

David Lothspeich

From: Baczek, John A [John.Baczek@illinois.gov]
Sent: Monday, July 08, 2013 4:23 PM
To: David Lothspeich
Subject: RE: IL Route 22 Widening Public Hearing Notice - July 16, 2013

Sorry about that Dave. You are right, we should have reached out to you before announcing we were heading to a hearing. I think we have been so mired in the environmental aspects of the project that we may have lost sight of the community concerns and needs. We will make sure we address your questions asap.

From: David Lothspeich [mailto:lothsd@longgrove.net]
Sent: Monday, July 08, 2013 2:30 PM
To: James R. Woods, P.E., PTOE; Baczek, John A; Czaplicki, Scott D
Cc: Schneider, Paul A; Joseph J. Emry, P.E.; cjstenzel@transystems.com; Brian Witkowski; David Lothspeich; Marc Small
Subject: IL Route 22 Widening Public Hearing Notice - July 16, 2013

All,

The Village President received the attached letter (dated June 25, 2103) from IDOT announcing the public hearing scheduled for July 16, 2103. The Village President owns property that has access to IL Route 22 and also received a postcard announcing the public hearing. Until I met with the Village President today, this is the first that I've heard of the public hearing and the referenced "preferred alternative". The plans are not yet posted on the website noted in the letter www.ilroute22.org so the Village is not aware the specifics of the "preferred alternative" and cannot offer any further direction that what was offered in 2010 (see attached).

In reviewing my files my most recent communications that I could find re: IL Route 22 widening were from 2011. My recollection is that the Village was requesting that the limits of the planned IL Route 22 improvements (with pathway and without pathway) be staked along IL Route 22 between North Krueger and IL Route 83 so that we could evaluate the impact of including a pathway on the adjacent property owners. To the best of my knowledge, this requested staking was never done and the Village therefore did not have an opportunity to review with the affected property owners.

The Village of Long Grove has gone on record since 2007 in support of the widening of IL Route 22. While I suspect that the Village Board may still support the widening of IL Route 22, the Village has a new Board of Trustees since 2007 and they have not had an opportunity to review the plans and to develop a position and receiving notice approximately two week prior to the public hearing doesn't afford our Board the opportunity to consider this matter until after the public hearing. I expect that the Village will receive calls from residents that received the notice and unfortunately we cannot provide much of a response since the most recent information from IDOT is from two years ago (2011) and still do not fully understand the impact of the planned improvements on the adjacent properties.

The Village requests copies of the "preferred alternative" plans that will be presented during the July 16, 2013 public hearing and once again requests that the improvement limits be staked so that we can review with the affected residents.

Thanks,

Dave

From: David Lothspeich
Sent: Tuesday, October 07, 2008 2:21 PM
To: 'James R. Woods, P.E., PTOE'; 'Brian Witkowski'; 'mrezniczek@esiconsultantsltd.com'

Cc: 'Schneider, Paul A'; Joseph J. Emry, P.E.; 'John.Baczek@illinois.gov'; 'cjstenzel@transystems.com'
Subject: RE: 1210 - IL Route 22 Coordination Meeting with Long Grove - Minutes

Jim,

Looks good to me. One suggestion re: Route 22 & Old McHenry and Route 22 & N. Krueger, the Village is requesting the crosswalks WITH pedestrian activated signals.

Thanks,
Dave

This email is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by collect telephone call and return the original copy to us at: 3110 RFD, Long Grove, IL 60047 by US mail. We will reimburse you for postage.

From: James R. Woods, P.E., PTOE [<mailto:JWoods@civiltechinc.com>]
Sent: Friday, October 03, 2008 5:35 PM
To: 'Brian Witkowski'; 'mrezniczek@esiconsultantsltd.com'; David Lothspeich
Cc: 'Schneider, Paul A'; Joseph J. Emry, P.E.; 'John.Baczek@illinois.gov'; 'cjstenzel@transystems.com'
Subject: 1210 - IL Route 22 Coordination Meeting with Long Grove - Minutes

All,

Attached please find meeting minutes from the 9/30/2008 coordination meeting at IDOT.

Please review and respond with comments within one week (by end of day 10/10/2008).

If no comments are received, these will become final and part of the project record.

Thank you,
Jim



James R. Woods, P.E., PTOE
Project Manager
CIVILTECH ENGINEERING, INC.
450 E. Devon Ave, Suite 300
Itasca, IL 60143

Direct: 630.735.3942
Phone: 630.773.3900
Fax: 630.773.3975
www.civiltechinc.com

Pathways Committee Recommendation

Illinois Route 22 Pathway

The Long Grove Pathway Committee recommends that a 10' asphalt "spine" pathway is the most appropriate type of pathway at this location on the south side of Illinois Route 22 subject to resolution of the following concerns;

Response: Thank you for providing your recommendation regarding pedestrian and bicycle accommodations for the Illinois Route 22 (IL 22) project. The path would be asphalt surface, ten-foot wide, and offset five feet from IL 22. The proposed retaining walls between Old McHenry Road and Indian Creek Lane would be removed from the plan and grading would occur in the Scenic Corridor Easements (SCE) adjacent to the path as described in IDOT's pedestrian and bicycle evaluation that was transmitted to the Village on November 11, 2010.

- 1) Why does the pathway stop at Heritage Lane?

Response: The path is shown ending at Heritage Lane because this is the IL 22 project limit where the proposed improvements match the existing roadway section. Heritage Lane is a logical terminus for the path because it provides direct connectivity to neighborhoods that have intersections with IL 22 in the study area, Quentin Road to IL 83, and minimizes right-of-way and SCE impacts. There are no existing pedestrian or bicycle facilities to connect to at the IL 22 and IL 83 intersection.

- 2) Why are so many trees being removed along the north side of Route 22?

Response: Tree removals have been minimized to the extent possible. The proposed alignment of IL 22 generally follows the existing alignment within the Village of Long Grove. As a result, pavement widening is symmetric and any unbalanced removal of trees is unintended with the exception of the area between North Krueger Road and Willowbrook Road. Compensatory floodplain storage grading and a water quality basin are proposed in this area which results in additional tree impacts.

- 3) Is a landscaping plan proposed for tree replacement and if so when will tree planting occur?

Response: A landscaping plan, including proposed tree locations, will be developed during the contract plan preparation and land acquisition phase (Phase II) of the project. IDOT has agreed to the previous Village requests to maximize the number of tree replacements within the Village, to maximize the use of Village protected species, and to include the Village in the landscape design process. Trees are generally planted once roadway construction is completed, during the tree's recommended planting season.

- 4) What is the schedule for completion of the Route 22 improvements; including the pathway?

Response: The project is currently in the preliminary engineering and environmental study phase (Phase I). Phase II and construction (Phase III) are included in IDOT's Fiscal Year 2011-2016 Proposed Highway Improvement Program, subject to funding availability and project readiness. Phase I is anticipated to be completed this year. Phase II typically takes 18 to 24 months to complete. The schedule for construction has not been determined, but can be expected to last two years, depending when construction begins. The path would be constructed as part of this project, subject to cost participation.

- 5) What are the specific plans for the north Krueger Road intersection and is a pathway connection (stub) anticipated for a future tie-in along North Krueger Road?

Response: The improvement of the IL 22 and North Krueger Road intersection would require the reconstruction of North Krueger Road to approximately 500 feet north of IL 22 to Krueger Court. The proposed scope of work includes one traffic lane in each direction along North Krueger Road, a traffic signal, and realignment of Blackhawk Lane directly across from North Krueger Road. The proposed curb and gutter along IL 22 would transition to shoulders along North Krueger Road. Drainage swales would be provided along each side of the roadway. Proposed retaining walls have been minimized at this intersection as requested by public meeting comments. Retaining walls are still required along the west side of North Krueger Road between IL 22 and Krueger Court to avoid encroachment into a SCE. Currently no path is proposed along North Krueger Road, however, the intersection is being designed to accommodate future pedestrian/bicycle crossings. For additional details, see the attached Preliminary Plan & Profile and Typical Section for North Krueger Road.

There was concern about the 20% match associated with this proposal and where those funds would come from implementation/completion of this project. The consensus of the Committee was to be aware of the match requirement to deal with the funding issue in the future.

Response: At the end of Phase I, a Letter of Intent will be sent the Village which will estimate the Village's cost participation and maintenance requirements.

Recommendation unanimously approved by the Long Grove Pathway Committee

2.18.11 - Regular Meeting

**IDOT/VILLAGE OF LONG GROVE
COORDINATION MEETING MINUTES
Friday, September 17, 2010
Village of Long Grove, Village Hall**

**Illinois Route 22
Quentin Road to Illinois Route 83
P-91-284-00**

The purpose of the meeting was to discuss the final options for eliminating retaining walls along Illinois Route 22, review areas where easements may be required in Scenic Corridor Easements, discuss the Village option for maintaining swales in some locations, and discuss the Village's decision on construction of a sidepath as part of the roadway improvement within the Village limits.

Recent Coordination History

IDOT stated that the last meeting with the Village was in May. At that meeting, IDOT presented a revision to the plan that was presented at the November 2009 public meeting. The revision addressed the Village's request to further minimize retaining walls and encroachments into the Scenic Corridor Easements (SCE's). Several retaining walls still existed in the plan revision whose sole purpose was to minimize grading and tree removal in the SCE's. IDOT had asked the Village to state its preference on whether or not each of these "optional" walls should remain in the plan. Village staff requested exhibits so that they could make a presentation to the Village Board, after which a written response would be delivered to IDOT. In June, IDOT provided the Village a packet of information for the Board presentation, which included a large aerial exhibit, three-dimensional renderings, and a retaining wall decision matrix table. The table details the location, type (cut or fill), length, offset, height, reason for wall, impacts to SCE's with and without the optional walls, and the number of protected trees/total number of trees saved if the optional retaining wall is installed. This packet was distributed as a handout at this meeting.

Retaining Wall Options

IDOT asked the Village about the results of the Staff presentation to the Board, since the Village's written input on the plan, including a decision on whether or not to pursue the construction of a path as part of the roadway improvement, has not been received by IDOT to date. The Village stated that the Board was concerned with the aesthetics of the walls and encroachment into the Scenic Corridor Easements (SCE's). The Board may be willing to allow some grading in the SCE's but requested input from the Village's engineer.

IDOT stated that when constrained areas require the wall to be at the back of curb, Jersey-style concrete barrier walls will be required. These will be smooth concrete adjacent to the traffic lanes to meet safety criteria. When the roadway is on a fill section, stamped decorative concrete face can be applied to the non-roadway side of the wall. When the roadway is in a cut section, and the retaining wall is set back 7 to 10 feet from the roadway, a stamped concrete face can be applied to the roadway side of the wall.

IDOT stated that the alignment, profile and pavement cross-section as shown represents the

final result of extensive iterations. The plan balances the need for a safe and efficient roadway improvement with the Village's aesthetic desires to minimize right-of-way impacts and the extent of retaining walls. No additional alignment or profile studies will result in a further reduction of SCE encroachments, and the lane and median widths are at the minimum acceptable. IDOT noted that all hard roadway features (pavement, curbs, retaining walls, etc.) will be contained entirely within IDOT's right-of-way with the exception of a small angled retaining wall encroachment at Oak Creek Lane required for sight distance. This wall is considered optional, and if removed, only an easement would be required to maintain a swale within that SCE.

Civiltech reviewed the June 16, 2010 aerial exhibit, individually discussing each wall from the west Village limit to the eastern project limit. Several walls (shown in black) must be installed to prevent or minimize impacts to environmental resources. Many of the walls (shown in red) are optional and can be removed from the plan if a certain degree of temporary grading easements and permanent easements are permitted within the SCE's. The temporary and permanent easement lines shown in black are required if the retaining walls are installed. The easement lines shown in blue would be necessary if the red optional retaining walls were not installed. At some locations, listed in the June 16 table, there will be temporary grading needs within the SCE's even if a wall is installed.

At the previous meeting and in the June 16 packet, it was noted that some of the permanent easements in SCE's are required for IDOT maintenance of proposed swales. These swales collect and convey non-roadway surface runoff. The option exists for the Village to maintain these swales, and if that was the case, only temporary grading easements would be required for IDOT to construct the swales. Due to limited resources, the Village stated it does not wish to assume maintenance of these swales.

While reviewing the aerial exhibit, Civiltech also pointed out each location where a temporary easement would be required within a SCE to re-establish existing driveways. Village ordinances allow for this, and the Village was agreeable to each of the driveway locations shown. A permanent easement is also required at Blackhawk Lane to install and maintain traffic signal equipment. Temporary and permanent easements are also required at culvert crossing locations so that IDOT can construct and maintain the areas immediately up and downstream of the culvert. It should be noted that the easement shown at Sta. 128+00 on the south side should be labeled as a Temporary Easement (T/E), not a Permanent Easement (P/E). This T/E is necessary in the SCE because a retaining wall is not feasible due to sight distance blockage for the driveway at Sta. 128+80.

The Village stated it may be agreeable to a certain degree of grading in the SCE's if the grading would not impact trees on its protected tree list. IDOT re-iterated that many trees are low-quality, and tree replacement will only include quality species. The IDOT landscape architect will review the tree removal plan and tables, and can discuss tree replacement options with the Village arborist. The June 16 table of retaining wall descriptions shows the number of protected trees and the total number of trees that are saved if the optional retaining wall is installed.

The Village asked if it would be possible to keep portions of the optional retaining walls, if they protected large concentrations of trees, and in particular, species on the Village's protected tree list. If portion of an optional retaining wall did not save any protected trees,

the Village might be more inclined to have that portion of the optional wall removed. IDOT will provide this information to the Village, together with one or two representative cross-section exhibits at each wall.

IDOT stated that there is also a need to incorporate best management practice (BMP) features within the plans to minimize impacts to environmentally sensitive areas due to roadway stormwater runoff. IDOT asked if BMP features such as vegetative swales and rain gardens would be acceptable beyond the IDOT right-of-way and in SCE's. The Village stated it would be receptive to these BMP's if they enhance the natural environment.

No decisions were made at this meeting with respect to removal of optional retaining walls. A discussion of the accommodation of bicycle and pedestrian facilities followed. A Village decision to include or not include the bicycle/pedestrian facilities would need to be made before the optional retaining wall decision could be finalized.

Complete Streets

IDOT stated that a new law, nicknamed "Complete Streets", requires a much higher level of consideration of bicycle and pedestrian facilities in all urban roadway improvement projects. The provision of a wider outside lane, as currently shown in the plans within the Village, to accommodate experienced bicyclists no longer meets policies. Based on the speed and volumes on Illinois Route 22, a 10-foot separate shared-use path is required. Between the west project limit and Old McHenry Road, the Complete Streets policy is satisfied with the proposed 10-foot sidepath. In most sections east of Old McHenry Road, constrained areas preclude the ability to construct the facility within IDOT right-of-way.

IDOT asked if the Village is interested in allowing the construction of a 10-foot path east of Old McHenry Road, with the understanding that the improvement footprint (path and possible retaining walls) would be located in SCE's in some locations. Roadway project alternatives containing separate bicycle/pedestrian facilities have been presented in the past and rejected by the Village due to impacts, however there is a growing general Village interest in increasing neighborhood connectivity.

The new cost participation split is 80/20 (IDOT/Local Agency) compared to the previous 50/50 split. A letter of intent would be required in Phase I and the agreement would be finalized during the design phase (Phase II). The path would need to be funded and constructed concurrently with the roadway improvements, i.e., there would be no credits toward future paths. Policy states that if a Village does not agree to fund its share of the facilities, it must prepare a board resolution that it does not wish to comply with the Complete Streets policy. IDOT will provide an example resolution.

The Village stated that a path along the south side of Illinois Route between Old McHenry Road and North Krueger Road has Village interest. East of North Krueger Road, a path would be difficult due to existing berms. Due to proximity to the roadway, the Village stated that a bituminous paved path is preferred over crushed limestone.

The Village requested a summary of impacts to trees and an aerial exhibit similar to the aerial retaining wall exhibit so that the path decision could be brought before the Village board. IDOT agreed to prepare this information. The path would be adjacent to the south side of the

roadway, similar to the section proposed to the west, and would not meander through the SCE's.

The plan as shown, including all optional retaining walls, will move forward as the build alternative unless the Village notifies IDOT in writing of its desire to remove some or all of the optional walls, and its preference for or against bicycle/pedestrian accommodations.

2007 Village Board Resolution

IDOT reviewed the Village's November 13, 2007 Resolution that conditionally supports the widening of Illinois Route 22. There are seven conditions listed. It was submitted by the Village as part of its comments after the November 2009 Public Information Meeting. The proposed plan meets the terms of the resolution as discussed below.

1. *Preservation of natural environment* – the proposed plan will comply with all regulations set forth in the National Environmental Policy Act of 1969 (NEPA). The proposed project cannot receive design approval until all applicable environmental review agencies are satisfied that any potential impacts are avoided, minimized, or mitigated.
2. *Minimal overall pavement width* – Several variations on the proposed pavement width have been investigated over the history of the project. The pavement width as shown now, is the minimum width required to provide for the safe and efficient movement of the motoring public through this corridor.
3. *Mountable median/turning lanes* – Early alternatives included a barrier median throughout the length of the improvement limit. The build alternative includes a 12-foot painted two-way left turn lane median which will allow full access to and from driveways and side streets.
4. *Reduced speed limit for all portions of IL Route 22 located within the Village of Long Grove, including the recently completed portions located east of IL Route 83* – IDOT policies state that the maximum posted speed limit along a roadway containing curb and gutter is 45 mph. The existing posted speed limit along Illinois Route 22 is 45 mph, except between Corporate Drive and Old McHenry Road, where the posted speed limit is 50 mph. The 50 mph segment will be reduced. Further reductions in the posted speed limit can only be considered once the reconstructed facility is open to traffic and a speed study can be conducted.
5. *Installation of a permanent traffic signal at the intersection of IL Route 22 and Hampton Drive* – The Village requested IDOT to provide a warrant analysis to re-evaluate this issue.
6. *Installation of a temporary traffic signal at the intersection of IL Route 22 and North Krueger Road* – As stated in previous coordination with the Village, a traffic signal is not warranted under existing conditions and can therefore not be installed. Furthermore, it will not operate at a safe and efficient Level of Service without geometric improvements. Finally, the targeted construction date is much closer than it was in 2007.

7. *No new roadway lighting* – No roadway lighting is proposed as part of this improvement.

By:

James R. Woods, P.E., PTOE

Scott D. Czaplicki, P.E.



**Illinois Department
of Transportation**

Attendance Roster

Bureau: programming Section: Quentin Rd - IL87
 Project/Topic: IL22 - Long Grove
 Date: 9-17-10
 Time: 11:30 a.m.
 Location: Long Grove Village Hall

	Attendees	Representing	Phone Number	Email Address
1.	Scott Zaplicki	IDOT	(847) 705-4087	scott.zaplicki@illinois.gov
2.	Jim Woods	Civiltech/EP	(630) 735-3942	jwoods@civiltechinc.com
3.	Steve Schille	IDOT	847 705-4125	Steve.Schille@illinois.gov
4.	Bob Andres	Civiltech	630.735.3354	randres@civiltechinc.com
5.	John Baczek	IDOT	847 705 4104	john.baczek@illinois.gov
6.	Mark Reznicek	ESI	630 420 1700	mreznicek@esiconsultantsllc.com
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8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Meeting Minutes

Re: Village of Long Grove/IDOT
Coordination Meeting
IL Route 22 Phase I Study
Quentin Road to IL Route 83
Job No. P-91-284-00

Date: September 30, 2008

Location: Illinois Department of Transportation
Division of Highways/District 1
Bureau of Programming

Time: 9:00 A.M.

Attending: see attached attendance roster

Prior to the meeting, a set of preliminary geometric roadway plans for the IL Route 22 project was sent to the Village of Long Grove (Village) for their review. The purpose of this meeting was to allow the Village to provide feedback to IDOT on these plans. IDOT wishes to move this project forward, and plans on holding a public information meeting after the holidays.

IDOT described the purposes of the project and noted that a bottleneck situation now exists, with four-lane improvements being recently completed to the west of Quentin Road and the east of IL Route 83.

The currently-proposed roadway cross-section within the Village is the result of many iterations, and is based largely on Village input to avoid impacts to the Scenic Corridor Easements (SCE's) and Conservancy Districts (CD's). Within the Village, there will be four lanes separated by a painted 12-foot median. The travel lanes will be 11-foot inside lanes and 13-foot outside lanes. The wider outside lane will satisfy the bicycle accommodation requirements. The Village was satisfied with this cross-section. The alternate narrow cross-section would include a four-foot barrier median in place of the 12-foot painted median. Side streets and driveways would be restricted to right-in/right-out operation, and the Village would not support that scenario.

Since the last time IDOT and the Village met, Civiltech has completed a detailed review of the presence of SCE's and CD's along the project corridor. Civiltech met with the Village and agreed on the locations of these easements based on record plats. The locations were transferred to the Environmental Resource maps and to the geometric plans.

The current design avoids encroachment into nearly all SCE's and CD's through the use of retaining walls. To the greatest extent possible, the design also avoids any right-of-way acquisition even where there are no SCE's or CD's adjacent to the existing right-of-way.

One problem area exists near the N. Krueger Road intersection, where the Village desires a traffic signal. A SCE exists along the north frontage of IL Route 22 east of N. Krueger Road, and a SCE has just been dedicated to the west of the intersection. The Village will send copies of the plats for these two SCE's to Civiltech. West of N. Krueger Road, the current design shows a retaining wall outside the existing right-of-way, but along the roadway side of a fence that exists on the adjacent property. The previous goal was to not disturb the existing fence, however with the presence of the new SCE. the Village asked if the design could be modified to not require any right-of-way. IDOT and Civiltech will investigate this possibility. The retaining wall would be very close to IL Route 22, and clear zone, sight distance and snow storage requirements will need to be met.

Also, a corner-clip into the newly dedicated SCE is shown on the northwest quadrant of the intersection with N. Krueger Road. This would be required for traffic signal equipment. Also, a significant profile change will be required along N. Krueger Road. Retaining walls will be required along both sides. To minimize impacts, IDOT will redesign N. Krueger Road to provide a single southbound approach lane instead of widening to provide separate right and left turn lanes. Civiltech will run capacity analyses to determine the Level of Service reduction on N. Krueger Road associated with this change. A design exception may be required. The design of this location will be coordinated with the Village before the Public Meeting.

The Village is proposing a pathway that will connect the new Heron Creek forest preserve to the commercial area on the northwest corner at Old McHenry Road. It will cross the west leg of the IL Route 22 intersection with Old McHenry Road. Also, the path would cross the south leg of the intersection, run within the Scenic Corridor Easements along the south side of IL Route 22, then cross on the west leg of the intersection with N. Krueger Road, at the proposed traffic signal. It would run north along the west side of N. Krueger Road. There is no room to provide this pathway within the IDOT right-of-way along IL Route 22. Crosswalks will be added to the plans on the south and west legs of the Old McHenry Road intersection, and the west leg of the N. Krueger Road intersection.

The Village stated it wants to have a clear understanding of each and every tree that will be removed for the widening. The Village noted the roadway improvement goes through the "Long Grove" of existing woods, the Village's namesake. Civiltech will send plan sheets showing trees that will be removed, in addition to a table describing the type and size of each tree. IDOT stated there will be little or no room within the right-of-way for tree replacement. The Village will allow tree replacement in the SCE's. For the public meeting, on the roadway plans or another exhibit, the Village will identify locations where tree replacement will be allowed. A tree removal exhibit will be on hand at the Public Meeting, with a note stating that the Village will be involved in the development of the proposed landscaping plans. Those plans are created during contract plan preparation (Phase II engineering). A commitment will be added to the environmental documents stating that the Village shall be involved in the development of landscaping plans during the Phase II engineering design.

The Village asked if accommodations for wayfinding signage could be incorporated into the plans. IDOT stated this would be a permit issue and would not be addressed in the Phase I plans for IL Route 22.

IDOT stated that any existing roadway or intersection lighting will be removed and none will be replaced. No roadway lighting is proposed as part of this improvement.

Civiltech reviewed the proposed configuration at Old McHenry Road. Single left turn lanes are proposed on IL Route 22, and a right turn lane is proposed on the east leg. Old McHenry Road will be one lane in each direction, with a single left turn lane on the south leg and dual left turn lanes on the north leg. The left turn lane on the south leg is no longer shown as "buried"; it is shifted to the east to allow for a grassed barrier median. The Village was satisfied with the intersection configuration at Old McHenry Road. The Village requested participation in the landscaping decisions at this intersection, which is a gateway to their downtown. The Village may bring a landscaping plan to the Public Meeting.

The Village requested that any retaining walls have a decorative surface. IDOT said this is possible, with Village cost participation.

The Village asked for a letter of intent from IDOT containing the commitments discussed at this meeting. It is not standard practice to prepare such letters at this point in the project. Such letters are typically prepared after design approval. It was suggested that the Village could prepare a resolution on it's own and send to IDOT for the record.

The following action items were developed at this meeting:

- The Village will send Civiltech copies of plats for the Scenic Corridor Easements north of IL Route 22, just east and west of N. Krueger Road.
- IDOT and Civiltech will revisit the design at N. Krueger Road as described above, and will coordinate with the Village.
- IDOT and Civiltech will show crosswalks on the proposed plan to accommodate the Village's path as described above.
- IDOT and Civiltech will coordinate with the Village on tree removal issues as described above.
- A commitment will be added to the environmental documents stating that the Village will be involved in landscaping decisions at the appropriate time during the design phase (Phase II engineering).

The following materials were distributed:

- A set of preliminary geometric plans and environmental resource maps were provided

to IDOT by Civiltech.

- A packet describing the intersection configuration alternatives at Old McHenry Road and the preferred alternative was distributed to all by Civiltech.

By: James R. Woods
James R. Woods, P.E., PTOE

Date: October 3, 2008



Attendance Roster

Project Description: IL Route 22 Phase I

Meeting Location: IDOT District One, Programming

Date: September 30, 2008

Time: 9:00 A.M.

NAME & AFFILIATION	TEL	FAX
	EMAIL	
Jim Woods Civiltech	630-735-3942	
BRIAN WITKOWSKI ESI / VILLAGE OF LONG GROVE	630 420-1700	
Chuck Stenzel TransSystems	847-605-9600	
Mark Reznicek ESI Consultants	630 420-1700	
David Lotzspeich Village of Long Grove	847 684-5440	
PAUL SCHNEIDER IDOT / TransSystems	847-705-4087	
John Baczek IDOT / PROJECT STUDIES	847 705 4104	