



**OFFICE OF THE PRESIDENT
BOARD OF COMMISSIONERS OF COOK COUNTY
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**TONI PRECKWINKLE
PRESIDENT**

August 27, 2013

The Honorable Patrick Quinn
Governor
James R. Thompson Center
100 W. Randolph, 16-100
Chicago, IL 60601

Dear Governor Quinn:

I am writing to voice my objection to adding the Illiana Expressway as a fiscally constrained major capital project in the GO TO 2040 Plan. I strongly believe the Illinois Department of Transportation's (IDOT) \$1.25 billion proposed construction costs are low compared to other recently built highways in Chicago and the U.S. Further, the Illiana proposal excludes the \$1.5 billion cost of building 33 additional and essential lane miles on Interstates 80 and 55, and does not quantify the required level of public subsidy. In addition, it is unclear how these costs will impact major capital projects and other transportation needs that were originally included on the fiscally constrained list in GO TO 2040 through a robust regional process. These facts suggest that it would be premature to make a decision about the Illiana at the present time.

My concerns also extend to the Illiana's consistency with the GO TO 2040 Plan and whether it promotes optimal and sustainable economic growth. IDOT's 2040 demographic and employment forecasts run contrary to the 2040 consensus vision in that they reassign population and jobs to less densely populated areas of the region. IDOT's scenario disproportionately affects Cook County by reallocating almost 465,000 future residents and 6,800 future jobs to non-urbanized areas.

While Cook pays the highest price of the seven counties in these forecasts, neither the region nor Illinois is spared negative impact. Per IDOT, the Illiana produces a net loss of 8,000 jobs in the Chicago metropolitan region with six of the seven counties experiencing employment declines, and a loss of 10,000 jobs for Illinois. Since the Illiana is designed to serve freight movements, the employment analysis is particularly troubling for Cook County—the locus for the majority of the region's existing freight rail and trucking facilities. The momentum and resources built in the last 10 years to support the freight industry in Chicago and Cook County could be jeopardized by

construction of the Illiana, which may induce the construction of new freight facilities at the edge of the Chicago metropolitan area and beyond.

The proposed Illiana Expressway will, at best, only address a very small part of the region's freight congestion. Cook County's Department of Transportation and Highways is proceeding with a long range transportation plan and an analysis to identify and prioritize freight pinch points and possible solutions. Those studies will yield a more comprehensive range of projects to address freight congestion and promote development. Thus, I urge deferring any decision on the Illiana as we continue to better understand the region's evolving needs.

Sincerely,

A handwritten signature in cursive script that reads "Toni Preckwinkle". The signature is written in black ink and is positioned above the printed name and title.

Toni Preckwinkle
President

cc: Randy Blankenhorn, Executive Director, Chicago Metropolitan Agency for Planning
Ann Schneider, Secretary, Illinois Department of Transportation

From: Sue Harney [<mailto:suedt@dundeetownship.org>]
Sent: Monday, August 26, 2013 4:02 PM
To: Info
Subject: Illiana Tollway

To Who It May Concern,

Please DO NOT add the Illiana Tollway to the 2040 Plan as a capital project. The environmental damage is unacceptable. The violation of the Greenways Plan is unacceptable. Build mass transit features into existing tollways. Stop clearing new ground for more tollways and highways.

Thank you

Sue Harney

Dundee Township Supervisor

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E. Dundee, IL 60118

847-428-8092 X 1



McHENRY COUNTY BOARD

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CHAIRWOMAN

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August 21, 2013

Chicago Metropolitan Agency for Planning
ATTN: Plan and TIP Amendments "Illiana Expressway"
233 S. Wacker Drive
Suite 800
Chicago, Illinois 60606

Dear Residents and Businesses of Northeastern Illinois:

The Illinois Department of Transportation, at the direction of the Governor's Office, desires to move forward with the Illiana Expressway Project near the Will County and Kankakee County border. In order to fast-track this project, the State is requesting an amendment to the Chicago Metropolitan Planning Organization's Transportation Improvement Program (TIP). This amendment is necessary because the project is not part of the financially constrained major capital program included in the region's plan, the GO TO 2040 Regional Comprehensive Plan.

McHenry County believes the process followed to develop the GO TO 2040 Plan was fair, comprehensive, and accurately reflects an understanding of how the Chicago region can be more economically competitive while building great communities. The GO TO 2040 Plan referenced the Illiana Expressway as one of many financially unconstrained projects. This allowed for engineering analysis of alternatives and likely benefits and costs.

The Chicago Metropolitan Agency for Planning (CMAP) wrote a thorough and compelling memorandum documenting the likely benefits and costs of this project. Information provided by the Illinois Department of Transportation on the project website indicates that the project would handle at most 26,000 vehicles a day in the year 2040. According to CMAP, this would provide \$10.2 million a year in travel benefits while the region would have fewer residents.

The State has written and passed legislation specifically to enable this project to be financed as a public private partnership. The estimated cost of the project is estimated to be \$1.25 billion. At this time, the State's share is estimated to be \$950 million towards the construction of this project. As a public private partnership, the State will need to negotiate costs, revenues, and other terms that may or may not expose the State to financial liabilities greater than the \$950 million.

Given the estimated \$1.25 billion cost of the project and unknown financial obligations to the hard-working people of Illinois, the benefits calculated as part of the engineering process (26,000 vehicles a day and \$10.2 million in annual travel benefits) seem to fall far short of justifying an amendment to the TIP at this time. As long as the State continues to arbitrarily limit transportation funding in the Chicago

region based on a formula that caps funding at 45% of the state total, additional funding for this project will mean less funding for projects that have been in the TIP for many years.

McHenry County has a long history of experiencing project delays. For example, the U.S. 14 widening project between Woodstock and Crystal Lake has been in the TIP since 1997 and the State continues to justify construction delay by claiming lack of funding. The County has worked aggressively over the last two decades to secure federal funding earmarks to stymie these arguments. The Western Algonquin Bypass, under construction by IDOT, was realized only after decades of hard pressing by the County. The County had to take the lead on the engineering process to get the project going and had to work with U.S. Representatives and U.S. Senators to secure federal earmarks. When completed, the Western Algonquin Bypass will provide greater benefits than those estimated for the Illiana Expressway as it is expected to carry more traffic (~43,000 in 2030) and is being built for \$40 million.

In short, every single dollar dedicated to the Illiana Expressway could be and should be spent on McHenry County projects that are already in the TIP such as the U.S. 14, the IL 47, and the IL 31 projects as well as dedicated to major capital projects that were included in the financially constrained GO TO 2040 Plan such as the Metra Union Pacific Northwest Commuter Rail New Start project. McHenry County applauds efforts to stimulate the economy, improve the business climate of Illinois, and build sustainable prosperity. However, the Illiana Expressway appears inferior to numerous projects in the region and should not be included in the TIP at this time. Should the State be able to demonstrate that this project can perform better than major capital projects already in the TIP, the County would obviously reconsider this position.

Very truly yours,

A handwritten signature in black ink, appearing to read "Tina Hill", written in a cursive style.

Tina Hill
McHenry County Board Chairwoman



Village of Elwood

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401 E. Mississippi Ave., P.O. Box 435, Elwood, IL 60421 – (815)423-5011 – Fax: (815)423-6861

September 2, 2013

CMAP Transportation Committee
C/O Randy Blankenhorn – Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: Village of Elwood opposes Illiana Tollway and its proposed connection with IL-53/Historic Route 66

Dear Mr. Blankenhorn and Committee Members,

After reviewing the current studies being conducted on the proposed Illiana Tollway and the interchange with Illinois Route 53, also known as Historic Route 66, the Village of Elwood has determined that these studies fall short of their goals, raise more questions than answers and ultimately are inadequate in providing complete and useful information. The studies conducted on the proposal fail to take into consideration the significant negative impact that this proposal would have on the Village of Elwood and the surrounding area.

As a result, at this time, the Village of Elwood strongly opposes the proposed Illiana Tollway. The studies relating to this project do not accurately assess the impacts of increased traffic flow and fail to take into account a number of key factors that will affect the Village and surrounding areas. Additionally, it is clear that there are significant issues regarding zoning, permitting and safety issues associated with the proposed connection that remain unresolved.

Furthermore, the Village of Elwood is home to the Deer Run Industrial Park and BNSF LPC Logistics facility, which together form the busiest inland intermodal center in the United States, operating nearly 1,000,000 container lifts each year.

If constructed, the intersection between the proposed Illiana and Illinois Route 53 will negatively impact the Village of Elwood and its residents as compared to the rest of Will County as a whole.

Approximately one year ago, the Village engaged the services of two of the most renowned intermodal experts in the country - Dr. Martin Lipinski, P.E. Director Emeritus of the Intermodal Freight Transportation Institute (IFTI) at the University of Memphis, and Dr. Mihalios Golias, an assistant professor in the civil engineering department at the University of Memphis. These respected professionals have published numerous papers in the field of logistics and supply chain management



with a focus on intermodal freight transportation. Enclosed is biographical data for both of these respected professionals.

1. On July 15, 2013 during a meeting between the Village of Elwood, its expert consultants, IDOT staff and IDOT's consultants, the following alarming issues were discussed:
 - a) It is common for government agencies to hire consultants to perform studies, which are reviewed by staff and provide input. However, based on comments from its staff, IDOT has not reviewed any of their consultants' work.
 - b) Based on IDOT's provided exhibit, the truck traffic in the Elwood area will increase by an alarming 40% if the Illiana Tollway creates a Route 53 connection. This is in addition to the approximately 20,000 vehicles that already travel through the Village along Route 53 each day.
 - c) The type of software used by IDOT consultants does not accurately model the traffic entering and exiting the proposed Illiana Expressway. Their software is designed to model traffic condition at a macroscopic level. To model traffic operations on corridors and relatively small areas, a microscopic traffic simulation software is more appropriate because it provides results that more accurately represent traffic conditions and vehicle interactions (i.e. vehicle queuing, lane changes, delays at intersections etc.).
 - d) IDOT claims to have interviewed logistics companies. However, IDOT's planners stated during our meeting they had spoken to just one land development company and no logistics companies. In fact, they asked the Village to facilitate interviews between IDOT, its consultants and local logistics companies. The Village is in the process of facilitating these meetings at the request of IDOT.
 - e) A major inconsistency was discussed regarding data used for the study. Data regarding intermodal facilities was used only if parcels of land have already been platted, while data regarding traffic generation, population growth and or new jobs was used based on fictitious data rather than platted parcels. Using different data sets to project impacts renders the projections at worst useless, and at best immensely flawed.
 - f) IDOT's study does not take into account the 6,000-plus acres of industrial uses as shown in the Village of Manhattan's comprehensive plan. Once developed, these 6,000 acres will generate a massive amount of truck traffic (Up to 800 additional truck trips per day based on the ITE trip generation manual, 8th Edition). If a connection between the proposed Illiana and IL-53 is constructed, it will encourage truck traffic to use IL-53 as their preferred route and once again impact the Village of Elwood's traffic and its residents' lives.
 - g) IDOT's estimate for truck traffic generated at the busiest intermodal in the U.S. is inaccurate. IDOT is predicting traffic based on square footage of the facilities rather than based on the maximum number of lifts at build out. Clearly, the lift capacities will provide more accurate



traffic estimations because it is much more closely tied to the operations at the site and the traffic needed to conduct those operations.

- h) Another inaccuracy is their assumption of the percentage of passenger traffic versus truck traffic generated by the BNSF facility. The study assumes that 30% of the traffic generated at the intermodal terminal is passenger vehicles and 70% truck traffic. The day after the IDOT meeting, village staff met with three BNSF representatives about other matters and BNSF staff confirmed the IDOT assumption is off by at least 20%. Passenger vehicles only make up between 5% and 10% of the total intermodal traffic. BNSF has less than 500 employees at this facility.
 - i) Thousands of trucks on a daily basis drive from the BNSF facility to the warehouses within the Deer Run Industrial Park. Those trips, which do not exit the Deer Run Industrial Park, were counted by IDOT as trips coming and going on IL-53 (to and from the proposed Illiana). This inaccurate traffic count skews the study's numbers and misrepresents current traffic flow.
 - j) When asked if IDOT would have their consultants perform a noise study, an environmental study and a livability study within the Elwood area, IDOT representatives clearly stated they would not have those studies performed. It seems the Illiana study includes significant data from the Elwood area that shows that the changes will certainly impact traffic in the Village, yet IDOT representatives are not willing to have the above referenced studies performed. They are willing to disregard their own Chapter 26 – *Special Environmental Analyses* which requires them to perform these studies.
2. In the Village there are currently major issues between trucks and funerals of military veterans who protected this country during war times. There are approximately 25 funerals daily at the Abraham Lincoln National Cemetery, the second largest VA cemetery in the Country, second only to Arlington National Cemetery. Any increase in traffic will only exacerbate the situation, disrespecting these veterans by placing their families in harm's way as they mourn the deaths of their loved ones. We should be doing everything we can to honor those who served our country, including ensuring a respectful funeral service.
 3. An interchange (direct or offset) between the proposed Illiana and IL-53 would cost approximately \$30 to \$45 million and would reduce the potential revenue of the tollway. Without an interchange (direct or offset) drivers coming from the east and heading toward the intermodals will have to use Interstate 55 instead of exiting at IL-53, increasing the revenue for the tollway and decreasing their driving time because the tollway offers higher speeds and no traffic signals. This will also save the government the \$30 to \$45 million to construct the interchange (direct or offset).
 4. During the last few months alone we have had several accidents involving semi-trucks where passenger vehicle drivers have been killed and residents placed in comas for months.
 5. Through correspondences and meetings with the Illinois Commerce Commission (ICC), we were informed that they already see the intersection of IL-53 and Walter Strawn as a major safety concern.



Any additional traffic will only increase the potential of a major disaster. Only a few months ago, an Amtrak train came to a halt to avoid a collision with a semi stopped on the tracks. This disastrous collision was avoided only because a Union Pacific employee happened to be working in the area and noticed the gate malfunction at the privately owned rail spur. That employee immediately notified all conductors in the area.

6. Based on records and information from ICC personnel, when the developer applied for a rail crossing permit along Walter Strawn Drive, the permit was issued with the understanding and promise that no more than 700 trucks would be traveling through Walter Strawn on a daily basis. Last months' traffic counts results show that approximately 8,000 trucks use Walter Strawn on a daily basis, showing a gruesome miscalculation by the developer. If that was the original intention, the permit, if approved, would have required many additional improvements and perhaps a grade separation.
7. These existing and proposed intermodals and industrial parks were always permitted as being manufacturing with hotels and commercial developments; they were never intended to be simply warehouses. Never since its inception has a developer done an impact analysis on the massive truck traffic they generate along with necessary roadway improvements. Had they done that, the state and local government agencies would not have to pay for necessary improvements required due to the developer's misrepresentation.
8. Similar to the above item, none of the proposed industrial parks ever provided an analysis on job creation. If anything, industrial parks with intermodal facilities provide for the potential of job reduction and increase in profitability that most companies strive for. Keep in mind that most of the warehouses located near intermodals are being relocated from other areas of the County or State, and therefore they should be considered as relocating jobs, rather than creating jobs. This is another reason why warehouses want to relocate so close to intermodal facilities: the reduction in travel time translates to a reduction of employees.
9. Congressman George Sangmeister's leadership with the support of President Clinton established public law 104-106 for the reuse plan for the Joliet Army Ammunition Plant. Public law 104-106 calls for conveyance of certain real estate property for the following uses:
 - a. Midewin National Tallgrass Prairie
 - b. National Cemetery – Later named Abraham Lincoln National Cemetery
 - c. County Landfill, and
 - d. Industrial Parks

Nowhere does the document state that the conveyance of the land was intended for intermodal purposes. As we know, industrial parks' truck traffic generation is very minimal when compared to intermodal facilities.

10. State records show, not accounting for international visitors, last year the State of Illinois saw another record year for tourism with more than 99 million visitors from across the U.S. Tourism generated more than \$31 billion for the Illinois economy in 2012, with \$2.3 billion dollars in



Village of Elwood

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state and local tax revenue in 2012. Millions of visitors every year travel the historic Route 66. If a connection exists between the proposed Illiana and IL-53, this major Illinois tourist attraction will be destroyed in favor of a few thousand trucks.

As you can see, there are many inconsistencies within the Illiana study itself at this point, and there are many more major safety concerns. For these reasons, the Village of Elwood is strongly against the proposed Illiana Tollway and its proposed connection with IL-53.

Should you require a meeting to go over any of the items mentioned in this letter, please do not hesitate to ask. We will be more than glad to have our expert consultants from University of Memphis attend the meeting along with Village staff.

Sincerely,

William Offerman
President
Village of Elwood

CC: Village Board Members
Nick Narducci, Village Administrator – Village of Elwood
Massimo “Max” Bosso, P.E. – Director of Engineering & Public Works

Enclosure: Professional Biographical Data

Dr. Martin E. Lipinski is Director of the Intermodal Freight Transportation Institute at the University of Memphis and Ensafe Professor in the Department of Civil Engineering at the University of Memphis. He received his Bachelors, Masters, and Ph.D. degrees from the University of Illinois, Urbana – Champaign and a certificate in Highway Traffic from Yale University. He has over 35 years experience in transportation engineering. Prior to assuming the Director's position he served as Chairman of the Civil Engineering Department at the University of Memphis for 15 years.

Dr. Lipinski is responsible for the operation and management of the Intermodal Transportation Institute. In addition, he currently serves as principal investigator for The University of Memphis' participation in several major intermodal freight transportation studies which address issues related to analyzing system capacities and needs and developing recommendations for enhancing freight movement and supporting economic development.

His past research has included studies for the U.S. Maritime Administration and the U.S. Army Corps of Engineers on several aspects of inland waterway transportation including landside access to ports and comparisons of safety, economic, and environmental aspects between water, rail, and truck.

He continues to be active in the area of transportation safety. He was co-developer of a National Highway Institute (NHI) course on Road Safety Audits and Road Safety Audit Reviews. He has served as instructor for this course to over 20 state DOTs. He is co-author of the chapter on Transportation Safety in the 2009 edition of the Traffic Engineering Handbook. He was the recipient of the Memphis Propeller club, Memphis chapter, Maritime Man of the Year in 1989. He recently received the 2009 Edmund Ricker Award for contributions to transportation safety by the Institute of Transportation Engineers.

He is a member of the American Society of Civil Engineers, the Institute of Transportation Engineers, The Inland Ports and Terminals Association and the Transportation Research Board and has served on committees for these organizations.

He is a registered engineer in Tennessee and Mississippi and a registered Professional Traffic Operations Engineer (PTOE).

Address: 104A Engr Science Bldg
Memphis, TN 38152 USA

Telephone: 901-678-3940

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Intermodal Freight Transportation Institute

Mihalis M. Golias is an Assistant Professor with the Department of Civil Engineering at the University of Memphis, an affiliated faculty with the Intermodal Freight Transportation Institute, at the University of Memphis, an affiliated faculty with the Freight and Maritime Program, at the Center for Advanced Infrastructure and Transportation, at Rutgers University and the Director of the Civil and Transportation Engineering Board, at Kathikas Institute of Research and Technology. Dr. Golias holds a Diploma in Civil Engineering from Aristotle University, and a M.Sc. in Civil and Environmental Engineering and a Ph.D. in Transportation Engineering from Rutgers University. His expertise lies in the field of logistics and supply chain management with a focus on intermodal freight transportation and terminals. His recent research work concentrated on the modeling of intermodal freight terminals (IFT). He has developed and published mathematical programming models and solution algorithms to tackle operational problems at IFTs capturing real world environments and providing robust solutions against the uncertainty that every day operations entail. In the last 8 years Dr. Golias has published over 20 articles in scientific journals and books chapters, over 40 articles in conference proceedings, and has participated in 25 research projects (9 as the Principal Investigator), in the area of freight transportation, logistics and supply chain management.

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Telephone: 901-678-3048
Fax: 901-678-3026 **Email:** mgkolias@memphis.edu
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WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
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Email: wctpcts1-5@att.net
219-696-9432

August 16, 2013

Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

To the CMAP staff and Commission for the public record:

We are submitting our comments for the public record on the Illiana. Please add these to the other comments you are receiving during the comment period.

Thank you.

Yours truly,

A handwritten signature in black ink that reads "Harold Mussman, Jr." The signature is written in a cursive style with a large, stylized initial "H".

Harold Mussman, Jr.
Trustee

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
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219-696-9432

August 16, 2013

In an attempt to be better stewards of the taxpayer's money and to provide better ways to move traffic and improve travel for as many people as possible moving through the area, we offer the following suggestions that have been presented to our office by residents, truck drivers and ideas of our own.

PROPOSED ALTERNATIVES TO THE ILLIANA TOLL ROAD

1. I-65 should be widened to at least 3 lanes from Crown Point to Indianapolis. Any additional traffic proposed to travel I-65 will only create greater gridlock causing cars and trucks to seek alternative routes to reach their destinations. This should be a top priority for INDOT and the Governor as well as the Northwest Indiana Regional Planning Commission in their 2040 plan.
2. Indiana State Road 2 underwent a project at I-65 that widened the road at the Interchange to 4 lanes. That widening could continue west to Harrison Street where it could angle to the south eventually connecting with Belshaw Road. Four lanes could continue in a southwesterly direction on Belshaw Road where it would eventually intersect with US 41, thus creating a bypass around the town of Lowell. Business route 2 would continue through the town but the bypass would remove truck/reduce traffic through the downtown area. There is already an Interchange at I-65 and no north/south secondary roads would be closed or affected by this type of improvement.
3. Indiana State Road 10 from I-65 West to Momence, Illinois and Illinois State Roads 114, 1 and 17 already constitute a heavily traveled truck route. By widening the State Roads in both states to 4 lanes where possible and providing turn lanes at busy Intersections cars and trucks could travel more freely with fewer areas of congestion, thus utilizing existing roads in to improve traffic flow. Where Illinois State Road 114 approaches Momence a bypass that runs along the south end the Village of Momence could be constructed that would eliminate the need for a new bridge over the Kankakee River. The bypass would then connect with Illinois Routes 1 and 17 on the west side of Momence and could continue as a 4 lane highway where eventually 17 would connect with I-57 at Kankakee and I-55 at Dwight where there are existing Interchanges. No north/south secondary roads would be closed or affected so EMS would not be affected either.

4. Indiana State Road 14 already has an Interchange at I-65 that was built with money from Fair Oak Farms to help their milk trucks have access to I-65. Many of their trucks also travel west on State Road 14 to get access to US 41 north and southbound. By widening this existing road and making it a limited access 4 lane highway it could also be extended west past 41 traveling on the north side of Willow Slough State Park. Continuing on through Illinois it could take the existing road through Pembroke, Hopkins Park area and St. Anne where it would connect with Illinois Route 1. Going on west it would intersect with I-57 where there is already an Interchange at Chebanse.
5. Improvements could also be made to US 231 on the west side of Crown Point. In areas where it would not be possible to create a 4 lane highway, turn lanes would help traffic flow.
6. Another viable alternative would be to stack the new proposed toll road over US 30 or I-80/94. Other areas have used the stacking method of road construction successfully. This would eliminate the need to purchase 47 miles of property to create a new road, thus saving the states and Federal Government taxpayer money. It wouldn't interfere with EMS and other services. It wouldn't take any more land off of the tax rolls causing surrounding property taxes to increase to make up for a short fall in revenue.
7. All of these options could be achieved easily by ending Federal funding for the proposed Illiana Toll Road and by putting the tax money into other transportation funding. These options would create even more jobs than the proposed Toll Road and would provide safe routes for all forms of traffic to reach proposed destinations.
8. Now that Indiana's fuel tax will be fully funding Indiana transportation and roads improvements could also be made to county and secondary roads, again helping move freight and passenger cars in an expeditious manner. Our objective is to get the greatest results with the least amount of money. These are common sense solutions to a matter of importance.
9. We have spent time contacting truckers and trucking companies asking how many would use the new Illiana Toll Road and more than 90% said they would not pay a toll because their profit margins are too low and fuel prices are already creating hardships for them. Local traffic will not use it because it would not take them to their destinations that are primarily in Newton County or along the US 41 Corridor. Most of the people who commute to the Greater Chicago Area use direct routes. The Illiana Toll Road doesn't offer a good alternative to I-65 or Illinois State Road 1 leading to Illinois 394 that leads to 94 or 294.

10. Another point that needs to be considered is the division of communities created by the proposed B 3 route. We believe that a new road should follow township or county lines whenever possible. By dividing West Creek Township, Cedar Creek Township and a portion of Eagle Creek Township we are creating problems for EMS, school bus routes, farmers trying to reach the farms and fields they own or rent and traffic flow. Currently all of our schools are south of the proposed route, the library major EMS facilities leaving only one small fire station at Lake Dalecarlia on the north side. Because this is predominantly a rural to semi-rural community some of the resident's properties are being bisected making it impossible in some cases for them to get to both parts of their property. If the proposed route followed existing roads these problems wouldn't exist.
11. Many of the properties in the path of the proposed B3 are farms that have been in families for more than 100 years. Others are subdivisions or 5 to 20 acre lots that have been developed in very well planned ways. Most of the people who have moved to this community did so to retire in a peaceful setting, or who were looking for good schools or a better way of life for their families away from congestion and poor air quality. If this toll road is constructed it will permanently change the lives of the people in the path, beside the path as well as the complexion of the entire community.
12. Who will pay for the loss of revenue suffered by removing the corridor from the tax rolls and the lower property values of the land and homes along the path? Who will pay for additional emergency services needed because of the additional 12 miles of roadway that will have to be patrolled?
13. There are many environmental issues that need to be addressed with regard to nesting bald eagles, monarch butterflies, water fowl, Indian artifacts and burial grounds, wetlands and other issues. Who will be addressing these issues?
14. P3 Issues are worrisome. We have several examples of failed partnerships. We were just in Texas earlier this month and saw the failed results of the toll portion of I-10/ The Katy Freeway/Toll Road in Houston. No one was using the toll lanes. A better example is the toll road in Austin, TX that runs along the freeway portion of I-35. No one was using the toll lanes, so in an attempt to force usage the speed limit on the toll portion was raised to 85 mph and lowered on the free portion to 55 mph and still 95% of the people refused to pay the tolls
15. Partnering with Illinois, a state that has no money whose credit rating continues to be downgraded seems like a bad deal for the residents of Indiana. The proposed Illiana Toll Road is being considered as a means to move truck traffic from newly installed and truck Intermodal terminals and proposed terminals and warehouses in the Wilmington area

of Illinois to the east coast. The twelve mile portion that goes through Lake County, Indiana will create few to no benefits for Indiana. First it will overcrowd and already overcrowded I-65. Secondly truck traffic uses a toll road to get from Point A to Point B as quickly as possible with an oasis, probably located in Illinois, that offers fuel and fast food with restrooms giving the drivers no reason to exit in Indiana. With Interchanges in Indiana only located at US 41 and Indiana State Road 55, good growth and development won't happen if no one exits there. It took more than 30 years to see any kind of development at I-65 and Indiana State Road 2 and even now it is primarily fast food and fuel stops. Jobs will be minimum wage jobs that won't support schools and EMS in the community.

We have been active in attending meetings with the Illiana study group, conducting meetings of our own and have attended some of the NIRPC transportation meetings so that we can stay informed about what is taking place with the planning portion of the project. We attended a meeting of the Will Township Board on August 6, 2013 where three members of the Illiana study group were featured speakers. Steve Schielke led the meeting with a power point presentation that only showed more of the same information they have been feeding us for the past 2 ½ years. Then in the Q. and A. portion of the program he made some very questionable statements. One of which we verified as absolutely false. He stated that a cold storage facility located next to the Local 150 training center in Wilmington was putting 1800 trucks on the road every day. That is 75 trucks per hour 24 hours per day. I researched this facility, it has only 20 doors, and if it is extremely efficient, it might put 100 trucks on the road in a 24 hour period; that would be remarkable.

After calling him out on his figures, he walked it back and said that it must have been a container facility that was picking up 900 containers per day while dropping off 900 per day. That is still impossible for one facility when you are talking about 1 container in less than 1 minute 24 hours per day.

Therefore; it is our opinion that this is yet another attempt to inflate the numbers of trucks that are in the area that they project will use the new toll road with no assurances from these trucking firms that they will even use it.

Mr. Schielke originally told us that the road's purpose was to relieve local congestion and to take trucks off existing roads in our area. Perhaps that was a bit of a stretch since we were able to convince them that the garbage trucks, the majority of truck traffic going through Beecher and entering Indiana via State Roads 2 and 10 going to the dumps either at North Hayden on State Road 2 or the dump in Newton County using US 41 and Indiana 114 would not use the toll road. They agreed that it really wouldn't relieve a lot of existing truck traffic using US 41 and other state roads in Illinois and especially Indiana, Therefore reducing any benefit to us. Since when is it right to have the government decide that certain businesses are expendable while other take precedence? Why should trucking companies have the right to destroy existing farm businesses? Farms are businesses and many of them have been there for more than a century in the same families.

Further, Mr. Schielke admitted to us at this meeting that the Illiana was never intended to benefit anyone or any community in the path of the road or beside it. The sole purpose of this toll road is to benefit the truck intermodal terminals and warehouses in Illinois. His words, not mine. He stated that the "non-toll" option is off the table, so the figures they were presenting using the prediction of the road being a freeway are going to have to be changed as they will be greatly reduced.

He also told us that the road would promote growth in the areas along the road and especially at the interchanges when he was in tier I and early in tier II. At the meeting on August 6, 2013 he told us that growth would be about the same whether the road was built or not built.

One other point that was changed by Mr. Schielke concerned the number of acres of high quality farmland that would be taken out of production. It had been projected to be 2600 acres but at the meeting he said it would actually be more like 5500 to 6000 acres. This is a large number of acres to be taken out of the food chain.

How many other things that they have led us to believe will be proven false? This is another attempt to deceive and promote a road that is not needed in this community.

We ask you to consider what will happen down the road when all of the tax incentives for these Illinois businesses go away and the facilities close and move elsewhere in locations where they have received new tax incentives. Who will pay the tolls to the Public Private Partnership to meet their quotas?

It is our recommendation that you do not include the Illiana in your 2040 plan.

It is our hope that you will consider these issues and act upon our alternatives that seem to be a matter of common sense. Our alternatives will create more jobs, better traffic flow and the kind of development that will better support our communities.

Thank you for taking the time to review these suggestions and we will look forward to hearing from you soon.

Yours truly,

A handwritten signature in black ink that reads "Harold Mussman, Jr." with a stylized flourish at the end.

Harold Mussman, Jr.

Trustee

From: [Judy Ogalla](#)
To: [Info](#)
Subject: Illiana Toll Road - DO NOT add this to your "GO TO 2040" plan
Date: Saturday, August 31, 2013 10:29:28 PM

To Whom It May Concern:

The Illiana is another example of an IDOT project that is unsustainable and politically driven.

IDOT themselves have said the Illiana will not bring economic development to the communities that it runs through, it will only help move truck (semis) travelling east-west between I-65 in Indiana and I-55 in Illinois. Their studies also say that this route shows the least expected use and would generate the least in toll revenue.

As an elected official for the residents of Washington, Will, and Peotone Townships in Will County Board District 1, I implore that you give merit to all the information that you have been receiving from residents in the path of this proposed road and that your end decision will be to NOT add the Illiana to your GO TO 2040 Plan.

The impact to my communities and the Agri-business will be detrimental and disruptive along its path. Local tax dollars will be lost as the state buys property and takes it off the tax roles. The quality of life will be changed forever as communities suffer the related noise, air pollution and urban sprawl. The impact of flooding will become a real issue due to miles of concrete and the disturbance of the natural flow of water in our rural communities. Services (fire, police, school bus route) will be jeopardized due to road closures, and travel will forever be

changed for the many families and farmers along its path.

I'm asking as the Will County Board member for District 1, that CMAP hear the voices of my constituents and do the right thing for them and the taxpayers in Illinois. I was elected by my constituents to be their voice and because of that I am asking that you please NOT add the Illiana Tollroad to your "GO TO 2040" plan. Thank you for the opportunity.

Judy Ogalla
Will County Board, District 1
28560 S Will Center Rd
Monee, IL 60449