

TRANSCRIBED FROM MAY 16th Plum Grove Estate Homeowners Meeting

JOHN POWERS AND ROLAND SACHS PRESENTATION TO THE PLUM GROVE ESTATES HOMEOWNERS
ON MAY 16, 2012.

REBUTTAL INFORMATION IS IN RED

(Note: All text is from John Powers, Roadway Commissioner, unless otherwise indicated. John Powers text is in BOLD type.) (Explanatory text is in parentheses, indicates additional text)

IT'S GREAT TO BE HERE. CAN YOU HEAR ME? (gets mike). NOW CAN YOU HEAR? RESPONSE: BETTER THE FIRST THING I'D LIKE TO DO IS INTRODUCE OUR SUPERINTENDENT ROLAND SACHS AND SUPERINTENDENT EMERITUS HOWARD HALL.... 'THEY HELPED WITH THE PROJECT AND ARE HERE TO ANSWER QUESTIONS'....

WHAT I'LL DO IS I WILL GIVE A PRESENTATION, I WILL START ON WHAT I SEE WHAT I'VE HEARD ARE CONCERNS FROM THE COMMUNITY HERE.

- 1. ONE OF THE BIG THINGS SEEMS TO BE THAT STRAIGHTENING OUT THE ROAD WOULD INCREASE SPEED AND LESSEN SAFETY BOTH FOR PEDESTRIANS AND FOR AUTOMOBILES. THAT'S AS A LEGITIMATE CONCERN. THAT'S SOMETHING WE DEFINITELY DON'T WANT TO DO.**
PTRD plan will increase speed on Briarwood Lane by lengthening the radius of the curves that exist and by widening the traffic flow. Both encourage motorists to travel at faster speeds.
- 2. THE SECOND CONCERN IS THAT IT WILL KILL A LOT OF TREES** ALONG THE SECTION OF BRIARWOOD LEADING UP TO THE BRIDGE. AND THAT'S SOMETHING AS A ROAD DISTRICT WE HAVE ALWAYS BEEN CONSCIOUS OF PRESERVING TREES IN FACT WE'VE HAD OUR NO NET LOSS OF TREES PROGRAM GOING FOR SOME TIME AND THAT'S DEFINITELY SOMETHING THAT IS A CONCERN.
- 3. THE FINAL THING IS THE BRIDGE SEEMS OK AND DOESN'T NEED REPLACING.** SO I'LL TACKLE THAT ONE FIRST.

(Showing pictures of the bridge)

YOU CAN SEE A CRACK - ARE PICTURES OF THE BRIDGE. THESE ARE CRACKS IN THE FOUNDATION OF THE BRIDGE BOTH VERTICAL AND HORIZONTAL. AT THE BOTTOM YOU SEE EXPOSED REBAR THAT'S RUSTING OUT AND THE CONCRETE THAT'S FLAKING OFF IN THAT PICTURE RIGHT THERE YOU SEE ONE PIECE OF REBAR POKING THROUGH ..AND AT THE BOTTOM IT LOOKS LIKE THERE ARE SHADOWS THOSE ARE PIECES OF REBAR THAT IT'S JUST A MATTER OF TIME BEFORE THEY PUSH CONCRETE OUT AND FLAKE OUT.

SO THE BRIDGE IS NOT OKAY. **IDOTs 2010 Bridge Condition Report gives the Briarwood Bridge a 81% sufficiency rating and says the bridge is not structurally deficient, its culvert is in satisfactory condition with minor deterioration, it's channel and protection are in good condition with some minor repairs needed and the structural evaluation is equal to present minimum criteria. PTRD relies on these reports and has not independently hired a structural engineer to obtain any other information relating to the structural condition of the bridge from the information that has been provided by PTRD.**

WE REALLY HAVE 3 ALTERNATIVES – OKAY -

WE CAN DO NOTHING...BY THE WAY THESE CRACKS (YOU SEE AT THE TOP OF BRIDGE) GO ALL THE WAY THROUGH.

(Shows picture of silt) (Shows pictures of - lawn furniture - pile of vegetation) **(vegetation picture is from clean up throughout the creek done with MWRD, not vegetation at bridge)**

THERE IS A LOT OF VEGETATION GROWING ALONG THE CREEK AND CAN END UP IN THE CREEK.

AS I SAID WE HAVE 3 ALTERNATIVES.

WE CAN DO NOTHING WHICH I DON'T THINK IS MORALLY JUST...

THE SECOND THING WE CAN DO IS REPAIR THE BRIDGE - WE GOT AN ESTIMATE FOR ABOUT 4YRS AGO FOR ABOUT \$370,000 TO DO EXTENSIVE REPAIRS TO THE BRIDGE. Cost to repair the bridge was \$235,000. Cost to replace stone with stamped concrete and repair bridge: \$370,000.

THAT SEEMS TO ME TO BE KIND OF AN EXTENSIVE BANDAID PROBABLY GIVE US ANOTHER 10-12 YEARS OF LIFE BEFORE MORE REBAR RUST OUT AND THEN WE'RE RIGHT BACK TO THE SAME PLACE.

WE JUST RECENTLY GOT A PROPOSAL FOR THE THIRD ALTERNATIVE WHICH IS TO REPLACE FOR APPROXIMATELY THE SAME AMOUNT OF MONEY - SO OKAY ITS NOT GOING TO BE A LOT MORE MONEY TO REPLACE THE BRIDGE. THAT WILL GIVE US 60 MORE YEARS- THAT'S ABOUT HOW OLD THE BRIDGE IS IT'S ABOUT 60 YEARS OLD .

TO ME IT SEEMS THE MOST PRUDENT WAY TO GO FINANCIALLY. YOU KNOW I'VE NEVER BEEN A FAN OF KICKING THE CAN DOWN THE ROAD AND WE'VE SEEN THIS HAPPEN AT THE STATE LEVEL AND KNOW WE'RE AT THE END OF THE ROAD. WE SHOULD TAKE CARE OF THE PROBLEM, I FEEL IT'S MY OPINION, TAKE CARE OF THE PROBLEM NOW AND THEN WE'LL BE FINE. WHO KNOWS WHAT THE FINANCIAL SITUATION WILL BE IN 10-12 YEARS - MAYBE THE FUNDS WILL BE THERE TO DO IT MAYBE THEY WONT. RIGHT NOW WE HAVE BEEN VERY VERY CAREFUL WITH OUR MONEY WE'VE SAVED UP AND WE HAVE THE FUNDS NECESSARY TO DO THIS WORK WITHOUT RAISING TAXES AND WITHOUT BORROWING MONEY. Repair cost of bridge is \$235,000. Replacement cost is approximately \$850,000 for the bridge alone, and an additional \$150,000 for the road. The current bridge is 40' in length and the proposed is 64' in length. No other repair estimates have been produced to date.

WE HAVE A LIST OF CAPITAL PROJECTS IN THE BACK OF OUR MIND NOW WE'RE UP TO THIS PROJECT. I MEAN THIS TIME IS FOR THIS PROJECT.

OKAY. THE STRAIGHTENING AND REALIGNING OF THE BRIDGE...

YOU CAN SEE ENGINEERING DRAWING... BASICALLY THE HEADWALLS WE WOULD ALIGN WITH THE CREEK. CURRENTLY THE CULVERTS THAT ARE THERE ARE NOT ALIGNED WITH THE CREEK AND THAT'S WHAT'S CAUSING THE SILTING UP PROBLEM. Re-aligning the bridge and changing the flow will affect a Federal Waterway; these factors are not clearly stated in submittal information based on the FOIA information. Detailed biological studies etc. should be performed first. Significant disruption to the creek bed will occur removing 3 concrete culverts. The proposed bridge has an opening of 55 feet and requires driving bridge pylons 40' into the earth to support the new bridge design.

(Showing pictures of various proposed stamped concrete parapets)

THERE IS WHAT THE PARAPET WALL WOULD LOOK LIKE - VERY SIMILAR TO WHAT IS THERE NOW. THESE ARE DESIGNS OF DIFFERENT BRIDGES THAT COULD BE USED WHEN YOU CONSTRUCT A PARAPET WALL AND I CERTAINLY WOULDN'T BE OPPOSED TO A COMMITTEE OF PEOPLE THAT YOU CHOSE TO PICK WHAT TYPE OF FIGURE YOU WANT TO DO. BUT THERE A NUMBER OF DIFFERENT ALTERNATIVES HERE.

(Howard Hall: John you need to mention this is not stone that is concrete.)

RIGHT, THAT'S CONCRETE WITH A PRESSED ON FORM. THE STONE THAT'S THERE - I MEAN - WE'VE CONSIDERED TRYING TO SAVE IT BUT THE REALITY IS IT'S IN PRETTY ROUGH SHAPE. THE STONE IS ACTUALLY IN WORSE SHAPE THAN THE MORTAR HOLDING IT TOGETHER SO IT WOULD BE EXTREMELY DIFFICULT TO SAVE IT ALTHOUGH WE WOULDN'T DISMISS IT OUT OF HAND PRESSED BUT IT'S UNLIKELY THAT THAT WOULD BE THE CASE. BUT THIS IS EXTREMELY STURDY WILL LAST A

LONG TIME AND WILL BE HERE 60 YEARS FROM NOW. The limestone on the bridge retains its original architecturally designed character and beauty. The existing parapets are in good condition and can be repaired and restored. There is no comparison between the attractiveness of the original design with its natural stone and a stamped concrete bridge.

HERE WE SEE A PICTURE OF BRIDGE... **AND I THINK EVERYONE CAN SEE WHAT YOU HAVE HERE IS 3 BOXED SHAPE CULVERTS THAT ARE MIS-ALIGNED TO THE CREEK;** IF YOU LOOK ON THE RIGHT HAND CULVERT IT IS PRETTY WELL SILTED UP. .. THE WATER HAS TO MAKE 2 TURNS AND GOES IN AND OUT OF THE BRIDGE THAT SLOWS DOWN THE FLOW OF WATER AND THE RESULT IS SILT THAT'S DEPOSITED. **THAT'S NOT A GOOD THING AND IT REDUCES THE CAPACITY OF THE CREEK.**

(Photoshopped Picture) - NOW THROUGH THE WONDERS OF PHOTOSHOP WE'VE REMOVED THE PIERS. (Shows photoshopped pictures of the current bridge without the culverts.) THE NEW BRIDGE WON'T LOOK EXACTLY LIKE THAT BUT VERY SIMILAR. The new bridge is 64' long, stamped concrete, with a vertical rise to the center of the bridge of approximately 6". The parapets are different heights and of stamped concrete. This is very different from the beautiful structure that exists today.

The box culvert helps keep the bottom of the creek from eroding and has never impeded the flow of the creek under the bridge. The creek meanders before and following the bridge. The silt under the bridge does not reduce the creek's capacity, as the minimal amount there naturally clears during rains. The overall capacity of the creek itself is the issue as stated in the Haeger Engineering Hydraulic Report, and this will not change.

NOW YOU SEE THE CREEK WILL FLOW MORE FREELY, THERE WOULD BE NO RESTRICTION. THE ADVANTAGE IS A NO. 1 THAT IT WON'T SILT UP AND SO IT WON'T REDUCE THE CAPACITY THAT WAY. ALSO THOSE PIERS SERVE TO CATCH ANY DEBRIS THAT HAPPENS TO FLOW DOWN THE CREEK AND OF COURSE THAT AMOUNT OF DEBRIS WOULD INCREASE IN A FLOOD AND IT COULD BLOCK UP THE BRIDGE AND IT WOULD BE DISASTROUS FOR THE PEOPLE UP CREEK. WE ACTUALLY HAD A NATURAL DAM FORM RIGHT SOUTH OF THE COPTIC CHURCH PROBABLY 7-8 YEARS AGO AND IT JUST FORMED WITH DEBRIS RIGHT BEFORE IT GOES UNDER 53...WE WENT IN AND CLEANED IT UP WITH THE A LITTLE BIT OF HELP FROM THE MWRD. THE WATER WAS 1 FOOT HIGHER ON ONE SIDE THAN THE OTHER BEFORE WE PULLED IT OUT AND GOT THE WATER FLOWING AGAIN. See above. Not pertinent as the bridge culverts have always allowed water to flow and the silt buildup is minor.

(Showing engineering drawing of picture of existing conditions:)

THIS IS THE EXISTING ROADWAY. NOW THE PROBLEM WITH IT IS THE SECTION LEADING UP TO THE CURVE RIGHT BEFORE THE BRIDGE IS VERY STRAIGHT... THE DARK LINES ARE THE RIGHT OF WAY. .. **IT LOOKS LIKE IT WAS DESIGNED BY A NASCAR DRIVER TO STRAIGHTEN THE CURVE OUT.** THIS IS EXISTING THE WAY IT IS NOW - YOU GET A STRAIGHT SHOT AND THEN THE ROAD STARTS TO CURVE RIGHT BEFORE THE BRIDGE. THE ARC OF THE CURVE ACTUALLY ENDS AT THE BRIDGE SO YOU'RE COMPLETING YOUR TURN IF YOU WILL AT THE BRIDGE. (points to area of bridge). The proposed road design speeds are faster at both curves and will theoretically increase speed as motorists will not feel the need to slow down at the bridge or when making the turns. Powers seems to suggest that the current road is 'faster' and less safe than the proposed road by emphasizing more 'curves' in the proposed road.

RIGHT THERE ON THE SOUTH EAST CORNER. TWO ACCIDENTS THAT WE'RE AWARE OF - I TALKED TO HOWIE AND HE MENTIONED A KIND OF SERIOUS ACCIDENT IN 1988 WITH BROKEN LIMBS AND HOSPITAL STAY; THE OTHER IN 2006 OR 07 FAIRLY RECENTLY, A YOUNG MAN RAN IN TO THE SAME SECTION AND KNOCKED THE PARAPET INTO THE CREEK AND IT HAD TO BE FISHED OUT AND WE HAD TO DO SOME REPAIR THERE. AND YOU KNOW THE WAY I SEE IT THEY HADN'T COMPLETED THEIR TURN. The two reported accidents were by people passing through Plum Grove Estates late at night and sited for driving under the influence. The proposed curves to be removed are the very curves that prevent Briarwood from being a NASCAR raceway as they 'calm traffic' speeds.

OUR PROPOSAL WILL HAVE THE ARC OF THE TURN STOPPING OR BEING COMPLETED RIGHT IN THE BEGINNING OF THE BRIDGE. I WILL PUT SEVERAL GRAPHICS UP AND HOPEFULLY THEY MAKE SENSE TO YOU..

(Shows existing and proposed:)

THIS IS EXISTING; SEE THE LINES OF THE RIGHT OF WAY. NOW PROPOSED.

THERE IS ACTUALLY IN OUR PROPOSAL GONNA BE MORE CURVE IN THE ROAD. I KNOW SOME PEOPLE WERE CONCERNED THAT THE ROAD WAS GOING TO BE STRAIGHTENED OUT AND THAT'S PARTLY MY FAULT BECAUSE I EMPHASIZED THE STRAIGHTENING **IT'S THE LAST 50' BEFORE THE BRIDGE. THAT WE WANTED TO GET STRAIGHTER SO THAT THE LINE OF SIGHT ON THE BRIDGE IS BETTER.** IT WAS SUGGESTED THAT WE CLEAR THE VEGETATION ON THE NORTH SIDE, THAT'S A GOOD IDEA AND WE'LL DO THAT BUT I FEEL IF THERE IS TWO THINGS YOU CAN DO TO IMPROVE THE SITUATION, IN THIS CASE THE LINE OF SIGHT ACROSS THE BRIDGE THEN WE SHOULD DO BOTH OF THEM AND IT'S PRUDENT TO DO THAT. **Although the removal of the bushes in the PTRD Right of Way is an easy line of sight fix as of the meeting they have not been removed. This simple act of clearing the Right of Way would open up the line of sight over 100'. How can the engineers evaluate this project, before evaluating this line of sight benefit? Why did PTRD not perform this easy safety solution many years ago?**

THE OTHER THING IS THE BRIDGE IS KIND OF NARROW. AND I TALKED TO MR FALLON, .. HE MENTIONED THAT HIS CAR HIT THE GUARDRAIL CAUSE A DRIVER STRAYED ONTO HIS SIDE OF THE ROAD AND I TALKED TO OTHER PEOPLE WHO HAD NEAR MISSES NEAR THE BRIDGE.

SO WHAT WE PLAN TO DO BESIDES PUTTING MORE CURVE IN THE ROAD. CAN EVERYBODY SEE THAT TO IT'S ACTUALLY PRETTY STRAIGHT AND IF YOU WALK UP AND DOWN THERE IT'S ACTUALLY IF YOU GET OUT THERE IT'S PRETTY STRAIGHT NOW. AND THE PART WE ARE PROPOSING TO STRAIGHTENING IS WE PLAN TO PUT MORE CURVE AND STRAIGHT IS RIGHT IMMEDIATELY BEFORE THE BRIDGE. The neighborhood is concerned with speeds. The proposed plan will increase speeds. Lengthening the curves (the proposed plan) with resulting faster speeds are a double negative for safety.

(points to blow up of bridge)

THE OTHER THING WE WANT TO DO IS WE PROPOSE TO STRIPE THE BRIDGE.

(Superintendent Roland Sachs: 6 FT Drainage/Communications area actually see ditch is outside the right of way....)

AND FORTUNATELY THE FOLKS LIVING THERE ARE VERY VERY COMMUNITY ORIENTED AND COOPERATIVE. BUT WHO KNOWS WHAT THE FUTURE BRINGS. THAT'S ANOTHER REASON WHY WE WANT TO MOVE THE ROAD TO THE CENTERLINE OF THE ROADWAY. **Spending taxpayers dollars to move a road to manage a ditch that has never been touched by the township is a reason to move an entire road, and take out 8 mature trees?**

16: 52 (? resident, Jim Gallagher -.... (clarification on upstream and downstream)....)

NOW HERE IS WHAT WE WOULD PROPOSE TO DO ON THE BRIDGE.

THE BRIDGE WILL BE 6 TO 8 FEET WIDER SO WE CAN STRIPE 2 SHOULDERS ABOUT 3' WIDE ON EITHER SIDE OF THE BRIDGE AND WE CAN ALSO PUT A YELLOW DOUBLE LINE DOWN THE MIDDLE OF THE BRIDGE ALONG WITH THE MARKERS THOSE RAISED MARKERS THAT ARE THERE NOW SO IT WOULD TEND TO KEEP PEOPLE IN THEIR LANE WHEN THEY ARE GOING ACROSS THE BRIDGE AND GIVE MORE ROOM. SO HOPEFULLY YOU WOULDN'T GET TWO CARS FROM THE OPPOSITE DIRECTION GETTING THEM SQUEEZED TOO CLOSE TOGETHER. **The proposed design will accommodate two speeding cars to pass simultaneously with no protection or exit for pedestrians. Actually, no studies of the pedestrian traffic exist. Plum Grove Estates is the model community that understands Traffic Calming Principles, where motorists and pedestrians share the road safely. Children and pedestrians deserve a slower speed, not faster traffic.**

OK AND HERE AGAIN IS ANOTHER PICTURE OF THE BRIDGE AS WE'VE PROPOSED WILL BASICALLY LOOK LIKE.

(picture of proposed bridge - (our bridge now without the culverts - photoshopped out)

18:20

LAST POINT I WANT TO MAKE - OUR PURPOSE IS TO DO A COUPLE OF THINGS -

NUMBER ONE - WE GOTTA REPLACE THE BRIDGE OR FOR ABOUT THE SAME AMOUNT OF MONEY WE CAN DO SOME TEMPORARY REPAIRS TO IT. Again, cost estimates show repair is between \$235,000-\$370,000 and replacement is approximately \$1 Million Dollars. The 370,000 repair includes removing the stone parapets and replacing with stamped concrete; the residents value the beauty and history of the natural limestone.

THE AMOUNT OF TIME THE BRIDGE IS GOING TO BE DOWN WILL BE ABOUT THE SAME IT WILL TAKE ABOUT 2 MONTHS TO DO THE WORK – AND WHETHER WE REPAIR IT OR WHETHER WE REPLACE IT. The Bridge Construction Schedule from PTRD shows the project will take 4.5 months to complete.

BUT THE REPLACEMENT REALLY I THINK IS GOING TO BE THE BETTER WAY TO GO.

THE NEW BRIDGE WILL BE WIDER, IT WILL HAVE BETTER LINE OF SIGHT, AND I THINK JUST A HECK OF A LOT BETTER IN TERMS OF SAFETY, AND WILL ALSO ALLOW THE CREEK TO FLOW MORE FREELY. THAT'S GOT TO HELP IN A FLOODING TYPE OF SITUATION. HAVING THE CREEK SILT UP, HAVING DEBRIS CATCH IN THE BOX CULVERTS IS NOT A GOOD THING.

19:20

LASTLY THE TREE ISSUE – WE'VE DONE A LOT OF CONSTRUCTION IN THE TOWNSHIP AND TO MY KNOWLEDGE WE HAVEN'T LOST ANY TREES YET.

THE TREES THERE, THE ROOTS GO DEEP AND OF COURSE THEY SPREAD OUT AS WELL BUT WE'RE NOT PROPOSING FOR INSTANCE DIGGING LIKE A HOME FOUNDATION RIGHT NEXT TO THE TREE. See letter from McGuinn to PTRD - requested by PTRD in evaluation of this project: Roots live in top 12" of soil and trees will be lost with re-alignment construction. The plans PTRD submitted states they will remove 8 trees and they are shown on the engineering demolition plans.

WHAT WE'LL TRY TO SAVE IS THE 2 BIG OAK TREES THERE WHICH WE'LL TRY TO SAVE THEY ARE ACTUALLY IN THE RIGHT OF WAY BUT WE'LL TRY TO SAVE. THE ONE HAS LOTS OF DEAD BRANCHES BUT STILL STANDING; THE OTHER HAS BEEN REPAIRED WITH CONCRETE - A VEHICLE HIT IT AND IT WAS REPAIRED BY MCGUINN. THAT USUALLY INDICATES WHEN YOU DO THE CONCRETE THING - THAT THE CENTER IS ROTTED OUT - CARPENTER ANTS AND OTHER BAD INSECTS GET IN THERE AND THEY EAT IT OUT IT'S PROBABLY TRUE OF A LOT OF THE BIG TREES EVERYWHERE - THEY ARE ACTUALLY PARTIALLY HOLLOW INSIDE.

SO THAT THE END OF MY PRESENTATION....

(Handouts)

NO, WE'RE NOT PLANNING ON TAKING ANY TREES DOWN The ESR submittal states: Tree Removal: 8. Haeger Engineering submittal drawings shows 8 trees removed, 9 protected.

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(PTRD Presentation was followed by Resident Presentation, not transcribed; Q & A, partial transcription)

QUESTION AND ANSWER SECTION: Residents and the Road District

(JOHN POWERS: IN BOLD)

23:30

JOHN POWERS: THE ROAD DISTRICT HAS SERVED THIS COMMUNITY FOR QUITE A FEW YEARS AND WE HAVE ALWAYS HELD PGE IN HIGH ESTEEM AND WE'VE ALWAYS TRIED TO DO EVERYTHING WE CAN TO PRESERVE THE CHARACTER OF THIS COMMUNITY .

OKAY AND I'VE ALWAYS TRIED TO BE HONEST WITH EVERYBODY.

THE TRAFFIC CALMING IS A GOOD IDEA - PUTTING MORE CURVE IN THE ROAD IS A GOOD IDEA. CAN EVERYBODY SEE THAT OUR PROPOSAL WILL PUT MORE CURVE IN THE ROAD IMMEDIATELY PRECEDING BRIARWOOD BRIDGE - CAN EVERYBODY SEE THAT? WE'LL PUT IT UP AGAIN.

The proposed road design speeds are faster at both curves and will theoretically increase speeds,as motorists will not feel the need to slow down at the bridge or to make the turn.

AS FAR AS THE SPEED LIMIT GOES - 25 MPH IS THE LOWEST SPEED LIMIT WE CAN PUT UP THERE.

IN ROLLING MEADOWS IS A HOME? COMMUNITY GIVES THEM QUITE A BIT MORE LEEWAY OVER THE TRAFFIC SPEED.

(Pictures of existing road put up and then the proposed road ...)

NOW THAT'S THE EXISTING OKAY.

CHANGING THE SPEED LIMIT YOU KNOW ISN'T NECESSARILY GOING TO SLOW PEOPLE DOWN. PEOPLE DO UNFORTUNATELY DRIVE IMPAIRED. IT'S AN UNFORTUNATE REALITY THAT WE FACE. if we CAN MAKE THE ROAD SAFER EVEN FOR THOSE PEOPLE THEY HIT THE BRIDGE LAST TIME, THEY MIGHT HIT A PERSON. WE DO HAVE AN OBLIGATION TO MAKE THE ROAD SAFE.

(shows pictures of the road existing and proposed ...)

OK THAT'S THE EXISTING. THAT SECTION THERE IS A RELATIVELY STRAIGHT SHOT AND THE CURVE IT CURVES RIGHT BEFORE THE BRIDGE. (now proposed) CAN EVERYBODY SEE THERE IS MORE OF A CURVE CAN EVERYBODY SEE THAT?

OUR PROPOSAL IS GOING TO PUT MORE CURVE IN THE ROAD. THIS COMMUNITY HAS A LOT OF WINDING ROADS AND THAT'S EXACTLY WHAT WE PROPOSE TO DO.

Engineers will support that the speed of the proposed road will be faster at both the curves the Road District proposes to straighten or lengthen.

39:00

Male Resident: Is this an all or nothing proposition - the bridge and the road or what? And why would it be all or nothing?

THERE'S 3 ACTUALLY 4 POSSIBILITIES

Resident: We got all that I understand - Can the bridge be replaced without the road being widened?

AND THE FOURTH THING IS TO REPLACE THE BRIDGE - WE'VE ALREADY MADE SOME CHANGES IN THE PLAN BECAUSE WE'VE LISTENED TO THE RESIDENTS CONCERNS.

Resident: Sir, You're not answering my question - Can the bridge be replaced without the road being widened?

If the bridge is bad assuming that you're right - and the bridge is bad. Then let's fix the bridge or replace the bridge or whatever has to be done.

There's no reason to widen the road if the bridge is bad. (clapping)

It doesn't take an engineer to see, to know that by widening the road you're going to increase speed. You don't have to be a genius to know that - It's gonna happen - Maybe we are a little emotional ...and all that stuff but let's be frank here

But widening the road, widening the bridge is going to increase speeds. Period.

and 2 accidents in 40 years or whatever the quote was from you - is not a problem to me in my opinion. (clapping) So ...

PTRD Roland Sachs, PTRD Supervisor: When we brought the project to the CCHD. When they had initiated the whole conversation with the bridge report we attended a meeting and they had asked us to look at the realignment of the roadway for the bridge when we said we wanted to replace it. So that all kind of started the aspect of realigning the road and replacing the bridge at one time.

Resident: I get you but the road's been that way for 60 years

PTRD Roland Sachs, PTRD Supervisor: I understand. You see the 2 accidents those are the 2 accidents we have on record. I called CCHD, the sheriffs police, they can't actually find those anymore... I don't know how many accidents have been there previously Even if there was 1 or 2 or there was 10 it wouldn't matter.

Resident: If there were 10 in 60 years it wouldn't matter.

41:48

Resident, Wally Wilson: Can the bridge be replaced and not affecting redoing the road? Make it simple, rebuild the bridge.

PTRD Roland Sachs, PTRD Supervisor: No you cannot. We won't be able to get the approvals from Cook County and from IDOT.

Resident, Wally Wilson: Are you working to accomplish for what you want or are you just pushing through what you want?

44:40

Bob Vanselow, resident: I am hearing a disconnect when you're talking about motorist safety or pedestrian safety - I think most of us and I live right by the bridge - We're concerned about pedestrian safety more than or equally to - When you're talking about IDOT roadway design you're talking about motorist safety not pedestrian safety is that true or?

JOHN POWERS: BEST WAY TO HAVE PROBABLY BETTER PEDESTRIAN SAFETY IS TO PUT SIDEWALKS.

PTRD Roland Sachs, Supervisor: IDOT design that we're talking the numbers we keep referencing is for motorists' traffic.

Bob Vanselow, resident: You told us when we talked - This is not designed as a pedestrian roadway...

PTRD Roland Sachs: No.

Bob Vanselow, resident: That bridge would be safer for pedestrian safety - it's just the opposite.

JOHN POWERS: IF THE BRIDGE WAS WIDER AND YOU HAD A 3' SHOULDER ... IF YOU HAD A SITUATION GOD FORBID WHERE YOU HAD 2 CARS PASSING AT THE SAME TIME...AND PEOPLE AREN'T WATCHING, MOTORISTS IT WOULD BE A LOT NICER TO HAVE A LITTLE BIT MORE ROOM THERE.

Resident: Yeah and nobody is getting run over and we're not having accidents - So why are we worried about this it's not happening. This is a private community, essentially - not gated but it's really a private community here. There's 260 homes in here - 500 residents - pick a number - There's not a lot of people that belong coming in and out of here anyway - So I don't know why we're doing all of this.

What are we doing all this for? There's just no reason to do all this stuff If the people who live here don't want it.

JOHN POWERS: WELL THE MAIN REASON AND BELIEVE ME DOING NOTHING IS A LOT EASIER. AND NOT SPENDING YOUR MONEY IS A LOT EASER SITUATION OKAY. BUT I FEEL AN OBLIGATION IF I SEE A SITUATION AND WE HAVE A FAILING BRIDGE THEN I FEEL AN OBLIGATION THAT REALLY THE ROAD DISTRICT NEEDS TO ADDRESS IT BECAUSE THAT'S WHAT WE DO ROADWAYS AND BRIDGES ROAD AND BRIDGE DISTRICT.

47:08

Male Resident to PTRD:

I don't know if you're hearing this but I think what a lot of people are saying is go and fix the bridge.

What you represented about that I'm not an engineer but I watch a car race. In order to slow a car race down you need to decrease the radius of the turn.

All you're doing is lengthening the radius -- making the radius less gradual and making the curve longer that speeds traffic up. So what that will do if I'm seeing that right is it will speed things up.

The other thing is to go ahead and put some speed bumps in so people can't go faster.

I think you have an ulterior motive -- You want traffic running through our neighborhood. It's not okay.

You really need to just fix the bridge.

47:52

Debbie Wear, resident: Will the proposed road increase speeds? Can you answer that directly?

JOHN POWERS: IF YOU SEE THE ROAD IS MORE CURVED IN OUR PROPOSAL.

Male Resident: ... less radius - longer curves that's not slowing traffic down.

48:20

Laurie Mitchell, resident: I'd like to talk - I'm Laurie Mitchell.
I'm confused. I'm concerned about safety for our community and also I'm concerned about the bridge.
Why can't we just replace the existing bridge as it is? Clean up the bridge, Keep the diameters the same, and keep our community beautiful.
(clapping).

JOHN POWERS: I'D LIKE TO ANSWER YOU ON A FINANCIAL STANDPOINT. WE COULD REPAIR THE BRIDGE. WE CAN DO THING.

Laurie Mitchell, resident: Just fix the whole thing...

JOHN POWERS: REPLACE IT. YES WE CAN REPLACE IT. WE WOULD NOT WANT TO REPLACE IT AS IS BECAUSE IT'S A POOR DESIGN. WE'RE TALKING ABOUT THE CULVERTS UNDERNEATH. WE WANT TO GO TO A FREE SPAN BRIDGE, AND WE WANT TO REPLACE THE PARAPETS WITH SOMETHING THAT LOOKS AS CLOSE AS WE CAN GET. WE'VE HAD A LOT OF COMMENTS FROM PEOPLE COMPLAINING...THAT IT'S TOO NARROW I MEAN IT'S A VERY TIGHT BRIDGE...

I MEAN WE THEORETICALLY CAN MAKE A ONE-LANE BRIDGE TOO...

PTRD Roland Sachs- In the traffic study that we've done there's been concern over cut through traffic speeding. And the response from the traffic engineer was that in the peak hours, the evening hours, was that you can't cut down the traffic unless you have a full diverter....

The 20 MPH speed limit - That's something we'll ask the traffic engineers and see if we can go forward.

53:20

Female Resident: I have one question of Mr. Powers - what was your statement and that it was that it would cost 375 or 235 to make repairs on the bridge but you said a new bridge wouldn't cost any more than the repairs..

JOHN POWERS: BELIEVE ME I DON'T JUST SPEND MONEY BECAUSE IT'S THERE...AND LIKE I SAID THE SIMPLEST THING TO IS TO DO NOTHING. BUT OUR ORIGINAL DESIGN WE WANTED WAS THE DESIGN THAT WE'RE PROPOSING NOW.

COOK COUNTY DISAGREED WITH IT SO WE WENT WITH A MORE EXPENSIVE DESIGN, AND THEN WHEN IT WENT TO IDOT THEY SAID NO YOUR ORIGINAL DESIGN IT'S OK.

Resident: And how much would that cost?

AND THAT WOULD BE APPROXIMATELY THE SAME AMOUNT OF MONEY OR SLIGHTLY MORE. SO IN OTHER WORDS YOU'RE TALKING ABOUT THE SAME COST BUT WE CAN EITHER REPAIR THE BRIDGE AND THAT'S NOT GOING TO LAST FOR EVER... 10 OR 12 YEARS I THINK IS A REALISTIC ESTIMATE...

REPLACING THE BRIDGE WILL BE GOOD FOR ANOTHER 60 YEARS SEEMS TO BE THE MOST PRUDENT WAY TO GO.

55:12

Joe Fallon, Resident:

My name is Joe Fallon and I'm right smack in the middle of that there in the lower left hand corner - see the big white thing - that's my driveway -...

The cars come in and I can bring you up to date with what's happening now. By the way, this used to be a pig farm. About twice a week the cars coming from the east will stop in front of my driveway I face the road about 5 hours a day. Two days a week between 5 and 5:30 -the cars will stop in front of my driveway because they can't get through. It's jammed up with the traffic coming through. We should cut the bushes on the left side of my driveway - there's approximately 6 bushes that are overgrown.... Take those 6 bushes out - take two small trees down, that would give you a direct sight - it will also increase your speedThey hit my driveway.. when they got the clear sight boom there goes the gas....

We have the kids coming on there bicycles 2, 3, 4 kids, or 5.. This year we've got them coming, 6, 8, 10 with the bicycles. Kids don't walk single file, they walk in bunches Somebody is going to get killed on that bridge (pointing at proposed bridge)

Now Mr. Powers was out there last week talking to me and what happens here comes a jeep flying through about 35-40 mph I got the pick up trucks, I got the vans, the workmen now have found out how to get away from the stoplight they are cutting through to avoid the light.

You take out the bushes, the small trees and there it is your line of sight. You take out the big bush on the left side of that bridge and you've got the line of sight, but you're also going to pick up the speed.

59:26

Alice Forbes, resident: The last meeting we covered There was an engineer who spoke to us last time you said the two abutments would not impede the flow so that flies in the face of Mr. Powers saying that you wanted a single element up there to replace the two abutments below.

Gary Dindia, resident: And that was what you said John, that it would not affect the flooding.

OKAY THE EFFECT OF THE FLOODING WOULD BE THIS WE MEASURE THE FLOOD IT'S CALLED SURFACE ELEVATION AND WE MEASURE THAT IN THE FLOOD. JUST OPENING THE BRIDGE UP OR JUST CHANGING TO THIS DESIGN WOULD NOT CHANGE THAT. THAT WOULD NOT AS A MATTER OF FACT WE CAN'T REALLY CHANGE THAT WITHOUT GETTING A WHOLE LOT OF APPROVALS UP AND DOWN SALT CREEK.

THE IMPROVEMENT WOULD BE THIS THERE ARE TWO CENTER PIERS THER ACTUALLY FOUR BOX CULVERTS THE WAY THEY ARE MISALIGNED WITH THE CREEK CAUSES IT TO SILT UP. IT'S ON THE EAST SIDE OF THE BRIDGE. MAKING AN OPEN SPAN WOULD ALLOW THE CREEK TO FLOW

UNFETTERED. YOU WOULD NOT HAVE THE SILTING UP PROBLEM YOU ALSO WOULD ALSO NOT HAVE THE PROBLEM OF THIS IS AN AREA WITH A LOT OF TREES A LOT OF VEGETATION THE CREEK WOULD FLOW MORE FREELY AND IN THAT CASE WOULD HELP THE FLOW OF THE WATER.

CAN EVERYBODY PICTURE THAT THIS IS AN AREA WITH A LOT OF VEGETATION?

1:02:20

Cathy Reichl, resident: I just have 2 questions. **Now the waterway has an excellent rating, and the flooding is not even an issue and is not to be considered in this project.**

How much money is going to be required to replace the bridge and how much money is going to be required You're saying it's going to be as much to replace it as it is to fix it and I can't believe that to replace it it's not going to require substantial money .

I'LL SKIP TO THE COST AND NOT THE FLOODING. ONE THING I'LL SAY ABOUT THE FLOODING IT'S CERTAINLY GOING TO HELP HAVING A FREE FLOWING BRIDGE.

NOW AS FAR AS THE COSTS GO WHEN THEY REPAIR IT THEY'LL HAVE TO STRIP OFF THE FLESH... THE - IT'S A CONSIDERABLE AMOUNT OF WORK. IN THE LAST ESTIMATE WE GOT FROM COOK COUNTY IN 2007 WAS JUST UNDER \$370,000. **I DON'T ANTICIPATE BASED ON THE LATEST COMMUNICATION WE GOT WITH THE BRIDGE DESIGN COMPANY THAT'S IT'S GOING TO COST MUCH MORE THAN THAT TO REPLACE IT.** Powers references the \$370,000 repair estimate which is to repair the bridge and replace the limestone parapets with stamped concrete. He does not refer to the estimate of \$235,000 to repair the bridge alone. He also does not reference the entire cost of a new bridge, which includes demolition, engineering, and construction. The total cost estimate to replace the bridge is reported to be \$850,000 and was this amount was reported on a Township Bridge document to IDOT.

AND PART OF THAT IS BECAUSE THE REPLACEMENT IS A MUCH SIMPLER DESIGN, THEY COME IN THEY TAKE OUT THE JUST DEMOLISH THE OLD ONE, REMOVE IT AND PUT THE NEW ONE IN.

I WAS PLEASANTLY SURPRISED TO HEAR THAT... WE DON'T WANT TO SPEND ANY MORE MONEY THAN WE HAVE TO.

1:04:20

Resident: What's the timeline for the ... What's the expected start date?

Gary Dindia, resident: What's your next step?

WE'RE IN THE MIDDLE OF THE PERMIT PROCESS AND THAT TAKES MONTHS UPON MONTHS BUT THAT'S WHERE WE ACTUALLY ARE. **The March 16, 2012 letter that was sent to 14 homeowners on Briarwood Lane states: "We are close to a final design from these agencies and receiving their approvals with the necessary permits for construction."**

PTRD Roland Sachs: We are shooting for Fall/ Early Winter to do the construction work because that is when the creek is the lowest typically. We don't know how long the permit process is. We still have the ACE permit from then ... and then we have to get ...IDOT approval, CC Highway Approval, Army Corps like I said, North Cook County Soil & Water Conservation District....

1:06:33

Female resident: Is it Cook County or IDOT or both that are recommending or saying we cannot change the road? I just want some clarification on that.

PTRD Roland Sachs: We initially spoke with Cook County Highway Department and they asked us to look at the realignment of the road. IDOT reviews the plans as well as Cook County

Resident: We are asking you can have a say in this in saying that we don't want this. I just want to know if there is something that they are saying no this has to happen... If not, get that in writing saying you have some flexibility....

1:11:44

Terrie Sobeski, Resident: ... Can you answer the simple question about speed, ... it's obviously, I can't understand with one of the biggest concerns you can't say yes or no?

OKAY THE SPEED WE DO NOT HAVE THE AUTHORITY TO LOWER THE SPEED LOWER THAN 25 MPH. LET ME FINISH WHAT I'M SAYING. ROLLING MEADOWS DOES RIGHT NEXT TO YOU BECAUSE THEY ARE A HOME RULED COMMUNITY.

AND YOU KNOW IT'S 20 MPH PAST MOST SCHOOLS AND UNFORTUNATELY IF YOU DRIVE PAST MOST SCHOOLS AND DRIVE 20 MPH YOU'LL JUST ABOUT GET RUN OVER. PEOPLE WHEN YOU LOWER THE SPEED LIMIT PEOPLE SOMETIMES DISREGARD.

Male Resident: the old alignment / the new alignment (no mike - can't hear).

THE ALIGNMENT AS IT PRESENTLY IS IS A STRAIGHTER SHOT TO THE BRIDGE. WE'RE GOING TO PUT MORE OF A CURVE. I MEAN IF YOU LOOK AT THAT AND SEE...
