deal" made? No deal? Then what is their reasoning? I heard the standard 6 second line – 6 seconds faster in the year 2040. Really? A long since forgotten, plowed over cemetery on the east side? Please. Disconnecting one house in Millburn? Give the public more credit for not being gullible enough to accept these poor excuses.

It is completely evident from the comments made at the last public display that the vast majority of residents do not want a western bypass. A bypass may be necessary to some, but those who deemed it necessary preferred an eastern route. Yet, this project has gone on with complete disregard of the opinions and concerns presented by the public. Catering to whom? The wealthy land owners on the east side? The commuters from Wisconsin? An unmarked, long forgotten cemetery? It makes no sense to the general public. And, even the team of staff at the public hearing were stumbling and bumbling trying to answer unanswerable questions. The poor young man attempting to handle sound abatement questions could hardly get his words out. All he kept sputtering was "2040 data". It was embarrassing.

In typical political fashion, the Lake County Board passed the buck so to speak to the State by granting the funding for this disastrous project. 23 Million with probably more to come – just to get rid of it and those who are standing up for what they believe in and speaking out. Are we so wealthy in Lake County that we can pay for a state road? Then why are the schools increasing class sizes and cutting teaching positions and programs? Couldn't this 23 million be put to better use? Why is the Millburn school

district asking for a referendum or programs will have to be cut if we are so flush with funds? So flush that we would choose not only the more difficult route but the more expensive one as well? The west bypass offers no future business development or growth, it will reduce home values and thus the only way for the schools to stay competitive is to raise taxes again. I live on a postage stamp and I already pay nearly \$11,000.00 a year in taxes!

I've always voted for the forest preserve funding but I've cast my last yes vote for them. I cannot tolerate paying to preserve land and then have the Board use it for a bad, dangerous road. I paid to have that land preserved!

The only way this road could go west without putting the public in danger would be with a light and crosswalk at Haven Lane, A 35 mph top speed limit, truck weight limits and sound abatement. None of this is in the plan and would most likely screw up the 6 seconds time savings thus making the whole west option less desirable than the east option. Those who have gone to great lengths to try to persuade us that west is best would then be proven completely wrong. So, we are sacrificing safety for a deal made 20+ years ago that is completely outdated and now dangerous given the residential and school development of the west side of route 45.

The lovely drawings depicting trees, sidewalks and bike paths are a complete visual lie. Only when probed, would the representative admit that these are not part of the project but that the "space" will be allotted.

I hope it doesn't take a child killed or hurt while trying to cross Haven Lane to get you all to see what a failed miserable job you've all done.

There is still time to right this wrong and do what is in the best interest of the community and the commuters. There is a way – east – that accomplishes so much. A safe commuter route, safe neighborhoods, fewer homes displaced, room for business growth, forest preserve land kept intact, and noise and pollution abated naturally. Keep our home values from sliding even more and keep our tax dollars going to the schools where they belong.

It's never too late to do the right thing!

Lisa Gillespie



Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Friday, April 05, 2013 1:24 PM
To: Matt Huffman; Zurek, Frank
Subject: FW: Route 45 bypass

Follow Up Flag: Follow up
Flag Status: Flagged

From: Millburn Tree Farm [REDACTED]
Sent: Wednesday, April 03, 2013 6:00 AM
To: Glynn, Marie E
Subject: Route 45 bypass

Hi Marie,

I am Bob Holbach and was a member of the CAG Committee for the Route Bypass in Millburn. We were away visiting our daughter who is studying abroad this semester and could not attend the community meeting for the Route 45 Bypass In Millburn. I do not know how it all worked out, how it will affect our property at 19381 W. Grass Lake Road, (Millburn Tree Farm) and if there is any real chance of the project being moved to the east location. Over 92% of people polled wanted a east bypass. I was shocked when at the fifth CAG committee meeting that the west Bypass was chosen. I believe that the "fix was in". Is there any way to get the final information? Is there any real recourse or is this decision "cast in stone"?

Thank You,
Bob Holbach

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Monday, April 08, 2013 11:10 AM
To: Matt Huffman; Zurek, Frank
Subject: FW: US Route 45 Millburn Bypass Comment Form
Attachments: Scan 01.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Monday, April 08, 2013 10:41 AM
To: Glynn, Marie E
Subject: US Route 45 Millburn Bypass Comment Form

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Christopher Husemann



Comments:

I know what I write here will make no difference, most of us
involved feel the same way. I guess we do it out of hope that
someone in the process will stop and listen, but no one has.
It seems the decision to move 45 west, not east, was made
before any public involvement. Ordinary effected citizens were
no match for the land owning moneyed interest east of 45. We
can only conclude this due to the complete disregard of our facts
and arguments. I was most involved with the effect on the forest
preserve, their description of the current state of the preserve was
based on a 17 year old study. The now beautiful grass trail that
nature has reclaimed and is one of the most peaceful and private
parts of the preserve will be destroyed. Also, everyone using the
main loop trail, which rises on the east side of the lake, will look
down on traffic and the endless stream of large trucks avoiding
the highway tolls, forever changing the experience of the preserve.
I could go on, but what's the point, it won't make any difference,
unless you're the one who will listen, our last hope.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Tuesday, April 09, 2013 10:29 AM
To: Zurek, Frank; 'mhuffman@cbbel.com'
Subject: FW: Comments Opposing US 45 Millburn Western Bypass
Attachments: U.S. Route 45 - Millburn Bypass Public Hearing Comment Form.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: Johnson, Brian W [REDACTED]
Sent: Monday, April 08, 2013 1:23 PM
To: Glynn, Marie E
Subject: Comments Opposing US 45 Millburn Western Bypass

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Brian W. Johnson

Comments:

I think the western bypass is an extremely foolish idea. The public opposes this plan. The western bypass is: unsafe for children and residents, ignores pollution + noise concerns, negatively impacts property values, negatively impacts the forest preserve, and is simply against the will of the people. There is a website and an organized movement against the western bypass, so this plan needs to be changed. The western bypass is an outdated plan that needs to be aborted, and it appears that the reasons cited to support the western bypass are an irrelevant twisting of facts vs. commonsense concerns. If this plan is not changed, I will physically stand in the way of western bypass construction.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Tuesday, April 09, 2013 10:29 AM
To: Zurek, Frank; 'mhuffman@cbbel.com'
Subject: FW: Move Route 45 EAST---Millburn Bypass
Attachments: 20130408125542494.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: [REDACTED]
Sent: Monday, April 08, 2013 1:43 PM
To: Glynn, Marie E
Subject: Move Route 45 EAST---Millburn Bypass

Hello Marie. Please accept this attached comment form for the US Route 45 - Millburn Bypass in Lake County, IL. I reside with my husband, 6 year old daughter and 3 1/2 year old son at 521 Harrisburg Court, Lindenhurst, IL. Seven years ago we purchased our Heritage Trails home in hopes we would start a family and raise our children in a safe and quiet area of Lindenhurst. We have enjoyed raising our children in Lindenhurst, but over the years have been really bothered by the thought of a bypass of Route 45 potentially being close to our residence. Even if we didn't have children we would still want Route 45 bypassed to the East rather than the West. The East bypass would not inconvenience as many residents and would only use open farm land. The East bypass would not decrease property values for the residents of Forest Trails and Heritage Trails either, since many are already feeling the pain of decreased property values due to the mortgage crisis. Residents should have clear facts about what could potentially be a dangerous disruption in hundreds of households should the West bypass option take place.

I appreciate the time you and everyone spends reading the resident comments and hope that a better decision can be made about the bypass. There is no doubt a bypass is necessary to relieve the traffic congestion, but we are NOT in agreement to move the bypass west. This simply is not a good "community" decision and not in the best interest of all Forest Trails and Heritage trails residents, not to mention the land that will be taken from McDonald Woods, etc.

****Eastern Bypass Group member****

Sincerely,
Kristan Johnson, Brian Johnson and 2 children

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Kristan Johnson

Comments:

As a current resident in Heritage Trails, I am in utter disbelief that a major road and major construction will take place near our home on Harrisburg Ct. Not only are we upside down with our mortgage due to the housing market crash, but now we could potentially face an even larger decrease in our property values with a major road moving near Heritage Trails. Why does a farm have more power in this decision rather than the thousands of residents that WANT Route 45 moved EAST? Why has IDOT and Lake County decided to uproot so many residents and Forest preserve land to make the mistake of moving (bypassing) Route 45 west?

Move (Bypass) Route 45 EAST !!
Thank you

Kristan Johnson & family
521 Harrisburg Ct
Lindenhurst, IL 60046

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Wednesday, March 27, 2013 9:24 AM
To: Zurek, Frank; 'mhuffman@cbbel.com'
Subject: FW: Rt. 45 Project - Millburn Bypass
Attachments: Website_FAQs_032113.pdf; ForestTrailsCovsDecs.pdf; ForestTrail_4019189.pdf; ForestTrail_3993330.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

See e-mail response which should be included in the project record.
Please review comment/response and determine if additional follow up is warranted.

Regards,
Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: Glynn, Marie E
Sent: Wednesday, March 27, 2013 9:21 AM
To: 'Barbara Moseley'
Subject: RE: Rt. 45 Project - Millburn Bypass

Thank you for your comments which will be included in the US 45 Public Hearing Record.
In reviewing your e-mail, I noticed that several of your questions/comments have been addressed in the FAQ handout distributed at the Public Hearing as well as in multiple documents available on the project website at <http://www.route45project.com>. I have attached the FAQ sheet for your reference. In addition, I have attached the Forest Trail subdivision plats approved in 1997 which shows the location of relocated US 45 as well as the planned cul de sac on the east side of Haven Lane.

We will continue to review the public hearing comments, but I wanted to make sure you had immediate access to the FAQ Sheet and Forest Trail subdivision information, both of which are available on the project website.

Regards,
Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: Barbara Moseley
Sent: Monday, March 25, 2013 9:29 AM
To: Glynn, Marie E
Subject: Rt. 45 Project - Millburn Bypass

Ms. Marie Glynn, Project Manager and Illinois Department of Transportation
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

RE: Millburn Bypass Rt. 45 Project

Dear Ms. Glynn and Illinois Department of Transportation,

I am writing this letter to oppose the Route 45 Western Bypass. We reside at 3099 Haven Lane, Lindenhurst, IL, and we've lived in our house for almost 14 years. This is a wonderful community with fabulous schools and excellent activities for the area residents. Our subdivision, Forest Trail, is a small residential community consisting of seniors, families with children of various ages and families with pets who walk, jog, or ride bicycles and skateboards.

I would like to begin my statement explaining that I do support growth and progress in the area. It is very important for our community to welcome expansion and improvements to our roadway system, but I strongly believe that respect and consideration should also be given to the many residents whose tax dollars are contributing to the expansion and improvements to our roads and highways. Our voice and our concerns need to be heard by you and all the decision-makers at the State and IDOT because our quality of life is at stake here. I respectfully implore you to read with an unbiased view the issues I've listed below as to why I oppose the Rt. 45 Western Bypass.

First of all:

Health Issues

Working for IDOT, you are probably well aware that carbon monoxide poisoning can kill, and of course the number one source of carbon monoxide is exhaust fumes. Since Rt. 45 is a state route, semi-trucks as well as cars and motorcycles travel this roadway and both gasoline engines and diesel engines emit these exhaust fumes. There are multiple pathogens in exhaust fumes including sulfur dioxide, nitrogen dioxide, benzene, polycyclic hydrocarbons and formaldehyde. Each of those substances is a pathogen which can have severe consequences. Medical science has established that many of these substances have harmful effects on bone marrow, the spleen and even our lymph nodes. As a matter of fact, the circulatory system is especially vulnerable to the toxins in exhaust fumes. Studies have shown that many of these toxins have resulted in problems in the bloodstream. These toxins deprive us of oxygen necessary for so many vital functions within the body. Some of these toxins, especially carbon monoxide, literally produce damage on a cellular level which can lead to a number of cancers, heart disease due to hypertension and a degeneration of the cells which line blood vessels. Many of these pollutants found in exhaust fumes also cause respiratory problems including, but not limited to, asthma. There is also evidence to suggest that pollutants in exhaust fumes also cause irreparable damage to the central nervous system. Would you want your family to live in an environment with a threat such as this? Absolutely NOT!

Safety Issues

This proposed western bypass will cut apart our neighborhood instead of uniting it for our residents. Our children will be in danger playing or trying to cross a 4-lane highway to ride their bicycles or skateboard with their friends. Our neighbors won't be able to cross a 4-lane highway to visit friends due to the semi-trucks, motorcycles and cars whizzing by at 50 mph+. Our once united and inviting community will sadly become a divided community. Roads should serve ALL people and their communities, not just some of the people who have need to travel them.

Noise Pollution

Noise pollution is defined as annoying, unpleasant, loud, distracting and intrusive. According to an article I read on noise pollution, it's a proven fact that noise pollution has negative impacts on human health causing aggression, hearing loss, cardiovascular problems, stress, sleep disturbance and psychological issues. The main source of noise pollution is our transportation, especially the noise caused by the motor vehicles. Can you just imagine the level of noise that Forest Trail and Heritage Trail residents will have to endure due to the numerous semi-trucks, motorcycles, and cars traveling this proposed western bypass that will run right through our two neighborhoods?

Impacts of Major Roads on Property Values

My husband and I have worked very hard throughout our lives to save money to purchase our home hoping it would provide the comfort and enjoyment for our family for years to come. Our hopes and dreams have been dashed with this proposed 4-lane western bypass. It's been accurately determined through many studies and observations, that noise, exhaust fumes, increased traffic, health and safety issues will negatively affect the marketability, the sale and the market value of a property. The conclusion is obvious: Our desirable community in a sought-after area will become an undesirable and depressed neighborhood, all because decision-makers of the County and State just don't care about us since it doesn't affect their quality of life. How sad for those people.

Quality of Life

Quality of life can be defined as your personal satisfaction, comfort and enjoyment with the cultural or intellectual conditions under which you live. Can you please tell me how this 4-lane highway running right through the middle of the Forest Trail subdivision with all its noise, exhaust fumes, health issues, safety issues and potential for decreased property value will improve my quality of life? For the life of me, I can't think of any way it can help. I would like to ask you a question: If you lived one house away from this proposed roadway like my husband and I do, would you honestly enjoy living in my house or even sitting on my patio in the evening after a long day on the job? I really would like to know!

We urge you to reverse your support for the RT. 45 Western Bypass. In a 1995 document found in the Forest Preserve files, it stated, "the county, forest district and Village of Lindenhurst agree not to object to or oppose the relocation of Route 45 to the west, nor would they support any effort to do so." That agreement may tie the hands of the county, forest district and Village of Lindenhurst, but it does NOT, I repeat NOT, say anything about the State opposing the western bypass. Times have changed from over a decade ago, subdivisions have developed and our area has grown. Please, for the sake of the people and what is consciously right, we are asking the State to do everything in your power to ensure that this western bypass does not happen and that you listen to the voice of the majority of the people.

Sincerely,

Charles and Barbara Moseley



mosemoseley@comcast.net

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Monday, April 08, 2013 11:04 AM
To: Matt Huffman; Zurek, Frank
Subject: FW: Pubic Hearing Comment Form- Hwy 45 Millburn Bypass
Attachments: Hwy_45.jpg

Follow Up Flag: Follow up
Flag Status: Completed

From: Linda Musak [REDACTED]
Sent: Saturday, April 06, 2013 12:11 PM
To: Glynn, Marie E
Subject: Fwd: Pubic Hearing Comment Form- Hwy 45 Millburn Bypass

Please find attached to this email a comment form from:

Dawn Revenaugh
38500 Hwy 45
Old Mill Creek, IL 6083

847.356.3023
[dj3023@sbcglobal.net](mailto:djr3023@sbcglobal.net)

Our comments: Get it done.

Bill and Linda Musak
[REDACTED]

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Wednesday, March 27, 2013 9:09 AM
To: 'mhuffman@cbbel.com'; Zurek, Frank
Subject: FW: US Route 45 Milburn Bypass Public Hearing Comments
Attachments: Raube Comment Milburn Bypass_.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: Dennis Raube [REDACTED]
Sent: Monday, March 25, 2013 11:15 AM
To: Glynn, Marie E
Subject: US Route 45 Milburn Bypass Public Hearing Comments

Dear Marie:

Please find attached 4 pages of my comments for the official IDOT comment file. Please confirm receipt.

When can I expect responses?

Kind Regards,

Dennis Raube
[REDACTED]

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Dennis Raube Page 1

Comments:

I am Opposed to Western Bypass,
Eastern Bypass Impacts NO One.
Federal Funds require compliance of the
FHWA / NEPA Policies. These Policies mandate
Public Opinion is received, evaluated and most
importantly, be strongly considered in any plan.
Majority of the Public both in the local
community and surrounding, the Millburn Bypass
OPPOSE the Western Bypass. This Project
is violating these same Federal Policies
and the Federal Funding should be withdrawn.
NEPA requires all reasonable attempts at avoidance
and minimization be made to lessen the social and
economic impact of the community.
NEPA also requires public concerns be addressed
and justification for the final decision be presented.
Lake County DOT did not consider public input.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Dennis Raube Page 2
Mailing Address: _____
Phone: _____ Email: _____

Comments:

LC DOT did not properly consider avoidance and mitigation when reviewing proposals.

Failure by Lake County DOT to follow the intent of the FHWA/NEPA may constitute a violation of Federal law.

New Residents in Forest Trail / Heritage Trail were not informed of the Western Bypass at the time of purchase.

Western Bypass will be 50 ft from Homes. Based on IDOT sound estimates, OSHA requires hearing protection at that level.

Violates Lindenhurst ordinance of 25 ft. between homes and route 45.

Land used for Eastern Bypass is NOT protected and can be developed at any time for any reason - ~~NO~~ Impact to Historic District.

First residents of Forest Trail were told the plan was for Two lanes.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Dennis Raube Page 3

Mailing Address:

Phone:

Email:

Comments:

A Truck out of control potentially could cause the loss of life to residents today [Millburn Historic District] and even more with Western Bypass. This safety hazard does not exist with Eastern Bypass since there are no homes just an open field.

Western Bypass destroys the Peace/quiet of Mac Donald Woods,

Western Bypass decreases Property Values,

Western Bypass Negatively impacts our quality of life.

Western Bypass increases noise/air pollution from heavy trucks and cars driving 40-60 mph.

Endangers the lives of our children by forcing school buses to cross multiple lanes of highway traffic filled with trucks.

Over 75% of local residents support an eastern bypass that would have no negative impacts on our community, leave Mac Donald's Woods intact, and run thru empty corn fields keeping this dangerous highway away from our homes, schools and families.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Dennis Raube Page 4

Mailing Address: _____

Phone: _____ Email: _____

Comments:

Lake County has seen a decrease in the overall economy. The need for a bypass is dependent on a 2040 Projection which is not realistic.

The least cost option for the short term and possibly long term is to remove the Millburn parking spaces and both sidewalks along route 45. This will relieve the congestion issues which only exist during rush hours Monday thru Friday.

My personal experience is from driving through Millburn at least twice per day.

Rarely is the traffic Backed up.

When it is backed up, I wait 10-15 minutes, patiently, in my car.

STOP THE WESTERN BYPASS!!

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Monday, April 08, 2013 11:04 AM
To: Matt Huffman; Zurek, Frank
Subject: FW: Pubic Hearing Comment Form- Hwy 45 Millburn Bypass
Attachments: Hwy_45.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Saturday, April 06, 2013 12:11 PM
To: Glynn, Marie E
Subject: Fwd: Pubic Hearing Comment Form- Hwy 45 Millburn Bypass

Please find attached to this email a comment form from:

Dawn Revenaugh

Our comments: Get it done.

Bill and Linda Musak

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Dawn J Revenaugh



Comments:

I spoke with several people about my concerns at the March 21st open house.

What exactly is going to happen to the portion of the forest preserve that will be separated by the new by-pass. McDonald Woods surrounds my property both to the south and west. This is one reason we bought the property 30 years ago. How "cool" to be next to a forest preserve!! I was told that this will be taken over by IDOT. I really would like to be kept informed as to what exactly will be done. The portion to the south physically affects the appearance of my residence and businesses. The portion behind me affects storm drainage.

Thank you, Dawn J Revenaugh

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Wednesday, March 27, 2013 9:08 AM
To: 'mhuffman@cbbel.com'; Zurek, Frank
Subject: FW: US Route 45- Milburn Bypass Public Hearing Comments from Mahesh & Geeta Shah
Attachments: Route 45 Bypass Complain Rev1.docx

Follow Up Flag: Follow up
Flag Status: Completed

Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: Shah, Mahesh J UTAS [REDACTED]
Sent: Monday, March 25, 2013 8:20 PM
To: Glynn, Marie E
Cc: Geeta Shah; Shah, Mahesh J UTAS
Subject: US Route 45- Milburn Bypass Public Hearing Comments from Mahesh & Geeta Shah

Dear Marie,
Please find our comments attached for the above Public Hearing.
PLEASE HELP.
Thanks.
Best Regards,

MAHESH J SHAH

[REDACTED] 58 U.S.A.

CONFIDENTIALITY NOTICE: This electronic message, including any attachments, is for the sole use of the intended recipient (s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender via phone, fax or email and destroy all copies of the original message.

March 25, 2013

Ms. Marie Glynn, Project Manager and Illinois Dept of Transportation
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

RE: Milburn Bypass Rte. 45 Project - Comments

Dear Ms. Glynn and Illinois Department of Transportation,

We, the undersigned are Mahesh & Geeta Shah residing at 3082 Haven Lane in Lindenhurst, IL 60046 for almost last 13 years. We love our community and with excellent activities for the residents. Seniors, families with children of all ages, pets and others reside in the Forest Trail subdivision small community.

We understand and believe in growth and expansion of the community. But, this should not be paid by our tax dollars and at the cost of the community.

We attended the Public hearing meeting on March 21 at the Milburn Middle School. We were surprised and disappointed by the combined decision taken by the Lake County DOT and the IDOT about the Alternate Rte 45 option A. The new route plan shows that there will be new Bypass Rte 45 going by my house with trees and bushes and may be a side walk as well.

Let us tell you that whoever thought about and approved this alternate option need to think twice very seriously before implementation. Here are our serious concerns against building the new Alternate Bypass Route 45.

General:

- (1) I know that there is plenty of open land owned by Temple Farms on the east side of the current Route 45. Yes! There are some historic houses on the east side.
But, just to save those Historic places, you want to jeopardize the lively neighborhood of the Haven lane residents?
- (2) **What is more important to the Public & the Government? Keeping the historical places or keeping the safe residential areas.**
- (3) One thing is sure that both the county DOT and the IDOT have been influenced by the owners of the Temple Farms without thinking about the middle class residents of the Forest Trail subdivision.

Health Issues:

- (4) When the construction of the new Bypass Route 45 is going to start, did you think that we are the one who will be affected most due to our location? It is going to be next to my house. There will be lots of dust, smoke, mud, all the trucks, semis, bull dozers in front of my house. All the exhaust fumes have sulfur dioxide, polycyclic hydrocarbons, nitrogen dioxide and etc.

I am an Asthma patient and this will impact my health big time. If something happens to me because of this, will the IDOT or the authorities take the responsibilities?

Also, the toxics in these exhaust fumes can cause lymph nodes and affect bone marrow. Due to our old age and that of other seniors in the community, the carbon monoxide can cause different kind of cancers, and can impact hearts. I DO NOT THINK THAT THE IDOT OR THE AUTHORITIES WANT THIS TO HAPPEN AND SOMEONE TO DIE.

Elevated Noise Levels:

- (5) I understand from the discussions during the Public Hearing that the noise levels during the normal traffic will be 60-65 dB. Yes! An occasional exposure to this level may not impact the individual's hearing capabilities. However, continuous exposure to this and sometimes even higher dB level will definitely impact the hearing capacities of all the residents. This will have a big negative impact on the infants and on the seniors. DO THE IDOT AUTHORITIES WANT TO TAKE THE FULL RESPONSIBILITIES OF THESE HEALTH ISSUES OF THE RESIDENTS?

Safety and Security:

- (6) Has anyone thought about the safety? Just like us, all the residents of the Forest Trail Subdivision, have grandkids and children (infants, young and teenagers). During the good weather, they will be playing outside. With the roaring traffic, what is the security and safety of these kids? You know that on this Rte 45 there are big semi trucks going back and forth and some people drive over the speed limit without obeying any traffic rules. This normally causes lot of accidents including fatal accidents that we hear and see every day in the neighborhood and in the suburbs. Now, with the open areas that you are proposing with the new bypass Rte 45, the kids are at very high risk.***

Our house (and three others on each side of the Bypass) and our family members are at very high risk as we are adjacent to this new Bypass. Any special considerations for these four (4) families?

I believe that the county DOT and the IDOT need to revisit the meaning of Public Safety guide lines. Does the IDOT take the responsibility of the traffic and guarantee to the residents that there will not be any fatal accident in the area after this new Bypass has been built?

- (7) **What is the safety even during the construction of this route? The IDOT should have some Legal obligation to the residents of the community for their safety as well. What happens and who is responsible in the event of a human disaster and lot of fatalities?**
- (8) All the residents have been paying the property taxes for the safety of our residents and not building this Bypass rte 45 on the west side.
- (9) According to the 1995 document of the Forest preserve file, the county, Forest district and village of Lindenhurst, do not object, or oppose the relocation of the state route 45 nor they support this effort. Therefore, for the sake and health of the people, the community and the welfare of the subdivision, please listen to the concerned people and their comments and you can authorize to ensure to go thru this movement of the western Bypass.
- (10) We are the citizens of the country where the residents have freedom to voice their opinion and then Government has to listen to the fellow citizens. In the entire country, I have not heard of any 4lane (or even 2 lane)state route (like Rte 45) going thru the residential areas with only the trees and bushes or a 6 inch tall curb in the entire country. **Please give me examples of these kinds of state routes going thru the residential areas in US?**
Please review all over before it becomes a disaster and causes fatal accidents by the rough truck drivers or careless and drunk drivers. No one including the Government official will like to face any consequences of the fatality accidents. Therefore, we are asking the Lake county DOT and the IDOT authorities to seriously revisit the plans and stop from occurring the new disasters.
- (11) **There is lot of available open land on the East side of the Rte 45 and East of the Milburn Elementary School but before the Hunt Club Road without impacting the Historical places or the safety of the Forest Trail subdivision residents.**
- (12) I know that this country and the Government (local, state or federal) is clean and will do right for the

common residents and will not be influenced by just few rich and political parties.

(13) Please listen to the concerned residents before making mistakes and then regretting.

Hoping to hear the positive actions by the local DOT and the IDOT, before starting with this unsafe project.

Thanks.

Best Regards by the frustrated Resident of the Lindenhurst Forest Trail subdivision

Mahesh & Geeta Shah



Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Monday, April 08, 2013 11:03 AM
To: Zurek, Frank; Matt Huffman
Subject: FW: Route 45 Bypass Comments
Attachments: acommentsform_route45_040513_KT.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Friday, April 05, 2013 3:02 PM
To: Glynn, Marie E
Subject: Route 45 Bypass Comments

Dear Ms. Glynn,

Per the public hearing, I am attaching my comments for public record.

Thank you in advance, and have a great weekend.
Kevin Tuley

U.S. Route 45 — Millburn Bypass

Hwy
45
bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Kevin Tuley

Mailing

Phone:

Comments: As the three alternatives were "viable" per LCDOT' own public commentary on this issue, it appears that the traffic time (5.9 seconds) and the shortest distance between two points had more weighting than the negative impacts on home values and safety. Safety not so much as to the quality of the construction of the road, but safety related to creating a road that places more high-speed traffic closer to homes, more high-speed traffic without any extra traffic control means, and more noise/air pollution due to more truck traffic. It is undeniable that the western bypass will bring even more traffic to route 45. The direct result of more traffic will only exacerbate the three, critical factors not addressed in LCDOT' reports and studies: Safety, Economics, and more truck traffic. Truck traffic = increase of trucks bypassing the extra toll at 173. Just as many of the residents who actually live here have seen since the increase, trucks have bypassed the tolls as well as the weigh station on 41 this will only increase with an easier highway to navigate through the northern suburbs. This truck traffic will have a profound effect on school buses turning on to Independence Blvd. Traffic will have to contend with 3 lanes of southbound traffic (1 turning lane and 2 oncoming lanes). As many studies indicate, the left-hand turn from a standstill position is one of the more dangerous to contend with. * Nearly half of all urban crashes occur at intersections. * Pedestrians in urban areas are more likely to be injured in crashes at intersections than at other locations. * Most urban crashes happen during the afternoon or early evening. Additional safety factors to consider are those related to the amount of garbage that will be coming into these subdivisions and more importantly: Pollution. Unrelated to any of the studies is that the eastern bypass is a full \$1.17 million cheaper to build and the fact that the homes closest to the western bypass, and those that are "related" in the community (e.g. similar models) will all take a property value hit. This will in turn create a negative, economic impact on the communities of Lindenhurst, Lake Villa, Gurnee, and Antioch and Lake County - why even contribute even further to a worsening local economy and property tax revenue stream - just to make it easier for trucks? In summary, I have no doubt that LCDOT' plan is very sound from an engineering perspective and lens. It does not, however, take into account the bigger, *non-engineering* related issues at hand and at risk; nor is it long-range oriented at the prevention of any negative effects, or tragedies, that may arise. It's both sad and disconcerting that our elected officials can represent and propose the "opposite" of what almost the ENTIRE and outlying community feel about this plan to put a highway on top of residents and their homes, when a very, very viable alternative exists to the east.

Respectfully yours,
Kevin Tuley

PS IDOT should carefully consider the amount of truck traffic that will be bypassing the tollway.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Friday, April 05, 2013 1:24 PM
To: Matt Huffman; Zurek, Frank
Subject: FW: Public comments for Route 45
Attachments: Rt 45 comments.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Tuesday, April 02, 2013 2:39 PM
To: Glynn, Marie E
Subject: Public comments for Route 45

Please see the attached comment form from the public hearing regarding the Millburn bypass of Route 45.

Thank you,
Angela Wells

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Angela Wells



Comments:

I am a resident of Lindenhurst, IL who is outraged by the consideration of the proposed plans for the western bypass of Millburn on U.S Route 45.

My neighborhood is not directly impacted by these plans, but a decision by the IDOT to use the western bypass option goes against any indication that there was a consideration of public safety, noise pollution, property values or respect of family life.

If anyone watched the traffic for 30 minutes on the current Route 45, they would not believe that the plans were being considered to run the road within 50 feet of existing homes. The amount of truck traffic currently on this road would be frightening to run through the middle of any neighborhood, let alone one that would be so close to the proposed western route.

I am someone who is not greatly impacted by this decision but looking in from the outside. From my perspective, the western bypass proposal seems unbelievable and absurd when the eastern bypass route is mostly through undeveloped farmland. If one of the IDOT "decision makers" lived along the proposed western bypass route, I do not believe this would be on the table of possible considerations.

I am very much against the western bypass route proposal and very much in favor of the eastern bypass route.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Tuesday, April 09, 2013 10:27 AM
To: Zurek, Frank; 'mhuffman@cbbel.com'
Subject: FW: U.S. Route 45 Millburn Bypass
Attachments: 45_Bypass.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: [REDACTED]
Sent: Monday, April 08, 2013 2:51 PM
To: Glynn, Marie E
Subject: U.S. Route 45 Millburn Bypass

Please find my public hearing comment form attached.

Thank You.
Linda Westman

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Linda Westman

Comments:

I wish to go on record to express my concern regarding the western By Pass option of Route 45.

After another review of the proposed route I have some deep concerns for the safety of the Millburn School buses having to enter and exit at both Route 45 and Grass Lake Road. The proposed changes force the school busses to make a left turn into four lanes of traffic without a controlled access intersection for their exit. I believe the speed limit remains 45 mph on both roads. I don't see how this will not put the children at risk. Likewise the traffic flow and speed through the residential area, which will undoubtedly include increased truck traffic, diminishes the safety of the residents.

I urge you to reconsider your decision. This route may have been the best choice 10-20 years ago but as time and circumstances have changed I believe a re-evaluation of the safety risks should be considered regardless of the agreements reached years ago.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Zurek, Frank

From: Glynn, Marie E [Marie.Glynn@illinois.gov]
Sent: Tuesday, April 09, 2013 10:27 AM
To: Zurek, Frank; 'mhuffman@cbbel.com'
Subject: FW: Tr 45 - Millburn Bypass Comments
Attachments: RT 45 Comments Form 4-8-13.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: Steve Yeaton [REDACTED]
Sent: Monday, April 08, 2013 3:18 PM
To: Glynn, Marie E
Cc: Lesley Yeaton; ebg@move45east.org
Subject: Tr 45 - Millburn Bypass Comments

Please find attached my comments relative to the proposed Rt. 45 by-pass.

Stephen Yeaton
[REDACTED]

U.S. Route 45 — Millburn Bypass

PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly): Stephen Yeaton

Comments: I fully appreciate and agree with the need for a bypass solution. However, the State and County have chosen the wrong solution! The Community Action Group (CAG) has been a sham from the beginning. At the very first presentation, prior to the selection of the CAG, the then current State Senator from the district stated to me and my wife, "Don't pay any attention to all this, it's a **Done Deal**", meaning that the original West route had already been selected.

Nevertheless, I applied for the CAG, went to and spoke at several meeting of the County Board and Transportation committee. In private conversations with several board members a common response was, "**You're right but there is nothing I can do about it**".

In reviewing each claim for why the Western Bypass was selected over the Eastern option, few are found to be logically and technically defensible. For example:

- Avoids conflict with the Historic District – The Eastern option **does not impact any structure** in the Historic District!
- Preserves open space – The Village of Old Mill Creek has proposed the **commercial development** of that same land.
- 5.9 seconds longer travel time – If 6 seconds are even significant, it is only apparent during very heavy traffic periods. In addition, the 6 seconds only appeared after the Eastern route was modified to avoid **non-existent wetlands** and 3 possible ancient **unmarked graves**. (Published State policy states that graves such as these **will have no impact** on public works projects)

Its hard to believe that considerations such as these outweigh the disruption of existing communities, adding significant safety concerns, causing the displacement of existing residences, invading precious Forest Preserve resources while the proposed Eastern option has none of these disadvantages!

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

STATEMENT OF WILLIAM BALTUTIS
March 21, 2013
bill.baltutis@baxter.com

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04:59PM

05:00PM

05:00PM

05:00PM

MR. BALTUTIS: My name is Bill Baltutis. I am the executive director of TMA Lake-Cook. We're a business group in central and southern Lake County whose mission is to improve employees' commute to work, and we represent about 40 companies and 42,000 employees in Cook and Lake County. And based on our demographics, about 10 to 15 percent of those employees actually live up north in this area, and we wanted to come here at this public meeting to support the West Bypass Alternative which is Alternative A4 of U.S. Route 45 which also includes the realignment of Grass Lake Road which needs to be built. Widening of 45 would benefit the quality of life of Lake County residents and would improve the business climate for the County.

So we just want to go on record supporting the IDOT proposal. Thank you.

1 STATEMENT OF ROBERT CAJKA
2 March 21, 2013
3 rcajka@att.net

4 ROBERT CAJKA: My name is Robert, last name is
07:37PM 5 spelled C-A-J-K-A, and I live at 3037 Liberty Lane in
6 Lindenhurst. I do not agree with the west route. This
7 west route is a truck driver's dream come true. Please
8 add a weigh station along this route and a school zone
9 because once the traffic jam is gone, the motorists
07:37PM 10 will be driving faster, and accidents and deaths will
11 increase.

12 That's it.

13
14 (End of Public Comments Via Court
07:37PM 15 Reporter, 3/21/13)

STATEMENT OF GARY HANSEN
March 21, 2013
Garygenehansen@yahoo.com

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05:47PM

GARY HANSEN: My name is Gary Hansen. I live at 13960 21st Street in Wadsworth, Illinois, 847-338-7531. I'm probably the only person here that likes what you're doing. My philosophy is it's better to tear down a few homes than destroy farmland that eventually we're going to need, and that's all I need to say.

05:47PM

STATEMENT OF AMY HETTLINGER
March 21, 2013
last3yearsusmc@yahoo.com

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06:04PM

AMY HETTLINGER: My name is Amy Hettlinger,
H-E-T-T-L-I-N-G-E-R, 3010 Trail Crest Lane,
Lindenhurst.

06:04PM

My concerns are if this is a done deal, if
this is final -- which the articles in the paper I have
been reading it does sound that way -- then I really
want the State and IDOT to do the right thing and build
a solid barrier -- not a fence; I think that's far too
weak -- but a concrete barrier at the section of Forest
Trail where the road comes between the subdivision
homes to protect any life. Only takes a few minutes

06:05PM

for a child to run from a mother without the mother
being aware that the child has left her side, and
that's far too busy of a road for a child to happen to
run across chasing a ball or chasing a cat or just
being curious. A berm with vegetation is not

06:05PM

sufficient. It's pretty on the eyes, but if we're
going to cut through neighborhoods, then we need to do
as southern California has done and have concrete
barrier walls, and it won't be pretty, but it will
preserve life. And that is very important to many of

1 the people here, and that's very important to those who
 2 live on that street. It will not be pretty. Maybe we
 3 can plant some trees in front of that, maybe a berm can
 4 be erected, but we need to preserve the citizens of
 5 this country.

06:05PM

6 There's enough crime, there's enough
 7 danger, and these children are going to be citizens
 8 some day fighting for their country, serving their
 9 country just like the legislature of this County and
 10 State is doing.

06:06PM

11 So if the leadership truly feels this is
 12 the right thing to do, then we need to put the money
 13 into having a wall to protect the life that is existing
 14 today and that will exist tomorrow. That's my biggest
 15 concern.

06:06PM

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STATEMENT OF SUSAN MASSIE
March 21, 2013
Wmie@comcast.net

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4 SUSAN MASSIE: My name is Susan Massie. I live
05:08PM 5 in the Forest Trail subdivision. I'm a member of the
6 Move45East.org Concerned Parent Group. The CPA was the
7 team that was comprised of members of our neighborhood.
8 We're on this organization. Everybody voted against
9 it. All the neighborhood voted against it. Nobody
05:08PM 10 wants it to come through the neighborhood. We can't
11 understand why Temple Farms cannot give up that much
12 space, and we're concerned about our forest being
13 destroyed, our kids getting injured, the elderly that
14 live right next to where the street is going, them at
05:09PM 15 risk if a truck goes off the road and runs into their
16 house. And a farm, what's it going to damage? Some
17 corn? You know what I mean? We're here; you're
18 talking about homes, people.

19 They have lied about the noise barriers
05:09PM 20 they were going to put up. Now they're saying that
21 since minimal people will be impacted they don't need
22 to put up the noise barriers, so now we're going to
23 have increased noise pollution, increased pollution to
24 our houses and homes and causing us to have to clean

1 them more often to get the smog and things off that are
2 going to be on the side of houses. They're going to
3 increase all of our homeowner costs just to try to get
4 the neighborhood up to speed, up to par, and all the
05:09PM 5 pollution and litter that's probably going to come from
6 traffic. You know how people throw things all over and
7 stuff.

8 So I disagree with this. I will make sure
9 I campaign against everybody and anybody that was
05:09PM 10 involved in this decision. I have been very active in
11 the community so I know I have a lot of influence, and
12 I know I can help influence. I think it's pathetic. I
13 think that somebody should be investigated because I
14 think that Temple Farms has financially influenced this
05:10PM 15 decision, and I work for the Navy so I do know that we
16 have historical property and you can tear down and you
17 can change historical property. It may take a little
18 effort to go through and do it. So this argument of it
19 being historical property and they can't go through
05:10PM 20 because of that reason, that's bogus and untrue because
21 you can do that. There is a way around it.

22 And I just cannot believe and I'm
23 disgusted that these people that are pushing this
24 forward and have voted for this not taking into

1 consideration the lives of people, the animals, the
2 property that they're going to be damaging and
3 destroying as a result, and they would allow a rich
4 farm guy that had influence, financial influence, to
05:10PM 5 influence their decision. And I know, in fact, when
6 Susie Schmidt was on the Board that he did contribute a
7 lot to her campaign and her parties which I think
8 influenced her influencing this.

9 So I think if people dug a little bit
05:11PM 10 deeper, I don't believe environmental studies were done
11 about endangered species and things that exist in the
12 tall grassy areas of the forest preserve. I think
13 people's hands and palms were greased. That's my
14 personal opinion, and I think that that had a lot of
05:11PM 15 influence. Money influenced what common sense should
16 have prevailed -- the safety. I think money was
17 allowed to overtake the safety of our elderly, our
18 kids, our property, and I think it's very sad and
19 pathetic.

05:11PM 20 And I'm back far enough that it's not
21 going to impact my property value as much as it will
22 those around it, and I can say I knew that this was a
23 possibility coming in, but when we were moving into the
24 subdivision, they never told us that there was

1 alternative possibilities that could have been
2 considered. Once we found that out, everybody was very
3 angry. Everybody was very angry that they're not
4 considering and they're trying to use this excuse and
05:12PM 5 save a few seconds or minutes of your travel time by
6 putting it through our neighborhood.

7 So the blood will be on these people's
8 hands when people get killed and injured and hurt
9 because it will happen. Look at all the accidents and
05:12PM 10 stuff from kids now driving crazy and fast and running
11 into homes or trees just in the local area in the last
12 year.

13 So that's what I'm worried about and
14 that's my concern and I don't support this and I won't
05:12PM 15 support any politician that does and I'll make sure to
16 campaign against anybody that does. I don't care if
17 they are in the party that I represent or not. So
18 anyway, I think that's all I have to say.

STATEMENT OF CAROL ZERBA
March 13, 2013

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05:49PM

CAROL ZERBA: My name is Carol Zerba,
Z-E-R-B-A. I live at 502 Whispering Pines,
Lindenhurst, Illinois.

05:49PM

I was on the County Board in the nineties
when we set aside the land for a potential western
bypass through Millburn. We tried to provide for the
future, which I think we did well, as well as we could
back then, and I truly believe the western bypass is
the only viable solution to the Millburn strangler.

Zurek, Frank

From: Zurek, Frank
Sent: Tuesday, April 09, 2013 1:39 PM
To: Zurek, Frank
Subject: FW: Hwy 45 Bypass/Lindenhurst

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From: [REDACTED]
Sent: Monday, April 08, 2013 6:06 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Hwy 45 Bypass/Lindenhurst

Name: Anne Arnholt Home Address: 422 Preston Circle Comments: The west bypass is unacceptable.

- It disrupts the community by splitting a subdivision in half and passing within 100 feet of 5 homes, and within 50 feet of some of those homes.
- It damages property values substantially, despite the ridiculous assertion by LCDOT that effects on property values cannot be known. This is a 4 lane highway within 50 feet of homes, you would have to be a fool (or be hiding something) to think that it will not negatively impact property values.
- It damages public health with excessive noise and air pollution within 50 feet of homes. At 50 feet, a fully loaded semi at 50 mph will produce upwards of 90 dB of noise. At that level, OSHA requires hearing protection.
- It limits commercial development options for properties adjacent to the road. There are only a handful of lots adjacent to the road which can be commercially developed.

The east bypass does not have any of these issues.

- The east bypass does not affect any existing subdivisions, and is at least 100 feet away from all homes.
- The properties impacted by the east bypass are primarily farmland, where the property value impact would be significantly less.
- The road would be further away from homes, and would pass by only a fraction of the number of homes as the west bypass does. This reduces the noise and air pollution impact.
- Since the east bypass travels almost entirely through unimproved farmland, there is ample space for commercial development, something the community needs.

The "significant" time savings touted by LCDOT for the west bypass are flawed due to:

- The east route being unfairly handicapped (see below).
- The projections for future traffic being outdated. LCDOT used historical data from before the economic downturn to base those projection on. Since 2008, expansion to the northwest of the project area has stalled or regressed, and traffic has also lessened. The projections also do not take into account recent changes made to Hunt Club Road that are lessening traffic on Route 45.
- The actual saving not being significant. The 5.9 second that LCDOT proudly proclaims comes with a lot of footnotes that are never discussed with the public. Such as, the 5.9 seconds saved only applies to:
 - o One road segment (northbound Route 45)
 - o Weekdays (weekends see no difference)
 - o For 1 hour a day (evening rush hour). During the other 23 hours of every weekday, the difference is essentially zero.

The actual monetary savings, based on LCDOT's own data, accounts for less than \$10/year per driver. That hardly qualifies as significant.

The east bypass option was never given a fair evaluation by LCDOT. The community was repeatedly lied to by LCDOT and its contracted engineering firms regarding the evaluation process and restrictions they were under.

For example, the project head at the contracted engineering firm repeatedly told the community (including at the public meeting) that an unmarked cemetery in the path of the east bypass could not be moved. He was backed up on this by representatives of LCDOT (Paula Trigg) and IDOT (Marie Glenn). However this is untrue. My husband was in contact with Dawn Cobb, the coordinator for the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440; 17 IAC 4170) within the IHPA. During the conversation with Dawn he asked specific questions about the act and how it is applied in these situations. Dawn indicated that unmarked cemeteries can be, and have been, moved to accommodate publicly funded construction projects. She clearly indicated that the act was not intended to, nor does it, inhibit in any way the ability of LCDOT or IDOT to construct a road through the boundaries of the cemetery. The intent of the act is to ensure an appropriate archeological assessment of the site is done prior to construction, and that alternative routes are evaluated. Nowhere in the act, or anywhere else in state law, is it stated that alternative routes must be used. Dawn indicated that LCDOT and IDOT are given leeway to determine the best path for any given road project and that if that path is through an unmarked cemetery, it was likely that permission to move the cemetery would be given. The failure of LCDOT, IDOT and the contracted engineering firms to properly understand this act, despite being informed about it repeatedly by residents, boarders on incompetence. The east bypass route should have been designed through the cemetery, as this was the best path for the east bypass. The final assessment of the east route specifically stated that going around the cemetery caused several issues with the east route that made it undesirable. If going around the cemetery made the road undesirable, it should have been redesigned through the cemetery, as is allowed by law. Doing this would have changed the evaluation matrix for the east versus west routes and could have changed the final outcome of the selection.

Another example of a lie repeatedly told to the public (including at the public meeting) involves the "historic district". The public was told that the historic district must be avoided if possible. This is untrue. At no time were LCDOT or IDOT told they could not build the road through the historic district. Similarly to the cemetery issue, alternatives must be evaluated, but nowhere does it say they must be selected. The road would not impact any historic structure or historic land. The public was repeatedly misinformed as to the nature of the historic corridor. IDOT and LCDOT routinely implied, and in some cases said outright that the land was historic, which is not true. The land itself is not historic, nor is it protected from development. The land planner for Old Mill Creek (Al Maiden) confirmed this when asked at a village meeting. He specifically stated in a side conversation that if the owners of the land wanted to build a gas station there, that there was no law, and no protection for the land, to stop that from happening.

The "major" time savings touted by LCDOT for the west bypass are flawed

Finally, it is not lost on the public that the original east route, going east of the cemetery, also bisected the long driveway of Larry Leffingwell, the manager of, and a relative of the owners of, Tempel Farms. Nor that Tempel Farms is one of the biggest land owners in Lake County. Nor that most of the land needed for the east bypass is owned by Tempel Farms. Nor that Chuck Gleason of LCDOT had a private meeting with Larry to discuss the route of the east bypass. Nor that shortly after that meeting the route for the east bypass was changed to be further away from Larry's home. Nor that the route change was not announced, highlighted, or discussed in any way with the public or the CAG. Nor that design drawings from that time period were not versioned, nor were any incremental changes footnoted, explained or justified. One day, the road was just moved from where it was the day before. The obvious implication of this has been brought up to LCDOT and their response is always a version of "that is not the way we do things". Sure. No one employed by an Illinois government agency has ever done a favor for a rich business interest. Couldn't happen.

The east bypass needs to be properly re-designed to be the best east bypass option possible (irrespective of cemeteries and “historic districts”). Then that option needs to be evaluated versus the west bypass.

Zurek, Frank

From: [REDACTED]
Sent: Thursday, March 21, 2013 7:26 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: move 45 east

This highway could have easily been moved east. You are diverting around one town and running right through another. You are destroying the town that I love to save commuters 5 sec of driving. My family's lives will be horribly impacted by this and my house value will decline. You have ignored all the residents' protests and comments. You have brought despair and hopelessness to an entire town. You should be ashamed of yourselves.

May you never know the peace and joy of a home that you love.

Zurek, Frank

From: Westrom, Ryan
Sent: Wednesday, April 03, 2013 12:09 PM
To: Zurek, Frank
Subject: FW: Millburn Bypass

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Thursday, March 07, 2013 1:31 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Millburn Bypass

Dear IDOT and LCDOT,

Respectfully, as an untrained traffic planner, I do not see any improvement in this diagram. I see more stop signs and a waste of resources removing pavement.

However, as a motorist, I have noticed how wonderful the new round-about is at Hunt Club and Millburn Rd! And with the diagram you have, I can easily see space for a circle to solve the congestion problems and keep traffic moving at the Millburn Strangler.

So my question is: Have you investigated that solution? Why is it inferior to what is diagrammed as a solution on the website?

I'd just like to understand and be better informed. Instead of complaining after the fact.

Thank you.

C. Bouker
Antioch, IL

Zurek, Frank

From: Westrom, Ryan
Sent: Wednesday, April 03, 2013 12:07 PM
To: Zurek, Frank
Subject: FW: U.S. Route 45 - IL 132 to IL 173 and Millburn Bypass Phase I Study

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Thursday, March 14, 2013 10:55 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: U.S. Route 45 - IL 132 to IL 173 and Millburn Bypass Phase I Study

Why was the public not allowed to vote on the East vs. West bypass options? Are these not tax dollars that are being used to fund the construction? Do we not live in a democracy? The way this has transpired seems very fishy. Big money wins again.

Concerned citizen,

Bret Bowles

Zurek, Frank

From: Westrom, Ryan
Sent: Saturday, April 06, 2013 3:26 PM
To: Zurek, Frank
Cc: Cebulski, Jarrod
Subject: Fwd: 45 bypass

Follow Up Flag: Follow up
Flag Status: Completed

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: April 6, 2013, 2:52:19 PM EDT
To: jcebulski@patrickengineering.com, rwestrom@patrickengineering.com
Subject: 45 bypass

Name: alyson bruner Home Address: 19203 grasslake rd Comments: I have lived at my parents house since 1988 and have seen the traffic problems getting worse my the year. I think this bypass should have happened long ago Thanks Alyson Bruner

Zurek, Frank

From: [REDACTED]
Sent: Wednesday, March 20, 2013 4:11 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Millburn Bypass

With all the open land to the EAST of route 45 only Illinois politicians and government union workers could see the route to the WEST through existing communities as the more viable and less expensive option in our current state economic crisis.

Kenneth W. Funk, Ph.D.
Lindenhurst, IL

Zurek, Frank

From: [REDACTED]
Sent: Wednesday, April 03, 2013 12:07 PM
To: Zurek, Frank
Subject: FW: U.S. Route 45 - IL 132 to IL 173 and Millburn Bypass

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: cthowd@yahoo.com [<mailto:cthowd@yahoo.com>]
Sent: Thursday, March 14, 2013 8:38 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: U.S. Route 45 - IL 132 to IL 173 and Millburn Bypass

To Whom it May Concern:

I am contacting you about the decision involving the Milburn bypass of U.S. Route 45. It makes absolutely zero sense to re-route this road through a residential neighborhood. A decision like this is a glaring example of the ineptitude of our state and local governments. Why would anyone think destroying a neighborhood makes more sense than routing a path through unoccupied farmland?

Truth be told, during these times of tight budgets, the best decision would be to leave the intersection remain as it currently stands. In my opinion the best route would be to route the roads through one of the dilapidated buildings in the very poor excuse of a "historical district" named Milburn.

In closing, from what I have read and learned from conversations with Lindenhurst residents, NOT ONE favored your decision to destroy part of our residential community. This leads one to believe who really made this decision, and what external transactions assisted with this foolhardy decision.

Do know this decision will ruin the lives of many families. They will lose tens of thousands of dollars in home values, not to mention the loss of a quality of life these families currently enjoy. For once, why can't our government make a decision that factors common sense?

I anticipate that IDOT or LCDOT will not respond to this protest. The reason that you will not reply is that you DO NOT CARE about what you are doing to ruin our village.

Todd Hansen
436 Red Rock Drive
Lindenhurst, IL 60046
cell (847) 840-4715

Zurek, Frank

From: [REDACTED]
Sent: Friday, March 22, 2013 7:13 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Route 45 - Milburn Bypass Phase I Study

My name is Ed Laudenslager and I live at 2696 Delaware Lane, Lindenhurst. This project is needed and the proposed alignment and project makes sense. All of us had previous knowledge of the alignment and project.

Personally, my daughter was involved in a right angle accident at Route 45 and Grass Lake Road, fortunately she was not injured but there was significant damage to her vehicle. The project is needed.

I have talked to many of my neighbors, please do not be swayed by the few nay-sayers of the project. Please move forward asap.

Thank you.

Zurek, Frank

From: [REDACTED]
Sent: Monday, March 25, 2013 3:43 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Route 45 Bypass

Name: Julie Metzger Home Address: 36864 N Prairie View Drive Comments: Dear Marie,

I looked at your route 45 location map and it seems like this rerouting will also run through another forest preserve, Raven's Glen East. I use this forest preserve 5-7 days a week to walk my dogs and am quite familiar with the area. Please tell me the reason the east route was not picked? Going west doesn't make any sense. Why would you go through a subdivision and two forest preserves when the east alternative would be much less destructive? Also, if I were a homeowner, I would really be upset. If home values aren't plummeting enough, this will certainly sink whatever remaining equity for those people. Shame, Shame, Shame.

Zurek, Frank

From: [REDACTED]
Sent: Tuesday, March 26, 2013 11:16 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: rt 45

Name: Wayne Mikes Home Address: 155 N Northwest Hwy Comments: i ride my bike east and west through Milburn at route 45. i hope you will include bike lane or a wide shoulder to accommodate bicyclist that use grass lake rd and milburn rd. linking to hunt club rd. as you must know hunt club is a very popular road for bicyclist. If you could make route 45 any safer for bicyclist a wide shoulder would be very helpful
thanks
wayne mikes

Zurek, Frank

From: [REDACTED]
Sent: Wednesday, April 03, 2013 12:07 PM
To: Zurek, Frank
Subject: FW: Pace Suburban Bus Agency Comment on Preferred Alternative

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: seth.morgan@pacebus.com [<mailto:seth.morgan@pacebus.com>]
Sent: Tuesday, March 12, 2013 12:02 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Pace Suburban Bus Agency Comment on Preferred Alternative

While Pace does not currently have service within the boundaries of this project, it is possible that service will be extended into this area during the lifetime of this roadway. It is therefore important to ensure that the roadway design can safely accommodate transit as well as private car traffic. There are several specific attributes of the proposed design that could potentially make this difficult, but we are hopeful that relatively easy fixes are possible.

1. Pace is strongly supportive of the fact that this design includes a complete sidewalk network, which is essential to multimodal transportation design and for transit accessibility in particular. These sidewalks should be carried forward into the final design as part of this construction project.
2. Pace operates fixed routes on major arterials whenever possible, allowing transit customers to take advantage of the same speed benefits that these roads offer to private cars. However, a design speed above 40mph can be dangerous for bus stops. In the interests of ensuring that this roadway design can accommodate buses as well as cars, we would strongly request that the design speed of this facility be limited to a speed which would allow buses to safely stop in the travel lane for passenger pickups. Transit users cannot realize the benefits of a newer, faster arterial roadway if the bus must leave that roadway in order to safely load passengers.
3. Southbound US 45 (new bypass) at Grass Lake: If bus service were to be provided on US 45, it would be difficult to offer a southbound bus stop at Grass Lake Rd. This is because buses cannot safely make a service stop in a turn lane, and both sides of the intersection are almost entirely monopolized by right turn lanes. We suggest that the right turn lane onto Haven Lane be shortened slightly so that there is at least 85 feet of straight curb between the point of tangency for the Grass Lake intersection and the start of the taper for the Haven Lane right turn lane. This will allow us to offer a bus stop on US 45 just south of Grass Lake. This location is important for a bus stop in case it is necessary to offer transfers between two different bus routes on US 45 and Grass Lake Road at some point in the future.
4. Southbound US 45 (new bypass) at Old US 45: If bus service were to be provided on US 45, it would be desirable to offer a bus stop at the intersection of the new bypass and the old US 45 near the southern limits of this project. However, the current design includes no provision for a crosswalk across the new US 45 bypass at this intersection. If a crosswalk is included at this intersection, it will increase pedestrian safety while accessing a bus stop on the west side of US 45.

Zurek, Frank

From: [REDACTED]
Sent: Thursday, March 21, 2013 8:35 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Millburn Hwy 45 project

Storm water runoff is already an issue in the subdivision. During wet periods, peak runoff leads to flooding of streets, yards, retention ponds and backflow of the storm system. Wes Welch, as Lindenhurst Village Engineer, had stated that the Forest Trail Subdivision is one of the lowest points in the area and subject to increased storm water issues. The proposal will more than double the non-permeable surface in the area and with the west route alternative, the low point of the area being the subdivision, likely will have a worsening effect of storm water issues to subdivision residents. What is being done, in the design of the 45 road system, to prevent further storm water issues in the area? What remediation will be provided to homeowners who are impacted by damages caused by increases in storm water runoff?

The subdivision has the responsibility to maintain the retention pond system. Increases in runoff will more than likely increase rates of sediment deposition and costs to the subdivision. How will the state and the city help the homeowners association with maintenance of the storm water system?

Zurek, Frank

From: [REDACTED]
Sent: Wednesday, March 20, 2013 3:10 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: 45 bypass

Although our home or neighborhood isn't affected by the project, we thought we'd lend support to those who are going to be greatly affected. It seems to us that you are disregarding all those taxpayers concerns about ruining their neighborhoods for some dilapidated houses whose residents can't even use a coat of paint to keep up appearances. One house appears to be abandoned on Milburn Rd.- so much for 'historical status' - ghost town might be more like it. You also have a man who can build furniture but can't repair his house right on Rt 45. But as everyone knows - those farms on the east side are owned by some influential folks with their hands on those who decide the fate of the taxpayers. So those on the west side never stood a chance. These hearings are a waste of time - there is no public input ever given any consideration.

A simpler and probably more cost effect solution would be to build no bypass at all - the only times that area is crowded is in the morning and afternoon as folks go to and from work. Why not keep traffic flowing by widening 45 - just let traffic flow alongside those making turns and the problem would be solved without wasting tax dollars. The lights could be synchronized to help matters too. The Masonic temple NEVER has anyone enter their place via the door on 45 so some land could be taken there and it would be a lot cheaper to move the houses on the east side back - although we're not sure they wouldn't disintegrate if you tried. Lower the speed limit and keep traffic moving - right now you have all sorts of idiots who try to avoid waiting by going around turning traffic at a high rate of speed because they are impatient.

Oh and while we are at it - a good case in point of how you waste our money and make things worse - look at those 2 round-a-bouts you built on Hunt Club Rd. - what is the accident rate there? I know people who go out of their way to avoid them because they are dangerous. You know what makes them really dangerous? Those high berms you built in the middle - forget driving a sedan - you are lost behind the hill as you enter the circle - we can barely see over them in a mini-van. What a ridiculous waste of our money. If the state of IL had some fiscal responsibility they would see that there are simpler solutions to Rt 45 and would never have built those crazy traffic circles or dreamed up this crazy by-pass.

Diane & Jim Schreiner - Lake Villa.

Zurek, Frank

From: [REDACTED]
Sent: Thursday, March 21, 2013 8:17 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Route 45 Project Feedback

I am writing to you regarding the proposal to modify route 45. I am a Lindenhurst resident, and although I will not be directly impacted by the change in the route, I am in complete disagreement with the proposed change. This plan will force existing homeowners to sell their properties, and will devalue the remaining existing properties at a time when real estate is already depressed. Additionally, there will be the knock-on effect of putting a busy road through a residential area, creating an unnecessary danger for local children. Anybody looking at the map can see clearly that the optimum location for the re-route would be through the east side of the existing route 45. This would not impact as many people and would not force a major road through and alongside residential locations.

I know that alternatives were discussed, but this proposal to alleviate the congestion through the "historic" town of Millburn, is not the answer. I would have also supported expanding the existing road through Millburn, even if this resulted in the removal of some of the so-called "historic" sites. This small crossroads may have been designated with the moniker of being "historic" but it adds nothing to the town, and does not create or generate business or income for the area. Some of the buildings look dillapidated and on the verge of crumbling or rotting away. And unless there is some serious consideration to improve this area, it would be better off being replaced by something that actually offers some functionality, i.e., an expanded road.

I'm sure that there were politics at play in this decision to go west as opposed to east, and maybe the farmers did not want to free up their land to accommodate an east route, but this would be a superior choice than having to displace multiple families, and significantly impacting the lives of many residents.

Despite my reservations, and many, many more of the Lindenhurst area residents, I am certain that IDOT will pay lip service and then move forward with its own plan regardless. Afterall, why should a division of the government actually listen to and then respond to the people who actually live in the area?

Regards,

Steve Sharples

Zurek, Frank

From: [REDACTED]
Sent: Saturday, March 23, 2013 5:34 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: rt 45 Lindenhurst

I am in total shock. I moved to Heritage Hills In October 2012. I just found out less than a week ago there was going to be a 4 lane hwy just beyond my property. I was not disclosed this information by my realtor the owner the village idiot or lctd. I am very upset because I bought my home strictly because of its location and the tranquility around it. I am at a loss on what my options are.

Kimberly Trevino
549 Madison Lane
Lindenhurst Il 60046
224.538.1456

Zurek, Frank

From: [REDACTED]
Sent: Wednesday, March 20, 2013 4:00 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Milburn Bypass on 45

Personally this does not affect me... but it is absolutely ludicrous to put a bypass to the west through homes and forest preserve land and lake land rather than through open land to the east.... and then have the gall to say less impact! It is obvious to all that the decision was made without using better judgement here, but instead once again "under the table kickbacks corruption and deceit"! I and many people I know have decided to fight this corrupted/insane ruling out of principle alone and expose the injustice and corruption behind it! The money trail is being researched as I type... I tried before to get more info online as to why the west route was chosen over the east and the reply (totally ridiculous and avoiding any real answer or reason) was that everything was considered... too bad, tough luck? You have got to look into this (unless you are involved in the corrupt politics involved therein also. I have already contacted Federal authorities in Government to look into this matter. Shameful!

Zurek, Frank

From: [REDACTED]
Sent: Thursday, March 21, 2013 10:54 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: This Project is Desperately Needed.

As someone who resides, works and manages a business in Lake County, I can attest that this project is desperately needed. Anyone who commutes to their job or has a need to deliver goods in Lake County will benefit from this. The economic benefits from the elimination of time and fuel wasted while waiting in traffic at this double intersection will be significant for everyone in Lake County. In addition, there will be a huge environmental benefit as, instead of cars and trucks waiting in line for a mile in each direction at peak times to get through the intersections, traffic will flow through seamlessly. Please advance this project forward as soon as possible for sake of ALL residents of Lake County. Thank you.

Zurek, Frank

From: [REDACTED]
Sent: Friday, March 22, 2013 12:30 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: US 45 - Milburn

Please move forward on this improvement.

It's been needed for decades.

Traffic congestion is the #1 issue affecting the Lake County quality of life

Zurek, Frank

From: [REDACTED]
Sent: Friday, March 22, 2013 10:43 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Eastern Bypass Option

After attending the hearing I strongly oppose IDOT's Western Bypass (WB) option and strongly favor the Eastern Bypass (EB). Support arguments representatives offered for choosing the WB were unconvincing, and at odds with those of the EB contingent. Most people previously said "no" to the WB, IDOT's older traffic data results in a skewed view of truck traffic/noise, it seems the WB decision was made years ago, with the State justifying its actions in retrospect, and so the hearing was just a formality.

First, going through the Historic District "rightaway" is a viable option. Second, The cemetery is NOT protected and could be moved. Third, the "six second" argument about not being able to include sufficient turn lanes in the EB pales in importance compared to the noise and air pollution of a 4-lane highway due to cars and more trucks avoiding the tollway coursing 50 feet from a residential neighborhood. Fourth, I am unconvinced that the already more noisy, planned 4-lane WB would not become a noisy 6-lane highway. The WB representative said noise abatement was not cost-effective, but trees are not going to lessen WB noise sufficiently. Fifth, it is not preferable for the WB to go through a residential area, when the EB does not disturb residents. Fifth, the cost of the EB, despite detours around wetlands, is LESS, not more than the proposed WB.

Zurek, Frank

From: [REDACTED]
Sent: Saturday, March 23, 2013 12:37 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: milburn intersection

it is my understanding that way back in the 1980's, IDOT was all ready planning this by pass so not sure why people are complaining that it is going through housing instead of some farm land - those houses were put up after the by pass plans were on paper - so please go ahead with this project and GET IT DONE - this intersection is way past due. AND i would think Milburn would be glas so those semi trucks no longer have to start and stop at that four corner light - I am all for the plan and sorry you have to spend money to have public meetings

Zurek, Frank

From: [REDACTED]
Sent: Saturday, March 23, 2013 9:48 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Millburn Bypass

I missed the Public hearing Thursday. The question I wanted to ask was. How much of an increase in traffic is expected when the new road is completed? Of that increase how much is going to be semi trucks? Does anyone know where the semi truck traffic comes from. Is it from Wisconsin? Is it from trucks trying to avoid the tollway?

Thanks,

Roger

PS: I do not support the west bypass because I think it is a move that does not build up a community is makes it worse.

Zurek, Frank

From: [REDACTED]
Sent: Friday, March 22, 2013 3:09 PM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Millburn Rt.45 Bypass

I applaud the proposal for the Millburn bypass almost without exception as proposed. My suggestions are to avoid grassy medians to reduce maintenance, to avoid unnecessary decorative additions such as ornamental street lights, cobblestones or even stamped concrete to look like such. Even though these are not big cost, they should not be present. But one big item should be included, the intersection at grass lake/Millburn road should be an overpass for either grass lake or Rt 45. We should be engineering away from grade intersections and stop lights. Traffic now may not justify it but soon it will. Why not do this now instead of waiting for a problem? Also, construction of cul-de-sacs is an outdated concept. They lead to a false sense of safety as studies in New Jersey have proven. They are more likely to cause people to hit their own or neighbors kids and fail to teach kids about traffic safety.

Zurek, Frank

From: [REDACTED]
Sent: Friday, March 22, 2013 10:05 AM
To: Cebulski, Jarrod; Westrom, Ryan
Subject: Route 45 Millburn ByPass

Dear Ms. Marie Glynn,

I'm a Lindenhurst resident who has resided on Haven Lane for the past 8 years. When we moved to our house we were told about the proposed Route 45 bypass, from almost 20 years ago, which would cut through our neighborhood. Back then the proposal was to be a 2 lane highway as it is now. Now the County and State have changed the plan to be a 4+ lane highway with no regard for public safety and way of life. My main concern is the increase of truck traffic that is now, and will only increase, bypassing Route 41 weight scales and using Route 45 all day everyday at speeds way over the posted limits. What is the State going to do about this very real safety issue and keep the trucks off of this new "speed way" that is being planned no matter what the majority wants. Thank you.

April 6, 2013

Ms. Marie Glynn, Project Manager
Re: Millburn Bypass Public Hearing Comments
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL. 60196-1096

E-mail: marie.glynn@illinois.gov Phone: 847-705-4073

Name: Milton A Anderson

Mail

Comments:

As you can conclude from the above mailing address my residence is identified on one of the IDOT project's engineering drawings as Farm Homesite, PIN 02-36-201-001. It is one of the three homes "X'd" (removal) on various exhibits that were available for review at the March 21, 2013 Public Hearing.

My association with you has been as a CAG Member who has attended all of the officially scheduled meetings, accompanied by the other CAG members (~ 25), and staff of IDOT, LCDT, and Christopher B. Burke Engineering, and Patrick Engineering. It is my understanding that as CAG members we represent a cross section of residents living in close proximity to HWY 45, and the Millburn area, or are engaged in a business, or activity associated within these communities of Lindenhurst, and Old Mill Creek. I am an elected member of the Old Mill Creek Village Board, however, my CAG classification is "Self," i.e. I am not at the CAG meetings representing the OMC Board. Others from the OMC Board may serve that purpose at CAG meetings.

The "Bypass" has been a concern of ours since 1992 when it surfaced as an official proposal for tentatively protecting some of the historic sites should the widening of HWY 45 ever be considered. Eventually two options emerged, the West and the East bypass. Regarding my position on these options, West or East, I have personally favored the East option for various reasons including the fact that my home is essentially situated within 100% of the proposed 4-lane West Bypass option. However, both selections from an engineering, and traffic analysis have resulted in very similar statistics. Many of us feel that either option is viable, but with respect to "quality of life" the West Bypass is considered seriously flawed. My concern is for the many families in Lindenhurst, and some in Millburn that would be situated dangerously close to the traffic, and to the pollution and noise generated by vehicles within this modified wider bypass.

I originally built my home here 53-years ago, and with my late wife, raised a lovely family in this beautiful part of Illinois. I am now 85, and would hope to continue living at

this site. The neighbors have been wonderful, and I have acquired many friends. I realize my hopes, and your objectives do not necessarily coincide, but in this communication I do want you to be aware that my focus for remedying these "strangler" problems includes a preference for development of the the Eastern Bypass.

Thank you all, and I look forward to continuing a favorable relationship with each of your organizations in the future of these communities.

Sincerely,

Signed: 4/7/2013, Sunday, 8:15 pm

Milton A. Anderson

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Wolfgang Berthold

Comments:

Dear Ms. Marie Glynn,

Our residence with Special Retail is located on Grass Lake Rd in Millburn, the second driveway west of existing Route 45, North side, which we call "Millburn Manor".

We have been operating Special Retail [zoned by the Village of Old Mill Creek] since the mid 90's, and the Owners prior to our ownership did the same.

Your plan of the 'bypass' with the re-alignment of Grass Lake Rd has developed a concern for our business(s) on our property with Grass Lake Rd. having a 'dead-end' to the west of our property, and no traffic signals at your new intersection of Millburn Rd, and then known as Old Rt. 45. We depend on the present traffic of Grass Lake Rd for our business(s) to survive. The income generated will permit us to maintain this property in Historical Status, and permit us to live here for many years to come.

We would like you to [re-]consider to have Grass Lake Rd to the west from our property plan and construct a Right Turn In, and a ~~Right~~ Turn Out in lieu of a dead end (identical to the location you have with the widening of Route 120 crossing Rt. 12 in Volo, (Lake County) IL some years ago. The traffic signal I am referring to (Rt. 45 & Millburn Rd) is existing, and should stay existing, with improvements for cross walks for pedestrian traffic on both the Historical Districts, and other businesses located in town.

Should you have any questions, you may contact me at 847-265-1967. Thank you for your time and consideration.

Wolfgang Berthold

cc Tim Smith, President, Village of Old Mill Creek

cc Susan Lahr, Mayor, Village of Lindenhurst

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

U.S. Route 45 — Millburn Bypass



PUBLIC HEARING COMMENT FORM

Name (Please Print Clearly):

Jon Gellespie



Comments:

I AM NOT IN FAVOR OF THE WEST BYPASS,
THE EAST ROUTE MAKES MORE SENSE AND IS
SAFER. I REALIZE THE DECISION WAS MADE
MANY YEARS AGO AND WILL NOT BE CHANGED.
ALL PARTIES INVOLVED IN THE PROCESS SHOULD
HAVE BEEN UP FRONT AND SAID THIS. YOU'VE
WASTED A LOT OF MONEY AND PEOPLE'S TIME
OVER THIS. NOW WE HAVE TO LIVE WITH
THE CONSEQUENCES.

Please return this questionnaire to the comment table this evening, or send it to the Illinois Department of Transportation by April 8, 2013 at the address listed on the back, or scan and email it to Marie Glynn at: marie.glynn@illinois.gov.



Illinois Department of Transportation

Appendix G

Frequently Asked Questions Document

PUBLIC HEARING RESPONSE



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

July 29, 2013

«Full_Name»

«Address1»

«Address2»

«City», «State» «PostalCode»

Dear Sir or Madam:

Thank you for your comments regarding the March 21, 2013 public hearing for the Illinois Department of Transportation's (Department) Phase I Study of U.S. Route 45 from IL Route 132 to IL Route 173. The Phase I Study, which was conducted in close coordination with the Lake County Division of Transportation (LCDOT) includes the Millburn Bypass that extends from approximately Country Place on the south to Independence Boulevard on the north.

All comments received during the public hearing comment period were reviewed and considered, and are included in the public hearing record. A Frequently Asked Questions (FAQ) document was prepared to respond to the majority of the comments received. This FAQ is enclosed with the letter as well as posted to the project website at www.route45project.com.

The Department anticipates completing the Phase I Engineering for the Millburn Bypass this summer, at which time Phase II Engineering (land acquisition and contract plan preparation) will begin. Construction of the Millburn Bypass is anticipated in 2015 contingent upon funding availability and project readiness. Funding for the sections north and south of the Millburn Bypass (beyond completion of the Phase I Study) are not included in the Department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program. However, these improvements will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

Thank you for your comments. If you have any questions, or need additional information, please contact Marie Glynn, Project Manager, at (847) 705-4073.

Very truly yours,

John Fortmann, P.E.
Deputy Directory of Highways,
Region One Engineer

By: 
John Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosures

cc: Emily Karry, P.E.; LCDOT Director of Planning and Programming



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

July 29, 2013

«Full_Name»
«Address1»
«Address2»
«City», «State» «PostalCode»

Dear Sir or Madam:

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Thank you for your comments. If you have any questions, or need additional information, please contact Marie Glynn, Project Manager, at (847) 705-4073.

Very truly yours,

John Fortmann, P.E.
Deputy Directory of Highways,
Region One Engineer

By:

A handwritten signature in blue ink that reads "John Baczek".

John Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosures

cc: Emily Karry, P.E.; LCDOT Director of Planning and Programming

Mrs. Mary Aguinaga
3070 Farmington Drive
Lindenhurst, IL 60046

Mr. Vic Bocek
439 Heron Drive
Lindenhurst, IL 60046

Mrs. & Mr. Delligatti
537 Beck Rd
Lindenhurst, IL 60046

Mrs. & Mr. Scott Anderson
580 Madison Lane
Lindenhurst, IL 60046

Mr. Ray Boller
38565 N. Hwy. 45
Old Mill Creek, IL 60083

Mr. Adrian Dodd
29485 N. Baker Lane
Mundelein, IL 60060

Ms. Jennifer Andrew
523 Heritage Drive
Lindenhurst, IL 60046

Mrs. & Mr. Lewis Boyd
2710 E. Delaware Lane
Lindenhurst, IL 60046

Mrs. & Mr. William Douglas
2805 Haven Lane
Lindenhurst, IL 60046

Mrs. & Mr. Jason Arnholt
422 Preston Circle
Lindenhurst, IL 60046

Mrs. & Mr. Marian Brandt
20450 Miller Road
Antioch, IL 60002

Mr. Jim Dowdell
34885 N. Lake Shore
Lake Villa, IL 60046

Mr. Werner Baeckelandt
2219 Grass Lake Rd
Lindenhurst, IL 60046

Ms. Mary Bruckner
416 Goldfinch Circle
Lindenhurst, IL 60046

Mr. Larry Dwyer
703 Franklin Lane
Lindenhurst, IL 60046

Mr. Keith Barnett
2977 Liberty Lane
Lindenhurst, IL 60046

Mrs. & Mr. Terry Bruner
Wauconda Pharmacy
222 S. Main Street
Wauconda, IL 60084

Ms. Denise Eder
18945 Millburn Road
Old Mill Creek, IL 60083

Mr. Roger Baske
16595 W. Wadsworth Rd
Old Mill Creek, IL 60083

Mrs. & Mr. Matt Bruner
3190 Haven Lane
Lindenhurst, IL 60046

Ms. Jane Ellefson
398 Pheasant Ridge
Lindenhurst, IL 60046

Ms. Shirley Beard
443 Red Rock Drive
Lindenhurst, IL 60046

Mr. Marty Buehler
100 Tri-State International Dr.
Suite 122
Lincolnshire, IL 60069

Mrs. & Mr. Brent Fournier
399 Regent Court
Lindenhurst, IL 60046

Jack Benard
PO Box 6181
Lindenhurst, IL 60046

Mr. Charles Butrim
529 Madison Lane
Lindenhurst, IL 60046

Mr. Randy Gioioso
Mr. Sam Genovese
2520 Heron Drive
Lindenhurst, IL 60046

Ms. Mary Beth Blauwet
2960 Trail Crest Lane
Lindenhurst, IL 60046

Mr. Douglas Cherry
533 N. Beck Road
Lindenhurst, IL 60046

Mr. Ron Grey
2860 Harrisburg Ct.
Lindenhurst, IL 60046

Ms. Karen Bloom
2721 Providence Lane
Lindenhurst, IL 60046

Mrs. & Mr. DeKorsi
539 Madison
Lindenhurst, IL 60046

Mr. David Griffin
411 Regent Ct.
Lindenhurst, IL 60046

Mr. Tim Hanahan
447 Heron Drive
Lindenhurst, IL 60046

Mr. Tom Knoblauch
594 Harvard Ct.
Lindenhurst, IL 60046

Ms. Lynn Martin
396 Stafford Court
Lindenhurst, IL 60046

Ms. Cathy Harvey
321 Poplar Ct.
Lindenhurst, IL 60046

Ms. Alma Koran
40143 N. Hwy 45
Lake Villa, IL 60046

Ms. Karen McCormick
2508 Teal Rd
Lindenhurst, IL 60046

Mrs. & Mr. Tom Heagland
524 Waterford Drive
Lindenhurst, IL 60046

Mrs. & Mr. John Kossel
57 Bridlepath Drive
Lindenhurst, IL 60046

Ms. Sandra McCue
94 Old Farm Ct.
Lindenhurst, IL 60046

Mr. Tom Heinrich
395 Teal Road
Lindenhurst, IL 60046

Ms. Christine Koth
423 Preston Circle
Lindenhurst, IL 60046

Ms. Nora Milter
3106 Haven Lane
Lindenhurst, IL 60046

Ms. Joanne Hoff
2964 Liberty Lane
Lindenhurst, IL 60046

Ms. Linda Kublank
600 Harvard Court
Lindenhurst, IL 60046

Mrs. & Mr. Daniel Monge
3013 Liberty Lane
Lindenhurst, IL 60046

Mr. Chris Holst
19265 W. Grass Lake Rd
Lindenhurst, IL 60046

Ms. Olivia and Amy Langille
557 Madison Lane
Lindenhurst, IL 60046

Ms. Denise Mueller
284 Cross Creek Lane
Lindenhurst, IL 60046

Mr. Jim Jacobson
3040 Trail Crest Lane
Lindenhurst, IL 60046

Mr. Laurens Leffingwell
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Old Mill Creek, IL 60083

Ms. Maria Nash
2965 Liberty Lane
Lindenhurst, IL 60046

Mrs. & Mr. Michael Jones
108 Bridlepath Drive
Lindenhurst, IL 60046

Mrs. & Mr. Dean Lockas
2928 Liberty Lane
Lindenhurst, IL 60046

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Lindenhurst, IL 60046

Ms. Kristin Kao
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Lindenhurst, IL 60046

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568 Madison Lane
Lindenhurst, IL 60046

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Lindenhurst, IL 60046

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Libertyville, IL 60048

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Antioch, IL 60002

Mr. Tom Klapperich
3012 Liberty Lane
Lindenhurst, IL 60046

Mr. Donald Martin
3130 Haven Lane
Lindenhurst, IL 60046

Ms. Valerie Powley
2623 Delaware Lane
Lindenhurst, IL 60046

Mr. Brent Putman
681 Providence Lane
Lindenhurst, IL 60046

Mrs. & Mr. Dan Thacker
2751 E. Delaware Lane
Lindenhurst, IL 60046

M. Rica Kilroy
412 Stafford Lane
Lindenhurst, IL 60046

M. Avinash Reddy Pati
2669 Delaware Lane
Lindenhurst, IL 60046

Ms. Dena Traylor
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Lindenhurst, IL 60046

Mrs. & Mr. David Matusek
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Lindenhurst, IL 60046

Mr. Warren Regner
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Mrs. & Mr. Matt Payne
96 Stable Way
Lindenhurst, IL 60046

Ms. Jennifer Robertson
3036 Haven Lane
Lindenhurst, IL 60046

Mrs. & Mr. Richard Turner
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Lindenhurst, IL 60046

Ms. Rae Ann Collins
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Mrs. & Mr. Phillip Rovang
1879 Vista Terrace
Lindenhurst, IL 60046

Mrs. & Mr. James Ugolini
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Mrs. & Mr. Rick Costner
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Mrs. & Mr. David Ruth
2916 Liberty Lane
Lindenhurst, IL 60046

Mr. Richard Valkanet
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Lindenhurst, IL 60046

Mr. Christopher Husemann
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Lindenhurst, IL 60046

Mr Steve Schmidt
4160 Oglesby Avenue
Gurnee, IL 60031

Ms. Rosina Vega
25 Preserve
Lindenhurst, IL 60046

Mrs. & Mr. Brian Johnson
521 Harrisburg Court
Lindenhurst, IL 60046

Mr. Robert Spsychalski
2405 Sand Lake Road
Lindenhurst, IL 60046

Mrs. & Mr. Troy Vellinga
2980 Trail Crest Lane
Lindenhurst, IL 60046

Mrs. & Mr. Charles Mosley
3099 Haven Lane
Lindenhurst, IL 60046

Mrs. & Mr. Brett Summerson
684 Providence Lane
Lindenhurst, IL 60046

M. Li-hua Yu
403 Stafford Court
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Mrs. & Mr. Bill Musak
38493 N. Hwy 45
Old Mill Creek, IL 60083

Mr. Chuck Swanson
553 Madison Lane
Lindenhurst, IL 60046

Ms. Suzanne Zupec
39207 Magnetics Blvd
Wadsworth, IL 60083

Mr. Dennis Raube
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Lindenhurst, IL 60046

Mrs. & Mr. Scott Tanneberger
& Josh
526 Madison Lane
Lindenhurst, IL 60046

Ms. Anita Fritzier
2200 Spruce Lane
Lindenhurst, IL 60046

Ms. Dawn Revenaugh
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Old Mill Creek, IL 60083

Mr. Kevin Tuley
3001 Liberty Lane
Lindenhurst, IL 60046

Ms. Julie Metzger
36864 N. Prairie View Drive
Lake Villa, IL 60046

Mrs. Angela Wells
2835 Trail Crest Lane
Lindenhurst, IL 60046

Mr. Wolfgang Berthold
19020 Grass Lake Road
Lake Villa, IL 60046

Ms. Linda Westman
2657 Delaware Lane
Lindenhurst, IL 60046

Jon Gillespie
2970 Haven Lane
Lindenhurst, IL 60046

Mr. Stephen Yeaton
413 Preston Circle
Lindenhurst, IL 60046

Mr. Robert Cajka
3037 Liberty Lane
Lindenhurst, IL 60046

Mr. Gary Hansen
13960 21st Street
Wadsworth, IL 60083

Ms. Amy Hettlinger
3010 Trail Crest Lane
Lindenhurst, IL 60046

Ms. Carol Zebra
502 Whispering Pines
Lindenhurst, IL 60046

Mr. Todd Hansen
436 Red Rock Drive
Lindenhurst, IL 60046

Mr. Ed Laudenslager
2696 Delaware Lane
Lindenhurst, IL 60046

Glynn, Marie E

From: Glynn, Marie E
Sent: Wednesday, March 27, 2013 9:08 AM
To: 'Shah, Mahesh J UTAS'
Subject: RE: US Route 45- Milburn Bypass Public Hearing Comments from Mahesh & Geeta Shah
Attachments: Website_FAQs_032113.pdf; ForestTrailsCovsDecs.pdf; ForestTrail_4019189.pdf; ForestTrail_3993330.pdf

Thank you for your comments which will be included in the US 45 Public Hearing Record.

In reviewing your letter, I noticed that several of your questions/comments have been addressed in the FAQ handout distributed at the Public Hearing as well as in multiple documents available on the project website at <http://www.route45project.com>. I have attached the FAQ sheet for your reference. In addition, I have attached for your reference the Forest Hills subdivision plats approved in 1997 which shows the location of relocated US 45 as well as the planned cul de sac on the east side of Haven Lane.

We will continue to review the public hearing comments, but I wanted to make sure you had immediate access to the FAQ Sheet and Forest Trail subdivision information, both of which are available on the project website.

Regards,
Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation

201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

From: Shah, Mahesh J UTAS [<mailto:Mahesh.Shah@sundyne.com>]
Sent: Monday, March 25, 2013 8:20 PM
To: Glynn, Marie E
Cc: Geeta Shah; Shah, Mahesh J UTAS
Subject: US Route 45- Milburn Bypass Public Hearing Comments from Mahesh & Geeta Shah

Dear Marie,
Please find our comments attached for the above Public Hearing.
PLEASE HELP.
Thanks.
Best Regards,

MAHESH J SHAH

Chief Engineer
UTC AEROSPACE SYSTEMS- Electric Systems
8201 109th Street, Suite 500 Pleasant Prairie, WI 53158 U.S.A.
Tel / Cell :(262)744-0820 - Fax : (860)660-6582
e-mail: mahesh.shah@utas.utc.com

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3993331

FOREST TRAIL SUBDIVISION

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS

THIS DECLARATION is made this 9 day of June, 1997 by Chicago Title & Trust Company in its capacity as trustee under trust no. 1101548, hereinafter referred to as "Declarant";

WITNESSETH:

WHEREAS, Declarant is the title holder of that certain real property situated in Lake County, Illinois, more particularly described as:

Lots 1 through 88 inclusive and Lots A, B, D, E, F and G inclusive in Forest Trail, being a subdivision of part of the south half of the northeast quarter and the west half of the southeast quarter, all in Section 36, Township 46 North, Range 10, East of the third principal meridian, according to the plat thereof recorded 7-15-97, 1997 as document no. 8 993330, in Lake County, Illinois ("Property").

WHEREAS, the foregoing Property consists of land to be subdivided into lots for single family residential subdivision purposes.

WHEREAS, Declarant intends to subject the Property to the covenants, conditions, restrictions, easements, charges and liens hereinafter set forth, each and all of which is and are for the benefit of the Association, Owners, and all parties having any right, title, or interest in the Property; and

WHEREAS, Declarant has deemed it desirable for the efficient preservation of the values and amenities of the subject development to create an Association for the purpose of maintaining the Landscape and Easement Areas (hereinafter defined), and for administering and enforcing these covenants, conditions and restrictions, including the collection and disbursement of the assessments and charges described herein;

NOW, THEREFORE, Declarant hereby declares that the Property shall be held, sold and conveyed subject to the following covenants, conditions, restrictions, easements, charges and liens which are for the purpose of protecting the value and desirability of, and which shall be perpetual and run with, the Property submitted hereto and be binding on and inure to the benefit of all parties having any right, title or interest in the described Property or any part thereof, including their heirs, successors and assigns.

CHICAGO TITLE INSURANCE CO.

23-
NST

3993331
Filed for Record in:
LAKE COUNTY, IL
MARY ELLEN VANDERVENTER - RECORDER
On Jul 15 1997
At 3:19pm
Receipt #: 62281
Doc/Type : COV
Deputy -

2

ARTICLE I

Definitions

Section 1: "Association" shall mean and refer to an Illinois corporation, its successors and assigns, to be organized and to be known by the name of Forest Trail Homeowners Association.

Section 2: "Board" shall mean the board of directors or other governing body, however designated, of the Association.

Section 3: "Building Envelope" shall mean that area within each Lot described on the Plat under the heading "Building Restrictions", as that area in which a residence and driveway must be located.

Section 4: "Common Expenses" shall mean those expenses incurred by the Association under the authority of this Declaration and under its by-laws and as defined in Article IV, Section 2.

Section 5: "Declarant" shall mean and refer to Chicago Title & Trust Company as trustee under trust no. 1101548.

Section 6: "Declaration" shall mean the within instrument together with those exhibits which are attached hereto and made a part hereof and shall include such amendments, if any, to the within instrument as may be from time to time adopted pursuant to the terms hereof.

Section 7: "Landscape and Easement Area(s)" shall mean all those areas designated on such Plat or Plats as a) Lots A, B, C (but only so long as the Association holds title to Lot C), D, E, F, G and H (but only so long as the Association holds title to Lot H); b) that part of any public right-of-way within the subdivision which contains a landscaped island; c) "15' Bufferyard Esm't." on either side of Lot C; d) "15' Buffer Area Esm't." or "15' Buffer Area Easement"; e) the full width of the right of way of Haven Lane for a distance of 300 feet from its intersection with existing Route 45, or 150 feet in either direction from any realignment of Route 45, for the purpose of subdivision entry landscaping and/or monuments to the extent Haven Lane is later reconfigured to have access at realigned Route 45, f) the full width of the right of way shown on the plat as Ascot Way (until such time as the Village exercise rights of possession thereto); (g) "20' Landscape Esm't" (with that portion within Haven Lane only becoming a part of the Landscape and Easement Areas as provided in Article III); (h) all drainage swales located on private property and all catch basins and related piping on lots 7, 37, 38, 45, 46, 55, 56 and 61, which areas may be referred to herein collectively either as "Landscape and Easement Areas" or by their individual designation as noted above and on the Plat.

Section 8: "Lot" shall mean and refer to a platted Lot depicted on the Plat which is intended for improvement with a single family dwelling unit, and shall include the dwelling unit if a dwelling unit is constructed thereon.

Section 9: "Member" shall mean and refer to an Owner of a Lot who holds membership in the Association.

Section 10: "Owner" shall mean and refer to the record owner of a Lot, the beneficiary of a land trust which is record owner of fee simple title to any Lot, and contract sellers of a Lot, all whether one or more persons or entities, but excluding those having such interest merely as security for the performance of an obligation. The term "Owner" shall include Declarant to the extent of the number of Lots owned by Declarant and also includes the interest of Declarant as contract seller of any Lot.

Section 11: "Person" shall mean any individual, firm, corporation, trustee, or other entity capable of holding title to real estate.

Section 12: "Plat" or "Plat of Subdivision" shall mean any document recorded in the office of the Recorder of Deeds of Lake County, Illinois as a plat of subdivision affecting all or a portion of the Property.

Section 13: "Property" shall mean and refer to the Property described on page 1 hereof.

Section 14: "Restricted Open Space" shall mean those areas designated on the Plat as "Restricted Open Space", and all such areas shall be subject to Village ordinances which are intended to affect "Deed Restricted Open Space" or areas of similar description and purpose.

Section 15: The "Village" shall refer to the Village of Lindenhurst, Illinois.

ARTICLE II

The Association

A. Initial Organization:

Section 1: The Declarant will cause the Association to be incorporated at the discretion of Declarant, but not later than the time when the control of the Association is turned over to the Members. The Association shall be turned over to the Members not later than 60 days after the conveyance by the Declarant of 75% of the Lots, or three (3) years after the recording of this Declaration, whichever is earlier.

Section 2: Until the Association has been organized and until election of the initial Board, the same rights, titles, powers, privileges, trusts, duties and obligations vested in or imposed upon the Board and Association by this Declaration and in the By-Laws shall be vested in, and held and performed by Declarant or its beneficiary. The Declarant shall have free use of all assessments for this purpose. All references to the Association shall be deemed a reference to the Declarant or its beneficiary until the Declarant or its beneficiary resigns as the Association in accordance herewith. The election of the initial Board shall occur at the time the Association is turned over to the Members. If the initial Board is not elected by the Owners at the time so established, Declarant shall continue in office for a period of an additional thirty (30) days whereupon written notice of its resignation shall be sent to all Owners entitled to vote at such election.

Section-3: Within sixty (60) days following the election of a majority of the Board other than Declarant or its beneficiary, Declarant shall deliver to the Board

(a) All original documents as recorded or filed pertaining to the Property, its administration, and the Association, such as the Declaration, articles of incorporation, other instruments, annual reports, minutes, rules and regulations, and contracts, leases, or other agreements entered into by the Association. If any original documents are unavailable, a copy may be provided if certified by affidavit of the Declarant or its beneficiary, or an officer or agent of the Declarant or its beneficiary, as being a complete copy of the actual document recorded or filed.

(b) A detailed accounting by the Declarant or its beneficiary, setting forth the source and nature of receipts and expenditures in connection with the management, maintenance and operation of the property, copies of all insurance policies, and a list of any loans or advances to the Association which are outstanding.

(c) Association funds, which shall have been at all times segregated from any other moneys of the Declarant or its beneficiary.

(d) A schedule of all real or personal property, equipment and fixtures belonging to the Association, including documents transferring the property, warranties, if any, for all real and personal property and equipment, deeds, title insurance policies, and all tax bills.

(e) A list of all litigation, administrative action and arbitrations involving the Association, any notices of governmental bodies involving actions taken or which may be taken concerning the association, engineering and architectural drawings and specifications as approved by any governmental authority, all other documents filed with any other governmental authority, all governmental

certificates, correspondence involving enforcement of any association requirements, copies of any documents relating to disputes involving unit owners, and originals of all documents relating to everything listed in this subparagraph.

Thereafter, neither Declarant nor its beneficiary shall have any further obligations whatsoever as the Association or to any Member or Owner.

B. Functions of Association:

Section 1: The Association shall have the easement and other rights as separately granted on the Plat and in the Annexation Agreement, in addition to or in conjunction with the rights specified herein, and shall have an easement upon the Landscape and Easement Areas to maintain the aesthetic and functional aspects thereof and for any other purpose specified herein, with the exception of any public facilities located therein such as roadway or utility improvements.

Without limitation of any other obligation hereunder, the Association shall be responsible for the maintenance, repair, removal, reconstruction and replacement of the following storm water management improvements:

1. All storm water management improvements located on Lot No. A, B, C (but only so long as the association holds title to Lot H), D, E, F, G and H (but only so long as the association holds title to Lot H) including sedimentation basins, detention basins, wetlands, flood plain, overflows, weirs, spillways, rip-rap, outlet control structures and piping, overflow structures and piping, flared end sections and headwalls.
2. Catchbasins and related piping on Lot Nos. 7, 37, 38, 45, 46, 55, 56 and 61.
3. All drainage swales located on private property or property under the control of the Association.

No structural alterations, structural repairs, elevation changes, restrictor modifications, removals, reconstructions or replacements may be performed on any of the above improvements without first securing the approval of the Village and any other governing agency having jurisdiction. All such work shall be subject to inspection by the Village and/or other agencies having jurisdiction and shall be completed to their satisfaction.

Section 2: The Association shall also specify rules and architectural guidelines for the use and general aesthetic character of the land and water areas within the Landscape and Easement Areas (but shall only take such action with respect to the "15' Bufferyard Esmt." on either side of Lot C as is necessary to comply with the

Intergovernmental Agreement described in Section 6 of Article III hereof), not in conflict with original engineering and other approvals given by the Village for any portion of the Property. No Owner shall construct any landscaping or other improvements within the Landscape and Easement Areas or Restricted Open Space. The Association shall have the absolute right to enter the Landscape and Easement Areas and remove all non-conforming landscape materials. The Association shall maintain, remove and replace landscaping in the Landscape and Easement Areas in its discretion (see Article III) and may utilize the assessments provided for herein for such purpose. The Association shall also have the obligation to treat the water impounded in Lots B, E, F and G for health and weed control purposes when necessary, and to take all action necessary to provide for the orderly collection, retention and discharge of storm water within and adjacent to Lots B, E, F and G including the making of capital improvements, repairs or replacements.

Section 3: The Association shall take title to Lots A, B, D, E, F and G and shall provide for the payment of taxes thereon and the maintenance thereof, provided however, that the Association shall have no obligation to maintain any of the lift station improvements contained in a separate easement within Lot F as noted on the Plat, but shall have the right and obligation to install, maintain, and replace all landscaping within such easement premises according to plans previously approved by the Village, or as mutually amended from time to time. Upon any realignment of U.S. Route 45 within Lot H, the Village shall vacate that portion of Haven Lane lying east of realigned Route 45, south of Lot 12, north of Lot 53 and west of the cul de sac bulb terminating Haven Lane east of realigned Route 45, and such property shall be allocated to adjacent private properties as provided by law. In the event that the law does not then so provide, the Association shall accept any such conveyance from the Village and thereafter such property shall become a part of the Landscape and Easement Areas.

Section 4: Specifically and without limitation of any other obligation of the Association, upon turnover of the Association by the Developer to the Members the Association shall, not less than every two (2) years, remove as necessary, and in accordance with all applicable regulations, all sediment or siltation which has accumulated in the detention facilities and all stormwater management system components, including wetlands within lots B, F and G, such that the storage volume of all such detention basins equals or exceeds the volume required for detention by the original engineering for Forest Trail subdivision plus the volume accumulated between maintenance intervals. The cost of such work shall be a Common Expense and therefore shall be payable from Association maintenance assessments as described in Article IV, Section 2. The Village shall have the right to perform all such obligations upon default by the Association, and the cost thereof, together with interest thereon at the rate of nine percent (9%) per annum thereon and costs of collection thereof, including, but not limited to reasonable attorneys' fees, shall be a charge on all Lots (prorated over the number of Lots the subdivided) and the prorated

amount for each Lot shall be a continuing lien upon each Lot against which each such assessment is made and shall be enforceable by the Village. The Village shall have the power to record a notice of its lien created by this document by filing an appropriate certificate with the Recorder of Deeds of Lake County, Illinois.

Section 5: The Association shall have the authority to organize social events for the benefit of the Members, and the expenses therefor shall be Common Expenses.

Section 6: The Association shall have all other powers specified elsewhere in this Declaration, including the power to adopt reasonable rules and regulations to implement the intent of this Declaration, and the power to assess fines and recover attorneys fees and collection or litigation costs in enforcing this Declaration or any such rules or regulations.

Section 7: The Association may perform its function and carry out its duties by entering into agreements for the performance thereof with such persons and business entities regularly engaged in the performance of generally similar functions and duties as the Board shall determine, which agreements shall be for such length of time, at such rates of compensation and upon such other terms and provisions as the Board shall determine from time to time. Such persons or business entities may, but need not, be persons or business entities owning or otherwise directly or indirectly interested in the Property or any part thereof. The Association itself shall also have the power to perform its functions and carry out its duties.

Section 8: The Association shall have the general powers to enforce in its own behalf or on behalf of the Association Members, in a court of law or otherwise, all of the covenants and conditions appearing in this Declaration.

C. Membership and Voting Rights.

Section 1: Every Owner who is subject to assessment in whole or in part shall automatically be a Member of the Association and shall remain a Member so long as he remains an Owner of a Lot subject hereto. Declarant shall be a Member of the Association but shall have no obligation to pay assessments. Membership shall be appurtenant to and may not be separated from ownership of any Lot which is subject to assessment.

Section 2: The Association shall have two (2) classes of voting membership:

Class A: Class A Members shall be all Members with the exception of the Declarant and shall be entitled to one (1) vote for each Lot owned.

Class B: The Class B Member shall be the Declarant who shall be entitled to three (3) votes for each Lot owned, provided however that the Declarant shall

be entitled to only one (1) vote per Lot and no greater than forty-nine percent (49%) of the total number of votes outstanding on the happening of either of the following events, whichever occurs earlier:

(a) When seventy-five percent (75%) of the Lots have been conveyed by the Declarant to Owners other than Declarant;

(b) Five (5) years after the date the first Lot is conveyed by the Declarant to such other Owners.

D. Insurance.

Section 1: The Association may maintain on behalf of the Association, Board, officers, managers and managing agent, comprehensive public liability insurance, including liability for injuries to and death of persons, and property damage, in such limits as it shall deem desirable, and other liability insurance as it may deem desirable, insuring the Association from liability of whatever reasonable nature including specifically, without limitation, those liabilities in connection with its maintenance of the Landscape and Easement Areas even in the case where it holds no title to these premises. Each Owner of land comprising any of the Landscape and Easement Areas shall also maintain public liability insurance for injury or death in amounts satisfactory to the Board for casualty associated with said areas. The Association shall maintain insurance against property damage with respect to any of its activities associated with maintenance of the landscaping within the "Lift Station Easement" identified on Lot F on the Plat of Subdivision.

Section 2: The Association may (but shall not be obligated to) also maintain such policies of insurance for worker's compensation and property damage, property loss, vandalism and malicious mischief in relation to the Landscape and Easement Areas as the Association may deem desirable and may also obtain such other kinds of insurance as the Association shall from time to time deem prudent with respect to all of its activities pursuant to its by-laws and this Declaration.

Section 3: The premiums for all insurance purchased pursuant to the provisions of this Section shall be Common Expenses and shall be paid at least thirty (30) days prior to the expiration date of any policy.

ARTICLE III

Landscape and Easement Areas Restricted Open Space

Section 1: The Landscape and Easement Areas shall be maintained in perpetuity and shall not be developed for any use which would limit or cause to limit the function and purpose of the facilities.

Section 2: A perpetual easement is hereby granted for the benefit of the Declarant or its beneficiary or its agents, and the Association, their successors and assigns, over, upon and across the Landscape and Easement Areas and Restricted Open Space for the purpose of administering such areas as provided herein and for the purposes described in Article II B.

Section 3: The Declarant (while a Member of the Association) or its beneficiary or its agents, and the Association shall further have the right of ingress and egress over and upon the Lots not within said Landscape and Easement Areas for any and all purposes connected with the maintenance of the Landscape and Easement Areas and the construction, operation, repair, maintenance and reconstruction of any facilities thereon.

Section 4: A perpetual easement is hereby granted for the benefit of the Village or its successors, over, upon and across the Landscape and Easement Areas and upon all facilities necessary for the purpose of inspecting such areas. In the event that the Association does not adequately maintain the Landscape and Easement Areas to the standards of the Village, the Village may give fourteen (14) days written notice of such failure and said notice shall indicate when the Village will exercise its right to repair the faulty portion of the facilities. If the Village makes repairs or performs maintenance, it shall be entitled to reimbursement by the Association and in default thereof may collect from each Lot Owner its prorata share of such expense and have a lien against such Lot until it has been paid. No written notice shall be necessary if in the opinion of the Village Administrator an emergency requiring immediate action is required. In the exercise of its rights hereunder, the Village shall not be deemed guilty of any manner of trespass.

Section 5: The Landscape and Easement Areas and Restricted Open Space shall be maintained at all times in compliance with the ordinances of the Village of Lindenhurst.

Section 6: Lots B, D, E, F and G may not be used for any purpose other than (a) storm water management and water flow regulation, (b) open space and aesthetic preservation; (c) maintenance; or (d) operation by the Village of a lift station on Lot F within the Lift Station Easement noted on the Plat. Within these areas, no structure,

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planting, or other material shall be placed or permitted to remain which may damage or interfere with the installation of stormwater and drainage facilities, or which may change the direction of flow of stormwater or drainage channels within these lots, or which may obstruct or retard the flow of water through stormwater and drainage channels therein. Lot A may only be used for (a) landscaping, (b) open space and aesthetic preservation; and (c) maintenance. No other use thereof of any kind or nature will be permitted. An easement shall exist and is hereby granted in favor of the Developer, and when formed, the homeowners association over the "15' Bufferyard Eemt. & Building Set Back Line" on either side of Lot C for all purposes related compliance with the provisions of that certain Intergovernmental Agreement dated dated June 13, 1995 by and between The County of Lake, The Lake County Forest Preserve District, The Village of Lindenhurst, The Lindenhurst Sanitary District and Westfield Homes of Illinois, Inc. regarding access to the Forest Preserve. Lots D, E and F are wetlands. Notwithstanding anything herein to the contrary, Lots D, E and F may be entered or maintained only by the Village, the Declarant, the Developer, the Association or its agents, or appropriate governmental agency solely for the purpose of its conservation or other purposes elsewhere described herein.

Section 7: The "20' Landscape Area" within Haven Lane shall only become a part of the Landscape and Easement Areas upon vacation of that part of Haven Lane containing the "20' Landscape Area". Upon becoming a part of the Landscape and Easement Areas, the Association shall install landscaping within such area in accordance with the landscape plan approved for Forest Trail as part of the final plat of subdivision, which plan is on file at the Village. Such easement area shall be subject and subordinate to the underlying "Utility Easement", the purpose of which is described on the Plat. No ground disturbance, planting or other reconfiguration of such area (including installation of landscaping originally approved with the Plat of Subdivision) shall occur without Village approval, due to the considerable amount of utility facilities located beneath the surface.

Section 8: Notwithstanding any provisions herein to the contrary, the easements herein created shall be subject to easements of record on the date hereof, including those easements granted on the Plat of Subdivision.

Section 9: All Restricted Open Space shall remain undisturbed and shall not be cleared or graded; provided however that compliance with Village ordinances affecting Dead Restricted Open Space or Restricted Open Space, and compliance with Article V, Section 4 shall not breach this provision; and provided further, that the Association or any Owner thereof after obtaining written approval of the Association, (or the homeowners association to the extent personal safety hazards exist) may clear underbrush (not including young woodland trees) to improve visibility, to remove dead or dying vegetation, or vegetation which presents a hazard (such as falling trees) or which harbors animals or insects which are harmful to surrounding vegetation of persons; provided further, that to the extent that such Restricted Open Space is also

a part of the Landscape and Easement Areas, it shall be subject to the rights separately granted herein or on the Plat for Landscape and Easement Areas. This provision shall be enforceable by either the Village or the Association. Any more restrictive Village ordinance with respect to the clearing or use of wooded areas shall prevail over the terms of this paragraph.

ARTICLE IV

Covenants for Maintenance Assessments

Section 1: Each Owner of a Lot, except Declarant, by acceptance of a deed therefor or otherwise, whether or not it shall be so expressed in any such deed or other conveyance, hereby covenants and agrees and shall be deemed to covenant and agree to pay to the Association and/or Declarant, as the case may be, for each Lot owned (or to a mortgage company or other collection agency designated by the Association or Declarant): (1) annual assessments or charges, and (2) special assessments as hereinafter provided. The assessments thus collected by the Association or Declarant shall constitute the maintenance fund of the Association for Common Expenses.

Section 2: Each Owner, other than Declarant, shall pay to the Association or Declarant assessments representing his or its allocated share of (a) the expenses of improvement, maintenance, repair, replacement, administration and operation with respect to the Landscape and Easement Areas (including, without limitation the periodic expenses associated with removal of sedimentation and siltation within detention facilities as described in Article II, provision B (4)); (b) the cost of maintaining and enforcing the easements, covenants, conditions and restrictions established and reserved by this Declaration and by any Plat of Subdivision, deed of conveyance or other instrument affecting the Property including reasonable attorneys' fees; (c) the administrative expenses of the Association; (d) the expenses of social events; (e) the full performance of all obligations by the Association imposed by the Declaration and the Association's by-laws, (f) a reserve for contingencies and replacements and (g) any further matter not otherwise enumerated herein which is consented to by 75% or more of the Owners. Said expenses hereinabove referred to shall be known as "Common Expenses". To the extent, if at all, that any assessments for any fiscal year are not expended by the Association or Declarant, any such savings shall be applied by the Association or Declarant in reduction of its budget for the following year, except with respect to amounts held by the Association or Declarant as reserves which shall be deemed to be held by the Association or Declarant in trust for the Members for the uses and purposes for which such reserves have been established. Any interest of any Owner in and to such reserve funds shall be deemed appurtenant to such Owner's membership and shall automatically transfer and inure to such Owner's successor in interest.

Section 3: Payments of assessments shall be in such amounts and at such times as provided below:

(a) Upon each sale or transfer of any Lot from the Declarant or from any future Owner, including the sale of a beneficial interest in a land trust or such similar transfer intended to directly or indirectly vest a person or entity other than the Owner with use and ownership of the Lot (except transfers by foreclosure, death or to the same real party in interest such as a conveyance into a land trust where the grantor is the majority beneficial owner of the trust), there shall be paid to the Association or Declarant, as the case may be, a sum equal to one-half of the then current amount for annual Association dues provided, however, that the initial amount as of the date of recording hereof shall be the fixed amount of \$100.00 until the first budget is prepared and an assessment based thereon is calculated. Said sum shall be known as the "Initial Fee."

(b) Until December 31, 1997, the maximum annual assessment (not including any special assessment) shall be One Hundred Fifty and 00/100 Dollars (\$150.00) per Lot, in addition to the \$100.00 Initial Fee.

(c) On or before October 31, 1997 and on or before each October 31st thereafter, the Board shall estimate the total amount necessary to pay the costs and expenses of the Association as are provided for herein and in the by-laws of the Association, which will be required during the ensuing calendar year, together with a reasonable amount necessary for a reserve for contingencies and replacements, and the Board shall on or before November 30 of each year, notify each Owner in writing as to the amount of such estimate, with a reasonable itemization thereof, and of the date not less than 10 nor more than 30 days prior to any meeting concerning the adoption of the proposed annual budget or any increase in the budget, or establishment of an assessment. All obligations of the Owners hereunder, including but not limited to the Common Expenses, for assessments, special assessments or other levies by the Association, pursuant to this Declaration or the by-laws of the Association, shall be determined by multiplying the amount of such assessment, special assessment or levy by a fraction, the numerator of which is the number of Lots owned by the Owner, and the denominator of which is the number of Lots subjected from time to time to the terms and conditions of this Declaration which are not owned by the Declarant. The new annual assessments or charges as calculated above shall be paid in one annual installment due January 31.

An Owner shall be responsible for payment in full of the annual assessment for said Lot (in addition to the Initial Fee) upon taking title to a Lot from the Declarant.

(d) If said estimated cash requirement proves inadequate, for any reason, to defray the operating expenses and costs during any given year, then the Board shall be authorized to adopt a supplemental budget or budgets and shall adjust the

assessments accordingly. The Board shall serve notice of such further or adjusted assessment on all Owners by a statement in writing giving the amount and reasons therefor, and such further or adjusted assessment shall become effective sixty (60) days after the delivery or mailing of such notice. Any increase in the annual assessment pursuant to a supplemental budget in excess of fifty percent (50%) of the approved assessment must be approved by two-thirds (2/3) of each class of Members voting in person or by proxy at a meeting duly called for such purpose.

(e) The Association shall also have the power to borrow funds not to exceed one-half (1/2) of the annual budget on terms calling for repayment not to exceed three (3) years, or in such additional amounts and for such additional time periods as are approved by two-thirds (2/3) of each class of Members voting in person or by proxy at a meeting duly called for such purpose. Supplemental budgets and/or future annual budgets may contain provisions to repay such borrowing.

(f) In addition to the annual assessments authorized above, the Association may levy, in any assessment year, special assessments applicable to that year only for the purpose of defraying, in whole or in part, the cost of any taxes, construction, reconstruction, repair or replacement of a capital improvement upon the Landscape and Easement Areas. Any such assessment shall be levied equally against each Owner.

(g) The Board shall establish and maintain reasonable reserves for contingencies and replacements as it shall deem necessary, and any extraordinary expenditure not included in the estimated cash requirements shall be first charged against such reserves in the year of such expenditure. If such reserves are depleted or, in the opinion of the Board, significantly reduced, then any supplemental budget, or the next regular estimated cash requirements shall provide for the re-establishment of such reserves to the extent the Board deems reasonably appropriate.

(h) The failure or delay of the Board to prepare or serve the annual or adjusted estimate or the itemized accounting or other document on the Owner shall not constitute a waiver or release in any manner of such Owner's obligation to pay the adjusted assessments or necessary reserves, as herein provided, whenever the same shall be determined, and in the absence of any annual estimate or adjusted estimate, the Owner shall continue to pay the annual assessment at the then existing rate established for the previous period until 30 days after the new assessment amount shall have been adopted and mailed or delivered.

(i) The Board shall keep full and correct books of account in chronological order of the receipts and expenditures affecting the Property, specifying and itemizing maintenance and repair expenses of the Property and any other expenses incurred. Such records shall be available for inspection by any Owner or first mortgagee of record, at such reasonable time or times during normal business hours as may be

requested by the Owner or mortgagee.

On or before the date of the annual meeting of each calendar year, the Board shall supply all Owners with an itemized accounting of the maintenance expenses for the preceding calendar year actually incurred and paid, together with a tabulation of the amounts collected pursuant to the estimates provided, and showing the net amount over or under the actual expenditures plus reserves.

(j) No Owner may waive or otherwise escape liability for the assessments provided for herein by non-use or abandonment of his Lot.

Section 4: Any assessments which are not paid when due shall be delinquent.

Any Owner who is delinquent in his or her assessments shall have no power to vote on any matter affecting the Association until such delinquency is fully cured, including the interest and costs provided herein.

The annual and special assessments, together with interest thereon at the rate of nine percent (9%) per annum thereon and costs of collection thereof, including, but not limited to reasonable attorneys' fees, shall be a charge on the Lot and shall be a continuing lien upon each Lot against which each such assessment is made and shall be enforceable by the Association. The Association shall have the power to record a notice of its lien created by this document by filing an appropriate certificate with the Recorder of Deeds of Lake County, Illinois. No sale or transfer shall relieve such Lot from liability from the lien of any unpaid assessment or for any assessment thereafter becoming due.

Each such assessment, together with such interest thereon and costs of collection thereof, including but not limited to reasonable attorneys' fees, as hereinafter provided, shall be the continuing personal obligation of the person who was the Owner of such Lot at the time when the said assessment fell due. The grantee from any Lot Owner will be jointly and severally liable with such Lot Owner (excluding Declarant) for all unpaid assessments and accrued interest due and payable at the time of conveyance without prejudice, however, to the rights of the grantee to recover from the grantor any amounts paid by the grantee.

Section 5: The lien of the assessment provided for herein arising after the recording of a first mortgage shall be subordinate to the lien of any *bona fide* first mortgage (or equivalent security interest) on a Lot and to any liens of Declarant's Lender(s).

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ARTICLE V

Standards of Construction

Section 1: No landscaping or construction of a building, fence, wall, or other structure (collectively "Structure") shall be commenced, erected, or maintained nor shall any addition to or change or alteration thereto be made (except interior alterations), until the Declarant or its beneficiary, assigns or successors has approved such landscaping, construction or installation in accordance with the terms hereof. The Declarant or its beneficiaries, assigns or successors shall retain such authority until such time as title to each of the Lots is conveyed by the Declarant to the Owners and a permanent residence is constructed thereon, notwithstanding that the Declarant has resigned, or been removed by passage of time, from the Association, provided however, that Declarant may, at any time after formation of the Association vest by written assignment all such powers in the Association. All such authority shall also vest in the Association upon refusal of the Declarant to perform its architectural review function under this Article V. After such time all further powers of architectural control shall be vested in the Board, which shall be entitled to a reasonable fee for its and/or its consultants' architectural review, as established by the Board.

Section 2: Owners are required to first submit preliminary sketches of any Structure to be built or installed for "informal comment" showing the nature, kind, shape, height, material, color scheme, proposed location on Lot, and any proposed modification of the grade of the Lot to the Declarant for review prior to the submittal of detailed architectural or other plans and specifications for full review. Declarant, or its beneficiary, successors or assigns, shall have the sole and exclusive right to refuse to approve any such preliminary sketches, which are not suitable or desirable in the opinion of the Declarant or its beneficiary, successors or assigns, for aesthetic or other reasons; and in so passing upon such preliminary sketches, Declarant, or its beneficiary, successors or assigns, shall have the right to take into consideration the suitability of the proposed building or other Structures with the surroundings, and the overall design intent of a residential community which may exceed the general standards of the surrounding community. Such approval or disapproval of preliminary sketches shall be given within sixty (60) days after submission to Declarant, or its assigns. If the Declarant, or its successors or assigns, fail to approve or disapprove preliminary plans within sixty (60) days after submission, approval shall be deemed to have been given.

If such preliminary sketches are approved, the Owner shall then submit a detailed landscape plan, grading plan and architectural and final construction plans and specifications relating to such proposed construction. All plant material in any landscape plan shall be indigenous to the northeastern Illinois region.

The final grading plan must accommodate the sensitive environmental features

of the Lot and must be accompanied with evidence in the form of a letter or other appropriate notation that the grading plan has been approved by the Village. Individual site grading plans satisfactory to address environmental concerns will be required by the Village to obtain a building permit. In addition, no certificate of occupancy will be issued by the Village until the Owner submits to the Village an as built topographical survey showing all constructed improvements and foundation elevations on the Lot demonstrating that the improved Lot complies with the approved grading plan.

Declarant or its beneficiary, successors or assigns shall approve such architectural and construction plans if the same are in substantial conformity with the preliminary sketches previously approved. No architectural and construction plans may be submitted without a detailed landscape plan. Landscaping shall be installed in accordance with the approved landscape plan prior to the issuance of a final occupancy permit, which shall include, without limitation, sodding or seeding of the Lot except in wooded areas, Landscape and Easement Areas and Restricted Open Space, and the installation of plant material in front of and on all sides of all residences. In the event Declarant, or its beneficiary, successors or assigns, fails to approve or disapprove such detailed plans and specifications or other material within sixty (60) additional days after submission, approval shall not be required, and the requirements of this Declaration shall be deemed to be complete. After any disapproval, an Owner may resubmit amended plans for a like review period to attempt to again meet the architectural review criteria.

Declarant, or its beneficiary, successors or assigns, following the submission of both the informal sketches and detailed plans and specifications, will aid and assist the respective Owners, or their agents, and will make every attempt to reasonably cooperate with the wishes of the Owner.

Section 3: No house shall be built on any Lot which house has a minimum area of less than 1,800 square feet. For the purpose of calculating floor area, the garage, basement and areas such as decks and screened in porches not designed for year-round living are not included in the square footage requirements and stairwells (excluding basement stairs) shall be included in the area of one floor only.

Section 4: No building or improvement, or any part thereof, including garages, porches, and driveways shall be erected on any Lot other than wholly within the Building Envelopes, or as otherwise designated by Village ordinance, whichever is more restrictive. Owners are encouraged to minimize disturbance of woodlands within the Building Envelope and are further encouraged to preserve high quality young woodland trees at the expense of trees which are either very old or in poor health. No construction of any improvements to a Lot may commence until snow fencing or its equivalent is erected which precludes contractors and workmen from driving, parking, working or otherwise going upon any Landscape and Easement Areas or Restricted Open Space, except for activities which are within 15 feet of the perimeter of the

Building Envelope which are absolutely necessary for construction of a building which lies wholly within the Building Envelope. All such construction must cease when such fence is breached or the intent of the preceding sentence is violated.

Section 5: The Declarant or its beneficiary shall have absolute discretion in the orientation of any garage opening. Garage door openings which are positioned out of view from the roadway fronting any residence will be encouraged where practical considerations allow. No residence shall have less than a two (2) car garage.

Section 6: Access driveways and other paved areas for vehicular use on a Lot shall have a base of compacted gravel, crushed stone, or other approved base material and shall have a wearing surface of asphalt, concrete or brick and shall be located within the Building Envelope for each Lot, except as necessary to provide access to a public street. Plans and specifications for driveways, culverts, pavement edging, or markers, shall be approved in writing by Declarant or its beneficiary or their successors or assigns in the manner prescribed in Section 2 above.

Section 7: All Structures shall be painted with two coats of paint unless constructed with ornamental masonry or brick. Aluminum or vinyl siding shall be allowed only when approved by the Declarant or its beneficiary, or by the Association upon assignment by Declarant of the right of architectural review.

Section 8: All roofs shall be hand split cedar shakes, concrete tile, slate or approved asphalt or fiberglass shingles.

Section 9: All electrical services and telephone lines shall be placed underground and no outside electrical lines shall be placed overhead. No exposed or exterior radio or television transmission or receiving antennas shall be erected, placed, or maintained on any part of such premises including specifically, without limitation, satellite dishes, unless 18" or less in diameter and then only when a) approved by Declarant under the standards for architectural review in Article V, b) screened from view from the public roadway and adjacent properties, and c) located within the Building Envelope. All such receiving antennas with the exception of such approved satellite dishes shall be placed in the attic or elsewhere entirely within the premises.

Section 10: Subject to contrary Village ordinances with respect to swimming pool or other fencing, all fencing within a Lot shall be a maximum of four (4) feet in height, shall be made of wood, and may not be of a stockade style.

Section 11: Except with respect to Sections 3 and 4 of this Article V (unless otherwise agreed by the Village), Declarant hereby grants and gives Declarant, or its beneficiary, successors and assigns, the right to enter into agreements with the owners of any Lot or Lots (without the consent of Owners of other Lots or adjoining or adjacent property) to deviate from any and all of the covenants set forth in this

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Article V provided, however, that such deviation is in compliance with the ordinances of the Village of Lindenhurst. Any such deviation shall be granted if there are practical difficulties or particular hardships evidenced by the petitioning Owner, and any such deviation (which shall be manifested by an agreement in writing) shall not constitute a waiver of a particular covenant on a subsequent occasion or as to other Lots or of any other covenant as to any of the Property.

Section 12: Declarant shall have no obligation, but only the right to issue and enforce the approvals as described herein and shall not be held liable for any action or inaction taken with respect to the authority granted to it in this Article V, or elsewhere herein or under law.

ARTICLE VI

Use and Control of the Property

Section 1: Except as otherwise set forth in this Section 1, each and every Lot in the subdivision shall be used only for single family residential purposes. No building or structure or portions thereof shall be adapted to business purposes, other than the business of the Owner requiring no visitation by persons or vehicles or extraordinary deliveries. To the extent the Village adopts a home office ordinance which would otherwise apply to the Property, the terms of such ordinance shall supersede the preceding sentence. No apartment house, double house, lodging house, rooming house, multiple family dwelling or any other than a single family residential structure constructed according to the standards set forth above shall be erected, placed, permitted or maintained on the Property, or any part thereof, and no house shall be occupied by more than a single family. (A "family" may include in-laws, parents or siblings who do not themselves inhabit the Residence with a separate family of more than one generation).

Section 2: Each Owner shall be responsible for the maintenance and repair of his Lot and the improvements thereon not otherwise subject to maintenance by the Association. To the extent, if at all, that any Owner shall fail to perform the maintenance of his own Lot at reasonable times and in a reasonable manner, the Declarant, the Association and/or the Village may, but shall not be required to, perform such maintenance or repair and, in such event, the cost thereof shall be added to such Owner's annual assessment and such amount shall be immediately due and payable, and the Association shall have such rights and remedies with respect to the collection of the same as are herein provided with respect to the annual assessments. If the Village performs maintenance, it shall be entitled to reimbursement by the affected Owner and in default of such payment the Village shall have the right to place a lien against such Lot for the amount due. Neither the Association, the Village nor the Declarant shall be liable to an Owner for trespass, property damage for any other

actionable wrong whatsoever in the reasonable exercise of its rights hereunder.

Each Owner, from and after the date of taking title to his Lot(s) shall maintain such Lot(s) in a neat and trimmed appearance notwithstanding that no improvements have been constructed thereon. No storage of any goods or materials shall be permitted on any Lot prior to construction of a residence thereon, and thereafter only in compliance herewith. If no improvements have been constructed on said Lot(s) within three (3) years of sale of each Lot from Declarant, the then current Owner shall grade and seed unwooded portions of the Building Envelope of his Lot(s) with hydroseed and thereafter shall maintain the Lot(s) to a finished lawn appearance. In default thereof, an officer of the Association (including Declarant) or its agents may enter any such Lot, without committing a trespass or other actionable wrong against such Owner, and remove any such materials or goods and grade, seed and maintain said Lot(s), and such Owner shall pay to the Declarant or the Association, as the case may be, its costs of the same, which shall be collectable in the manner set forth in Article IV, Section 4.

Section 3: No private dwelling house erected upon any Lot shall be occupied in any manner (a) while in the course of construction, (b) at any time prior to its being fully completed, as herein required, or (c) at any time prior to the issuance of an occupancy permit by the Village of Lindenhurst or appropriate governing authority; and no such house shall be permanently occupied pursuant to a permanent occupancy certificate prior to the issuance of a letter from the Declarant or its assigns that any Structure or landscaping placed upon the Owner's Lot conforms with the architectural, construction and landscape plans as approved for the Lot in accordance herewith. No residence, when completed, shall be in any manner occupied until made to comply with the approved plans, the requirements herein, and all other covenants, conditions, reservations, and restrictions herein set forth. All construction shall be completed within one year from the start thereof. No temporary house, temporary dwelling, temporary garage, temporary outbuilding, trailer home, or other temporary structure shall be placed or erected upon any Lot, provided however that Declarant reserves the right for itself, or its agents, or assigns, to use any Lot for office, sale or display purposes.

Notwithstanding the above, any Lot Owner shall be entitled to leave portions of the interior of the premises unfinished for future completion as long as all exterior surfaces conform to the requirements herein, and as long as all structural and foundational components of the residence are complete to the extent needed for an occupancy permit prior to occupancy.

Section 4: None of the Lots shall at any time be divided into as many as two or more building sites. A single Lot together with contiguous portions of one or more whole Lots may be used for one building site, provided however that any improvements thereon must be constructed within a building envelope acceptable to

the Village, if different from the Building Envelope appearing on the Plat.

Section 5: No commercial vehicles, construction, or like equipment, recreational vehicles or boats, or mobile or stationary trailers of any kind or large items of personal property not intended primarily for use on the Lot shall be permitted on any Lot within the Property unless kept in a garage and completely enclosed, except such construction vehicles as are necessary for the period of any approved construction.

Section 6: The Declarant shall determine location, color, size, design, lettering and all other particulars of all mail or paper delivery boxes and lamp posts and the standards and brackets and name signs for such boxes in order that the area shall be uniform in appearance with respect thereto. Notwithstanding the foregoing, each mailbox must be placed in accordance with post office standards.

Section 7: No dogs or animals shall be allowed to run free within the Property unless properly restrained by a leash. No horses, cattle, swine, goats, poultry, fowl, non-domesticated animals, vicious animals (including specifically, without limitation, all pit bull terriers) or offensive animals shall be kept on any Lot.

Section 8: No clotheslines or drying yards shall be permitted unless concealed by hedges acceptable to the Association.

Section 9: No signs or other advertising shall be displayed unless the size, form and number of the same are first approved in writing by the Association or its successor.

Section 10: No refuse pile or other unsightly objects shall be allowed to be placed or suffered to remain anywhere upon a Lot, other than for regular household garbage pickup. All construction refuse shall be placed in a dumpster or roll off box of sufficient capacity. No Lot shall be used in whole or part for the storage of rubbish of any character whatsoever, nor for the storage of any property or thing that will cause such Lot to appear in an unclean or untidy condition or that will be obnoxious to the eye; nor shall any substance, thing or material be kept upon any Lot that will emit a foul or obnoxious odor or that causes any noise that will or might disturb the peace, quiet, comfort or serenity of the occupants of the surrounding property, or that will constitute a violation of local, state or federal environmental laws.

Section 11: No bird baths or non-natural building or landscaping materials shall be placed in any front yard, and no tennis court or swimming pool shall be placed or located on a Lot in any front or side yard or outside of the Building Envelopes established by the Plat, and shall not be located within any easement appearing of record or on the Plat of Subdivision. There shall be no above ground swimming pools other than (a) whirlpools built into outdoor decks joined to a residence, or (b) small temporary pools meant for use by small children.

21

Section 12: Up to two (2) outbuildings, barns or other detached buildings which do not exceed and aggregate of 720 square feet shall be allowed when permitted by the Declarant or its successors and approved in accordance with Article V, and when placed entirely within the Building Envelope. The architecture of said outbuildings shall resemble the architecture of the residence and be in conformance with the general character of the neighborhood. No prefabricated metal storage buildings shall be erected, constructed or placed on any portion of any Lot.

Section 13: All streams and drainage ways, whether natural or artificial shall remain totally unobstructed by each Owner, including, without limitation, Lots B, E, F and G. No parcel shall be graded in a manner that will in any way affect the drainage to or from a Lot or which would be in contravention to the engineering drawings or specifications which are a part of the Plat and which have been approved by and are on file with the Village. No Lot or parcel shall be increased in size by filling in the water it abuts. No rock, gravel, or clay shall be excavated or removed from any property for any commercial purposes, but may be removed for the purpose of construction only in accordance with Village ordinances, regulations and codes.

ARTICLE VII

Remedies

Section 1: The violation or breach of any provision of this Declaration, any Plat of Subdivision, any deed, conveyance, or other Instrument executed by Declarant affecting lands in the Property, will not create a forfeiture, but will give the Declarant and, upon resignation, the Association, in addition to any other rights herein granted or otherwise available to it and under law, the right, in its discretion, to (a) enter on the Lot(s) on which such violation or breach exists and summarily abate, remove or correct at the expense of the applicable Owner, any structure, thing, or condition that may exist thereon contrary to the provisions of such instrument including specifically, without limitation, any nonconformity with approved plans, and the Declarant or the Association, as the case may be, and its agents, will not thereby be deemed guilty of any manner of trespass; or (b) remedy the same by appropriate legal proceedings, at law or in equity, including, without limitation, an action to recover sums due for damages, injunctive relief, foreclosure of lien or any combination thereof.

Section 2: In any proceeding arising because of an alleged default by an Owner, the Declarant or Association will be entitled to recover the costs of such proceeding, including, without limitation, reasonable attorneys' fees and interest at the rate of 8% per annum.

Section 3: All rights, remedies and privileges granted to the Association pursuant to this Declaration will be deemed to be cumulative, and the exercise of any one or more will not be deemed to constitute an election of remedies, nor will it

preclude the Declarant or Association from exercising such other or additional rights, remedies, or privileges as may be granted to it by this Declaration or at law or in equity.

Section 4: No restriction imposed hereby will be abrogated or waived by any failure to enforce any provision hereof, no matter how many violations or breaches may occur.

Section 5: The invalidity of any restriction hereby imposed, or of any provisions hereof, or of any part of such restriction or provision, will not impair or affect in any manner the validity, enforceability or effect of the rest of this Declaration.

ARTICLE VIII

Conveyances

Section 1: All conveyances of Lots are subject to this Declaration, the Homeowners Association, Village of Lindenhurst ordinances, all easements and other matters appearing of record and on the Plat of Subdivision, and other matters of record.

Section 2: Each Owner, and each grantee by the acceptance of a deed of conveyance of any Lot or any portion of the Property, accepts the Property subject to the provisions of this Declaration, including without limitation, the right of the Association to remedy any breach hereof by the actions specified under Article VII. All such provisions will run with the land and bind, apply to, and inure to the benefit of every Owner of any interest therein, and all persons claiming thereunder, as though the provisions of this Declaration were recited and stipulated at length in each deed of conveyance.

Section 3: No Owner shall have any right or power to disclaim, terminate or withdraw from his membership in the Association or any of his obligations as such Member, and no purported disclaimer, termination or withdrawal thereof or therefrom on the part of any such Owner shall be of any force or effect for any purpose.

Section 4: No Lot shall be transferred or conveyed after initial construction of improvements thereon until the Declarant or its successors has issued its written statement that the improvements are in conformance with previously approved architectural and landscape plans as provided for in Article V.

ARTICLE IX

Permits

Section 1: All fees for building permits or permits for water or sewer service and all school donations and structural, plumbing or other fees whatsoever affecting any Lot or the Property are to be paid by the Lot Owner, unless otherwise agreed to in writing by Declarant or its beneficiary or their successors and assigns. Any such agreement shall not be assignable unless expressly made so.

ARTICLE X

Miscellaneous Provisions

Section 1: If and to the extent that any of these covenants would otherwise be unlawful or void for violation of (a) the rule against perpetuities, (b) the rule restricting restraints on alienation, or (c) any other applicable statute or common law rule analogous thereto or otherwise imposing limitations upon the time for which such covenants may be valid, then the provisions concerned shall continue and endure only until the expiration of a period of twenty-one (21) years after the death of the last to survive of the class of persons consisting of all of the lawful descendants of George Bush, former President of the United States, living at the date of this Declaration.

Section 2: The provisions of this Declaration will be liberally construed to effectuate its purpose of creating a uniform plan for the development of a residential community.

Section 3: All articles and section headings have been inserted for convenience only, and shall not be considered or referred to in resolving questions of interpretation or construction.

Section 4: This Declaration may be amended from time to time, or terminated, as follows:

(a) Prior to the conveyance of any Property from the Declarant, by an instrument executed by the Declarant.

(b) After conveyance of any or all of the Property by Declarant, by an instrument having the affirmative assent or vote of not less than seventy-five percent (75%) of the outstanding Owners in the subdivision at the time of the amendment.

No amendment of the Declaration which in any manner affects the use of any

Lot, the Landscape and Easement Areas or Restricted Open Space may be made without first obtaining the consent of the Village. Each such instrument will be effective only upon being filed in the Office of the Recorder of Deeds of Lake County, Illinois

Section 5: In the event that an action is instituted to enforce any of the provisions contained in this Declaration, the Declarant or Association shall be entitled to recover from the other party thereto as part of any judgment in its favor, reasonable attorneys' fees, interest at the rate of 9% per annum and costs of such suit.

Section 6: This Declaration does not amend or modify nor is it intended to modify any engineering statements or any requirement of the respective ordinances of the Village or County of Lake, Illinois, dealing with the subdividing and planning of the Property or the design and the construction of all improvements, but is intended to create additional covenants and agreements for the purposes herein set forth.

Section 7: The Village is granted a perpetual easement, right and privilege to enter upon the Property herein for the purpose of providing police and fire protection services and maintaining all utilities and roadways accepted by the Village.

Section 8: Any notices required to be sent to any Member shall be deemed to have been properly sent when mailed, postage prepaid to the last known address of such Member as it appears on the records of the Association at the time of such mailing.

Section 9: All personal pronouns used in this Declaration, whether used in the masculine, feminine or neuter gender, shall include all other genders; the singular shall include the plural, and vice versa.

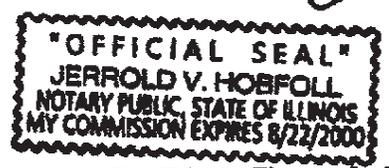
Section 10: In the event of any conflict between this Declaration and the by-laws or Articles of Incorporation of the Association, this Declaration shall control.

Section 11: Declarant or its beneficiary may by written document assign all rights hereunder (including without limitation the approval powers set forth in Article V), and delegate all of its duties, which survive the recording of this Declaration to a third party which acquires all or a majority of the Lots for resale, and thereafter Declarant shall have no further rights or obligations hereunder.

Section 12: This Agreement is executed by the undersigned, Chicago Title & Trust Company, not individually but solely as Trustee, as aforesaid, and said Trust Agreement is hereby made a part hereof and any claims against said Trustee which may result from the signing of this Agreement shall be payable only out of the trust property which is the subject of this Agreement, and it is expressly understood and agreed by the parties hereto, notwithstanding anything herein contained to the

Given under my hand and Notarial Seal this 19 day of June
1997.

Jerrold V. Hobfoll
NOTARY PUBLIC



CONSENTED TO: First of America Bank, Northeast Illinois, N.A., an Illinois banking corporation, in its individual capacity as mortgagee

By: *R. W. [Signature]*

Its: V.P.

Mail to: *Scott Selgan*
810 S. Waukegan Rd
Lake Forest, Ill. 60045

R-23

4019189

592301

CHAMBERLIN / MASSE ENGINEERING

28835 N. HERKY DRIVE SUITE #111

LAKE BLUFF, ILLINOIS 60044

Ph. (847) 362-8444 Fax (847) 362-9350

CERTIFICATE OF CORRECTION

STATE OF ILLINOIS)
COUNTY OF LAKE) SS

I, VINCENT J. MASSE, AN ILLINOIS REGISTERED LAND SURVEYOR NO. 2854, DO HEREBY CERTIFY THAT I AM THE SURVEYOR WHO SURVEYED AND CAUSED TO BE RECORDED ON JULY 15, 1997 AS DOCUMENT NUMBER 3993330 IN LAKE COUNTY, ILLINOIS THE PLAT OF SUBDIVISION FOR THE PROPERTY NOW KNOWN AS " **FOREST TRAIL SUBDIVISION**". THIS CERTIFICATE OF CORRECTION SHALL BE RECORDED TO CORRECT INADVERTENT ERRORS IN SUCH PLAT OF SUBDIVISION.

THE 7TH (SEVENTH) LINE OF THE LEGAL DESCRIPTION SHOULD READ AS FOLLOWS: " **THENCE SOUTH PARALLEL WITH SAID EAST LINE OF THE NORTHEAST QUARTER, A DISTANCE OF 129.90 FEET TO A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER OF SECTION 36; THENCE....**"

THE LINE NOMENCLATURE SHOWN ON SHEETS 1 OF 3 AND 2 OF 3 ALONG THE SOUTH LINE OF THE SUBDIVISION WHICH READS " SOUTH LINE OF THE NORTH 8 3/4 RODS..." IS HEREBY AMENDED TO READ AS FOLLOWS: " **SOUTH LINE OF THE NORTH 8 3/8 RODS...**".

A UTILITY EASEMENT WAS INADVERTENTLY OMITTED AND SHALL BE ADDED WITHIN LOT F AS DEPICTED ON " **EXHIBIT A** " ATTACHED HERETO AND MADE A PART OF THIS CERTIFICATE OF CORRECTION.

DATED AT LAKE BLUFF, ILLINOIS THIS 31ST DAY OF JULY, 1997



VINCENT J. MASSE I.R.L.S. # 2854

CHAMBERLIN / MASSE ENGINEERING
28835 N. HERKY DRIVE, SUITE # 111
LAKE BLUFF, ILLINOIS 60044



PREPARED BY AND RETURN TO:

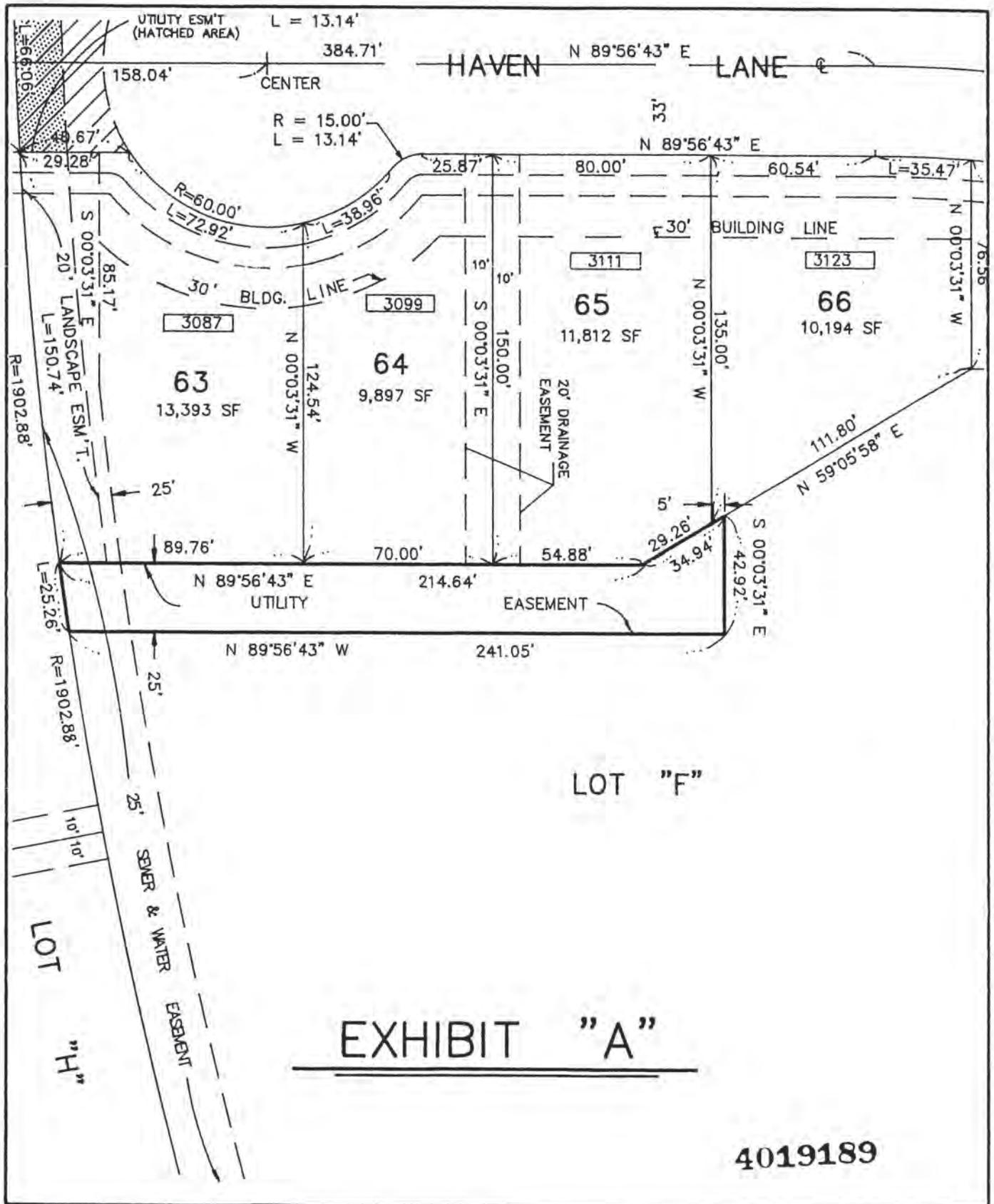
CHICAGO TITLE INSURANCE CO.

13

2000 11 15 10:04

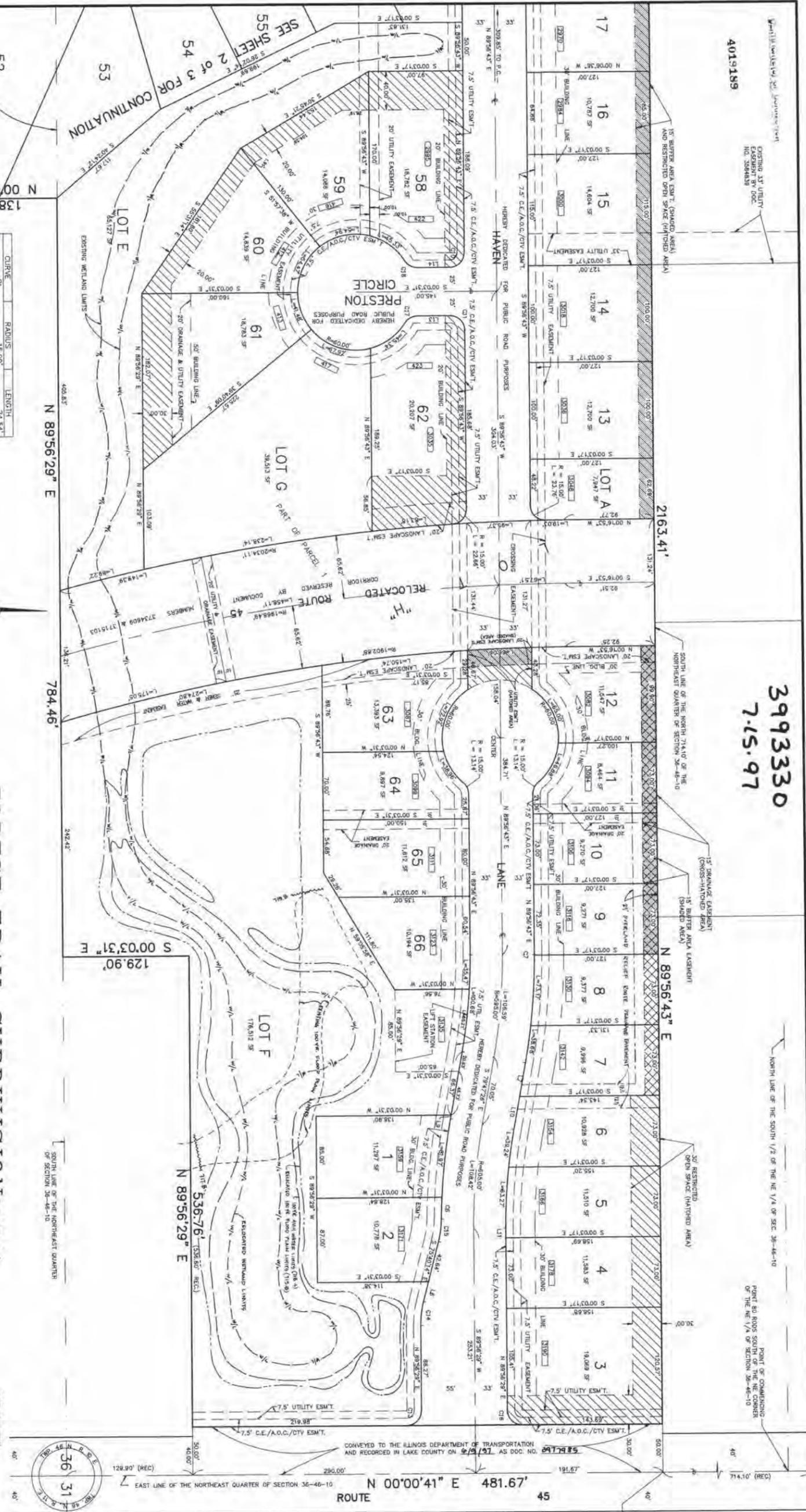
4019189

Filed for Record in:
LAKE COUNTY, IL
MARY ELLEN VANDERVENTER - RECORDER
On Sep 15 1997
At 9:59am
Receipt #: 71279
Doc/Type : CTF
Deputy - Cashier #4



4019189

3993330
7.15.97



CURVE	RADIUS	LENGTH
C1	13.00'	4.154'
C2	13.00'	4.154'
C3	13.00'	4.154'
C4	13.00'	4.154'
C5	13.00'	4.154'
C6	13.00'	4.154'
C7	13.00'	4.154'
C8	13.00'	4.154'
C9	13.00'	4.154'
C10	13.00'	4.154'
C11	13.00'	4.154'
C12	13.00'	4.154'
C13	13.00'	4.154'
C14	13.00'	4.154'
C15	13.00'	4.154'
C16	13.00'	4.154'
C17	13.00'	4.154'
C18	13.00'	4.154'
C19	13.00'	4.154'

LINE	DIRECTION	DISTANCE
L1	S 75°00'00\"/>	



FOREST TRAIL SUBDIVISION (P.U.D. 1)

PARCEL ONE: THAT PART OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 36, TOWNSHIP 46 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT 90 RODS SOUTH OF THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH ALONG THE EAST LINE THEREOF A DISTANCE OF 714.10 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING SOUTH ALONG THE LAST DESCRIBED COURSE, A DISTANCE OF 481.87 FEET; THENCE WEST ALONG A LINE 528.90 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER, A SAID SECTION 36; THENCE SOUTH ALONG SAID PARALLEL WITH SAID NORTHEAST QUARTER, A SAID SECTION 36; THENCE NORTH ALONG THE WEST LINE OF SAID QUARTER TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH QUARTER SECTION; THENCE EAST ALONG SAID SOUTH LINE, A DISTANCE OF 480.00 FEET; THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID QUARTER SECTION, A DISTANCE OF 193.40 FEET TO THE SOUTH LINE OF THE NORTH 7/410 FEET OF SAID NORTHEAST QUARTER; THENCE EAST ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL TWO: THE NORTH 3/8 RODS OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 46 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

STATE OF ILLINOIS

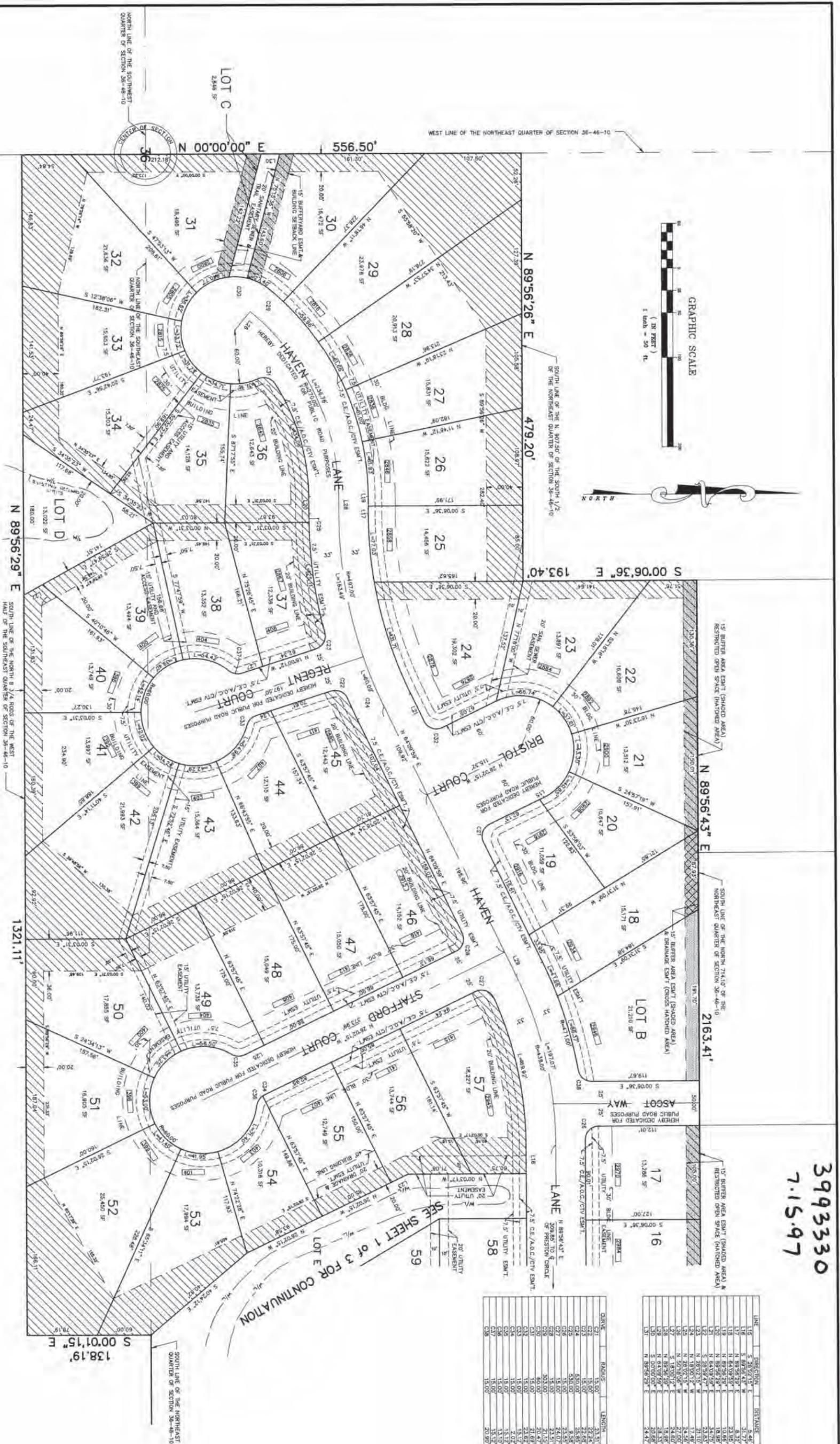
VINCENT J. MASSE
LAND SURVEYOR
NO. 25284

CHAMBERLIN / MASSE ENGINEERING
LAND SURVEYORS - PLANNERS - ENGINEERS
438 PETERSON ROAD
LIBERTYVILLE, ILLINOIS 60048
(847) 382-8444 FAX 382-9350

DATE	BY	REVISIONS
4-23-97	VJM	ATTORNEY REVISIONS/NOT
3-7-97	VJM	W.L. COMMENTS 3-7-97
2-10-97	VJM	W.L. COMMENTS 2-10-97
2-10-97	VJM	W.L. COMMENTS 2-10-97
1-24-97	VJM	ADDED WETLANDS & PER P.M.
1-21-97	VJM	LOTS 12 & 63

DRAWING # 1 of 3

3993330
7.15.97



DATE	RANGE	LENGTH
C21	15.000'	22.343'
C22	15.000'	22.343'
C23	15.000'	22.343'
C24	15.000'	22.343'
C25	15.000'	22.343'
C26	15.000'	22.343'
C27	15.000'	22.343'
C28	15.000'	22.343'
C29	15.000'	22.343'
C30	15.000'	22.343'
C31	15.000'	22.343'
C32	15.000'	22.343'
C33	15.000'	22.343'
C34	15.000'	22.343'
C35	15.000'	22.343'
C36	15.000'	22.343'
C37	15.000'	22.343'
C38	15.000'	22.343'
C39	15.000'	22.343'
C40	15.000'	22.343'

LINE	DIRECTION	DISTANCE
L15	S 89°56'26" E	51.77'
L16	S 89°56'29" E	51.77'
L17	N 89°56'26" E	4.37'
L18	N 89°56'29" E	4.37'
L19	N 89°56'26" E	18.85'
L20	N 89°56'29" E	18.85'
L21	N 89°56'26" E	34.75'
L22	N 89°56'29" E	34.75'
L23	N 89°56'26" E	23.83'
L24	N 89°56'29" E	23.83'
L25	N 89°56'26" E	24.56'
L26	N 89°56'29" E	24.56'
L27	N 89°56'26" E	17.40'
L28	N 89°56'29" E	17.40'
L29	N 89°56'26" E	18.85'
L30	N 89°56'29" E	18.85'
L31	N 89°56'26" E	24.47'
L32	N 89°56'29" E	24.47'

FOREST TRAIL SUBDIVISION (PUD. 1)

PARCEL ONE: THAT PART OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 46 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT 90 RODS SOUTH OF THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH ALONG THE EAST LINE THEREOF, A DISTANCE OF 714.10 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING SOUTH ALONG THE LAST DESCRIBED COURSE, A DISTANCE OF 481.67 FEET; THENCE WEST ALONG A LINE 729.90 FEET NORTH OF AND PARALLEL WITH SAID EAST LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 536.60 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 336.60 FEET; THENCE WEST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 336.60 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 480.00 FEET OF SAID QUARTER SECTION; THENCE EAST ALONG SAID SOUTH LINE, A DISTANCE OF 193.40 FEET TO THE SOUTH LINE OF THE NORTH 7/4.10 FEET OF SAID NORTHEAST QUARTER; THENCE EAST ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL TWO: THE NORTH 9 3/8 RODS OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 46 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

DATE	BY	REVISIONS
3-7-97	VJM	VILL COMMENTS 3-7-97
2-25-97	VJM	VILL COMMENTS 2-25-97
2-10-97	VJM	VILL COMMENTS 2/25/97
1-21-97	VJM	LOTS 18-20
1-3-97	VJM	VILLAGE COMMENTS
10-1-96	VJM	FIRST SUBMITTAL

CHAMBERLIN / MASSE ENGINEERING
 LAND SURVEYORS & PLANNERS & ENGINEERS
 438 PETERSON ROAD
 LIBERTYVILLE, ILLINOIS 60048
 (847) 362-8444 FAX 362-9350

DRAWN BY: J.M.
 CHECKED BY: V.J.M.
 JOB # 920421
 FEB 96
 DRAWING # 2 of 3

Glynn, Marie E

From: Glynn, Marie E
Sent: Wednesday, July 31, 2013 4:29 PM
To: 'Joe_Safron@comcast.net'
Cc: 'mhuffman@cbbel.com'; 'Zurek, Frank'
Subject: US 45 Public Hearing Response and FAQ
Attachments: FAQs_US45(IL132toIL173).pdf

Dear Mr. Safron:

Thank you for your comments regarding the March 21, 2013 Public Hearing for the Illinois Department of Transportation's (Department) Phase I Study of U.S. Route 45 from IL Route 132 to IL Route 173. The Phase I study which was conducted in close coordination with the Lake County Division of Transportation (LCDOT) includes the Millburn Bypass that extends from approximately Country Place on the south to Independence Boulevard on the north.

All comments received during the Public Hearing comment period were reviewed and considered, and are included in the Public Hearing record. A Frequently Asked Questions (FAQ) document was prepared to respond to the majority of the comments received. The FAQ is attached with this e-mail as well as posted to the project website at www.route45project.com. The following is our response to your comment not specifically addressed in the FAQ.

Regarding proposed drainage, the U.S. 45 Millburn Bypass and realigned Grass Lake Road will be constructed with curb and gutter to collect all pavement drainage that will be conveyed via new storm sewer to one of three proposed detention basins, where storm water will be held for peak storm events and released at a prescribed rate to the natural drainage course. Roadway ditches and cross road culverts are located behind the bike path and/or sidewalk, where needed, to maintain existing drainage patterns. The proposed storm sewers for the U.S. 45 Bypass and realigned Grass Lake Road will not be connected to the Forest Trail subdivision drainage system and will effectively remove a sizeable portion of the tributary area to the subdivision.

The Department anticipates completing the Phase I Engineering for the Millburn Bypass this summer, at which time Phase II Engineering (land acquisition and contract plan preparation) will begin. Construction of the Millburn Bypass is anticipated in 2015 contingent upon funding availability and project readiness. Funding for the sections north and south of the Millburn Bypass (beyond completion of the Phase I Study) are not included in the Department's FY 2013-2018 Proposed Multi-Modal Transportation Improvement Program. However, these improvements will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

Thank you for your comments. If you have any questions, or need additional information, please contact me, Marie Glynn, Project Manager, at (847) 705-4073.

Marie Glynn, P.E.
Project Manager

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Direct 847-705-4073
Fax 773-693-4704
Mobile 312-307-4675
www.dot.state.il.us

To: US 45 Project Website
From: joe_safron@comcast.net
Sent: Thursday, March 21, 2013 8:35 AM
Subject: Millburn Hwy 45 project

Storm water runoff is already an issue in the subdivision. During wet periods, peak runoff leads to flooding of streets, yards, retention ponds and backflow of the storm system. Wes Welch, as Lindenhurst Village Engineer, had stated that

the Forest Trail Subdivision is one of the lowest points in the area and subject to increased storm water issues. The proposal will more than double the non-permeable surface in the area and with the west route alternative, the low point of the area being the subdivision, likely will have a worsening effect of storm water issues to subdivision residents. What is being done, in the design of the 45 road system, to prevent further storm water issues in the area? What remediation will be provided to homeowners who are impacted by damages caused by increases in storm water runoff?

The subdivision has the responsibility to maintain the retention pond system. Increases in runoff will more than likely increase rates of sediment deposition and costs to the subdivision. How will the state and the city help the homeowners association with maintenance of the storm water system?



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
U.S. Route 45
From Illinois Route 132 to Illinois Route 173
Lake County

Re: Pin 02-36-200-036, 38650 N. U.S. Route 45, Old Mill Creek, IL 60083

March 7, 2013

CERTIFIED MAIL

Irene Druce-Hoffman
38625 N. U.S. Route 45
Old Mill Creek, IL 60083-9449

Dear Ms. Druce-Hoffman:

The purpose of this letter is to notify you that the Illinois Department of Transportation (Department) in conjunction with the Lake County Department of Transportation (LCDOT) is nearing completion of the preliminary engineering and environmental studies (Phase I) for U.S. Route 45 (US 45) from Illinois Route 132 (IL 132) to Illinois Route 173 (IL 173) in Lake County, including the section of US 45 from Country Place Road to Independence Boulevard, commonly referred to as the Millburn Bypass. The proposed improvement generally consists of reconstruction and widening US 45 from 2 lanes to 4 lanes in each direction and re-aligning US 45 to the west from Country Place Road to Independence Blvd. Grass Lake Road would also be re-aligned to the south, creating a four-legged signalized intersection with relocated US 45 and Milburn Road.

The Millburn Bypass improvements including realignment of Grass Lake Road are currently funded in the Department's Illinois Jobs Now! Program for Phase II engineering and land acquisition; and in the LCDOT's Year 2020 Transportation Priority Plan for construction. The sections along US 45 to the north and south of the Millburn Bypass will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.

On March 21, 2013, the Department in conjunction with the LCDOT, will host a public hearing to discuss the US 45 project and display exhibits of the proposed improvements. The public hearing represents the culmination of extensive technical studies and public outreach. For more information, please visit the project website: www.route45project.com.

Your property at 38650 N. U.S. Route 45 in Old Mill Creek has been identified as potentially impacted in connection with the proposed US 45 Millburn Bypass project improvements. Tax records were researched to determine ownership, and based on our analysis to date, impacts to your property including the residence have been identified, as shown on the attached exhibit. Based on the scope of the proposed improvements, your property has been identified as a partial acquisition (PIN: 02-36-200-036).

We submit this letter as the required notification for property owners that may be affected by this roadway project. If you are interested in learning more about the project or the acquisition process, the Department encourages you to attend the public hearing, visit our website, or call the phone number listed at the end of this letter. Project staff will be available to meet and discuss right-of-way acquisition procedures, discuss relocation advisory assistance, and answer questions you may have.

Upon completion of our study, a report will be prepared describing the proposed work, and submitted to our Springfield Office for approval. After approval is received, we will proceed into the plan preparation and land acquisition phase (Phase II). In that phase, a representative of the Department's Bureau of Land Acquisition will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

The details of the public hearing are as follows:

Date:	Thursday, March 21, 2013
Time:	4:30 p.m. to 7:30 p.m.
Location:	Millburn West School 640 Freedom Way Lindenhurst, IL 60046

The public hearing will be an open house format, meaning interested persons can attend at any time between 4:30 p.m. and 7:30 p.m. Exhibits will be on display and an audio-visual presentation will be shown approximately every 15 minutes. Representatives from the Department, LCDOT, and the project consultant team will be available to answer questions regarding the project. Court reporters will be present to accept oral comments. In addition, written comments will be accepted during the meeting, as well as after the meeting through the mail and via the project website for a period of two weeks until April 4, 2013. All comments received during this period will become part of the public hearing record. Enclosed is a copy of the display ad scheduled to appear in the February 28, 2013 and March 14, 2013 editions of the Daily Herald and the Lake County News Sun, A Chicago Sun-Times Publication.

Ms. Druce-Hoffman
March 7, 2013
Page 3

If you have any questions or need additional information, please contact Marie Glynn, Project Management Consultant, at (847) 705-4073.

Very truly yours,

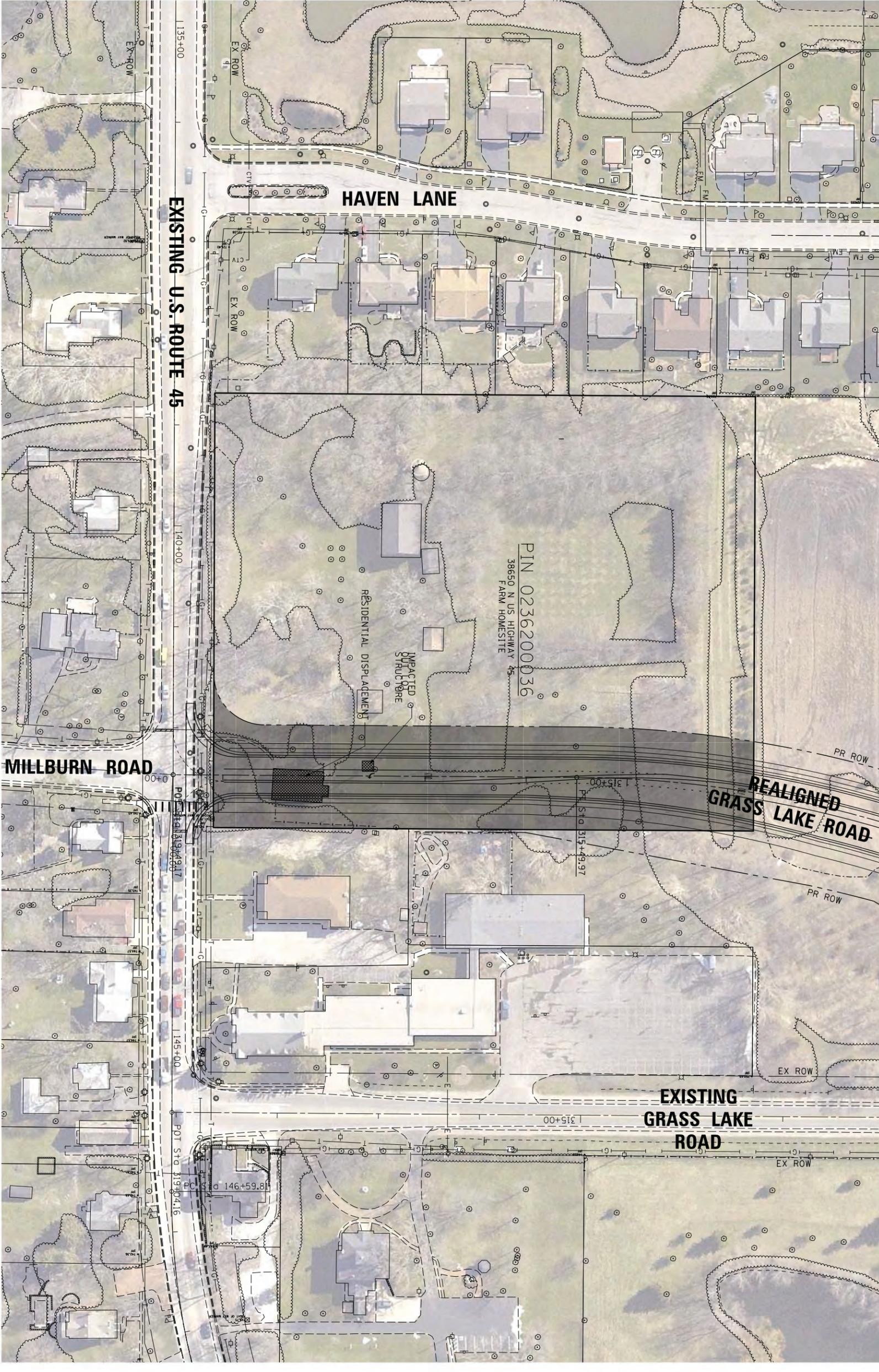
John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By:

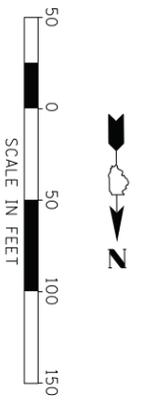


John A. Baczek, P.E.
Project and Environmental Studies Section Chief

cc: Mr. Thomas Druce-Hoffman via e-mail at talin1@aol.com



- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY EASEMENT
- PROPERTY ACQUISITION AREA FOR RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT AREA
- IMPACTED STRUCTURE



PIN NUMBER	ADDRESS	TEMPORARY EASEMENT SQ. FT.	PROPOSED ROW AC.
0236200036	38650 N. US HIGHWAY 45	-	54,285

PRELIMINARY - SUBJECT TO CHANGE

FILE NAME -	USER NAME - mhj/fran	DESIGNED -	REVISED -
NA\LC001\088677\PHASE1\CIVIL\DR-ROW-088677 - ROW DISPLACEMENT.dwg		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE - SEPT. 2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 45 - MILLBURN BYPASS
PROPOSED ROW/EASEMENT PLAN

SCALE:	SHEET NO. OF SHEETS STA.	TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
				05-00262-06-R0	LAKE	3
						2
					ILLINOIS FED. AID PROJECT	

You are invited to attend an Open House Public Hearing held by the Illinois Department of Transportation (IDOT) in conjunction with the Lake County Division of Transportation (LCDOT) concerning U.S. Route 45 from Illinois Route 132 to Illinois Route 173 including the Millburn Bypass located within the Villages of Lindenhurst and Old Mill Creek in Lake County. The public hearing is an open house format, meaning interested individuals can attend any time during the hearing. The hearing will take place on:

Date: Thursday, March 21, 2013
Time: 4:30 PM to 7:30 PM
Location: Millburn Middle School
640 Freedom Way
Lindenhurst, Illinois 60046

Purpose of the Hearing:

- Present the results of the Environmental Assessment (EA) for U.S. 45, from IL 132 to IL 173.
- Present the planned improvements for the selected west Millburn Bypass alternative.
- Present the likely future improvements for U.S. 45 north and south of the bypass area.
- Provide an opportunity for public comment.

Exhibits will be on display and an audio-visual presentation will be shown approximately every 15 minutes beginning at 4:30 P.M., with the last showing at 7:15 P.M. IDOT and LCDOT representatives and project team members will be present to answer questions regarding the project.

Copies of the Environmental Assessment (EA) will be on display at the public hearing for review, and will also be available on the project website (www.route45project.com) starting on March 6, 2013 or earlier. IDOT is seeking public comments on the proposed use of property from the Raven Glen Forest Preserve associated with the likely future improvements to U.S. Route 45 north of Miller Road. This property is owned and operated by the Lake County Forest Preserve District and is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. IDOT intends to seek a *de minimis* impact finding from the Federal Highway Administration (FHWA) based on the project not adversely affecting the features, attributes, or activities qualifying this property for protection under Section 4(f). IDOT will process any permits that may be required for construction within the designated floodway of Hastings Creek as part of future improvements to U.S. Route 45.

This hearing is accessible to handicapped individuals. For special assistance contact Marie Glynn at (847) 705-4073. Persons planning to attend who will need a sign language interpreter or similar accommodations should notify the TTY/TDD number (800) 526-0844 or 711; TTY Users (Spanish) (800) 501-0864 or 711; and for Telebraille (877) 526-6670 or 711 at least 5 days prior to the hearing.

To be included in the public hearing record, comments must be received by April 8, 2013. Comments can be submitted at the hearing in writing or to a Court Reporter, submitted via the project website, or mailed to:

Illinois Department of Transportation
John Baczek, P.E.
Project and Environmental Studies Section Chief
201 West Center Court
Schaumburg, Illinois 60196-1096



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
U.S. Route 45
From Illinois Route 132 to Illinois Route 173
Lake County

Re: Pin 02-36-201-001, 19176 West Grass Lake Road, Old Mill Creek

March 7, 2013

CERTIFIED MAIL

Dorothy and Milton Anderson
19176 West Grass Lake Road
Lake Villa, IL 60046-9242

Dear Mr. and Mrs. Anderson:

The purpose of this letter is to notify you that the Illinois Department of Transportation (Department) in conjunction with the Lake County Department of Transportation (LCDOT) is nearing completion of the preliminary engineering and environmental studies (Phase I) for U.S. Route 45 (US 45) from Illinois Route 132 (IL 132) to Illinois Route 173 (IL 173) in Lake County, including the section of US 45 from Country Place Road to Independence Boulevard, commonly referred to as the Millburn Bypass. The proposed improvement generally consists of reconstruction and widening US 45 from 2 lanes to 4 lanes in each direction and re-aligning US 45 to the west from Country Place Road to Independence Blvd. Grass Lake Road would also be re-aligned to the south, creating a four-legged signalized intersection with relocated US 45 and Milburn Road.

The Millburn Bypass improvements including realignment of Grass Lake Road are currently funded in the Department's Illinois Jobs Now! Program for Phase II engineering and land acquisition; and in the LCDOT's Year 2020 Transportation Priority Plan for construction. The sections along US 45 to the north and south of the Millburn Bypass will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.

On March 21, 2013, the Department in conjunction with the LCDOT, will host a public hearing to discuss the US 45 project and display exhibits of the proposed improvements. The public hearing represents the culmination of extensive technical studies and public outreach. For more information, please visit the project website: www.route45project.com.

Mr. and Mrs. Anderson

March 7, 2013

Page 2

Your property at 19176 West Grass Lake Road in Old Mill Creek has been identified as potentially impacted in connection with the proposed US 45 Millburn Bypass project improvements. Tax records were researched to determine ownership, and based on our analysis to date, impacts to your property including the residence have been identified, as shown on the attached exhibit. Based on the scope of the proposed improvements, your property has been identified as a partial acquisition (PIN: 02-36-201-001).

We submit this letter as the required notification for property owners that may be affected by this roadway project. If you are interested in learning more about the project or the acquisition process, the Department encourages you to attend the public hearing, visit our website, or call the phone number listed at the end of this letter. Project staff will be available to meet and discuss right-of-way acquisition procedures, discuss relocation advisory assistance, and answer questions you may have.

Upon completion of our study, a report will be prepared describing the proposed work, and submitted to our Springfield Office for approval. After approval is received, we will proceed into the plan preparation and land acquisition phase (Phase II). In that phase, a representative of the Department's Bureau of Land Acquisition will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

The details of the public hearing are as follows:

Date:	Thursday, March 21, 2013
Time:	4:30 p.m. to 7:30 p.m.
Location:	Millburn West School 640 Freedom Way Lindenhurst, IL 60046

The public hearing will be an open house format, meaning interested persons can attend at any time between 4:30 p.m. and 7:30 p.m. Exhibits will be on display and an audio-visual presentation will be shown approximately every 15 minutes. Representatives from the Department, LCDOT, and the project consultant team will be available to answer questions regarding the project. Court reporters will be present to accept oral comments. In addition, written comments will be accepted during the meeting, as well as after the meeting through the mail and via the project website for a period of two weeks until April 4, 2013. All comments received during this period will become part of the public hearing record. Enclosed is a copy of the display ad scheduled to appear in the February 28, 2013 and March 14, 2013 editions of the Daily Herald and the Lake County News Sun, A Chicago Sun-Times Publication.

Mr. and Mrs. Anderson
March 7, 2013
Page 3

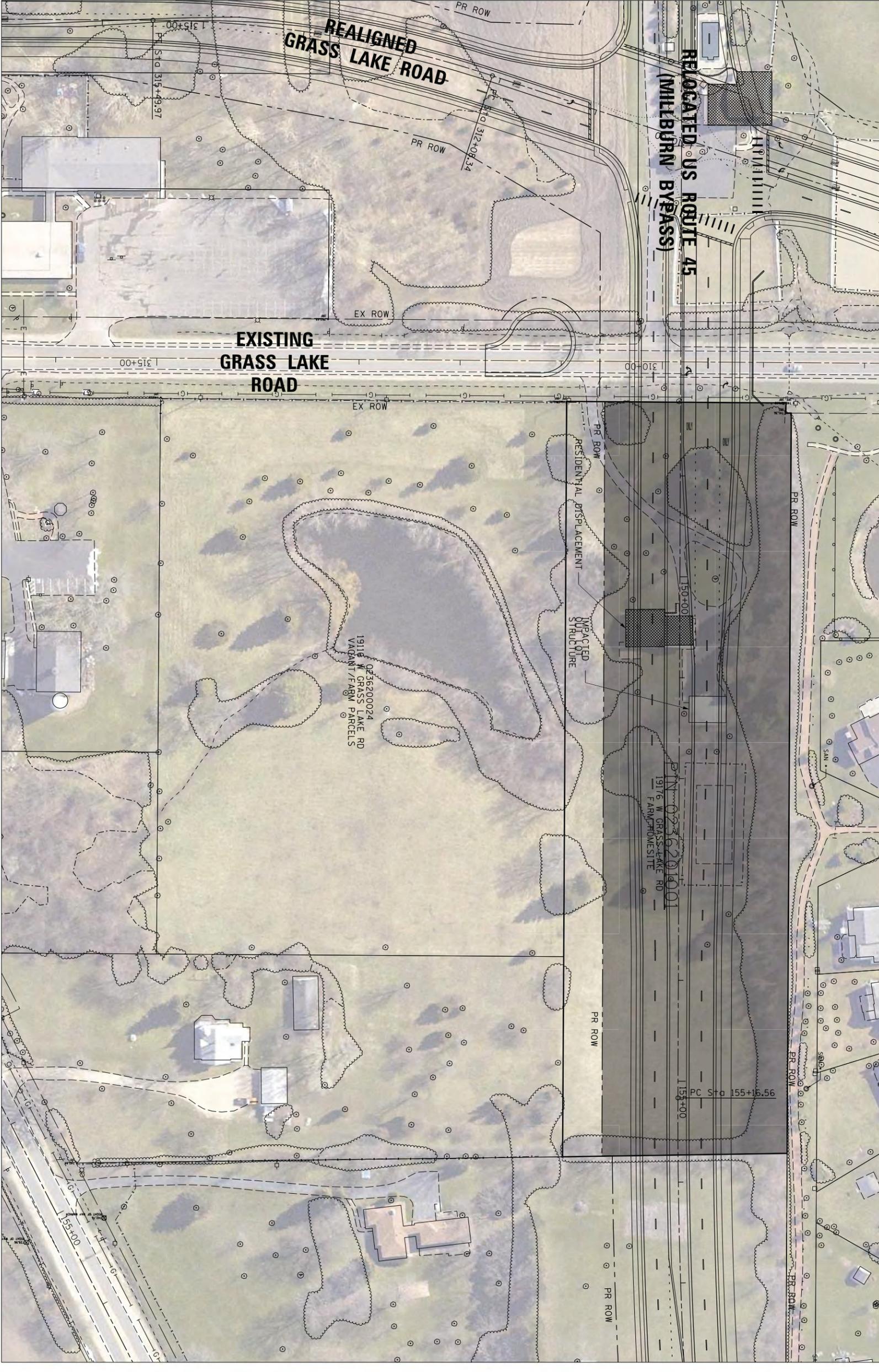
If you have any questions or need additional information, please contact Marie Glynn, Project Manager, at (847) 705-4073.

Very truly yours,

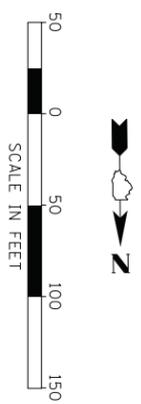
John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

John A. Baczek, P.E.
Project and Environmental Studies Section Chief



- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY EASEMENT
- PROPERTY ACQUISITION AREA FOR RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT AREA
- IMPACTED STRUCTURE



PIN NUMBER	ADDRESS	TEMPORARY EASEMENT SQ. FT.	PROPOSED ROW AC.
0236000001	19176 W. GRASS LAKE RD.	-	137,070
			3.15

FILE NAME = N:\LC001\088677\PHASE1\CIVIL\DR-RW-088677 - ROW DISPLACEMENT.dwg
 USER NAME = mhj/fran
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE - SEPT. 2010
 REVISIONS
 REVISIONS
 REVISIONS
 REVISIONS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 45 - MILBURN BYPASS
 PROPOSED ROW/EASEMENT PLAN
 SCALE: SHEET NO. OF SHEETS STA. TO STA.

FEA RTE.	SECTION	COUNTY	TOTAL SHEET NO.
05-00262-06-RD		LAKE	3
		CONTRACT NO.	3

ILLINOIS FED. AID PROJECT

PRELIMINARY - SUBJECT TO CHANGE

You are invited to attend an Open House Public Hearing held by the Illinois Department of Transportation (IDOT) in conjunction with the Lake County Division of Transportation (LCDOT) concerning U.S. Route 45 from Illinois Route 132 to Illinois Route 173 including the Millburn Bypass located within the Villages of Lindenhurst and Old Mill Creek in Lake County. The public hearing is an open house format, meaning interested individuals can attend any time during the hearing. The hearing will take place on:

Date: Thursday, March 21, 2013
Time: 4:30 PM to 7:30 PM
Location: Millburn Middle School
640 Freedom Way
Lindenhurst, Illinois 60046

Purpose of the Hearing:

- Present the results of the Environmental Assessment (EA) for U.S. 45, from IL 132 to IL 173.
- Present the planned improvements for the selected west Millburn Bypass alternative.
- Present the likely future improvements for U.S. 45 north and south of the bypass area.
- Provide an opportunity for public comment.

Exhibits will be on display and an audio-visual presentation will be shown approximately every 15 minutes beginning at 4:30 P.M., with the last showing at 7:15 P.M. IDOT and LCDOT representatives and project team members will be present to answer questions regarding the project.

Copies of the Environmental Assessment (EA) will be on display at the public hearing for review, and will also be available on the project website (www.route45project.com) starting on March 6, 2013 or earlier. IDOT is seeking public comments on the proposed use of property from the Raven Glen Forest Preserve associated with the likely future improvements to U.S. Route 45 north of Miller Road. This property is owned and operated by the Lake County Forest Preserve District and is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. IDOT intends to seek a *de minimis* impact finding from the Federal Highway Administration (FHWA) based on the project not adversely affecting the features, attributes, or activities qualifying this property for protection under Section 4(f). IDOT will process any permits that may be required for construction within the designated floodway of Hastings Creek as part of future improvements to U.S. Route 45.

This hearing is accessible to handicapped individuals. For special assistance contact Marie Glynn at (847) 705-4073. Persons planning to attend who will need a sign language interpreter or similar accommodations should notify the TTY/TDD number (800) 526-0844 or 711; TTY Users (Spanish) (800) 501-0864 or 711; and for Telebraille (877) 526-6670 or 711 at least 5 days prior to the hearing.

To be included in the public hearing record, comments must be received by April 8, 2013. Comments can be submitted at the hearing in writing or to a Court Reporter, submitted via the project website, or mailed to:

Illinois Department of Transportation
John Baczek, P.E.
Project and Environmental Studies Section Chief
201 West Center Court
Schaumburg, Illinois 60196-1096



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
U.S. Route 45
From Illinois Route 132 to Illinois Route 173
Lake County

Re: Pin 02-36-200-037, 19203 West Grass Lake Road, Old Mill Creek

March 7, 2013

CERTIFIED MAIL

Wauconda Pharmacy
Robin and Terry Bruner
222 S. Main Street
Wauconda, IL 60084

Dear Mr. and Mrs. Bruner:

The purpose of this letter is to notify you that the Illinois Department of Transportation (Department) in conjunction with the Lake County Department of Transportation (LCDOT) is nearing completion of the preliminary engineering and environmental studies (Phase I) for U.S. Route 45 (US 45) from Illinois Route 132 (IL 132) to Illinois Route 173 (IL 173) in Lake County, including the section of US 45 from Country Place Road to Independence Boulevard, commonly referred to as the Millburn Bypass. The proposed improvement generally consists of reconstruction and widening US 45 from 2 lanes to 4 lanes in each direction and re-aligning US 45 to the west from Country Place Road to Independence Blvd. Grass Lake Road would also be re-aligned to the south, creating a four-legged signalized intersection with relocated US 45 and Millburn Road.

The Millburn Bypass improvements including realignment of Grass Lake Road are currently funded in the Department's Illinois Jobs Now! Program for Phase II engineering and land acquisition; and in the LCDOT's Year 2020 Transportation Priority Plan for construction. The sections along US 45 to the north and south of the Millburn Bypass will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.

On March 21, 2013, the Department in conjunction with the LCDOT, will host a public hearing to discuss the US 45 project and display exhibits of the proposed improvements. The public hearing represents the culmination of extensive technical studies and public outreach. For more information, please visit the project website: www.route45project.com.

Your property at 19203 West Grass Lake Road in Old Mill Creek has been identified as potentially impacted in connection with the proposed US 45 Millburn Bypass project improvements. Tax records were researched to determine ownership, and based on our analysis to date, impacts to your property including the residence have been identified, as shown on the attached exhibit. Based on the scope of the proposed improvements, your property has been identified as a partial acquisition (PIN: 02-36-201-001).

We submit this letter as the required notification for property owners that may be affected by this roadway project. If you are interested in learning more about the project or the acquisition process, the Department encourages you to attend the public hearing, visit our website, or call the phone number listed at the end of this letter. Project staff will be available to meet and discuss right-of-way acquisition procedures, discuss relocation advisory assistance, and answer questions you may have.

Upon completion of our study, a report will be prepared describing the proposed work, and submitted to our Springfield Office for approval. After approval is received, we will proceed into the plan preparation and land acquisition phase (Phase II). In that phase, a representative of the Department's Bureau of Land Acquisition will contact you regarding any necessary acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

The details of the public hearing are as follows:

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Location:	Millburn West School 640 Freedom Way Lindenhurst, IL 60046

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Robin and Terry Bruner
March 7, 2013
Page 3

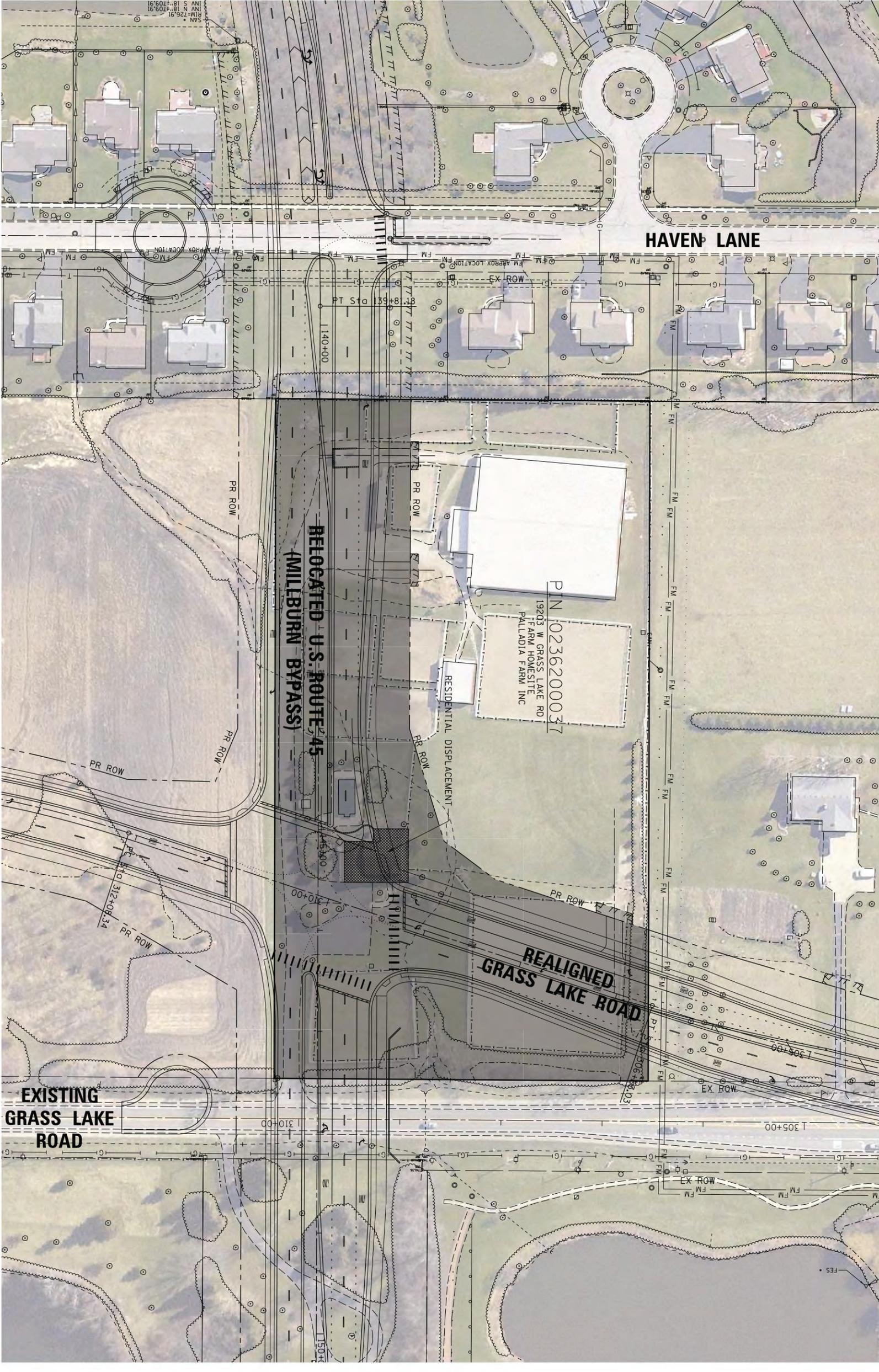
If you have any questions or need additional information, please contact Marie Glynn, Project Manager, at (847) 705-4073.

Very truly yours,

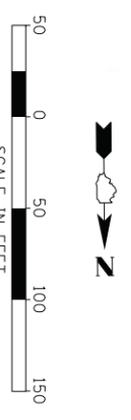
John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

John A. Baczek, P.E.
Project and Environmental Studies Section Chief



- EXISTING RIGHT OF WAY
- - - PROPOSED RIGHT OF WAY
- PROPOSED TEMPORARY EASEMENT
- PROPERTY ACQUISITION AREA FOR RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT AREA
- IMPACTED STRUCTURE



PIN NUMBER	ADDRESS	TEMPORARY EASEMENT SQ. FT.	AC.	PROPOSED ROW SQ. FT.	AC.
0236200037	19203 W GRASS LAKE RD	860	0.02	137,275	3.15

FILE NAME -	USER NAME -	DESIGNED -	REVISED -
NA\LC001\088677\PHASE\CV\1\DR-ROW-088677 - ROW DISPLACEMENT.dwg	mhf/raon	-	-
PLLOT SCALE = 50'	DRAWN -	CHECKED -	REVISID -
PLLOT DATE = 2/21/2013	-	SEPT. 2010	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 45 - MILLBURN BYPASS
PROPOSED ROW/EASEMENT PLAN

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			05-00262-06-RO		LAKE	3
					CONTRACT NO.	1
					ILLINOIS FED. AID PROJECT	

PRELIMINARY - SUBJECT TO CHANGE

You are invited to attend an Open House Public Hearing held by the Illinois Department of Transportation (IDOT) in conjunction with the Lake County Division of Transportation (LCDOT) concerning U.S. Route 45 from Illinois Route 132 to Illinois Route 173 including the Millburn Bypass located within the Villages of Lindenhurst and Old Mill Creek in Lake County. The public hearing is an open house format, meaning interested individuals can attend any time during the hearing. The hearing will take place on:

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Location: Millburn Middle School
640 Freedom Way
Lindenhurst, Illinois 60046

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- Present the results of the Environmental Assessment (EA) for U.S. 45, from IL 132 to IL 173.
- Present the planned improvements for the selected west Millburn Bypass alternative.
- Present the likely future improvements for U.S. 45 north and south of the bypass area.
- Provide an opportunity for public comment.

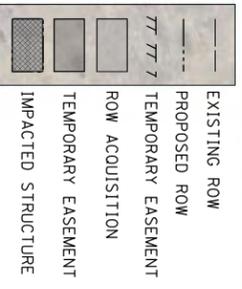
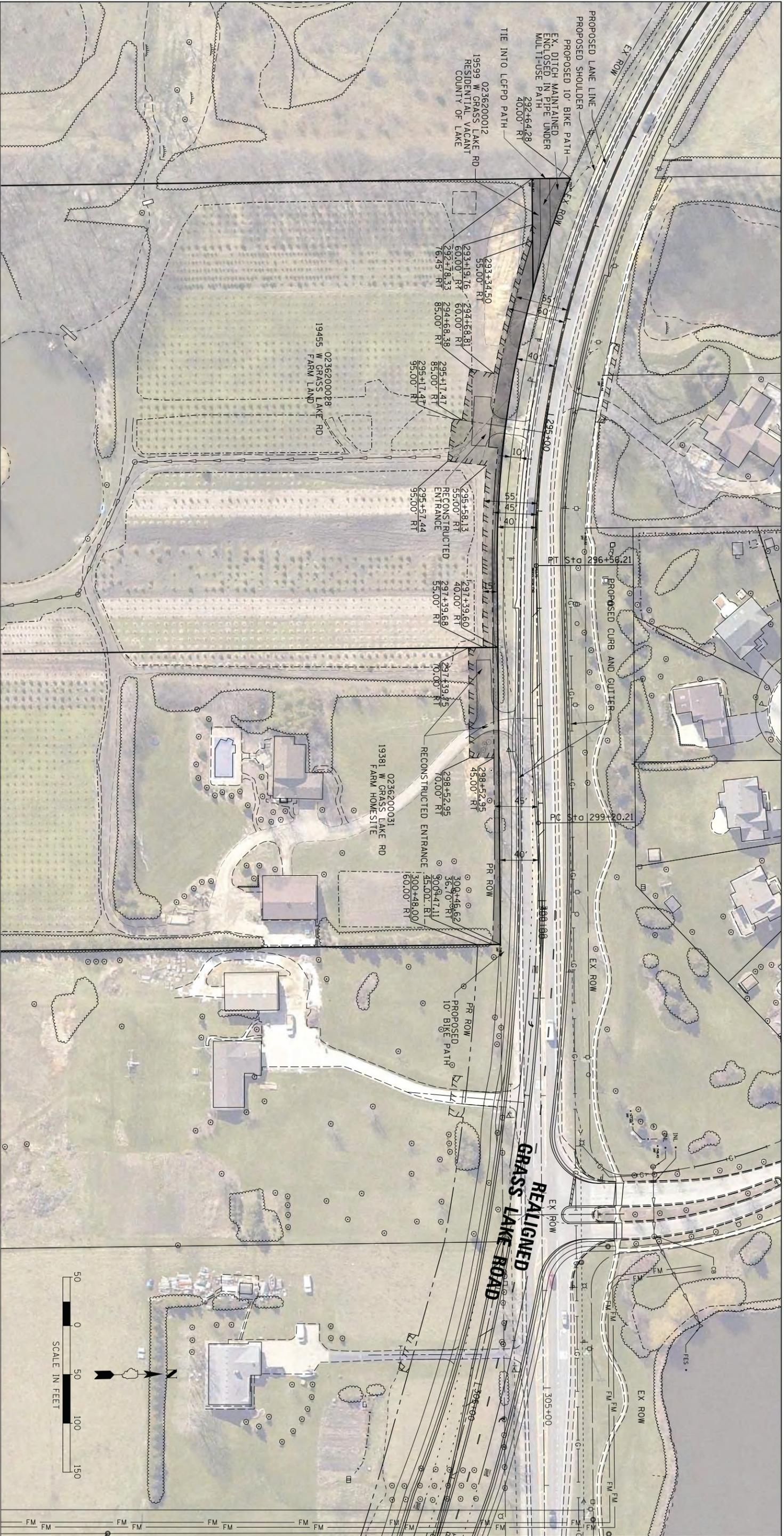
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This hearing is accessible to handicapped individuals. For special assistance contact Marie Glynn at (847) 705-4073. Persons planning to attend who will need a sign language interpreter or similar accommodations should notify the TTY/TDD number (800) 526-0844 or 711; TTY Users (Spanish) (800) 501-0864 or 711; and for Telebraille (877) 526-6670 or 711 at least 5 days prior to the hearing.

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Illinois Department of Transportation
John Baczek, P.E.
Project and Environmental Studies Section Chief
201 West Center Court
Schaumburg, Illinois 60196-1096



PARCEL NUMBER	ADDRESS	TEMPORARY EASEMENT SQ. FT.	AC.	PROPOSED ROW SQ. FT.	AC.
0236200012	19599 W GRASS LAKE RD	-	-	2098.48	0.05
0236200028	19455 W GRASS LAKE RD	6105.84	0.14	3909.60	0.09
0236200031	19381 W GRASS LAKE RD	2831.44	0.07	1662.77	0.04
Total		8937.28	0.21	7670.85	0.18

FILE NAME -	USER NAME - mhf/raon	DESIGNED -	REVISED -	SCALE: 1" = 50'	SHEET NO. OF SHEETS STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
NA\LC007\088677\PHASE1\CIVIL\DR-ROW-088677 - ROW PROPERTY OWNERS.dwg		DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 45 - MILLBURN BYPASS PROPOSED ROW/EASEMENT PLAN	05-00262-06-RO		LAKE	17
		CHECKED -	REVISED -					CONTRACT NO.	
		DATE - OCT, 2013	REVISED -					ILLINOIS FED. AID PROJECT	

PRELIMINARY - SUBJECT TO CHANGE EXHIBIT 15