

US 45 Milburn By-pass Public meeting - 9/5/18

Public official in attendance: Mayor Dom Marturano, Senator Melinda Bush, Representative Sheri Jesiel.

Organizer: Kevin Tuley, Tom Klapperich, Dennis Raube, Dan Monge - ebg@move45east.org

IL Dept. Of Transportation Representatives: Jon Schumacher and Paul Gregoire

Notes compiled by Ed Gallagher - Senator Bush's District Director

Openings:

Mayor Dom Marturano: Kevin asked that I open tonight's meeting. I want to thank you all for coming out to voice your concerns regarding the US 45 by-pass construction that is underway. Kevin asked that I remind everyone that we are here to have a productive discussion about the issues of the road construction in the hopes of finding answers to questions and work toward solutions. I served on the citizen action group from 09-13 and we heard concerns regarding speed, safety and visual degradation along the route.

Senator Melinda Bush: It is an honor to be here tonight to hear from you about your concerns regarding the US 45 Bypass. We all are here to listen and learn from IL Dept. Of Transportation how these concerns are being handled. We have representatives from IDOT here tonight to answer questions as well.

Representative Sheri Jesiel: I want to echo Senator Bush's comments. I have been walking the local neighbor hoods in the last few weeks and I saw just how close the road is cutting through your neighborhoods. I want to hear about your concerns and how it is affecting you.

IDOT Update: Paul "Contracts have been awarded and let. We are the monitors of construction and the project"

Jon Schumacher (IDOT): Construction started late July and Early August.

- Top-soil has been ripped up
- Raising road bed to proper elevation
- Drainage structures are being installed
- Project is moving along as planned
- Stone base layer is the next layer to be installed in the coming weeks.

1st Audience Comment: Dennis - When is the construction supposed to be finished?

Response: Jon (IDOT) Fall 2019

2nd Audience Comment: Dennis - Where else in the state does a highway pass this close to homes with a speed limit of 45 miles per hour? Why can it not be 35?

Response: Jon (IDOT) - IL DoT is committed to perform a speed study in the summer of 2020. It is standard practice to perform a speed study after projects are done. This allows for the study to monitor how residents and drivers are adapting to the new road.

3rd Audience Comment: Kevin Tuley - A summer study wouldn't take into account the school traffic.

Response: Jon IDOT - We will take the concern about school traffic back to IDOT. It is possible the study could take a few months and pick up school traffic.

4th Audience Comment: Resident lives on Heritage Drive - Were bus routes taken into account for the speed of the new 45 bypass? Currently cars are driving around buses stopped for kids.

Response: Paul (IDOT) - Speed studies are a very extensive survey. We will take your comments back to IDOT.

Mayor Marturano: Lake County Transportation has committed to performing a speed study of Grass Lake Road.

Senator Melinda Bush: I believe that it is important to perform the studies at peak traffic times and when school traffic is on the roads.

5th Audience Comment: Larry from Liberty Lane - Was the wall that just got built off of 45 built by IDOT?

Response: Owner of that property - No, I paid to build it myself.

6th Audience Comment: Larry from Liberty Lane - What is the state policy on sound abatement? Having a wall built would be nice. We have heard about issues of there not being enough houses effected or there not being enough room for a wall. There are so many trees lost due to construction.

Response: Paul (IDOT) - The need for noise walls is determined in the Phase 1 of projects. That is the planning stage.

- Machines and sensors are used to study the sound.
- A cost benefit analysis is also completed that takes into account the number of homes, distance from the road and overall cost of a wall.
- IDOT committed to getting more information on when the speed study was done.

Comment from a woman in the audience: Speed study was completed during the middle of the day. I saw a man doing work and asked what he was doing.

7th Audience Comment: What ideas do you have? - *Directed at the elected officials in the room*

Responses:

Mayor Marturano: The road needs to be built first then proceed to do a noise study at peak times.

Resident response: Why after? What is there isn't room after for a wall or berm.

Senator Bush: The timing of studies is being called into question. We should request them to be completed again in peak times. I will be following up with IDOT regarding these past studies and request for new ones.

Representative Jesiel: I agree. We should look at when the studies were done. The question is if there is still time and funds to redo the studies at peak times.

Resident response: These studies should be done now to see if there is room for a wall.

8th Audience Comment: Mary - On the southern part of the By-pass why are you turning old 45 into a "service road"?

- If you leave the full 45 it could help a little traffic at peak times.
- Please do not rip up old 45.
- Use it as over flow

Response: Jon (IDOT) - Are you concerned that the design will not hold the traffic?

Mary - Math and geometry tells me that leaving the old 45 the way it is could allow for overflow traffic.

Jon (IDOT) - The number one concern with intersections is Safety and the goal is to get to a 90 degree intersection.

Further response after the meeting: Jon - The southern intersection between 45 Bypass and Old 45 will in fact be a 2 lane road. Drivers heading north will have a turn lane to skip the by-pass and head north onto old 45. Drivers on Old 45 coming from Millburn road will the opportunity to turn both north or south onto US 45.

9th Audience Comment: Matt - Question of the Safe Route to schools studies. Do we really need to spend more money on studies? 60 thousand dollars were spent on studying the idea of sidewalks on independence when it only cost 25 grand to pave them.

Responses: Mayor Marturano - Safe path to schools was studied because of state requirements. It got too expensive and had to be stopped. There needed to be proof of ownership for the state along with other requirements.

Matt- In the end the local home owner association paid to build the path for 20% of the cost of the study. Are we looking at the costs of the study versus the cost of just building a noise wall?

Paul (IDOT) - IDOT does studies in house so we avoid having to hire expensive outside firms. We have highly qualified staff and engineers that do our studies.

- When it comes to the noise wall we can take that concern back to the Phase 1 and phase 2 coordinators.
- We cannot make any promises right now that a wall will be built.
- There are a lot of warrants that go into the sound studies that determine the need for a wall.
- We have had projects in the past that have seen changes in design at this stage but we cannot promise that will happen here.

10th Audience Comment: I see dirt being taken from the site and sold off. Is there a reason we cannot keep the dirt to be used for a berm? The subdivision on Grasslake Road was given a lot of promises in regards to getting a berm that never came to pass. Why sell it rather than save it?

Response: Jon (IDOT) The designer is looking at the berms. It could save us some funds. We do pay the contractor for the work and so a savings could help.

11th Audience Comment: Is there a berm in the current plans?

Response: Jon (IDOT) - Maybe 1.

12th Audience Comment: I am concerned with the reduction in trees. Will there be more trees planted?

Response: Jon (IDOT) - Yes but not ones as large as the ones taken out.

13th Audience Comment: I have concerns about the growing truck traffic. I fear that there will be an increase in semis coming with the completion of the by-pass. This will lead to increased sound and overall traffic on the road.

14th Audience Comment: Kevin Tuley - Speed Reduction between County Place and independence would only add 25 seconds to driving time. What is the con to speed reductions.

Response: (Jon IDOT) - I will take your concerns back to IDOT.

Senator Bush - These IDOT guys are here to hear your concerns. I think the majority of concerns are around the speed limit, noise abatement, and trees. Sheri and I will be following up with IDOT to request information on the past studies and share the concerns voiced here tonight. I would be lying if I said there would be major changes. They are in construction of the road.

15th Audience comment: I have concerns about crossing 4 lanes of traffic at independence road with a stop sign.

16th Audience Comment: It boggles my mind that it would be 45 miles per hour by homes. In down town Lindenhurst on IL -132 the speed reduces to 30 but not here?

Response: Paul (IDOT) - That is a tough question. Speed is not generally changed in the construction stage. At this point the speed had been studied and designed the road for the current set up. There is usually a further study after completion.

In phase 1 the Bureau of Traffic completed the first study that came up with the current call for 45 miles per hour. This project is very odd when it comes to IDOT projects. It has been worked on over the last 25 years.

We do not know at this time who completed the speed study or what time of day and year it was done but we can look into the issue.

All of these comments and concerns will be taken back and examined. I cannot say why it is 45 miles per hour.

17th Audience Comment: What are the elements that go into the speed designation.

Response: Jon (IDOT) The road is designed for this speed. The thickness, curve and design.

18th Audience Comment: If US 45 is currently 40 then why is it being increased to 45?

19th Audience Comment: If it is designed for a 45 miles per hour then why can't it handle 35? It couldn't be worse for the road.

20th Audience Comment: Bus that picks up my kids will have to make tough turns onto the bypass. It will likely have to cross 2 lanes of traffic. It is not safe for the bus to turn left then cross 4 lanes of traffic.

21st Audience Comment: Road Closure on Independence will be occurring soon. Will there be a closure of Millburn? Did the school plan for independence closure?

Response: Jon (IDOT) - Independence will be closing for a month, weather permitting of course.

Jason Lind (Milburn School Superintendent) - Yes we did plan for the closure of Independence. We ran the bus route model and the new route could add 2 minutes. Though with Heritage and the light we are worried turning could be longer so we have planned for 10 minute delay in that route to be safe. IDOT is keeping us up to date on all changes.

22nd Audience Comment: Valerie - A lot of us are very unhappy. We have said all of this during phase 1 and 2. The project has been coming forever. We write and call and nothing has come of it. I want to thank you all for being here to listen to our concerns.

I will be having a new driver on the road in 2 years and I am very concerned for my child's safety. It is scary knowing that they will be turning off independence into 45. That left turn across 4 lanes looks so dangerous.

I request that the speed be dropped to 35 or that you add a light to save lives.

23rd Audience Comment: Tim Smith - There will be noise no matter what they do. We need to be discussing how to get a wall or noise abatement. We should be going to the county since they are paying for the project. I do not care about studies just build some noise abatement features.

24th Audience Comment: Ray Golar - A few years ago at CLC I attended a meeting where maps showed the eventual plan for the road. It called for a 6 lane divided highway. This meeting is very timely. I fear that the property values will be destroyed with a 6 lane highway.

25th Audience Comment: I live on Forrest Trail. We currently turn left onto US 45 and it is very hard to get out. Luckily people are nice and tend to allow us to pass. What is the plan for us to leave our neighborhood. I fear it will be even harder and dangerous.

26th Audience Comment: Where is the berm? Also the local noise ordinance is 7am. I have heard trucks and work being done before 7 closer to 6.

Response: Jon (IDOT) - We have heard complaints regarding the noise prior to 7am. We followed up with the contractor and he claims he isn't starting until 7am.

NOTE: The contractors have started before 7am each morning since the meeting. Lindenhurst Officials, including Police Department have been contacted.

Responses to the last 5 concerns:

Paul (IDOT) - What I would suggest is that you have your legislators submit Legislative Inquiries to the Region 1 Director Anthony Quigley. Questions are generally addressed in detail and outlined in the responses.

Region 1 Contact Information
201 West Center Court
Schaumburg, Illinois 60196-1096
Claims: (847)705-4401

Region 1 Engineer
Anthony Quigley

<http://www.idot.illinois.gov/about-idot/idot-regions/idot-region-1/index>

Inquiries go through the legislator's office. The District engineers are then asked to provide responses to those questions.

Senator Melinda Bush: These are very reasonable and fair concerns to be taken back to IDOT. I promise to respond and get back to you with IDOT's responses.

Kevin: I recommend that you get on the email list for our group and we will forward out the minutes to this meeting and any responses we receive. EBG@move45east.org

Mayor Marturano: We are seeing many themes form our discussion tonight. The chief among them being Safety and Speed. I think IDOT should look at US 45 where it goes through Mundelein and see that they have a speed of 35-30 miles per hour.

27th Audience Comment: My main concern is water and retention ponds. Is the design taking into account storm water runoff and management of that water?

Response: Jon (IDOT) - Yes storm water is taken into account with the design.

There will be 3 retention ponds:

- 1 huge one by grass lake road and
- 1 on both the north and south of the by pass.

A curb sewer system as well as walk and bike paths with ditches.

28th Audience Comment: What are the lighting plans. Everyone talks about noise pollution but I am worried about light pollution from the road.

Jon(IDOT) - There is an online version of the plans and designs available to the public. The plans show everything. Lights, water management, turn lane drawing, new directional signs and more. You can find it with a simple Google search.

Type “**eplans 60T75**” into a google search bar and the first link will be the plans for the bypass. Page 2 of the plans is an index sheet you can use to find which page will have the design you are looking for. <https://apps.dot.illinois.gov/eplan/desenv/042718/160-60T75/PLANS/>

29th Audience Comment: Carol - Flooding is going to be a big problem. There was extra flooding that is now backing up to the houses. It flooded pretty bad during the rain last week.

Response: Mayor Marturano - The Milburn retention pond overflowed due to a drain on 45 being blocked. I came out and saw it. Public Works removed the blockage and we saw the water start to drain again.

Carol - The flooding will continue to come by the pond after 45 is built.

Mayor - Public works can get a hold of you to explain how the drainage system works and where the water is supposed to go.

Carol - The water used to gather in the woods where they are building the bypass. Since all the trees were cut down the water is coming closer to the houses.

Mayor - The last little flood was caused by the backup and blockage of the drain on 45. It is located at 45 and Grass Lake Road.

30th Audience Comment: We are having continued issues with that drain. Small animals and beavers are filling the drain and causing the blockage. We need to call the village to have them come out and clear any blockages. The pond may be owned by the association.

Response: Mayor Marturano - When someone sees an issue with the drains please call the village about it. I have made the chief aware of what needs to happen and who can do fix the blockages.

31st Audience Comment: We are seeing new drainage issues. Are these taken into account by the design of the bypass?

Response: Jon (IDOT) - I would be more than happy to discuss the specifics after the meeting and show you the plans.

32nd Audience Comment: Why are the big semi trucks coming? I have seen a lot more. This is an issue.

33rd Audience Comment: If the bypass was 35 mile per hour there would be less trucks. They may go a different route.

34th Audience Comment: When is the rest of 45 going to be fixed? Is the plan to be 4 lane completely?

Response: Mayor Marturano - The plan is to be 45 all the way from Washington street to IL 173. Time line is up in the air do to the states tight financial situation.

35th Audience Comment: I have an issue with Independence Road going all the way through to old 45. I believe that could cause issues if people try crossing the 4 lanes of traffic. Could it be possible to add a light?

36th Audience Comment: It has taken 30 years to get a light at 173 and 94. 45 and Grand Avenue has had 4 fatalities in the last few years. There are crashes there every 2 days. We need more street lights.

37th Audience Comment: I was on the Citizen advisory group that discussed the bypass. We talked about all of these issues. Speed, safety concerns and other issues. We made recommendation earlier and many were not taken.

38th Audience Comment: I have one concern regarding forest trail. What justifies a light and their need? I believe there should be a light.

Response: Jon (IDOT) - 10-15 things get looked at when determining if a light should be placed at an intersection. There is a potential that more lights could undo the benefits of the bypass. There will be sidewalks and bike paths on a side of the bypass.

Closing: Mayor Marturano - We have hit the 2 hour mark and I think its time to close up. Many of us will be here after to answer some more questions. I want to thank everyone for coming out and sharing their concerns. It was great to have Senator Bush, Representative Jesiel and our representatives from IL Dept. Of Transportation here to hear our concerns.

Senator Bush: I want to thank you all for coming out. Thank you Kevin for organizing the meeting and thank you Jason for allowing the middle school to host. Our office will compile the minutes of the meeting and pass them along to Kevin to be distributed to the mailing list.

Items not in minutes either during meeting or in post-meeting discussions with IDOT

Question regarding whether the new highway will be concrete or asphalt. IDOT said concrete.
The original noise study was on asphalt.

ROW for Forest Trail has cut it too close to homes. Noise will be even worse there than Heritage Trails.

Bid for project is \$6,000,000 lower than the budget and funds allocated for the project. Aside from a \$1-2MM buffer that IDOT has in there for any acts of gods – why can't that money be used for a wall.

Why will a bad accident need to occur for speed limit to be lowered?