

OVER 90

Project Location

Kane County, Illinois City of Elgin

Randall Road Over I-90 (The Jane Addams Memorial Tollway)

Project Limits

Illinois Route 72 to Big Timber Road

Meeting Locations

Live Virtual Public Information Meeting https://us06web.zoom.us/j/81830163860

In-Person Public Information Meeting Rakow Center, Adult Activity Center 665 Barrington Ave, Carpentersville, IL 60110

Meeting Date and Time

Live Virtual Public Information Meeting: Monday, May 15, 2023, 6 p.m. to 7 p.m. In-Person Public Information Meeting: Tuesday, May 16, 2023, 6 p.m. to 8 p.m.

Total Number of Attendees (approx.):

Live Virtual Public Information Meeting: 56¹ In-Person Public Information Meeting: 45

Total Number of Comments

Survey Responses: 53

¹ Number of participants that joined the live presentation.



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Section A: Public Input Summary

| Section | Document |
|---------|--|
| A1 | Survey Results |
| A2 | Comment Matrix |
| A3 | Response to Frequent Questions & Comments |
| A4 | Documentation Comment Forms Emails |



A1 Survey Results

The Kane County Division of Transportation (KDOT) surveyed interested parties about the Randall Over 90 project and gathered input on the Alternatives Under Consideration. This survey was open from **May 14, 2023, to June 16, 2023.**

Below is a summary of each of the survey questions.

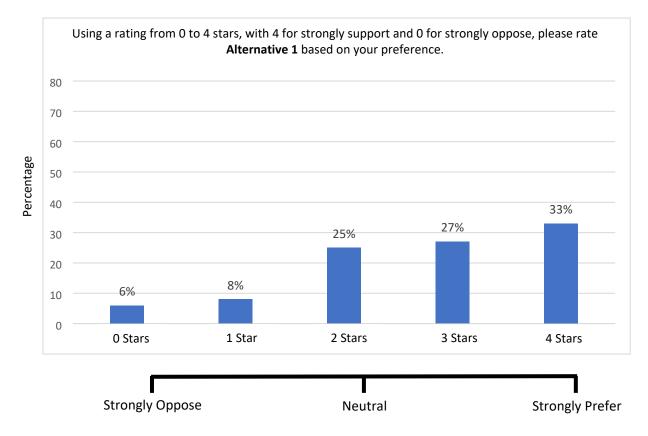
Takeaways:

- 1. **71**% of respondents strongly opposed the No-Build Alternative meaning that most respondents felt that improvements are needed.
- 2. **60%** of respondents either preferred or strongly preferred Alternative 1.
- 3. While **34**% of respondents strongly preferred Alternative 5, **32**% of respondents also strongly opposed it.
- 4. 37% of respondents strongly opposed Alternative 4 while only 2% of respondents strongly preferred it.

Total number of respondents: 53

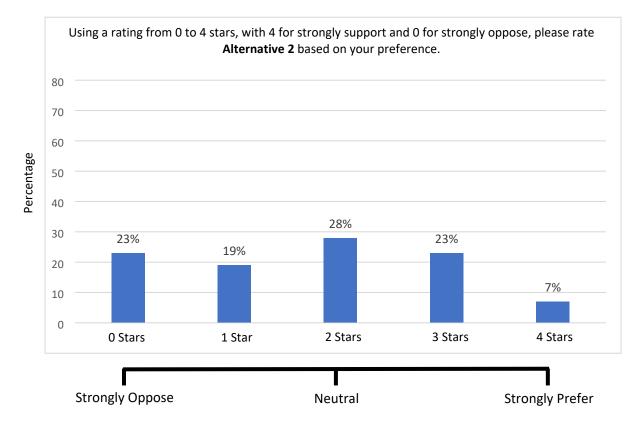
Alternative 1

Alternative 1 incorporates a partial clover leaf, commonly coined as 'Parclo', at the interchange of I-90 and Randall Road. The loop ramp serves southbound Randall Road traffic destined towards eastbound I-90. To the north and south of the I-90 interchange, a proposed widening from 4 lanes to 6 total lanes is proposed.



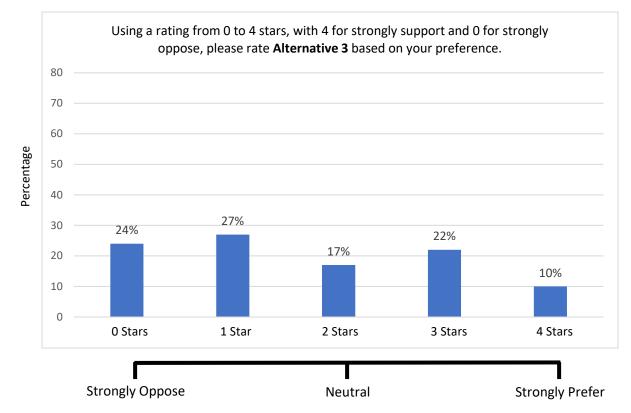


Alternative 2 comprises both the "Parclo" interchange configuration and the road widening north of the I-90 interchange. The distinct difference with Alternative 2 is the incorporation of a "jughandle" intersection design for Alft Lane.



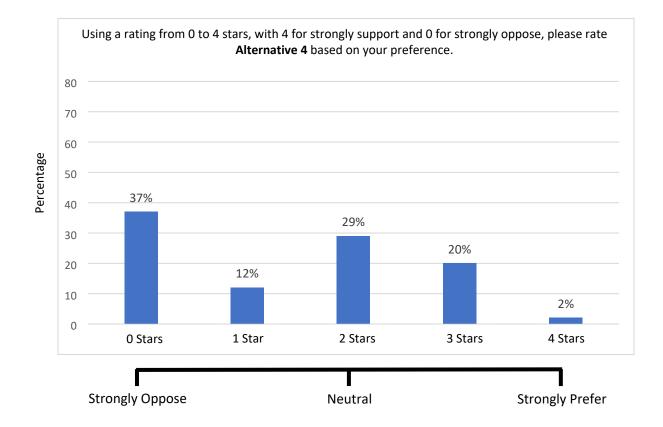


Alternative 3 proposes a displaced left at the I-90 and Randall Road interchange. The displaced left interchange type refers to a ramp configuration that diverts left turning traffic to a separate structure left of the opposing directions through lanes. A proposed widening from 4 lanes to 6 total lanes is proposed north and south of the I-90 interchange.





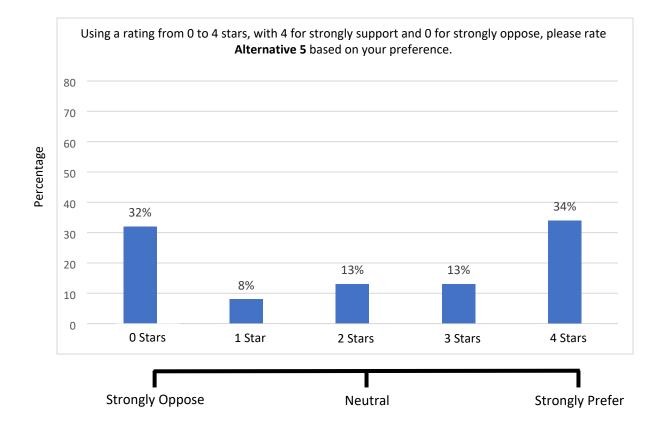
Alternative 4 combines the concepts of the Jughandle design at Alft Lane with the displaced left interchange and retains the widening of Randall Road north of I-90.





Alternative 5 modifies the existing I-90 interchange into a grade-separated echelon. An echelon at its foundation is an alternative interchange type consisting of two separate levels. For the purposes of the Randall Road design, the upper-level services westbound left, southbound left, and southbound through traffic. The lower-level serves northbound movements and eastbound left traffic from the I-90 eastbound off-ramp.

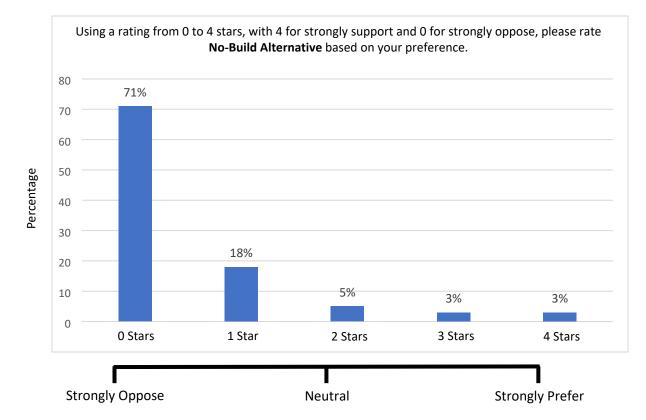
An additional part of this alternative is a roundabout at the intersection of Point Boulevard and the PACE bus station and widening Randall Road from 4 to 6 lanes north of the I-90 interchange.





No-Build Alternative

The No-Build Alternative means there are no new improvements to the existing Randall Road.





A2 Comment Matrix

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|-----------------|-------------|--|--|
| 5/16/2023 | Amy Foote | Survey Form | What features about Alternative 1 factored into your ranking? | Least intrusive from currentlike the one clover leaf |
| 5/16/2023 | Amy Foote | Survey Form | What features about Alternative 2 factored into your ranking? | The jug handle is weirdbut I come from the north more often |
| 5/16/2023 | Amy Foote | Survey Form | What features about Alternative 3 factored into your ranking? | |
| 5/16/2023 | Amy Foote | Survey Form | What features about Alternative 4 factored into your ranking? | Fine exceot the weird jug handleagain, I come from the north so I donxt care much |
| 5/16/2023 | Amy Foote | Survey Form | What features about Alternative 5 factored into your ranking? | Nojust no. The grading of the road is killer to the residents that it will affectwhich afect us all |
| 5/16/2023 | Amy Foote | Survey Form | What features about the No-Build Alternative factored into your ranking? | None |
| 5/16/2023 | Amy Foote | Survey Form | Additional comments | All I care about is a noise barrier. That's all. Sleepy Hollow deserves that. Long time residents. Long time tax payers. Long time contributors to Kane County. Figure it out. Seriously |
| 5/15/2023 | Anthony Piraino | Survey Form | What features about Alternative 1 factored into your ranking? | Clover Leaf allows easier movement going eastbound of I-90 |
| 5/15/2023 | Anthony Piraino | Survey Form | What features about Alternative 3 factored into your ranking? | This gives the ease of access onto eastbound with pass thru onto 90 |
| 5/15/2023 | Anthony Piraino | Survey Form | What features about Alternative 5 factored into your ranking? | This would be ideal but probably way too expensive and would take years to complete |
| 5/15/2023 | Anthony Piraino | Survey Form | What features about the No-Build Alternative factored into your ranking? | This is not an option. We need to have some improvement ASAP. |
| 5/15/2023 | Anthony Piraino | Survey Form | Additional comments | I would much rather have a wider Randall/90 interchange than worry about noise. It makes more sense to be abl to "nove" along randall in a quick method, than worry about noise impact. I live approx 1/4 mile from Randall & Joy lane and I hear the road noise now. Having an impovement to the traffic flow is more advantagious to me and my family. |
| 6/14/2023 | ART OLSON | Survey Form | Additional comments | use auto mall drive as exit and entrance |
| 6/14/2023 | ART OLSON | Survey Form | What features about Alternative 1 factored into your ranking? | best of the bad lot |
| 5/17/2023 | Ben Redding | Email | N/A | I appreciate the update on the project. The staff were knowledgeable, pleasant, and helpful in explaining the alternatives and discussing how they were developed. It's exciting to see that this project is continuing to move forward and that it is one step closer to improving my commute. |
| 5/17/2023 | Ben Redding | Survey Form | What features about Alternative 1 factored into your ranking? | The southbound Randall to eastbound I-90 free flow right loop ramp should do a great job eliminating the existing queueing condition, but this option doesn't eliminate queuing on the westbound off-ramp during the pm peak hour. If the northbound Randall right turn only lane from Saddle Club Drive were extended to the off-ramp, that would help clear the queue and give traffic a better chance to merge onto northbound Randall with less conflicts (just right turns onto Point or Saddle Club). |
| 5/17/2023 | Ben Redding | Survey Form | What features about Alternative 2 factored into your ranking? | Same comments as for Alternative 1. The additional signal near Alft Lane during the pm peak hour may be a bit aggravating for northbound Randall traffic, but it looks like it only has a marginal impact on the time it takes to travel the corridor. |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|-----------------|----------------------|--|---|
| 5/17/2023 | Ben Redding | Survey Form | What features about Alternative 3 factored into your ranking? | This would be an interesting option. The travel times show an improvement over alternatives 1 & 2; however, I would still expect the southbound free flow right onto eastbound I-90 would clear the SB queue better. Also, this option doesn't eliminate queuing on the westbound off-ramp during the pm peak hour. If the northbound Randall right turn only lane from Saddle Club Drive were extended to the off-ramp, that would help clear the queue and give traffic a better chance to merge onto northbound Randall with less conflicts (just right turns onto Point or Saddle Club). |
| 5/17/2023 | Ben Redding | Survey Form | What features about Alternative 4 factored into your ranking? | Same comments as for Alternative 3. The additional signal near Alft Lane during the pm peak hour may be a bit aggravating for northbound Randall traffic, but it looks like it only has a marginal impact on the time it takes to travel the corridor. |
| 5/17/2023 | Ben Redding | Survey Form | What features about Alternative 5 factored into your ranking? | The southbound Randall to eastbound I-90 free flow left should do a great job eliminating the existing queueing condition, but this option doesn't eliminate queuing on the westbound off-ramp during the pm peak hour. The additional signal near AIft Lane during the pm peak hour may be a bit aggravating for northbound Randall traffic, but it looks like it only has a marginal impact on the time it takes to travel the corridor. Also, the roundabout on Point Blvd doesn't look like it needs to be exclusive to this alternative. |
| 5/17/2023 | Ben Redding | Survey Form | What features about the No-Build Alternative factored into your ranking? | Traffic is terrible at the interchange. A no-build doesn't resolve that. |
| 5/17/2023 | Ben Redding | Survey Form | Additional comments | Regarding the ped/bike accommodations, it would be great to have accommodations on both sides of the road throughout the improvement limits. Specifically, it seems like a missed opportunity to provide access in the small gap at Saddle Club Estates and in front of that church. Based on the scope of the project, it would be a small impact on the overall cost. The accommodations might be a nice fit in front of the potential noise walls in this area too. Lastly, I appreciate the opportunity to make comments. Great job narrowing down all of the alternatives. The team explored a lot of options. So, it's good to see that you narrowed down the list. Here's hoping that one of these improvements gets funded in the near term. |
| 5/15/2023 | Bill Hanselmann | Survey Form | What features about Alternative 1 factored into your ranking? | Not as effective as other alternatives |
| 5/15/2023 | Bill Hanselmann | Survey Form | What features about Alternative 2 factored into your ranking? | Other alternatives more preferrable |
| 5/15/2023 | Bill Hanselmann | Survey Form | What features about Alternative 5 factored into your ranking? | Most effective & desirable but realize it will be more costly. This option is the best for the long term future of the area. |
| 5/15/2023 | Bill Hanselmann | Survey Form | What features about Alternative 3 factored into your ranking? | On ramp from randall north to i-90 East with separate lanes. Bike paths desirable |
| 5/15/2023 | Bill Hanselmann | Survey Form | What features about the No-Build Alternative factored into your ranking? | Traffic volmes have continuously grown every few years. No build option should not be an option |
| 5/23/2023 | Bob Kaplow | Survey Form | What features about Alternative 1 factored into your ranking? | STILL doesn't address the WHOLE Randall Rd problem |
| 5/23/2023 | Bob Kaplow | Survey Form | What features about Alternative 2 factored into your ranking? | Trumpet only messes up Randall traffic flow even more |
| 5/23/2023 | Bob Kaplow | Survey Form | What features about Alternative 3 factored into your ranking? | Confusing, only fixes the smaller problem while doing nothing about the southbound Randall to eastbound 90 traffic. |
| 5/23/2023 | Bob Kaplow | Survey Form | What features about Alternative 4 factored into your ranking? | confusing, only fixes the smaller portion of the 90 problem while simultaneously making thru traffic on Randall worse. |
| 5/23/2023 | Bob Kaplow | Survey Form | What features about Alternative 5 factored into your ranking? | Bizarre, but the only solution that might actually help Randall thru traffic flow. |
| 5/23/2023 | Bob Kaplow | Survey Form | What features about the No-Build Alternative factored into your ranking? | Randall Rd is a out of control development problem that never should have been allowed to happen. |
| 5/23/2023 | Bob Kaplow | Survey Form | Additional comments | The ONLY viable solution to Randall Rd is to turn it into a limited access road like Palatine Rd, and eliminate most of the interchanges so thru traffic on Randall can actually flow without interruption. There should ***NEVER*** be traffic lights any closer than one mile (preferably even farther apart) ***ANYWHERE*** on Randall Rd. Anyone responsible for the current disaster should be FIRED immediately. |
| 5/14/2023 | Carol Johnson | Live Virtual Meeting | N/A | In regards to noise wall protection We need to figure that out for us on the East Side of Randall regardless of complications for the benefit of noise protection |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|-----------------|----------------------|--|---|
| 5/14/2023 | CM Parker | Live Virtual Meeting | N/A | How tall would the grade separation be between Point and Auto Mall? In other words, would the higher grade be even with second story windows in Saddle Club Estates homes backing to Randall. Currently there is fencing, tall trees, and landscaping that block view of the roadway from first and second story windows the most part. If the grade separation is chosen, would be road still be hidden? |
| 6/9/2023 | Dave Engel | Survey Form | What features about Alternative 1 factored into your ranking? | keeps traffic flowing without stopping,,,or blocking other lanes |
| 6/9/2023 | Dave Engel | Survey Form | What features about Alternative 2 factored into your ranking? | did not see as good improvement |
| 6/9/2023 | Dave Engel | Survey Form | What features about Alternative 3 factored into your ranking? | not impressed |
| 6/9/2023 | Dave Engel | Survey Form | What features about Alternative 4 factored into your ranking? | nothing looks as good as # 1 |
| 6/9/2023 | Dave Engel | Survey Form | What features about Alternative 5 factored into your ranking? | hard to follow sketch |
| 6/9/2023 | Dave Engel | Survey Form | Additional comments | always has irked me as to a lack of clear advance signage, as to what lane to be in for what direction one is travelingI see too many last minute lane changes |
| 5/14/2023 | Donna Askins | Live Virtual Meeting | N/A | Do you think the PACE station roundabout in Alternative 5 would drive an increase in the use of public transportation? |
| 5/14/2023 | Donna Askins | Live Virtual Meeting | N/A | Which alternative is safest for cyclists? |
| 5/14/2023 | Donna Askins | Live Virtual Meeting | N/A | Which alternative, overall, is the safest? |
| 5/14/2023 | Douglas Wilson | Live Virtual Meeting | N/A | How will this affect the Emergency vehicles going to Sherman Hospital. |
| 5/15/2023 | Greg Buck | Survey Form | What features about Alternative 1 factored into your ranking? | Too similar to cement configuration and traffic pollution |
| 5/15/2023 | Greg Buck | Survey Form | What features about Alternative 2 factored into your ranking? | Too similar to current configuration and traffic pollution |
| 5/15/2023 | Greg Buck | Survey Form | What features about Alternative 4 factored into your ranking? | best option with handle to address issues south of 90 |
| 5/15/2023 | Greg Buck | Survey Form | What features about Alternative 5 factored into your ranking? | I don't like the double deck road over 90 and the bridge on/ off ramps. |
| 5/15/2023 | Greg Buck | Survey Form | What features about the No-Build Alternative factored into your ranking? | Current delays and backups at 90 and Randall. avoid it whenever possible |
| 5/16/2023 | Humberto Garcia | Survey Form | What features about Alternative 1 factored into your ranking? | Fat traffic flow to I 90 |
| 5/16/2023 | Humberto Garcia | Survey Form | What features about Alternative 2 factored into your ranking? | Bit confusing on the exit of fisher nuts |
| 5/16/2023 | Humberto Garcia | Survey Form | What features about Alternative 3 factored into your ranking? | Not enough for the amount of traffic in that area |
| 5/16/2023 | Humberto Garcia | Survey Form | What features about Alternative 4 factored into your ranking? | Widening Randal round is not enough |
| 5/16/2023 | Humberto Garcia | Survey Form | What features about Alternative 5 factored into your ranking? | Not enough for the areas traffic |
| 5/16/2023 | Humberto Garcia | Survey Form | What features about the No-Build Alternative factored into your ranking? | Improvement is needed. Traffic is insane |
| 5/16/2023 | Jeff Frost | Survey Form | What features about Alternative 1 factored into your ranking? | Widening Randall a must |
| 5/16/2023 | Jeff Frost | Survey Form | What features about Alternative 2 factored into your ranking? | Alt 1 |
| 5/16/2023 | Jeff Frost | Survey Form | What features about Alternative 3 factored into your ranking? | Alt |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|---------------------|----------------------|--|--|
| 5/16/2023 | Jeff Frost | Survey Form | What features about Alternative 4 factored | |
| | | | into your ranking? | Alt 1 |
| 5/16/2023 | Jeff Frost | Survey Form | What features about Alternative 5 factored into your ranking? | Alt 1 |
| 5/16/2023 | Jeff Frost | Survey Form | Additional comments | Widening Randall |
| | | | | |
| 6/9/2023 | Jerry Kopacz | Survey Form | Additional comments | I oppose any of the plans that would increase Randall Rd from 4 to 6 lanes. That would just push the bottleneck down the road where Randall Rd gets reduced to 4 lanes again both N and S of I90. Thank you Jerry Kopacz |
| c /o /ooo7 | | | What features about the No-Build | |
| 6/9/2023 | Jerry Kopacz | Survey Form | Alternative factored into your ranking? | Increasing traffic from 4 lanes to 6 lanes N and S of I90. |
| 5/16/2023 | Jill DeAtley | Survey Form | What features about Alternative 1 factored into your ranking? | Doesn't improve westbound traffic as much as others |
| 5/16/2023 | Jill DeAtley | Survey Form | What features about Alternative 2 factored into your ranking? | |
| | | | | Doesn't improve westbound as much but does seem to help at Alft and is safer there |
| 5/16/2023 | Jill DeAtley | Survey Form | What features about Alternative 3 factored into your ranking? | Sounds like it would solve more problems despite the unconventional geometry |
| 5/16/2023 | Jill DeAtley | Survey Form | What features about Alternative 4 factored | |
| | | | into your ranking? | Seems like unconventional layout may be worth the tradeoff |
| 5/16/2023 | Jill DeAtley | Survey Form | What features about Alternative 5 factored into your ranking? | · · · · · · · · · · · · · · · · · · · |
| | | | What features about the No-Build | I understand this is the most expensive but would provide more capacity in the long run should traffic increase which we know it will. |
| 5/16/2023 | Jill DeAtley | Survey Form | Alternative factored into your ranking? | We need a traffic solution at this intersection so I don't see this as an option |
| | | | | |
| 5/16/2023 | Jill DeAtley | Survey Form | Additional comments | Please provide strong consideration to a noise wall on the east side backing up to Sleepy Hollow. While the apartments on the west side |
| 5/14/0007 | Keese Deserve | | N// | show a need, the residents on the east side are homeowners who would be have longer term impacts than transient residents. |
| 5/14/2023 | Karen Bazos | Live Virtual Meeting | N/A | Alternatives 1 and 2 will require some taking of land having recent market sale value in excess of #=\$12 psi. |
| 5/14/2023 | Karen Bazos | Live Virtual Meeting | N/A | what setbacks would be imposed as to new ramps on west side of Randall under Alternatives 1 and 2 |
| 5/14/2023 | Karen Bazos | Live Virtual Meeting | N/A | When will the exact alternative be determined ? |
| 5/14/2023 | Karen Bazos | Live Virtual Meeting | N/A | To whom (names / addresses or emails) can we send information about adjacent property owner concerns? |
| 5/14/2023 | Karen Bazos | Live Virtual Meeting | N/A | Will KDOT / IDOT be able to use "quick-take" in land acquisition? |
| 5/15/2023 | Karen Sampson | Survey Form | What features about Alternative 1 factored into your ranking? | |
| | | | What features about Alternative 2 factored | Clover Leaf |
| 5/15/2023 | Karen Sampson | Survey Form | into your ranking? | Clover Leaf |
| 5/15/2023 | Karen Sampson | Survey Form | What features about Alternative 3 factored into your ranking? | Not thrilled about the additional bridge- still lots of traffic N to S |
| 5/15/2023 | Karen Sampson | Survey Form | What features about Alternative 4 factored | |
| 5/15/2025 | Karen sampson | Survey Form | into your ranking? | Too many intersections |
| 5/15/2023 | Karen Sampson | Survey Form | What features about Alternative 5 factored into your ranking? | Seems expensive and lots of additional roadway but really separates the traffic nicely. |
| 5/15/2023 | Karen Sampson | Survey Form | What features about the No-Build Alternative factored into your ranking? | Not feasible in the long run |
| 5/15/2023 | Karen Sampson | Survey Form | Additional comments | Thank you for having community input! |
| 5/14/2023 | Kate Schumacher | Live Virtual Meeting | N/A | Is there any traffic signal added to Randall Rd & Carrington Dr in any or all of these proposed solutions? |
| 5/14/2023 | Kim Koehler Freitag | Live Virtual Meeting | N/A | Are traffic signals static or responsive to the amount of traffic - e.g., different in timing at different times of day and days of the week? |
| 5/14/2023 | Kim Koehler Freitag | Live Virtual Meeting | N/A | Would it be correct to assume that Alternative 5 which seems most complex and expensive will also take the most time to complete? What time frames would be reasonable for each alternative? |
| 5/14/2023 | Kim Koehler Freitag | Live Virtual Meeting | N/A | Are there data projections regarding how much traffic may increase over the next, say, 5 - 10 years? If so, how are the proposed alternatives informed by these data projections? |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|------------------------|----------------------|--|---|
| F /10 /0007 | | | What features about Alternative 1 factored | |
| 5/19/2023 | Kirk Fahrenwald | Survey Form | into your ranking? | Doesn't seem to do much to address the congestion on northbound Randall Rd. |
| 5/19/2023 | Kirk Fahrenwald | Survey Form | What features about Alternative 2 factored into your ranking? | Seems to be primarily focused on Randall Rd, not traffic exiting from 90. |
| 5/19/2023 | Kirk Fahrenwald | Survey Form | What features about Alternative 3 factored into your ranking? | Seems to be a simple solution that will relieve the congestion int he area for the next few years. |
| 5/19/2023 | Kirk Fahrenwald | Survey Form | What features about Alternative 4 factored into your ranking? | Seems to be a good short-term solution like alternative 3, but the Alft Road instersection seems confusing. |
| 5/19/2023 | Kirk Fahrenwald | Survey Form | What features about Alternative 5 factored into your ranking? | P Possibly the most expensive to build, but seems to provide a good solution for the long term needs of Randall and 90, not just the shorter- term needs, so it won't need to be replaced again in several years. |
| 5/19/2023 | Kirk Fahrenwald | Survey Form | What features about the No-Build Alternative factored into your ranking? | Making no changes just doesn't seem to be an option. The traffic in this area will continue to build. Already areas further from 90 such as Big Timber Rd Technology Dr and even Royal Blvd and Rt 72 are being affected by the congestion on Randall Rd at Rt 90. |
| 5/14/2023 | Kristi | Live Virtual Meeting | N/A | The discussion of the noise level was unclear. Do I understand correctly that the noise level is above the threshold for intervention, but there is uncertainty whether building a sound wall / barrier will reduce the noise enough at the receptor points for the wall to be of benefit? Please clarify. |
| 6/14/2023 | Kristi Ducey | Email | N/A | Thank you for providing this means for stakeholder feedback. I understand that a noise wall was determined feasible and qualified for reasonableness for Federal funding for the west side of Randall but the status for the east side is questionable. If after all the deliberation it is determined that no wall is to be built on the east side, PLEASE do not build one on the west, because having one on the west but not east would increase the noise on the east due to the addition of reflected sound bouncing off the west wall. Additionally, if a wall on EACH side is not feasible, please consider speaking with our town's leadership to share your information so that they may be more inclined to allow residents to personally or collectively build privacy fencing that is more substantial and taller than the current code allows - a meager 6-ft, pine, dog-eared paneled fence. Thank you for your consideration, Kristi Ducey |
| 6/14/2023 | Kristi Henderson-Ducey | Survey Form | What features about Alternative 1 factored into your ranking? | Widening Randall to 6 lanes, incorporating no-stop loop access to I-90 from southbound Randall, and incorporating a no-stop access to northbound Randall from I-90. |
| 6/14/2023 | Kristi Henderson-Ducey | Survey Form | What features about Alternative 2 factored into your ranking? | Jug-handle design |
| 6/14/2023 | Kristi Henderson-Ducey | Survey Form | What features about Alternative 3 factored into your ranking? | Cross-over diamond; no "no-stop" access to eastbound I-90; and traffic hazards. We have a high number of accidents when people drive in the currently, mostly straight line of Randall. I anticipate Alternative 3 would cause a higher frequency of accidents and a higher proportion of more severe accidents. |
| 6/14/2023 | Kristi Henderson-Ducey | Survey Form | What features about Alternative 4 factored into your ranking? | |
| 6/14/2023 | Kristi Henderson-Ducey | Survey Form | | No "no-stop" access to eastbound I-90 and greater traffic hazards than currently have. Seems to best separate traffic going in different directions and facilitate traffic flow. I do not like the jug-handle component, and hope that this design could be considered without the jug-handle. I am also elated to see a protected bike path. |
| 6/14/2023 | Kristi Henderson-Ducey | Survey Form | What features about the No-Build Alternative factored into your ranking? | The current configuration is no longer sufficient for demand on it. |
| 6/14/2023 | Kristi Henderson-Ducey | Survey Form | Additional comments | Please consider a pedestrian and bike bridge to cross Randall, such as at Randall and Silver Glen Rd. |
| 6/12/2023 | Leonardo Bedoya | Survey Form | What features about Alternative 1 factored into your ranking? | South traffic would not interfere with north traffic going onto 90 |
| 6/12/2023 | Leonardo Bedoya | Survey Form | What features about Alternative 2 factored into your ranking? | Looks a little complicated |
| 6/12/2023 | Leonardo Bedoya | Survey Form | What features about Alternative 3 factored into your ranking? | The widening of Randall Road |
| 6/12/2023 | Leonardo Bedoya | Survey Form | What features about Alternative 4 factored into your ranking? | It looks a little complicated |
| 6/12/2023 | Leonardo Bedoya | Survey Form | What features about Alternative 5 factored into your ranking? | A little complicated |
| 6/12/2023 | Leonardo Bedoya | Survey Form | What features about the No-Build Alternative factored into your ranking? | Some form of improvement has to be made at the Randall Road and 90 intersection |
| 5/14/2023 | Manny | Live Virtual Meeting | N/A | On the traffic noise analysis figure it only shows barrier North of Joy. Will it also include the homes between 90 and Joy? My home backs to Randall off of Saddle Club and noise has been getting worse, especially during spring and summer days |
| 6/11/2023 | MICHAEL BIELAK | Survey Form | What features about Alternative 1 factored into your ranking? | Seems most logical and conventional way to alleviate the congestion, except for Alft |
| 6/11/2023 | MICHAEL BIELAK | Survey Form | What features about Alternative 2 factored into your ranking? | Jughead just puts traffic right back on Randall. Non conforming way to turn. |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|-------------------|-------------|--|---|
| 6/11/2023 | MICHAEL BIELAK | Survey Form | What features about Alternative 3 factored into your ranking? | STRESSI CONFUSIONI I HATE EVEN THE THOUGHT OF GOING AGAINST THE GRAIN OF TRAFFIC. I'VE DRIVEN ON THOSE BEFORE AND CAN ONLY ENVISION A HEAD ON CRASH BY SOMEONE NOT PAYING CLOSE ATTENTION |
| 6/11/2023 | MICHAEL BIELAK | Survey Form | What features about Alternative 4 factored into your ranking? | STRESS! IT GOES AGAINST ONE'S INGRAINED SENCE OF DRIVING ON THE CORRECT SIDE OF THE ROAD |
| 6/11/2023 | MICHAEL BIELAK | Survey Form | What features about Alternative 5 factored into your ranking? | Still can't understand the concept even after viewing PPT slide. |
| 5/15/2023 | Michael Marcheski | Survey Form | Additional comments | Impact/Purpose: The National Exposure Research Laboratory (NERL) Atmospheric Modeling and Analysis Division (AMAD) conducts research in support of EPA mission to protect human health and the environment. AMAD research program is engaged in developing and evaluating predictive atmospheric models on all spatial and temporal scales for forecasting the air quality and for assessing changes in air quality and air pollutant exposures, as affected by changes in ecosystem management and regulatory decisions. AMAD is responsible for providing a sound scientific and technical basis for regulatory policies based on air quality models to improve ambient air quality. The models developed by AMAD are being used by EPA, NOAA, and the air pollution community in understanding and forecasting not only the magnitude of the air pollution problem, but also in developing emission control policies and regulations for air quality mprovements. Description: The presentation describes field study results quantifying the impact of roadside barriers under real-world conditions in Phoenix, Arizona. Public health concerns regarding adverse health effects for populations spending significant amounts of time near high traffic roadways has increased substantially in recent years. Roadside features, including solid noise barriers, have been investigated as potential methods that can be implemented in a relatively short time period to reduce air pollution exposures from nearby traffic. A field study was conducted to determine the influence of noise barriers on both on-road and downwind pollutant concentrations near a large highway in Phoenix, Arizona, USA. Concentrations of nitrogen dioxide, carbon monoxide, ultrafine particles, and black carbon were measured using a mobile platform and fixed sites along two limited-access stretches of highway that containe a section of noise barrier and a section with he onries were significantly lower relative to those measured in the absence of barriers. The reductions behind the roadside ba |
| 5/15/2023 | Michael Marcheski | Survey Form | What features about the No-Build Alternative factored into your ranking? | Tyrell Rd as an alternative. 1 mile away. |
| 5/15/2023 | Michael Marcheski | Survey Form | Additional comments | consider another exit. No arial. |
| 5/15/2023 | Michael Marcheski | Survey Form | Additional comments | 1) EPA study dated 10/23/15 states a barrier reduces pollutant concentrate by 50% within 50m and about 30% as far as 300m. I'm very concerned about the pollutants and nois that will cover homes where peopel live on the easst side of Randall Rd. West sdie people rent, east side is owned. 2) What barriers will protect the homes during construction? |
| 5/24/2023 | Michael R Stone | Survey Form | What features about Alternative 1 factored into your ranking? | I like the capacity improvements and the efficiency of moving traffic of this alternative. The jughandle design and the pseudo- DDI designs are great but that any extra traffic signals will just be a pain and with them being really close with the jughandle design that knocks those alternatives out. Overall Alternative 1 is the most efficient and effecitive at moving traffic. The only drawback is the loop ramp but whatever, it looks like it will get the job done and the interchange wont be a giant stop sign everytime you cross it. |
| 5/24/2023 | Michael R Stone | Survey Form | What features about Alternative 2 factored into your ranking? | The Jughandle design is great but now all the traffic will be sitting on Randall waiting for the Alft lane light to change a lot closer than what is now. That light is to close and so is point BLVD. it seems like those lights should be eliminated and access roads be built to move that traffic further away from the interchange. The reason I see everytime I cross the interchange and there is congestion is because Randall goes down from three to two lanes northbound, the signals at Point and Alft, and traveling northbound on Randall all the traffic getting in the cramped double left turn lane with the tollway now closing the cash buckets. That has got to change too the state hates working class people who don't want the got. to know their information and want to use cash. They need not hire anyone either they can have cash machines there. They just want to steal your info for a later date in case they need to use it against you. |
| 5/24/2023 | Michael R Stone | Survey Form | What features about Alternative 3 factored into your ranking? | I really like this alternative, it looks like a the diverging diamond variety that I keep seeing in other places, I think it would work well because westbound 90 traffic is not sitting on randall clogging it up. |
| 5/24/2023 | Michael R Stone | Survey Form | What features about Alternative 4 factored into your ranking? | l don't like the jughandle with another signal close to the interchange. I also don't like the Alft lane will still have left turning traffic regardless going onto randall with a light. So this is a no. |
| 5/24/2023 | Michael R Stone | Survey Form | What features about Alternative 5 factored into your ranking? | I love it because it is so goofy and looks like it would be interesting everytime you drive through it. The only drawback it that it is ugly but if it works, cool. |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|------------------|----------------------|--|---|
| 5/24/2023 | Michael R Stone | Survey Form | What features about the No-Build Alternative factored into your ranking? | None, When I started driving in 1999 they, the county, or the state built this generic interchange when they all knew that Kane County has no highways running north and south through it. The state always gives in to the rich horse people and can't build a highway to save its butt, so Randall became the de facto "highway" which it should not have. The fox valley expressway cancellation turned Randall into the nightmare it is today. See that is what the state and county gets for giving into the moneyed interests of the barrington horse people that birthed us one ugly road and that be thy named Randall. It's our baby now, thanks Barrington, but now we have to live with Randall on steroids because of a lack of good planning for the corridor and others in this region. The no build would just torture the driving public into sitting at the interchange, polluting the air and now losing a charge in their pricey Ev's. and playing on their phones even more than ever, so please build something, anything, other than that ill conceived junky interchange we have now. |
| 5/17/2023 | Michael Schier | Email | N/A | Good morning, Where can I obtain pictures or slides of the 5 different proposals for traffic flow over 90? There are the traffic study slides, but I don't see the changes in traffic configuration for Randall Rd. Thanks Michael Schier |
| 6/9/2023 | Michael Schier | Survey Form | What features about Alternative 5 factored into your ranking? | How about considering a full interchange at Tyrell Rd, extending Galvin Pkwy across to Mason Rd to reduce truck traffic on Randall. Think outside the Box! |
| 6/9/2023 | Michael Schier | Survey Form | What features about the No-Build Alternative factored into your ranking? | See previous note regarding Tyrell Rd full interchange |
| 6/9/2023 | Michael Schier | Survey Form | Additional comments | All building and development is west of Randall and it only makes sense to put in/develop another method of access to 90. A circular eastbound on ramp makes sense and a circular westbound exit also makes sense. |
| 5/16/2023 | Michael Schier | Survey Form | What features about Alternative 1 factored into your ranking? | Insufficient improvement |
| 5/16/2023 | Michael Schier | Survey Form | What features about Alternative 2 factored into your ranking? | Still not effective |
| 5/16/2023 | Michael Schier | Survey Form | What features about Alternative 3 factored into your ranking? | Improves over the first two |
| 5/16/2023 | Michael Schier | Survey Form | What features about Alternative 4 factored into your ranking? | One of the two best choices |
| 5/16/2023 | Michael Schier | Survey Form | What features about Alternative 5 factored into your ranking? | Additional sound carry from elevated roadway. The absolute best idea would be to out in a full interchange at Tryell road. Land and spa ce both available, would pull traffic off of Randall a d ease of access from warehouses would be easier. Check it out |
| 5/16/2023 | Michael Schier | Survey Form | What features about the No-Build Alternative factored into your ranking? | See comments on Choice 5. Tryell road is a significant improvement over Randall Road |
| 5/14/2023 | Mike Anderson | Live Virtual Meeting | N/A | In Alternative 1 and 2 you will construct a loop ramp on the SW corner, my group owns +/- 10 acres adjacent to the existing tollway land. When will you eliminate alternatives so we can either develop this land or sell it to users that would be ready to build? |
| 5/14/2023 | MJB | Live Virtual Meeting | N/A | Would it be correct to assume a cloverleaf like 31 & 90 has just won't fit? |
| 5/14/2023 | Mo Iqbal | Live Virtual Meeting | N/A | Do we have an option which is 100% flyover - that is there is no signal is needed. If not, why not. Second, which option reuires the minimum number of the signals. |
| 5/14/2023 | Mo Iqbal | Live Virtual Meeting | N/A | Which alternatives require full replacement of the bridge girders and increase in width? |
| 6/7/2023 | Patrick Malia | Survey Form | What features about Alternative 4 factored into your ranking? | The ramps on and off the expressway need to be better addressed in this plan |
| 5/24/2023 | Paul Bouwmeester | Email | N/A | Dear Kdot R/90 Team If I am not mistaken, Randall/Big Timber was a part of this project (and gone?) What has become of the work on this southern section? I have to say, the southbound Randall squeeze, from three lanes down to two - is ridiculous. A concern. And the traffic at the intersection of Randall & Big Timber, seems to have exploded in the past 18 months(beyond where it was in 2021?) (thank you Cambridge and PingreeGrove) Appears a large number switch streets here, or are shortcutting it thru the industrial park Help! Will this section be addressed by some other project? When? Need relief - asap! Thanks Paul Bouwmeester |
| 6/9/2023 | Randy | Survey Form | What features about Alternative 1 factored into your ranking? | Looks to help southbound, but maybe doesn't do enough for northbound. It's okay. |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|-----------------|----------------------|--|---|
| 6/9/2023 | Randy | Survey Form | What features about Alternative 2 factored | |
| 0,0,2020 | Rentay | carrey romm | into your ranking? | Not understanding the benefit. |
| 6/9/2023 | Randy | Survey Form | What features about Alternative 3 factored into your ranking? | The south-bound left turn to 90east looks to still be a problem. |
| 6/9/2023 | Randy | Survey Form | What features about Alternative 4 factored into your ranking? | Same as #3 but with a pointless thing at aft. lane |
| 6/9/2023 | Randy | Survey Form | What features about Alternative 5 factored into your ranking? | This looks to remove all the bottlenecks and adds a bikelane! impressive thinking. |
| 6/9/2023 | Randy | Survey Form | What features about the No-Build Alternative factored into your ranking? | l despise the traffic on randall at i90 everytime i have to traverse it. i will use tyrell to bypass anychance i get. |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 2 factored into your ranking? | Short term improvements |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 3 factored into your ranking? | No significant operational improvements |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 4 factored into your ranking? | No significant improvements |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 5 factored into your ranking? | While more costly, this alternative provides the most long term benefits for capacity and safety. |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about the No-Build Alternative factored into your ranking? | Doesn't the problems and we've wasted our time and money |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 1 factored into your ranking? | Loop ramp eliminates heavy southbound left |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 2 factored into your ranking? | Minimizes left turns , increases capacity and safety |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 3 factored into your ranking? | No significant capacity improvements |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 4 factored into your ranking? | No significant capacity |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about Alternative 5 factored into your ranking? | Improves capacity and safety at the interchange |
| 5/16/2023 | Rolf Kilian | Survey Form | What features about the No-Build Alternative factored into your ranking? | This is no solution. |
| 5/14/2023 | Steve Nellessen | Live Virtual Meeting | N/A | What is the projected start date of the construction? |
| 5/23/2023 | Steven J Rizzo | Survey Form | Additional comments | BUILD A RAMP ON TYRRELL AND 90 AS WELL. THIS WILL CLEAN UP SOME TRAFFIC ON RANDALL |
| 5/15/2023 | Tom Sampson | Survey Form | What features about Alternative 1 factored into your ranking? | East bound entrance to 90 from the north |
| 5/15/2023 | Tom Sampson | Survey Form | What features about Alternative 2 factored into your ranking? | The route to alt lane adds a stop light |
| 5/15/2023 | Tom Sampson | Survey Form | What features about Alternative 3 factored into your ranking? | Doesnt improve eastbound entrance to 90 from the North |
| 5/15/2023 | Tom Sampson | Survey Form | What features about Alternative 4 factored into your ranking? | Alt lane extra stop light and routing |
| 5/15/2023 | Tom Sampson | Survey Form | What features about Alternative 5 factored into your ranking? | The best choice by far |
| 6/15/2023 | Unknown | Survey Form | What features about Alternative 1 factored into your ranking? | It is good if this is the morning rush hour. Doesn't solve the afternoon rush hour traffic. |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 2 factored into your ranking? | Don't want extra lights |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 5 factored into your ranking? | Like this one the best. I'm guessing most costly and longer to build but like the free flow and less stop and go at lights. |
| 6/11/2023 | Unknown | Survey Form | What features about the No-Build Alternative factored into your ranking? | Too congested |
| 6/11/2023 | Unknown | Survey Form | Additional comments | Any chance of fly over ramps with no lights? Kind of like the newer I-290 and IL-390 but smaller scale |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 1 factored into your ranking? | Does not impact houses in sleepy hollow circles are on business acreage which is not developed yet |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 2 factored into your ranking? | Separating the 90 traffic at the intersection |

| Date Received | Comment Name | Source | Survey Form Question | Comments |
|---------------|--------------|----------------------|--|--|
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 3 factored into your ranking? | Don't like widening Randall rd to 6 lanes |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 1 factored into your ranking? | Loop ramp |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 2 factored into your ranking? | Loop ramp and alft lane |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 3 factored into your ranking? | Straight forward design for safe driving |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 4 factored into your ranking? | Alft lane construction |
| 6/11/2023 | Unknown | Survey Form | What features about Alternative 5 factored into your ranking? | Traffic circle, too much construction |
| 6/11/2023 | Unknown | Survey Form | What features about the No-Build Alternative factored into your ranking? | Traffic is only going to increase, so improvements should be made to facilitate safety and efficient movement of vehicles |
| 6/10/2023 | Unknown | Survey Form | What features about Alternative 4 factored into your ranking? | jug handle makes no senseat all |
| 6/9/2023 | Unknown | Survey Form | What features about Alternative 4 factored into your ranking? | Doesn't seem as though any of these alternatives reduces the number of il-times traffic lights which are a leading cause of traffic congestion |
| 6/9/2023 | Unknown | Survey Form | What features about Alternative 5 factored into your ranking? | I feel the right lane exit loop to eastbound I90 is the best option to alleviate left turn backups |
| 6/9/2023 | Unknown | Survey Form | What features about the No-Build Alternative factored into your ranking? | Something must be done. The amount of traffic lights are a true hinderance to flow of traffic |
| 6/9/2023 | Unknown | Survey Form | What features about Alternative 1 factored into your ranking? | May cause confusion to drivers unfamiliar with the interchange |
| 6/9/2023 | Unknown | Survey Form | Additional comments | Moving dedicated 90 travelers out of way for residential traffic |
| 6/9/2023 | Unknown | Survey Form | What features about Alternative 2 factored into your ranking? | Don't see any improvement to traffic flow |
| 6/9/2023 | Unknown | Survey Form | What features about Alternative 3 factored into your ranking? | Construction nightmare. |
| 6/9/2023 | Unknown | Survey Form | What features about Alternative 4 factored into your ranking? | Construction nightmare |
| 6/9/2023 | Unknown | Survey Form | What features about Alternative 1 factored into your ranking? | Less traffic tied up |
| 5/14/2023 | Vern Tepe | Live Virtual Meeting | N/A | What are the current traffic volume numbers and the anticipated increase by 2028 or 2030? |
| | Unknown | Survey Form | What features about Alternative 1 factored into your ranking? | 2 |
| | Jerry Kopacz | Survey Form | What features about Alternative 1 factored into your ranking? | I oppose any of the plans that would increase Randall Rd from 4 to 6 lanes. That would just push the bottleneck down the road where Randall Rd gets reduced to 4 lanes again both N and S of 190. Thank you Jerry Kopacz |
| | Unknown | Survey Form | What features about Alternative 2 factored into your ranking? | does not look like good traffic flow. |
| | Unknown | Survey Form | What features about Alternative 4 factored into your ranking? | uses too much land. |



A3 Response to Frequent Questions & Comments

Versions of the following questions were asked most frequently at the public information meetings, via email, or on the project survey. If you do not see a response that addresses your comment/question, please email the project team at <u>randallover90@gmail.com</u>. All meeting information is posted <u>here</u> for you to review.

1. When will KDOT determine a Preferred Alternative? What is the timeframe for construction of improvements?

KDOT is planning to select a Preferred Alternative in the Spring of 2024 which will be included in the final Project Development Report and submitted for approval by IDOT/FHWA. Once the Preferred Alternative is determined and approved, KDOT will lead the development of construction plans. Construction of the project would not begin until funding is secured. It would likely take four to five years before any construction work would begin in the project area, and the overall project will be phased as funding is identified. Construction is also dependent on right-of-way acquisition and environmental permitting.

2. Will a noise barrier be built on the east side of Randall Road?

KDOT is still evaluating if a noise wall on the east side of Randall Road, north of I-90, meets the federal cost-benefit standard for reasonableness as the spacing of benefited receptors located on residential properties within the Saddle Club neighborhood makes this challenging. Additionally, a noise wall on the east side of Randall Road would have to be built on the existing right-of-way, meaning that additional right-of-way would have to be acquired from adjacent properties to allow for access and maintenance.

The proposed roadway design incorporates other efforts to lessen traffic noise impacts. One such design feature occurs north of Auto Mall Drive where the new centerline of Randall Road will shift west. This also allows better use of the existing right-of-way and will make it easier to avoid right-of-way acquisition from residential properties on the east side of Randall Road.

3. What multimodal or transit considerations are being planned?

A preliminary multi-use path study was conducted to assess bicycle and pedestrian improvements for the Randall Road corridor. The potential multi-use path routes from that study can be found on page 12 <u>here</u>. As the project progresses, KDOT will continue to evaluate multi-use path routes to safely implement pedestrian and bicycle infrastructure.



4. Existing traffic signal timing is frequently interrupted by emergency vehicles going to Advocate Sherman Hospital. Is this an issue which can be addressed?

Access to Advocate Sherman Hospital is an important consideration of the project as it is a Level Two Trauma Center. Therefore, there are and will continue to be sensors on the traffic signals which detect the approach of emergency vehicles and automatically lock in a green light for the intersection that emergency vehicle is moving through.

This can create long red lights and backups for others using Randall Road. All of the Alternatives Under Consideration perform better than the existing Randall Road geometry. Any of the five Alternatives Under Consideration will provide an improvement because backups will not be as prevalent or as long as they are today.

5. I am opposed to the jughandle design at Alft Lane because it adds an additional traffic signal close to the I-90 interchange and limits access to businesses north of Alft Lane.

In this alternative, steps have been taken to maintain access into and out of the Sanfillippo plant and the Chase Business Park north of Alft Lane. Northbound traffic looking to get into the Chase Business Park will have access by using the jughandle to get to southbound Randall where they can turn right into the business park. While there is additional out of direction travel for northbound traffic, travel times will be improved by using the Jughandle compared to existing Alft Lane. The additional traffic signal has fewer signal phases which provides drivers more green or "go time."



Northbound Traffic Looking to access Chase Business Park



6. I am concerned about the proposed displaced left diamond interchange as it will cause more accidents because drivers will not know how to navigate it.

The unconventional displaced left diamond interchange can be unfamiliar to many roadway users. Therefore, signage and proper pavement markings would be added to help drivers navigate the interchange if chosen as a part of the Preferred Alternative.

It is important to note that the displaced left diamond interchange shows significant improvements in traffic operations and reduced queue length, which will reduce the frequency of rear end crashes, the highest crash type within the corridor.

7. Alternatives 1 and 2 require ROW acquisition from future developments to build the Partial Cloverleaf (Parclo) interchange? What is KDOT doing to minimize impacts to these developments?

All of the Alternatives under Consideration are designed with the intent to minimize additional right-ofway. At this specific location, KDOT is and has been coordinating with the City of Elgin to identify all potential impacts to future developments throughout the project area.

8. Why wasn't Tyrell Road under consideration as an option? Can there be an interchange at Tyrell Road and I-90?

Adding a new interchange to the Tollway system is a difficult and expensive process. Introducing a new interchange within a mile of the existing Randall Road interchange would create undesirable traffic conditions on I-90 with respect to merging and diverging and likely increase the risk of crashes. There are also significant environmental and private property impacts at Tyrell Road. Additionally, an interchange at Tyrell Road and I-90 would not remove the need for improvements to Randall Road at I-90.

9. Why is the No-Build Alternative under consideration?

KDOT is required to adhere to the National Environmental Policy Act (NEPA), which is a federal law that requires any project using federal funding or requiring federal approval, to examine the effects of the project on the environment before a federal decision is made to allow for the construction of the project. As a part of the NEPA process, the No-Build Alternative serves as a baseline of comparison for the five Alternatives Under Consideration.

10. What has KDOT done to improve the coordination of traffic signal timing and the frequency of traffic signals in the corridor as they contribute to backups and congestion? Do any of the alternatives under consideration remove traffic signals?

The existing traffic signals in the corridor are interconnected, to enhance traffic flow on Randall Road. KDOT is currently working on an adaptive signal project which would allow the signals to adjust their operation due to immediate traffic needs. While removing traffic signals would provide a traffic benefit, it is also important to maintain existing access to the businesses and residents along Randall Road.

Each of the Alternatives Under Consideration includes interchange and intersection configurations that reduce the number of signal phases at key intersections without eliminating entire traffic signals.



Signal phasing is the process of deciding how long, and in what order, each movement at an intersection gets its "turn" to proceed. This means the more phases, the less "go time" or green lights for drivers. Less green time means an increased likelihood of queueing, backups and crashes.



A4 Documentation Comment Forms Emails



Randall Over 90 Public Information Meeting Survey

The Kane County Division of Transportation (KDOT) is evaluating potential improvements to Randall Road between Big Timber Road and IL 72, with particular focus on its interchange with I-90 (the Jane Addams Memorial Tollway).

Through detailed analysis and robust evaluation criterion, KDOT has selected 5 alternatives which are under consideration. From these 5, KDOT will select one single Preferred Alternative for the Randall Road at I-90 corridor.

Your input is an important factor as KDOT continues to evaluate alternatives.

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 1** based on your preference.

2

What features about Alternative 1 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 2 based on your preference.

3

What features about Alternative 2 factored into your ranking?

1 2

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

3

What features about Alternative 3 factored into your ranking?

1

0

0

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference.

4

What features about Alternative 4 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 5 based on your preference.

2

3

4

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What features about Alternative 5 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

2

3

4

0

What features about the No-Build Alternative factored into your ranking?

Please provide any additional comments below.

Please provide your contact information.

| Name (First and Last) | Maureen Weeks | |
|--------------------------|---------------|--|
| Address | | |
| City/Town | | |
| State/Province | | |
| ZIP/Postal Code | | |
| Email Address | | |

RANDALL OVER 90

Randall Over 90 Public Information Meeting Survey

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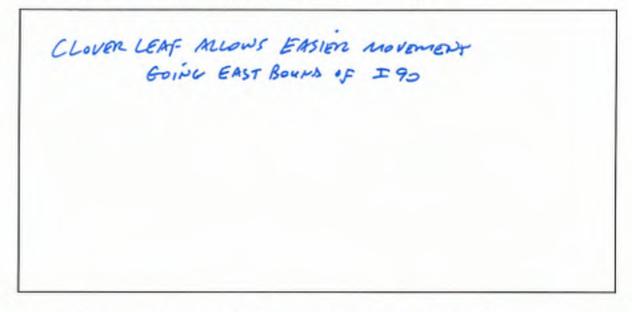
Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 1 based on your preference.

2

0

What features about Alternative 1 factored into your ranking?



Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 2 based on your preference.

| 0 | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| | | | | |

What features about Alternative 2 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

1

1 2 3

What features about Alternative 3 factored into your ranking?

0

0

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Randall Over 90 Public Information Meeting Survey

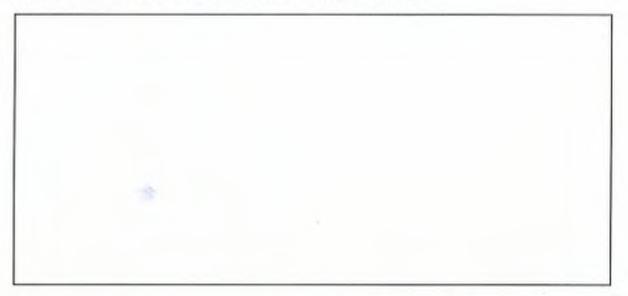
Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference.

1 2

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3

What features about Alternative 4 factored into your ranking?



Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 5** based on your preference.



What features about Alternative 5 factored into your ranking?

THIS WOULD BE IDEM BUT PROBABLY WAY TOO EXPENSIVE AND WOULD TAKE YEARS TO COMPLETE.

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

What features about the No-Build Alternative factored into your ranking?

1 2

0

THIS IS NOT AN OPTION. WE NEED TO HAVE SOME Improvement ASAP

3

4

Please provide any additional comments below.

I would much RATHER HAVE A WIDER RANDAL /90 INTERCHANGE THAN WEREY ABOUT NOISE. IT MAKES MORE SENSE TO BE ABLE TO "MOVE" ALONG RANDAL IN A QUICK METHOD, THAN WORRY MOUT NOISE IMPACT. I LIVE APPROX 1/4 MILE FROM RANATL & JOY LANE AND I HEAR THE ROAD NOISE NOW. HAVING AN IMPROVEMENT TO TRAFFIC FROM IS MORE ADVANTAGIOUS TO ME AND MY FAMILY.

Please provide your contact information.

| Name (First and Last) | ANTHONY PIRMNO | |
|--------------------------|----------------|----|
| Address | | |
| City/Town | | |
| State/Province | | |
| ZIP/Postal Code | | |
| Email Address | | 34 |
| | | |

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The Kane County Division of Transportation (KDOT) is evaluating potential improvements to Randall Road between Big Timber Road and IL 72, with particular focus on its interchange with I-90 (the Jane Addams Memorial Tollway).

Through detailed analysis and robust evaluation criterion, KDOT has selected 5 alternatives which are under consideration. From these 5, KDOT will select one single Preferred Alternative for the Randall Road at I-90 corridor.

Your input is an important factor as KDOT continues to evaluate alternatives.

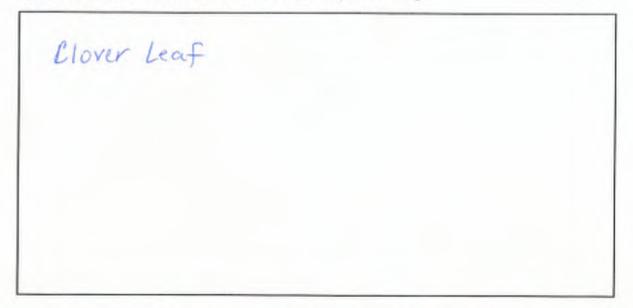
Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 1 based on your preference.

2

Ô

What features about Alternative 1 factored into your ranking?



Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 2** based on your preference.

| 0 | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| | | | ۰ | |

What features about Alternative 2 factored into your ranking?

Clover Leaf

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

2

3

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What features about Alternative 3 factored into your ranking?

1

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Not thrilled about the addil bridge - Still Lots of traffic N to S

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference.

0 1 2 3 4

What features about Alternative 4 factored into your ranking?

Too many intersections

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 5 based on your preference.

0 1 2 3 4

What features about Alternative 5 factored into your ranking?

Seems expensive and Lots of additional Roadway but really Separates the traffic Nicely.

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

2

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What features about the No-Build Alternative factored into your ranking?

Not feasible in the Long new.

Please provide any additional comments below.

1

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thank you for having community input.

Please provide your contact information.





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Your input is an important factor as KDOT continues to evaluate alternatives.

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 1 based on your preference.

2

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What features about Alternative 1 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 2 based on your preference.

1 2 3

What features about Alternative 2 factored into your ranking?

0

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

What features about Alternative 3 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference.

What features about Alternative 4 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 5 based on your preference.

3

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What features about Alternative 5 factored into your ranking?

1 2

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

2

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What features about the No-Build Alternative factored into your ranking?

TRYELL RD AS AN ALTERNATIVE. IMILE ANAJ.

1

Please provide any additional comments below.

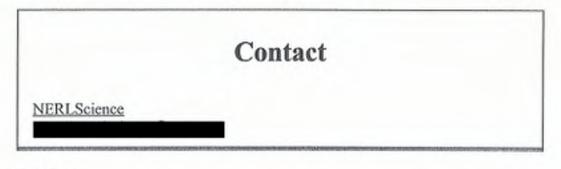
EPA STUDY DATED 10/23/15 STATES A BARRIEL REDUCES POLLUTANT CONCENTRATE BY 50% WITHIN SUM AND ABOUT 30% AS FAR AS 300M. IM VERY CONCERNED ABOUT POILUTIMITS AND NOISE THAT WILL FOUR HUMES WHERE PEOPLE LIVE, ON THE ETAST SIDE OF RIMDALL RD. WEST SIDE PEOPLE RENT, WEST SIDE IS OWNED, 2) DEST COMTROL? WHAT BARRIERS WILL PROTECT THE HOMES PURINC CONSTRUCTION?

Please provide your contact information.

| Name (First and Last) | Michael | Marcheski | |
|--------------------------|---------|-----------|--|
| Address | | | |
| City/Town | | | |
| State/Province | | | |
| ZIP/Postal Code | | | |
| Email Address | | | |



Influence of Noise Barriers on Near-Road and On-Road Air Quality: Results from Phoenix



Citation:

Isakov, V. AND R. Baldauf. Influence of Noise Barriers on Near-Road and On-Road Air Quality: Results from Phoenix. A&WMA Grand Canyon Chapter, Phoenix, AZ, October 23, 2015.

Impact/Purpose:

The National Exposure Research Laboratory (NERL) Atmospheric Modeling and Analysis Division (AMAD) conducts research in support of EPA mission to protect human health and the environment. AMAD research program is engaged in developing and evaluating predictive atmospheric models on all spatial and temporal scales for forecasting the air quality and for assessing changes in air quality and air pollutant exposures, as affected by changes in ecosystem management and regulatory decisions. AMAD is responsible for providing a sound scientific and technical basis for regulatory policies based on air quality models to improve ambient air quality. The models developed by AMAD are being used by EPA, NOAA, and the air pollution community in understanding and forecasting not only the magnitude of the air pollution problem, but also in developing emission control policies and regulations for air quality improvements.

Description:

The presentation describes field study results quantifying the impact of roadside barriers under real-world conditions in Phoenix, Arizona. Public health concerns regarding adverse health effects for populations spending significant amounts of time near high traffic roadways has increased substantially in recent years. Roadside features, including solid noise barriers, have been investigated as potential methods that can be implemented in a relatively short time period to reduce air pollution exposures from nearby traffic. A field study was conducted to determine the influence of noise barriers on both on-road and downwind pollutant concentrations near a large highway in Phoenix, Arizona, USA. Concentrations of nitrogen dioxide, carbon monoxide, ultrafine particles, and black carbon were measured using a mobile platform and fixed sites along two limited-access 1/15/2020

Influence of Noise Barriers on Near-Road and On-Road Air Quality: Results from Phoenix | Science Inventory | US EPA

stretches of highway that contained a section of noise barrier and a section with no noise barrier at-grade with the surrounding terrain. Results of the study showed that pollutant concentrations behind the roadside barriers were significantly lower relative to those measured in the absence of barriers. The reductions ranged from 50% within 50 m from the barrier to about 30% as far as 300 m from the barrier. Reductions in pollutant concentrations generally began within the first 50 meters of the barrier edge; however, concentrations were highly variable due to vehicle activity behind the barrier and along nearby urban arterial roadways. The concentrations on the highway, upwind of the barrier, varied depending on wind direction. Overall, the on-road concentrations in front of the noise barrier were similar to those measured in the absence of the barrier, contradicting previous modeling results that suggested roadside barriers increase pollutant levels on the road. Thus, this study suggests that noise barriers do reduce potential pollutant exposures for populations downwind of the road, and do not likely increase exposures to traffic-related pollutants for vehicle passengers on the highway.

Record Details:

Record Type: DOCUMENT (PRESENTATION/SLIDE) Product Published Date: 10/23/2015 Record Last Revised: 06/03/2016 OMB Category: Other Record ID: 317291

Show Additional Record Data

01/15/2020



The Kane County Division of Transportation (KDOT) is evaluating potential improvements to Randall Road between Big Timber Road and IL 72, with particular focus on its interchange with I-90 (the Jane Addams Memorial Tollway).

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Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 1** based on your preference.

3

50

What features about Alternative 1 factored into your ranking?

topic pattern

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 2 based on your preference.

3

4

What features about Alternative 2 factored into your ranking?

1

Too similar to ament configuration and toffice pallers

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

2

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What features about Alternative 3 factored into your ranking?



Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference.

1 2 3 4

What features about Alternative 4 factored into your ranking?

to address issues south of 90.

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 5** based on your preference.

2

3

4

What features about Alternative 5 factored into your ranking?

sont like the double deck road over 90 and the budge on / off ramps.

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

2

What features about the No-Build Alternative factored into your ranking?

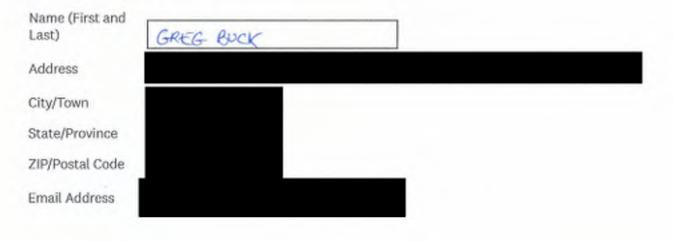
Current delays and backerpe at 90 and Randell. Avail it whenever possible.

3

4

Please provide any additional comments below.

Please provide your contact information.





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Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 1 based on your preference.

2

3

1

What features about Alternative 1 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 2 based on your preference.

2

3

What features about Alternative 2 factored into your ranking?

1

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

0 1 2 3 4

What features about Alternative 3 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference.

2

1

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4

What features about Alternative 4 factored into your ranking?

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 5 based on your preference.

2

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4

What features about Alternative 5 factored into your ranking?

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

2

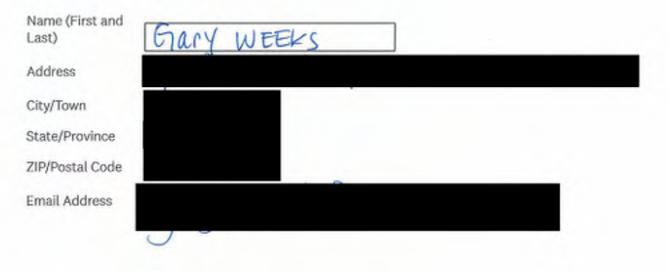
3

4

What features about the No-Build Alternative factored into your ranking?

Please provide any additional comments below.

Please provide your contact information.





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Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 1** based on your preference.

2

3

Ó

What features about Alternative 1 factored into your ranking?

Not as effective as other alternatives.

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 2 based on your preference.

3

What features about Alternative 2 factored into your ranking?

0

Other alternatives more preferrable.

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

2

3

3

What features about Alternative 3 factored into your ranking?

1

0

0

ON ramp loop from Fandall North to I-90 East with separate lanes. Bike paths desirable.

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference. What features about Alternative 4 factored into your ranking?



Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 5 based on your preference.

0 1 2 3 4

What features about Alternative 5 factored into your ranking?

Most effective & desirable but realize it will be more costly ine This option is best for long term future, of the area.

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

2

3

What features about the No-Build Alternative factored into your ranking?

Traffic volumes have continuously grown every few years. No build option should not be an option.

Please provide any additional comments below.

Please provide your contact information.

| Name (First and Last) | BILL HANSELMANN | |
|-----------------------|-----------------|--|
| Address | | |
| City/Town | | |
| State/Province | | |
| ZIP/Postal Code | | |
| Email Address | | |



The Kane County Division of Transportation (KDOT) is evaluating potential improvements to Randall Road between Big Timber Road and IL 72, with particular focus on its interchange with I-90 (the Jane Addams Memorial Tollway).

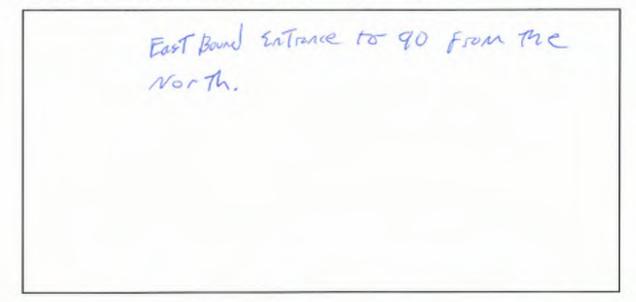
Through detailed analysis and robust evaluation criterion, KDOT has selected 5 alternatives which are under consideration. From these 5, KDOT will select one single Preferred Alternative for the Randall Road at I-90 corridor.

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Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 1** based on your preference.

What features about Alternative 1 factored into your ranking?



Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 2 based on your preference.

2

3

4

What features about Alternative 2 factored into your ranking?

the route to ALTE Lune adds a stop Light

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 3 based on your preference.

2

3

4

4

What features about Alternative 3 factored into your ranking?

0

Does M IMPIONS Easthand FATrance to 90 From the North

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate Alternative 4 based on your preference.



What features about Alternative 4 factored into your ranking?

ALFT Lance Extra stoplight and rosting.

Randall Over 90 Public Information Meeting Survey

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate **Alternative 5** based on your preference.

| 0 | 1 | 2 | 3 | * |
|---|---|---|---|------------|
| | | | 3 | \bigcirc |

What features about Alternative 5 factored into your ranking?

The best choice by Far

Using a rating from 0 to 4 stars, with 4 for strongly support and 0 for strongly oppose, please rate the **No-Build Alternative** (i.e. no new improvements to Randall Road at I-90) based on your preference.

What features about the No-Build Alternative factored into your ranking?

2

ALFF Lane Extra Stop Light

3

4

Please provide any additional comments below.

1

Please provide your contact information.

| Name (First and Last) | Tom | Sampson | |
|--------------------------|-----|---------|--|
| Address | | | |
| City/Town | | | |
| State/Province | | | |
| ZIP/Postal Code | | | |
| Email Address | | | |

quick question - What happened to the study of the southern end (to BigTimber/Randall)?

Paul Bouwmeester

Wed, May 24, 2023 at 12:17 PM

Dear Kdot R/90 Team

If I am not mistaken, Randall/Big Timber was a part of this project (and gone?) What has become of the work on this southern section?

I have to say, the southbound Randall squeeze, from three lanes down to two - is .. ridiculous. A concern.

And the traffic at the intersection of Randall & Big Timber, seems to have exploded in the past 18 months..(beyond where it was in 2021?) (thank you Cambridge and PingreeGrove) Appears a large number switch streets here, or are shortcutting it thru the industrial park Help!

Will this section be addressed by some other project? When? Need relief - asap!

Thanks Paul Bouwmeester.

Randall Over 90 Project

1 message



Wed, May 17, 2023 at 9:24 AM

I appreciate the update on the project. The staff were knowledgeable, pleasant, and helpful in explaining the alternatives and discussing how they were developed. It's exciting to see that this project is continuing to move forward and that it is one step closer to improving my commute.

--Best Regards, Ben Redding

Comment regarding noise wall(s)

1 message

Wed, Jun 14, 2023 at 5:59 PM

Thank you for providing this means for stakeholder feedback.

I understand that a noise wall was determined feasible and qualified for reasonableness for Federal funding for the west side of Randall but the status for the east side is questionable. If after all the deliberation it is determined that no wall is to be built on the east side, PLEASE do not build one on the west, because having one on the west but not east would increase the noise on the east due to the addition of reflected sound bouncing off the west wall.

Additionally, if a wall on EACH side is not feasible, please consider speaking with our town's leadership to share your information so that they may be more inclined to allow residents to personally or collectively build privacy fencing that is more substantial and taller than the current code allows - a meager 6-ft, pine, dog-eared paneled fence.

Thank you for your consideration,



5 proposal slides

1 message

Michael Schier

Wed, May 17, 2023 at 8:02 AM

Good morning,

Where can I obtain pictures or slides of the 5 different proposals for traffic flow over 90? There are the traffic study slides, but I don't see the changes in traffic configuration for Randall Rd.

Thanks

Michael Schier



Section B: Meeting Notifications

| Section | Document | | |
|---------|-----------------------|--|--|
| B1 | Postcard Notice | | |
| В2 | Email Notice | | |
| B3 | Mailing List | | |
| В4 | Press Release | | |
| B5 | Daily Herald News Ads | | |
| B6 | Social Media Posts | | |



B1 Postcard Notice

RANDALL Randall Over 90 Public Information Meetings OVER 90 The Kane County Division of Transportation (KDOT) is evaluating potential improvements to Randall Road between Big Timber Road and IL 72, with particular focus on its interchange with I-90 (the Jane Addams Memorial Tollway). KDOT will be hosting two public information meetings, with in-person and live virtual sessions, to provide an update on the project and describe the Alternatives Under Consideration. The virtual public information meeting will be a live presentation that can be accessed online via Zoom. The in-person public information meeting will follow an "open house" format where attendees may come and go at their convenience. The meeting dates, times and locations are listed below. The same information will be presented at both meetings. Virtual Public Information Meeting In-Person Public Information Meeting Monday, May 15, 2023 Tuesday, May 16, 2023 6 p.m. to 7 p.m. 6 p.m. to 8 p.m. https://us06web.zoom.us/j/81830163860 Rakow Center - Adult Activity Center Participant/Meeting ID: 818 3016 3860 665 Barrington Avenue Call in number: 646-558-8656 Carpentersville, IL 60110 All of the public information meeting materials and an electronic survey will be available on May 15, 2023 at www.Randall0ver90.com. If you do not have internet access, or do not wish to attend the in-person or virtual meeting, printed copies of the meeting materials will be available for pickup Monday through Friday between the hours of 9 a.m. and 3 p.m. beginning on Monday, May 15 at: City of Elgin Public Works Building - 1900 Holmes Road, Elgin, IL 60123

Village of Sleepy Hollow Village Hall - 1 Thorobred Lane, Sleepy Hollow, IL 60123 Gail Borden Public Library District: Rakow Branch - 2751 W Bowes Road, Elgin, IL 60123

All surveys and comments must be received or postmarked by Friday, June 16, 2023 to be included in the official meeting documentation.

If you have any general questions or comments regarding the Randall Over 90 project, please contact the KDOT project manager, Mike Zakosek, P.E. by phone at 630-584-1170 or by email at zakosekmike@co.kane.il.us.



B2 Email Notice

View this email in your browser



Randall Over 90 Public Information Meetings

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The meeting dates, times and locations are listed below. The same information will be presented at both meetings.



Virtual Public Information Meeting Monday, May 15, 2023 6 p.m. to 7 p.m. https://us06web.zoom.us/j/81830163860 Participant/Meeting ID: 818 3016 3860 Call in number: 646-558-8656 In-Person Public Information Meeting Tuesday, May 16, 2023 6 p.m. to 8 p.m. Rakow Center - Adult Activity Center 665 Barrington Avenue Carpentersville, IL 60110

If you do not have internet access, or do not wish to attend the in-person or live virtual meeting, printed copies of the meeting materials will be available for pickup Monday through Friday between the hours of 9 a.m. and 3 p.m. beginning on Monday, May 15 through Friday, June 16 at:

> City of Elgin Public Works Building 1900 Holmes Road, Elgin, IL 60123

Village of Sleepy Hollow Village Hall 1 Thorobred Lane, Sleepy Hollow, IL 60118

Gail Borden Public Library District: Rakow Branch 2751 W Bowes Road, Elgin, IL 60123

All of the public information meeting materials and an electronic survey will be available on May 15, 2023 at <u>www.RandallOver90.com</u>.



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If you have any general questions or comments regarding the Randall Over 90 project, please contact the Randall Over 90 project team at Randallover90@gmail.com.

> Our mailing address is: The Kane County Division of Transportation 41W011 Burlington Road St. Charles, IL, 60175

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B3 Mailing List

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| RICHARD R DELESKIEWICZ & CAROL M POLAD | | | | |
| PAUL EPIFANO | | | | |
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| MARK MAZUROWSKI & ERICA A SPEER | | | | |
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| CARRINGTON RESERVE HOMEOWNERS ASSOCIATION | | | | |
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| CATHERINE L GANNET | | | - | |

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| VIGA COSSEL | | | | |
| MYRA VALERA | | | | |
| PAUL R JASINSKI | | | | |
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| HOPE QUIRIT | | | | |
| SUSAN B & DANIEL W HAAK | | | | |
| HUNG M & THUY D NGUYEN | | | | |
| MONDRAGON FAMILY 2018 DCLRN OF TRUST | | | | |
| JEFFERY S RYCKAERT & JENNIFER VESPA | | | | |
| VIMAL N & NAMRATA PATEL | | | | |
| SYED & ESTRELLITA ALI JOINT REVOCABLE LIVING TRUST | | | | |
| CARTER MCDONALD & CHELSEY WATKINS | | | | |
| BENJAMIN & ADRIANA SOLEIM | | | | |
| ALI H LAKHANI | | | | |
| MARIA KULIG | | | | |
| JUAN & LORENA FUENTES | | | | |
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| DANIEL & DAWN MOORE | | | | |
| ARTHUR J PELSMAN | | | | |

| OWNER NAME | ADDRESS | CITY | STATE | ZIP |
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| SCOTT M JOS | | | - | |
| JOHANNA SMITH | | | | |
| DOUGLAS J MAHUTE | | | | |
| JOSHUA P & ANDREA M TYRRELL | | | | |
| JASON & GRACE COOK | | | | |
| RAMANDEEP & LALLY H SINGH | | | | |
| JAMES & MIYUKI CONNELLY | | | | |
| VANESSA LEIGH DAVIDSON | | | | |
| TODD STANOJEV | | | | |
| TODD STANOJEV | | | | |
| VICTOR BELMONTE | | | | |
| PATRICK CYRAS & LISA C NUGENT | | | | |
| EUI YOUNG & YOUNG KYU YOO | | | | |
| JEANNE M SIWINSKI-MCLEOD REVOCABLE LIVING TRUST | | | | |
| YLBER & MIRIE PINJOLLI | | | | |
| YLBER & MIRIE PINJOLLI | | | | |
| ALFONSO & CLAIRE SIMON | | | | |
| ROMAN NIEMCZURA | | | | |
| MICAHEL P & MARGARET T KELLEY | | | | |
| ANDREY LEVCHENKO | | | | |
| AGHA Z MOHSIN & ESHA ALI | | | | |
| TIMOTHY A & MEAGHAN H POTTORFF | | | | |
| MATTHEW L SCHMIDT | | | | |
| KEVAL & DARSHANA PATEL | | | | |
| ANN M DIBENEDETTO REVOCABLE TRUST | | | | |
| MICHAEL GRAZIANO & MARY RAHMEL | | | | |
| LONG FAMILY TRUST | | | | |
| THOMAS B & JULIE H HART | | | | |
| GREGG A GERMANOS | | | | |
| GREGG A GERMANOS | | | | |
| THOMAS GEORGE & BERNICE ANN CORMAN TRUST | | | | |
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| KEN & CATHERINE THOMSON | | | | |
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| DUANE BECK & KIMBERLY SOLLINGER | _ | | | |
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| TIRUPATAIAH BATHULA | _ | | | |
| NARAYANAN KRISHNAN | | | | |
| NARAYANAN KRISHNAN | _ | | | |
| LEE E & CHRISTINE A BIRKETT | _ | | | |
| KYLEY MAYFIELD & JEREMY SMITH | _ | | | |
| ROBERT R & CHRISTINA M WOOLVERTON | _ | | | |
| HEIDI DEWITT | _ | | | |
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| JOHN J & NOORA J MURE | | | | |
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| YUMENG SU & CONGRONG WANG | | | | |
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| LUDWIG W BEUTEL & VASILIKY ARCHOS-BEUTEL | | | | |
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| PAVAN K N SANNALA & MADHURI BHOGADI | | | | |
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| BRIAN K & LISA M HELBIG | | | | |
| JOHN V GAGLIANO & KIM E WASKO | | | | |
| TIMOTHY ANDREW & ELIZABETH ANN DOWNS | | | | |
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| ASHER DAN & MICHELLE ROSE APURILLO | | | | |
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| KRISHNA K & MADHAVI ALTURI | | | | |
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| SHARANJEET KAUR | | | | |
| CHRISTOPHER KOUZIOS | | | | |
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| AMOL N DALVI & ARATI A SHETTY | | | | |
| CARLO III & DANA DEFRANCO | | | | |
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| JAMES J & CHRISTIN L MANGAN | | | | |
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| SOFIA & DIMITRIOS COCALIS | | | | |
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| ROSALINA RYBARCZYK | | | | |
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| HAROLD & ALTA DITTMAN | | | | |
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| ALLEN N & JEANNETTE M HELINE | | | | |
| HEINZ WERNER LIVING TRUST | | | | |
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| VYTAUTAS SKUCAS | _ | | | |
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| STEVE G & WENDY J ONEILL | | | | |
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| CANDY STARR & TIMOTHY W MILLER | | | | |
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| LORAN D & SHARON K BEALS | | | | |
| GREGORY H & LESLIE A WARNER | | | | |
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| AMARNATH NUGGEHALLI | | | | |
| ILIRJAN SEJDINI | | | | |
| BRADY M SMITH 2014 DCLRN OF TRUST | | | | |
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| JAMES F & JEANINE M KENAGA LIVING TRUST | | | | |
| SCOTT & LINDSEY KOMAROMY | | | | |
| KEVIN M & JENNIFER C MOGGE | | | | |
| MICHAEL H & JANICE L SCHIER LIVING TRUST | | | | |

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| OSMAR RODRIGUEZ | | | | |
| SUNANDA CHATTERJEA REVOCABLE TRUST | | | | |
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| MARTIN & KATHLEEN MCKENNA | | | | |
| EDWARD A & KAREN PERREIRA | _ | | | |
| THEODORE SCHNIDT | _ | | | |
| STEVEN A & SARA ELIZABETH OLOFSON | _ | | | |
| RICHARD & CHERYL BIELEK | _ | | | |
| ROBERT GONZALES | _ | | | |
| GENE H & PATRICIA J JOHNSON | | | | |
| BARBARA J ZIMMERMAN | _ | | | |
| SCOTT & LIZABETH D FOHRMAN | _ | | | |
| WAYNE E MILLER & MARLO J QUICK | _ | | | |
| DINA & DAVID RICHARDS | | | | |
| THOMAS LYLE GROGAN | | | | |
| COM ED | | | | |
| CITY OF ELGIN POLICE | _ | | | |
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| ELGIN AREA CHAMBER OF COMMERCE | | | | |

| OWNER NAME | ADDRESS | CITY | STATE | ZIP |
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| SANFILLIPPO PLANT | | | • | |
| ADVOCATE SHERMAN HOSPITAL | | | | |
| NAI HIFFMAN | | | | |
| BROOKFIELD PLACE | | | | |
| BROOKFIELD PLACE | | | | |
| TLF LOGISTICS II | | | | |
| CHARLES D SVITAK | | | | |
| DARIA BYSIECKA | | | | |
| THE FOOTE TEAM | | | | |
| TALIYAH CLARK | | | | |
| MATT PAPIRNIK | | | | |
| MIKE ZAKOSEK | | | | |
| RICHARD KOZAL | | | | |
| DAVE WADEN | | | | |
| CHRIS LAUZEN | | | | |
| DREW FRASZ | | | | |
| MOHAMMAD IQBAL | | | | |
| CLIFFORD SURGES | | | | |
| SCANNELL PROPERTIES #422 LLC | | | | |
| NORTHWEST CORP PARK OWNERS ASSOC INC | | | | |
| SCANNELL PROPERTIES #442 LLC | | | | |
| STREPEK, JOHN EDMUND DCLRN OF TR, TRUSTEE | | | | |
| STREPEK, JOHN EDMUND DCLRN OF TR, TRUSTEE | | | | |
| STREPEK FAMILY LLC | | | | |
| JOHN STREPEK | | | | |
| CARRINGTON CROSSING LLC | | | | |
| STANLEY MACHINING & TOOL CORP | | | | |
| TARPEY, KEVIN G & MENDOZA, JENNIFER L | | | | |
| ARVIZU, MARIA C | | | | |
| DUCEY, B T & HENDERSON-DUCEY, K L A 2019 LIV TRS | | | | |
| B T DUCEY & K L HENDERSON-DUCEY TRUSTEES | | | | |
| NIKOLOVA, LYUDMILA & NIKOLOV, TSANKO | | | | |
| ORTEGA, BERTA | | | | |
| ORTEGA, BERTA | | | | |
| PAVLOVSKY, ALEXANDER & DELFIN, LORI S | | | | |

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| BELLANDI, DIEGO G & ARIZMENDI, PILAR | | • | | ·, |
| ALVARADO, CARLOS | | | | |
| GARZA, ENRIQUE & MARIA | | | | |
| TWIN OAKS BAPTIST CHURCH | | | | |
| JOZEFOWICZ, LULA B LIVING TRUST | | | | |
| ROBERT H JOZEFOWICZ | | | | |
| SCHLOSSBERG, DAVID W | | | | |
| TWIN OAKS BAPTIST CHURCH | | | | |
| TWIN OAKS BAPTIST CHURCH | | | | |
| TERRY, BRIAN & MARIA G | | | | |
| BRECHT, PATRICK M TRUST, TRUSTEE | | | | |
| BRECHT, PATRICK M TRUST, TRUSTEE | | | | |
| BALLENO, SALVADOR & MARIA | | | | |
| BALLENO, SALVADOR & MARIA | | | | |
| JERMYN, KEVIN & MARY THERESE | | | | |
| JERMYN, KEVIN & MARY THERESE | | | | |
| CORONA, ADRIAN | | | | |
| COE, DAVID J | | | | |
| MCLAIN, AMY CAMDEN | | | | |
| BOVA, MICHAEL S | | | | |
| VANDENBERGH TRUST | | | | |
| KENNETH J & JULIA M VANDENBERGH, TRUSTEE | | | | |
| SMITHBURG, ROBERT CHARLES | | | | |
| FOSCO, ROBERT J & JOANN D TRUSTS | | | | |
| ROBERT J & JOANN D FOSCO, CO-TRUSTEES | | | | |
| WROBEL, SAMUEL & JESSICA | | | | |
| SLEEPY HOLLOW VILLAGE OF | | | | |
| NORTH STAR TRUST CO | | | | |
| JIMMYS CHARHOUSE | | | | |
| WATERMARK APARTMENTS LLC | | | | |
| MARK EBACHER | | | | |
| NUR INVEST LLC | | | | |
| NUR INVEST LLC | | | | |
| GROVE AT RANDALL LLC | | | | |
| SARILLO, MICHAEL V TR, TRUSTEE | | | | |

| OWNER NAME | ADDRESS | CITY | STATE | ZIP |
|---|---------|------|-------|-----|
| VILLAGE PIZZA | | | | ĺ |
| LOUIZA LTD | - | | | |
| CONTINUUM GROVE III LLC | - | | | |
| FIRST IN REALTY EXECUTIVES, M MIELNICKI | - | | | |
| SUSHI STATION ELGIN, INC | | | | |
| ANDREA MAYER | | | | |
| GLOGOVSKY REAL ESTATE LLC SERIES 2320 RANDALL | | | | |
| JEFFREY GLOGOVSKY | | | | |
| INDUSTRIAL CORPORATE CENTER LLC | | | | |
| CONTINUUM GROVE I LLC | | | | |
| FIRST REALTY EXECUTIVES, M MIELNICKI | | | | |
| FIRST UNITED TRUST CO | | | | |
| CTLTC B7800181453 | | | | |
| RANDALL ROAD HOLDINGS LLC | | | | |
| JAMES LERCHTER | | | | |
| SHARL ABRAHAM | | | | |
| TIBALLI, HELENE A FAMILY LTD LIABILITY LP | _ | | | |
| TIBALLI, HELENE A FAMILY LTD LIABILITY LP | | | | |
| DOC - 1710 NORTH RANDALL ROAD MOB LLC | | | | |
| ALTUS GROUP | | | | |
| CAHST ELGIN LLC | | | | |
| LORRAINE DUFFY | _ | | | |
| RANDALL ROAD OFFICE BUILDING LLC | | | | |
| ELGIN CLINIC LTD THE | _ | | | |
| BLMS LLC | | | | |
| BLMS LLC | _ | | | |
| DQH RANDALL ACRES 20 LLC | _ | | | |
| DAVID HUANG | _ | | | |
| PAUL LLC | | | | |
| ELGIN MEDICAL VENTURES LLC | | | | |
| FINANCE | | | | |
| JOHN B SANFILIPPO & SON INC | - | | | |
| JOHN B SANFILIPPO & SON INC | | | | |
| SHERMAN HOSPITAL | | | | |
| ADVOCATE HEALTH CARE, LEGAL DEPT | | | | |

| OWNER NAME | ADDRESS | CITY | STATE | ZIP |
|---|---------|------|-------|-----|
| SLEVIN CAPITAL INVESTMENTS INC | | | | |
| 909 EAST CHICAGO LLC | | | | |
| CHARLES M WECK ELGIN MOTORS HOLDING INC | | | | |
| ELGIN CITY OF | | | | |
| CITY MANAGER | | | | |
| ELGIN AUTO MALL LOT 2 LLC | | | | |
| GARY D MCGRATH | | | | |
| RANDALL ROSE AUTO MALL PROPERTY OWNERS | | | | |
| STEVE CHMELIK | | | | |
| RANDALL MEADOWS CONDOMINIUM ASSOC | | | | |



B4 Press Release

| | Division of Transportation for a county Engineer |
|---|--|
| FOR IMMEDIATE RELEASE | CONTACT: Mike Zakosek, 630-584-1170 |
| April 18, 2023 | |
| | Public Information Meetings, ig Timber Road to Illinois Route 72 |
| Location - KANE COUNTY, IL | |
| | (KDOT) is evaluating potential improvements to Randall Roa articular focus on its interchange with I-90 (the Jane Addam |
| KDOT will be hosting two public information an update on the project and describe the Al | meetings, with in-person and live virtual sessions, to provide ternatives Under Consideration. |
| The live virtual public information meeting wi | Il be held on: |
| | nday, May 15, 2023 6 p.m. to 7 p.m. :://us06web.zoom.us///81830163860 |
| Those without internet access may call in by below to access the call. | y phone at 646-558-8656 and use the participant/meeting II |
| Participant/Meeting ID: 81830163860 | |
| The in-person public information meeting will | l be held on: |
| Meeting Location: R 665 | esday, May 16, 2023 6 p.m. to 8 p.m. akow Center – Adult Activity Center Barrington Avenue sentersville, IL 60110 |
| The same information will be available at bot | |
| available on the project website starting on survey or provide comments via the project | he meetings. All public information meeting materials will be May 15. Participants are encouraged to fill out and submit website, <u>www.RandallOver90.com</u> . Public input is important this project moves forward. Comments must be received by all meeting documentation. |
| * These meetings will be accessible to individual Matt Papimik, P.E., PTOE, at (872) 250-9081. | is with disabilities. Anyone requiring special assistance can contain |
| | Is with disabilities. Anyone requiring special assistance can conta |



B5 Daily Herald News Ads





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GreenMan: Comedy takes audience to 1969 L.A.

T.

Acob due will b

Foundation to host Honor Flight Chicago benefit



MCC: Jurors pick Best of Show winners Metropolitan DuPage Gala returns in-person

RANDALS

Long 183. 3





Elgin Youth Symphony Orchestras wrap up season Sunday

IT LOSP HOLENBERG

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Garfield Farm Museum to host its 32nd award ceremony Friday

Geneva task force invites public to session on inclusive language

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Ray Graham golf outing May 22 to benefit those with disabilities



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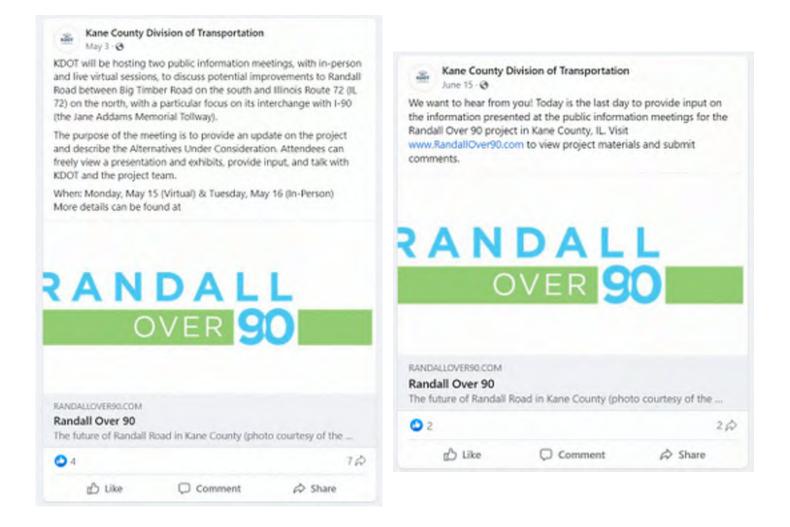
Minday, May 25, 2023 8 p.m. to 7 p.m.

promotion and community must be of the Printing Amore 108, 2023 to its official monoling decommendation

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B6 Social Media Posts Kane County Division of Transportation Facebook Page





Section C: Meeting Materials

| Section | Document |
|---------|--|
| C1 | Presentation |
| C2 | Presentation Script |
| C3 | Exhibit Boards |
| C4 | Roll Plots for Alternatives Under Consideration |
| C5 | Virtual Public Information Meeting Website |
| C6 | In-Person Meeting Photos |



C1 Presentation



RANDALL OVER 90

PUBLIC INFORMATION MEETINGS

The Kane County Division of Transportation

May 15 and May 16, 2023



RANDALL Over 90

What is Randall Over 90?

The purpose of the Randall Road/I-90 study is to evaluate possible improvements to Randall Road between Big Timber Road on the south and IL 72 on the north, with particular focus on its interchange with I-90 (the Jane Addams Memorial Tollway).



PROJECT DEVELOPMENT



PROJECT DEVELOPMENTWHERE WE'VE BEEN → WHERE WE'RE GOING

Planning & Environmental Linkage (PEL) 2019-2021

Using preliminary studies and concept-level designs, KDOT selected a slate of Alternatives to be Carried Forward from each of the three corridor focus areas.

Phase I

Schematic Design & Environmental Review

2022-2024

KDOT developed the alternatives in greater detail and selected the five best as defined by the Purpose and Need Statement. The next task is to pick one Preferred Alternative, and to secure IDOT and FHWA approval.



WE ARE HERE

Phase II Final Design & Construction

2024 and beyond

KDOT will lead the development of construction plans for the Preferred Alternative.

What is the **Purpose and Need Statement?**

- Required by FHWA.
- Written after the data collection and first public input phase but before any design work is undertaken, it is a summary of what is known about the project and an explanation
- A well-written Purpose and Need Statement is an honest, thorough, and detailed description of what is wrong and what the owning agency will try to do about it

Why is it so important?

The Purpose and Need Statement is the "vision statement" for the project. It guides the design process, discourages the introduction of personal preferences or divergent ideas into the project, and demonstrates the design team's dedication to solving the most important problems in the corridor.

All Alternatives Under Consideration meet the project's Purpose and Need Statement

ANDALL

The **purpose** of this project is to develop one or more infrastructure concepts which enhance mobility, improve safety, support current and future travel demand, and address economic and quality-of-life impacts throughout the corridor.

The **needs** for this project are:

- Relieve congestion, improve travel times, and provide for expected traffic growth
- Provide capacity improvements which mitigate very poor levels of service
- Improve safety performance by reducing impediments to smooth traffic flow
- Address deficiencies in existing roadway, bridge, and multimodal infrastructure

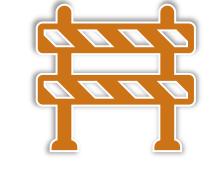
View the full Purpose and Need Statement at Randallover90.com.

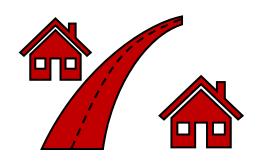
ANDAL



INCORPORATING INPUT FROM THE PUBLIC AND STAKEHOLDERS









Removed I-90 Flyover concepts from design consideration; based on Tollway input The PEL study inspired the City of Elgin to begin improvements to Alft Lane at Randall Road – which is under construction right now

Centerline of proposed improvements shifted west away from the Sleepy Hollow subdivision Revised the jughandle concept to include a left turn lane into Sanfilippo 28

TRAFFIC ANALYSIS

- Built on traffic evaluations performed as part of the PEL phase and projected future traffic conditions
- Incorporated planned improvements north and south of the study area
- Studied roadway improvements aimed at reducing traffic queueing, enhancing critical travel routes, and reducing congestion
- Found that the existing roadway does not accommodate current traffic conditions or future growth

EACH OF THE ALTERNATIVES UNDER CONSIDERATION GREATLY IMPROVES TRAFFIC OPERATIONS.

SAFETY ANALYSIS

- Confirmed rear end crashes are still the leading crash type (over 60%) for the Randall Road corridor
- Found that majority of crashes occur from I-90 to Auto Mall Drive
- During the pandemic, crash frequency did not drastically change despite reduced traffic volumes
- Improvements aimed at congestion relief will equal safety benefits

ALTERNATIVES UNDER CONSIDERATION WILL STRIVE TO MAINTAIN A BALANCE BETWEEN PROVIDING ADEQUATE ACCESS AND REDUCING CONGESTION.

PROJECT UPDATES – TRAFFIC NOISE ANALYSIS



Traffic noise analysis was conducted in accordance with IDOT guidelines, also approved by FHWA. IDOT requires noise barriers to meet the following feasibility and reasonableness criteria in order to be built:

FEASIBILITY

Acoustical Criteria

 5 dBA or greater reduction of sound for at least two impacted receptors

Engineering Consideration

- Topography and drainage
- Access, safety and maintenance

REASONABLENESS

Noise reduction design goal is 8 dBA for at least one benefited receptor

- Cost per benefited receptor does not exceed the applicable allowable noise abatement cost
- \$30,000 per benefited receptor
- A <u>benefited receptor</u> is any sensitive receptor that receives at least a 5 dBA traffic noise reduction as a result of a noise barrier
- Feedback will be solicited from property owners and residents that are adjacent to the proposed noise wall. Majority of the responses must be in favor of barrier construction



Barrier design investigation continuing

- Receptors are spread out
- One receptor per residence
- Cost-effectiveness more challenging to achieve



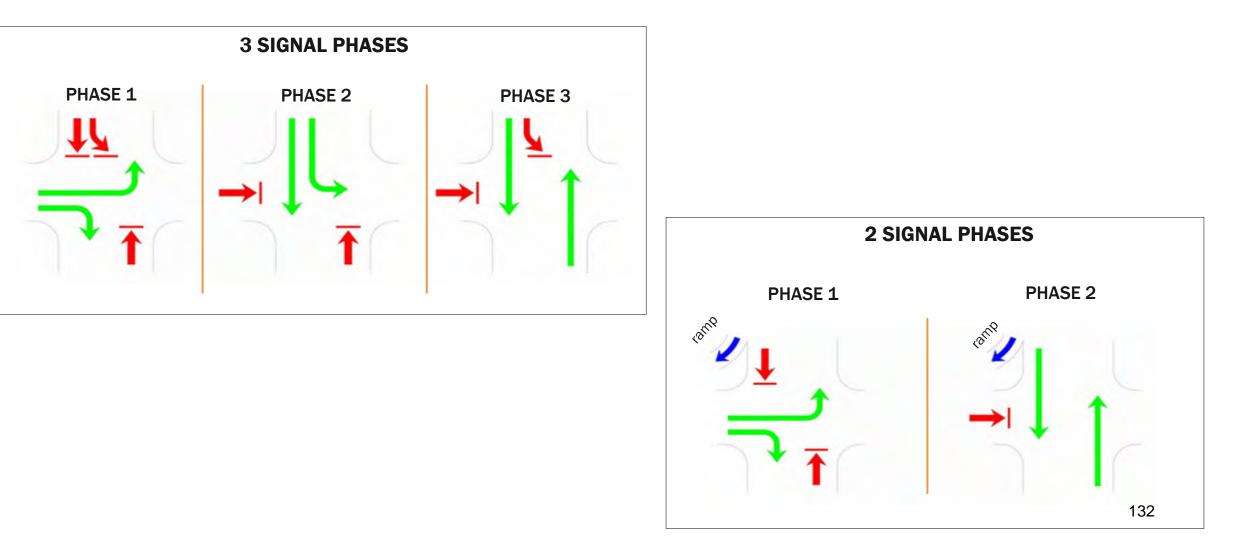
Barrier expected to be reasonable* and feasible

- IDOT guidance is to model one receptor per balcony
- 80+ receptors at varying elevations
- Barrier is easily cost-effective per benefited receptor
- *Pending feedback from property owners and residents

ALTERNATIVES UNDER CONSIDERATION

Signal phasing is the sequencing of how traffic flows through an intersection. The more phases means the less time drivers have with green lights and being able to drive through an intersection.

RANDALL



ALTERNATIVES UNDER CONSIDERATION – ALTERNATIVE 1



Geometric and traffic features of Alternative 1:

Improves capacity to southbound Randall Road traffic to eastbound I-90 using a loop ramp

Southbound Randall Road traffic traveling to I-90 is separated from through traffic just south of Point Boulevard

Widens Randall Road from 4 lanes to 6 lanes north and south of the I-90 interchange

| ADVANTAGES | LIMITATIONS |
|--|--|
| Improves travel times by directly addressing one of the highest volume turning movements within the corridor (eastbound I-90 ramp) | Only minor improvements to traffic performance at the westbound I-90 ramp intersection |
| No changes to Alft Lane access | Requires reconstruction of the entire I-90 interchange |
| Improves traffic operations at the eastbound I-90 ramp intersection which provides congestion relief and safety benefits | Requires Right-of-Way acquisition for Parclo interchange |

VIEW ALTERNATIVE IN DETAIL ON THE EXHIBIT BOARDS AND PROJECT WEBSITE

ALTERNATIVES UNDER CONSIDERATION – ALTERNATIVE 2



Geometric and traffic features of Alternative 2:

- Improves capacity to southbound Randall Road traffic to eastbound I-90 using a loop ramp
- Southbound Randall Road traffic traveling to I-90 is separated from through traffic just south of Point Boulevard
- South of I-90 at the Alft Lane and Randall Road intersection, left turning traffic from northbound Randall Road and traffic from the east leg of the intersection will be routed to a separate intersection with Randall Road using a "Jughandle" design

| ADVANTAGES | LIMITATIONS |
|--|--|
| Improves travel times by directly addressing one of the highest volume turning movements within the corridor (eastbound I-90 ramp) | Minor improvements to traffic performance at the westbound I-90 ramp intersection |
| Increases the capacity of the left turn movement from eastbound Alft Lane on Randall Road | Requires reconstruction of the entire I-90 interchange and adds an additional signal to Randall Road |
| Improves access to and from the Elgin business/industrial park area | Affects access out of the Sanfilippo plant |
| Improves traffic operations at the eastbound I-90 ramp intersection by eliminating high volume left turn movement | Requires a large amount of pavement reconstruction |

VIEW ALTERNATIVE IN DETAIL ON THE EXHIBIT BOARDS AND PROJECT WEBSITE

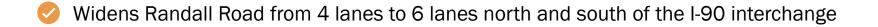
ALTERNATIVES UNDER CONSIDERATION – ALTERNATIVE 3





Geometric and traffic features of Alternative 3:

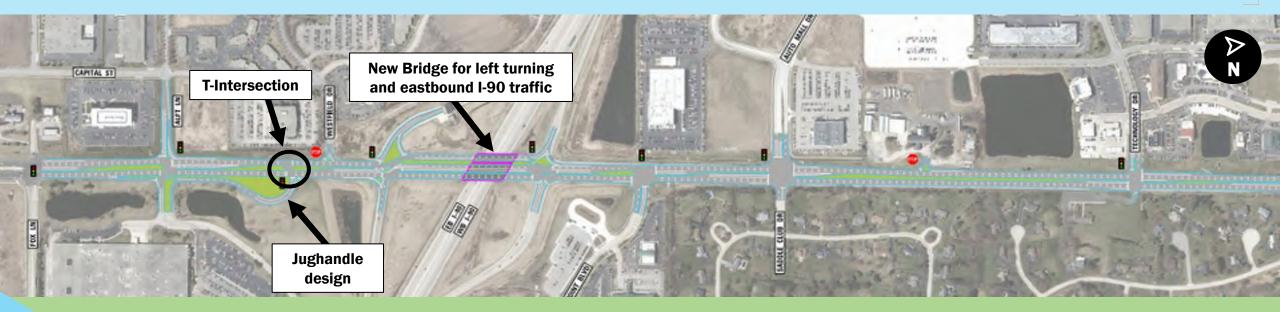
Left turning traffic from northbound Randall Road and eastbound I-90 are shifted onto a new bridge next to existing Randall Road



| ADVANTAGES | LIMITATIONS |
|--|--|
| Improves travel times by crossing over northbound Randall Road left turning traffic at the eastbound I-90 ramp intersection and converting this intersection to a two-phase signal instead of a three-phase signal | The crossover movement from the displaced left bridge back onto northbound Randall Road requires the westbound I-90 ramp intersection to remain a three-phase signal |
| The displaced left bridge can be built ahead of replacing the existing Randall Road bridge over I-90 | Southbound left turn onto eastbound I-90 continues to interfere with northbound through traffic |
| Least expensive Alternative Under Consideration. Improvements minimally impact existing tollway ramps and toll infrastructure | Unconventional intersection geometry |

VIEW ALTERNATIVE IN DETAIL ON THE EXHIBIT BOARDS AND PROJECT WEBSITE

ALTERNATIVES UNDER CONSIDERATION – ALTERNATIVE 4



Geometric and traffic features of Alternative 4:

- Left turning traffic from northbound Randall Road and eastbound I-90 are shifted onto a new bridge next to existing Randall Road
- South of I-90 at the Alft Lane and Randall Road intersection, left turning traffic from northbound Randall Road and traffic from the east leg of the intersection will be routed to a separate intersection with Randall Road using a "Jughandle" design
- Widens Randall Road from 4 to 6 lanes north of I-90 interchange

RANDALI

| ADVANTAGES | LIMITATIONS |
|--|--|
| Improves travel times by crossing over northbound Randall Road left turning traffic at the eastbound I-90 ramp intersection and converting this intersection to a two-phase signal instead of a three-phase signal | The crossover movement from the displaced left bridge back onto northbound Randall Road requires the westbound I-90 ramp intersection to remain a three-phase signal |
| The displaced left bridge can be built ahead of replacing the existing Randall Road bridge over I-90 | Southbound left turn onto eastbound I-90 continues to interfere with northbound through traffic |
| Increases the capacity of the left turn movement from eastbound Alft Lane onto Randall Road | Affects access out of the Sanfilippo plant |
| Improves access to and from the Elgin business/industrial park area | Unconventional intersection geometry |

VIEW ALTERNATIVE IN DETAIL ON THE EXHIBIT BOARDS AND PROJECT WEBSITE

ALTERNATIVES UNDER CONSIDERATION – ALTERNATIVE 5

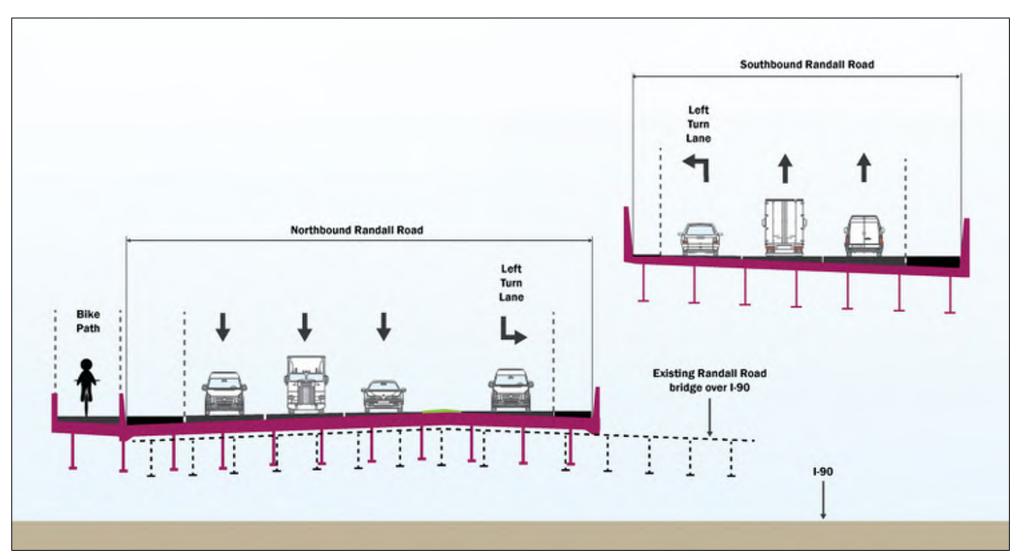


Geometric and traffic features of Alternative 5:

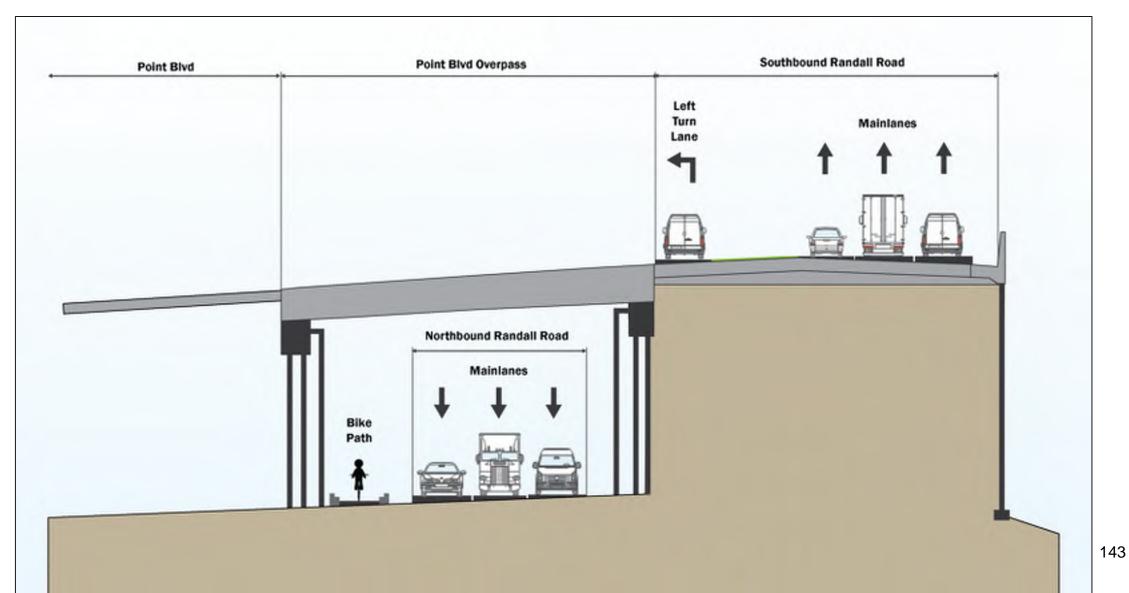
Southbound Randall Road will be grade separated from south of Auto Mall Drive to north of Alft Lane, while access to and from northbound Randall Road will remain at-grade

- Point Blvd traffic to and from southbound Randall Road will be grade-separated over northbound Randall Road. A roundabout will distribute traffic to Point Boulevard and to the PACE bus station
- South of I-90 at the Alft Lane and Randall Road intersection, left turning traffic from northbound Randall Road and traffic from the east leg of the intersection will be routed to a separate intersection with Randall Road using a "Jughandle" design. The new intersection will be raised on structure to match into vertical alignment of the I-90 Echelon

Proposed I-90 Echelon Typical Section

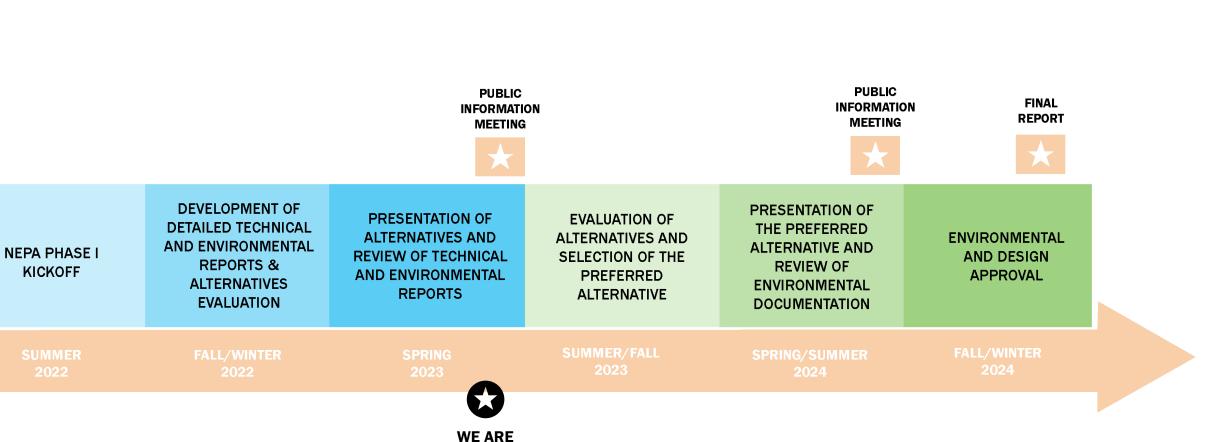


Proposed Typical Section at Point Blvd



| ADVANTAGES | LIMITATIONS |
|--|---|
| Improves travel times throughout Randall Road by eliminating conflicts between left turning and through traffic at the I-90 interchange | Requires multiple complicated structures and retaining walls and will require complex staging during construction |
| Improves traffic operations and backups at both the eastbound and westbound I-90 ramp intersections with two-phase instead of three- phase signals | Requires reconstruction of the entire I-90 interchange |
| Highest performing alternative in terms of Traffic Operations and capacity | Affects access out of the Sanfilippo plant |
| Less queueing which reduces the likelihood of rear end crashes | Most expensive Alternative Under Consideration |

VIEW ALTERNATIVE IN DETAIL ON THE EXHIBIT BOARDS AND PROJECT WEBSITE



HERE

SCHEDULE SUBJECT TO CHANGE

RANDALL

KDOT WANTS TO HEAR FROM YOU

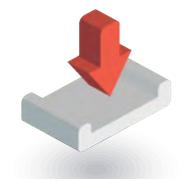




Online Survey Complete the project survey online at www.randallover90.com



Scan Me Scan the QR code to go directly to the project survey



Email Randallover90@gmail.com



RANDALL

Mail Mike Zakosek, P.E. 41W011 Burlington Road St. Charles, IL 60175

COMMENTS MUST BE SUBMITTED BY FRIDAY, JUNE 16, 2023

For questions or comments about the project, please contact the Randall Over 90 project team at <u>Randallover90@gmail.com.</u>

THANK YOU

for taking time to join us and provide input to help shape the future of our community and Randall Road at I-90.



C2 Presentation Script



Randall Over 90 Public Information Meeting Script May 15 and May 16, 2023

SLIDE 1: Randall Over 90 Public Information Meeting

Hello and welcome to the Randall Over 90 public information meeting hosted by The Kane County Division of Transportation. Kane County appreciates your interest and involvement in this project.

My name is Mike Zakosek, and I am the KDOT project manager for the Randall Over 90 project. This live presentation will present the same information that will be presented at the in-person meeting scheduled for tomorrow May 16, and you will have the opportunity to provide input on the project and proposed Alternatives Under Consideration.

I would now like to introduce the consultant team Project Manager, Matt Papirnik from Burns & McDonnell, who will walk us through the project information our team has compiled.

SLIDE 2: Project Overview

Thank you, Mike for that welcome and introduction. As he mentioned my name is Matt Papirnik and I serve as the consultant team project manager. We have a very informative and full slate of information about the project to share with you today.

The purpose of the Randall Road at I-90 Corridor Improvement study, known as Randall Over 90, is to evaluate potential improvements to Randall Road between Big Timber Road on the south and IL 72 on the north, with a particular focus on the interchange with I-90 (the Jane Addams Memorial Tollway).

SLIDE 3: Project Development

Let's take a look at where we've been and preview where this project is headed. In August 2021, KDOT completed the Planning & Environmental Linkage or PEL strategy which consisted of early evaluations, analyses and preliminary studies within the corridor. KDOT selected a draft slate of Alternatives to be Carried Forward into Phase I made up of concepts from each of the three-focus areas within the corridor. KDOT started Phase I in August 2022 and began developing and creating end-to-end alternatives that were comprised of the concepts carried from the PEL. Through detailed analysis and robust evaluation criterion, KDOT has selected 5 alternatives which are under consideration. From these 5, KDOT will select one single Preferred Alternative that will be included in the final Project Development Report and submitted for approval by IDOT/FHWA. The Preferred Alternative is the alternative that KDOT believes will best accomplish the



project's Purpose and Need and will be the alternative that will carry over into Phase 2 for development of construction plans.

SLIDE 4: Project Purpose & Need Statement

Why does the Purpose & Need statement matter so much to our work? It provides a constant guide as to what's important, and it keeps us focused. If you look at the information we've compiled on this project over the years, you will constantly see references to Purpose and Need... because that is what matters most.

Any alternative selected by KDOT will demonstrably address the issues from the Purpose and Need Statement, better than the other ideas we've come up with. This provides stakeholders and the public with the assurance that whatever alternative KDOT selects is what all of us, including you the public, determined was most important.

SLIDE 5: Project Purpose & Need Statement

The project's purpose is to develop one or more infrastructure concepts which enhances mobility, improves safety, supports current and future travel demand and addresses economic and quality-of-life impacts throughout the corridor.

The needs for this project are:

- To relieve congestion, improve travel times, and provide for expected traffic growth
- Provide capacity improvements which mitigate very poor levels of service
- Improve safety performance by reducing impediments to smooth traffic flow
- Address deficiencies in existing roadway, bridge, and multimodal infrastructure

It is important to note that all of the Alternatives Under Consideration meet the project's Purpose and Need Statement. You can view the entire Statement on the home page of the project website.

SLIDE 6: Notable Updates Since the PEL Study

KDOT has made a number of updates since the PEL phase based on input from the public and stakeholders.

First, we removed I-90 flyover interchange concepts from consideration based on feedback with the Illinois Tollway. Next, the PEL study inspired the City of Elgin to construct improvements to Alft Lane at Randall Road, which are now underway and should be complete by the end of the summer.



North of Auto Mall Drive, we have relocated the proposed centerline of Randall Road farther to the west. This will allow better use of the available right-of-way secured by KDOT from development. It will also make it easier to avoid right-of-way acquisition from residential properties on the east side of Randall.

Finally, the jughandle concept has been adjusted to provide a southbound left turn lane into the Sanfilippo plant.

SLIDE 7: Traffic & Safety Analysis

As previously highlighted in the purpose and need statement for this project, both traffic and safety are key components of consideration when evaluating any proposed alternative against the existing and projected conditions of the Randall Road corridor.

Before any alternatives were drafted, it was deemed essential to provide an unbiased examination of the existing roadway conditions. In considering a foundation for comparison, the traffic analyses all incorporated projections of future traffic conditions combined with known planned improvements both immediately north and south of the study area. The evaluation at its core determined that the existing Randall Road corridor is fundamentally insufficient to accommodate both existing traffic conditions and the anticipated growth within the area; hence, the need for alternatives.

The analyses were then at liberty to explore distinct roadway improvements all directed towards reducing traffic queuing, improving key travel routes, and limiting the amount of congestion experienced while traveling along Randall Road.

Although effective traffic operations are inherently beneficial to drivers themselves, comprehensive safety is a related factor that is considered top priority for KDOT. Updated safety analyses showed that rear end collisions constituted a significant portion of the crash types along the corridor, particularly in the stretch between the I-90 interchange and the intersection of Auto Mall Drive with Randall Road. COVID-19 conditions even underscored the persistent safety concerns with a relatively consistent crash frequency rate, at a time when traffic volumes were considerably lower.

With driver safety in mind, the planned improvements to the Randall Road corridor all aim to meet the needs of drivers while also alleviating congestion to mitigate potential safety hazards.

SLIDE 8: Project Updates – Traffic Noise Analysis

A traffic noise analysis was performed in accordance with guidelines set forth by the IDOT, which have been approved by FHWA.



In order to justify the construction of a noise barrier, the following criteria shown on the screen must be met in terms of both feasibility and reasonableness. The justification for proposing a noise barrier depends on a variety of factors such as impacted noise receptors, topography and land use, safety, and cost.

In summary, a noisewall is eligible for Federal funding if it is found to provide a specific level of noise reduction at a cost of \$30,000 or less for each benefited receptor.

At this early stage in design, we are unsure if a feasible noisewall on the east side of Randall Road is going to meet the Federal cost/benefit standard for reasonableness. The spacing of benefited receptors in the Saddle Club neighborhood makes this difficult. Additionally, a noisewall on the east side of the road would have to be built on the right-of-way line, meaning that some additional right-of-way would have to be secured from adjacent parcels to allow for access and maintenance.

Moves by the design team to shift Randall Road towards the west, and to consider a wider median, may help with this issue. The shift will also improve opportunities to install beautification and landscape screening.

A noisewall on the west side of Randall north of Technology Way has been found to be feasible. A determination on reasonableness will require viewpoint solicitation of residents and property owners affected by the potential wall.

SLIDE 9: Alternatives Under Consideration

Now we will dig into the five Alternatives Under Consideration for the Randall Road corridor.

SLIDE 10: Alternatives Under Consideration – Signal Phasing

Before we get into the specific alternatives, we want to remind you of how impactful signal phasing can be for a corridor with numerous traffic signals such as Randall Road.

One of the keys to improving traffic flow on Randall Road is making its many traffic signals more efficient. KDOT has worked to optimize the timing of the existing traffic signals and while removing traffic signals would provide a traffic benefit, we also understand the importance of maintaining and ideally improving access to the businesses and residents along Randall Road. With this in mind, many of the Alternatives Under Consideration include interchange and intersection configurations that reduce the number of phases at the key intersections without eliminating entire traffic signals.



Signal phasing is what we call the process of deciding how long, and in what order, each movement at an intersection gets its "turn" to proceed. The top image shows the current signal phasing for Randall Road at eastbound I-90. It has three signal phases. One for the ramp traffic turning both directions onto Randall Road. A second for both southbound through traffic and left turns onto I-90. And the third and final phase provides a green light for both northbound and southbound through traffic. The more phases you have means less "go time" or green lights for drivers. Less green time means an increased likelihood of queueing and backups. The southbound left turn movement from Randall Road onto eastbound I-90 is a perfect example of this issue.

The bottom image shows the same intersection with two phases. One for the ramp traffic to Randall Road and another for through traffic on Randall Road; allowing an increase in green time for Randall Road traffic. We understand that the solution here is not simply removing access to I-90. You can see a blue arrow that shows "ramp" traffic as well in the northeast quadrant of the intersection. This arrow represents the left turning traffic which has been re-routed to bypass the intersection. You can see that the signal phasing without that movement is much simpler. It allows for increased green light time because there is no longer a need to provide green time for that southbound left.

SLIDE 11: Alternatives Under Consideration – Alternative 1

Alternative 1 incorporates a partial clover leaf, commonly coined as 'Parclo', at the interchange of I-90 and Randall Road. The loop ramp services southbound Randall Road traffic destined towards eastbound I-90. The arterial to freeway connection provides additional capacity to support the high demand that would traditionally be performing a southbound left at the eastbound ramp terminals. In isolating this movement to a separate structure, not only is the movement in highest demand improved, but the entire interchange is positively influenced from an operations standpoint as a result.

To the north and south of the I-90 interchange, a proposed widening from 4 lanes to 6 total lanes is proposed to enhance capacity and retain lane consistency.

The proposed widening north of the I-90 interchange is included in all of the Alternatives Under Consideration.

SLIDE 12: Advantages and Limitations of Alternative 1

Alternative 1 offers improvements to travel times across the roadway network through means of isolating a single movement with a consistently high volume across peak periods. The alternative also maintains access at the intersection of Alft Lane and Randall Road as no geometric reconfigurations are proposed beyond widening the road.



Now while Alternative 1 provides fundamental improvements to the Randall Road facility, the alternative does encounter a set of limitations. The proposed "Parclo" interchange would require complete reconstruction of the existing interchange and requires Right-of-Way for both the southbound approach to the interchange and the looping ramp structure itself. Furthermore, Alternative 1 provides minimal improvement at the westbound ramp terminals, which are a notable source of congestion.

SLIDE 13: Alternatives Under Consideration – Alternative 2

Alternative 2 comprises both the "Parclo" interchange configuration and the road widening north of the i-90 interchange. The distinct difference with Alternative 2 is the incorporation of a "jughandle" intersection design for Alft Lane.

How does this unusual-looking configuration improve traffic? It works by combining four movements – the northbound left turn onto Alft, and the three movements out of the Sanfilippo plant – into a single two-phase traffic signal slightly to the north. Traffic which wants to travel from northbound Randall to westbound Alft exits Randall on the right, travels around the jughandle to a new intersection, then doubles back on southbound Randall and exits to Alft at an unsignalized right turn.

SLIDE 14: Advantages and Limitations of Alternative 2

Alternative 2 experiences similar benefits and limitations noted with Alternative 1, considering the Parclo configuration at the I-90 interchange and the road widening north of I-90 are consistent between the alternatives.

The significant difference is found at the Alft Lane and Randall Road intersection. This geometric reconfiguration not only reduces delays for Randall Road through traffic and Alft Lane exit movements, but also contributes to intersection safety as the jughandle eliminates the need for drivers to make a traditional left turn at the highly trafficked intersection of Alft Lane and Randall Road. While there **is** some extra travel distance to get to Alft, the wait at the new signal is very likely to be shorter than the wait time now. The remaining Alft signal will now require three phases instead of four, resulting in shorter waits for traffic on Randall and on the west leg of Alft Lane.

Though the split intersection layout enhances traffic operations, it affects access out of the Sanfilippo plant, and requires Right-of-Way acquisition from Sanfilippo and for the Parclo interchange. There is also an additional cost in introducing a new signalized intersection and adding large amounts of new pavement between Alft and I-90.



SLIDE 15: Alternatives Under Consideration – Alternative 3

Alternative 3 proposes a displaced left at the I-90 and Randall Road interchange, The displaced left interchange type refers to a ramp configuration that diverts left turning traffic to a separate structure left of the opposing directions through lanes.

Similar to Alternative 1, a proposed widening from 4 lanes to 6 total lanes is proposed north and south of the I-90 interchange.

Specific to the Randall Road design, northbound Randall Road traffic destined to merge onto westbound I-90, must first cross-over the main eastbound ramp terminal intersection to access the westbound I-90 on-ramp rather than performing a traditional left at the westbound ramp terminal. Eastbound left traffic originating from the I-90 eastbound off-ramp is prompted to turn onto the displaced left bridge structure and similarly "crosses over" the mainlanes at the westbound ramp terminal.

With optimized signal timings, this design provides additional capacity for two highly trafficked travel routes. The layout would require additional pavement markings and adequate signage to assist drivers in navigating the interchange safely.

SLIDE 16: Advantages and Limitations of Alternative 3

A unique benefit of Alternative 3 is that the proposed improvements are the least impactful to existing I-90 interchange and is the least expensive Alternative Under Consideration. Furthermore, constructing the displaced left bridge can precede the replacement of the current bridge, essentially offering improvements sooner rather than later.

While the displaced left provides significant benefits at the eastbound I-90 ramp terminal, the modification does not impact the number of phases present at the signalized intersection of the I-90 westbound ramp terminal.

The unconventional geometric configuration of the displaced left design can also prove to be unfamiliar to many road users; therefore, it will be important to invest in proper stripping and signage to suitably accommodate the intended operational behavior of the roadway layout.



SLIDE 17: Alternatives Under Consideration – Alternative 4

Alternative 4 combines the concepts of the Jughandle at Alft Lane with the displaced left interchange configuration and retains the widening of Randall Road north of I-90 seen in all prior alternatives.

SLIDE 18: Advantages and Limitations of Alternative 4

Alternative 4 provides several advantages such as enhanced travel times, independent phasing of capacity improvements, and revamping access to the Elgin business district located within the industrialized zone of the project area.

While the western limit of Randall Road at Alft Lane has increased capacity, the jughandle design affects access out of the Sanfilippo plant. The displaced left at the interchange also retains a similar number of phases at the ramp terminals, and the unorthodox design of the interchange itself can result in driver confusion if not designed properly.

SLIDE 19: Alternatives Under Consideration – Alternative 5

Alternative 5 poses several significant changes to the Randall Road corridor.

The first modification is consistent with the previous alternatives already identified, where Randall Road is widened from 4 to 6 lanes north of the I-90 interchange. The second familiar modification is the introduction of the Jughandle design at the Alft Lane intersection with Randall Road.

The most significant change modifies the existing I-90 interchange into a grade-separated echelon. An echelon at its foundation is an alternative interchange type consisting of two separate levels. For the purposes of the Randall Road design, the upper-level services westbound left, southbound left, and southbound through traffic. The lower-level serves northbound movements and eastbound left traffic from the I-90 eastbound off-ramp. The grade separation and elevation difference between the two levels promotes longer intervals of continuous flow of traffic as the traditionally three phased intersections now only require two phases for safe intersection control.

An additional element introduced as part of this alternative is a roundabout at the intersection of Point Boulevard and the PACE bus station. The implementation of a roundabout at this location is intended to support the continuous flow of traffic generated by the Echelon interchange.



SLIDE 20: Alternatives Under Consideration – Alternative 5 Typical Sections

To further demonstrate the geometric components of the Echelon design, the proposed I-90 Echelon typical section is displayed on the slide in front of you.

The typical section shown here is not to scale but contributes to the overall understanding of the grade separation between the upper and lower bridge decks of the echelon, with both decks still intended to overpass the I-90 freeway. Focusing in on the left turning lanes of each bridge deck, the echelon configuration offers the opportunity for drivers to freely turn without being impacted by the opposing through movement since they are on isolated levels of elevation.

SLIDE 21: Alternatives Under Consideration – Alternative 5 Typical Sections

The Point Boulevard and Randall Road intersection is located less than 450 feet from the I-90 and Randall Road westbound ramp terminal. The continued grade separation at Point Boulevard is intentionally carried through for the purpose of allowing the elevated bridge deck to return to existing conditions.

Additional and sufficient spacing allows for a safe transition that ties back into the Randall Road corridor as it exists today. The extended grade separation directly influences the configuration of Point Boulevard as it intersects with the Randall Road facility.

Even with this change, the elevation difference at Point Boulevard maintains the geometric criteria for only two required signal phases. Southbound Randall Road traffic provides a single phase for both the through and left turning movements since the opposing traffic volume is located on the lower deck. Similarly, the left turn exit movements from Point Boulevard are given a separate dedicated phase to continue their route along southbound Randall Road.

Not pictured in this typical section, but displayed in the Alternative 5 exhibit, eastbound right traffic exiting from Point Boulevard will be located upstream of the elevated Point Boulevard roadway section and tie into the atgrade section of Randall Road seen on the left with the lower profile.

SLIDE 22: Advantages and Limitations of Alternative 5

Alternative 5 offers several key advantages such as improving travel times for drivers traveling both northbound and southbound along the Randall Road corridor, reducing the amount of phasing and number of stops at the interchange with I-90, and enhances safety by limiting the amount of potential queuing. With these improvements, Alternative 5 offers the highest performing capacity and traffic operations among the alternatives considered.



While there are many advantages related to the traffic operations under Alternative 5 conditions, the alternative necessitates several intricate structures and retaining walls and calls for the entire interchange to be reconstructed. The interchange reconstruction and reconfiguration at the Alft Lane and Randall Road intersection would require complex construction staging, impact access south of the I-90 interchange, and demand a substantial amount of Right-of-Way. All of these factors ultimately make Alternative 5 the most expensive Alternative Under Consideration.

SLIDE 23: Project Timeline and Next Steps

This phase of the project began in August of 2022. Since then, data has been collected and analyses have been updated by the project team, whose evaluations have ultimately resulted in the 5 alternatives presented tonight.

Looking forward, the project team will continue to evaluate each of the 5 Alternatives Under Consideration with the goal of selecting a single Preferred Alternative in Summer 2024 for final approval by IDOT/FHWA.

SLIDE 24: KDOT Wants to Hear from You

This is the point where we want to encourage you to tell us what you think about what you've learned today. Public input is an important factor as we continue to evaluate alternatives. There are multiple ways for you to complete the project survey. You can access the electronic survey by scanning the QR code on the screen or by visiting www.randallover90.com.

You can send your completed survey responses and comments by email to the project team at Randallover90@gmail.com or send it by mail to The Kane County Division of Transportation, care of Mike Zakosek, P.E. The street address is 41W011 Burlington Road, St. Charles, IL 60175.

All comments must be received on or before Friday, June 16, 2023, to be included in the formal meeting documentation, which will be compiled and posted by late Summer 2023. I will now hand it back over to Mike Zakosek to wrap up this live presentation.

SLIDE 25: Thank You

Thank you, Matt.

I just want to thank you all for taking the time out to join us for this live virtual public information meeting. Your input will help shape the future of this community and Randall Road at I-90. For more information regarding the project or to sign up for project updates visit www.randallover90.com.



C3 Exhibit Boards

WELCOME RANDALL OVER 90 PUBLIC INFORMATION MEETINGS



The Kane County Division of Transportation

May 15, 2023 (Virtual) May 16, 2023 (In-Person)



CORRIDOR TRAFFIC NOISE ANALYSIS

Traffic noise analysis was conducted in accordance with IDOT guidelines, also approved by FHWA. **IDOT requires noise barriers to meet the following feasibility and reasonableness criteria in order to be built:**

FEASIBILITY

Acoustical Criteria

 5 dBA or greater reduction of sound for at least two impacted receptors

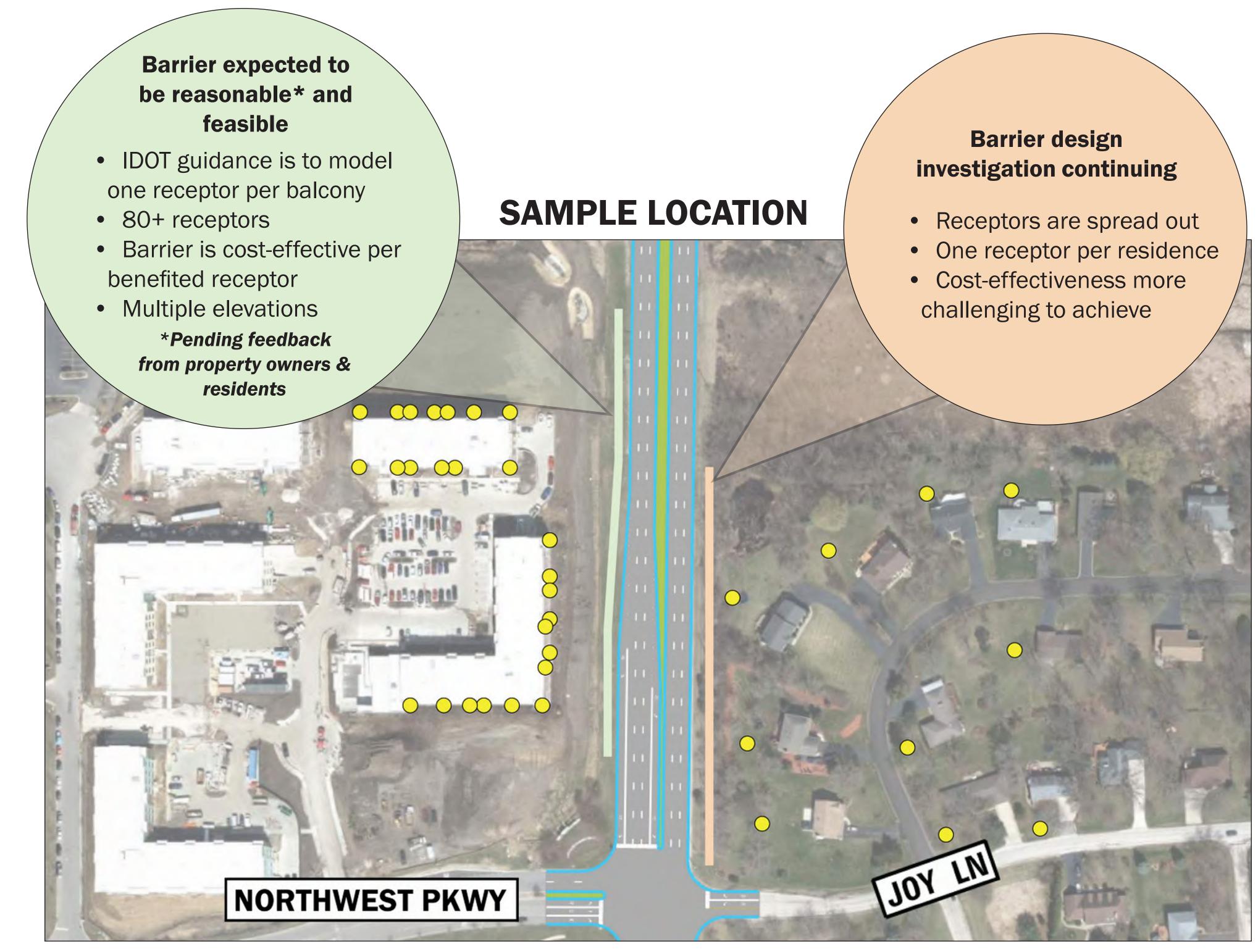
Engineering Consideration

- Topography and drainage
- Access, safety and maintenance

REASONABLENESS

Noise reduction design goal is 8 dBA for at least one benefited receptor

- Cost per benefited receptor does not exceed the applicable allowable noise abatement cost
- \$30,000 per benefited receptor
- A **benefited receptor** is any sensitive receptor that receives at least a 5 dBA traffic noise reduction as a result of a noise barrier
- Feedback will be solicited from property owners and residents that are adjacent to the proposed noise wall. Majority of the responses must be in favor of barrier construction



Receptor 🔘

Proposed Barrier

IMPACTED RECEPTOR

Receptor that future noise levels approach or exceed the noise threshold in the Noise Abatement Criteria Level (66 dBA for residential receptors) OR exceeds the existing level by more than 15 dBA.)

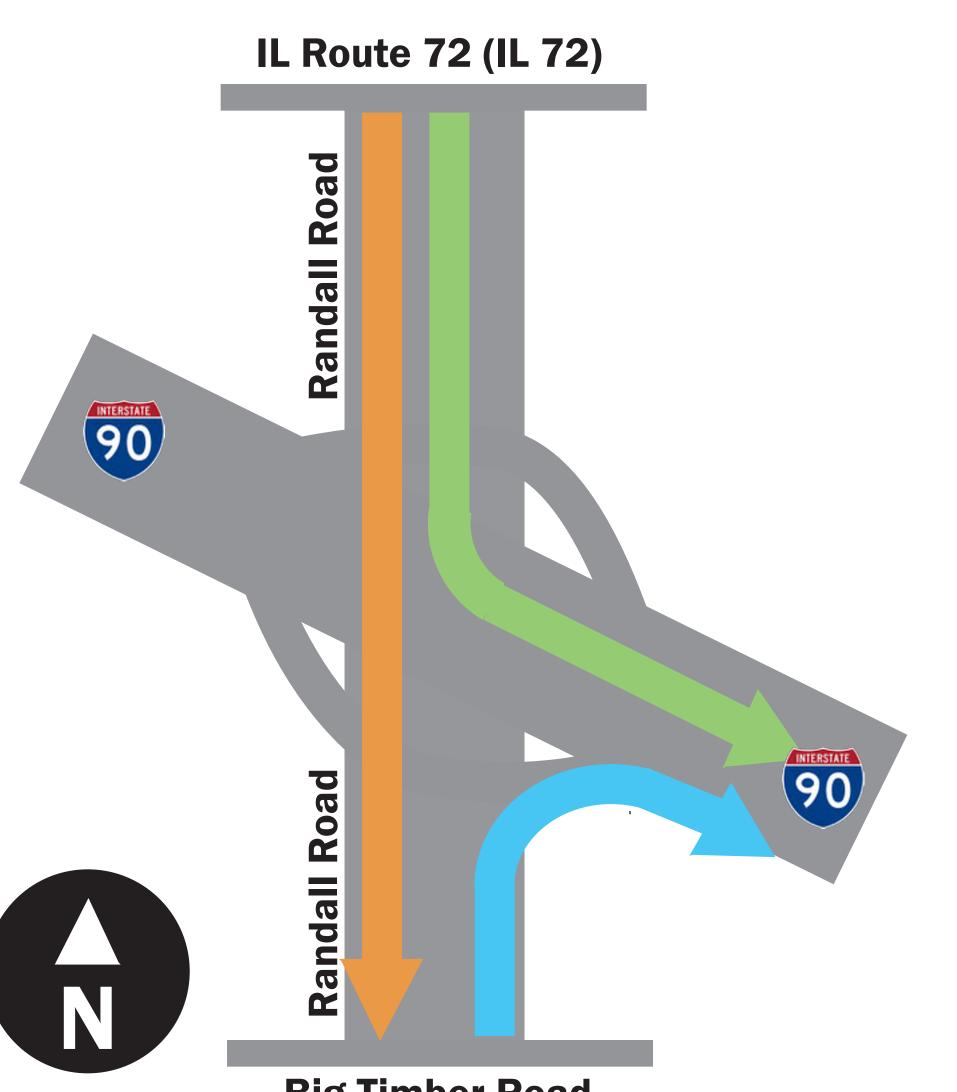
BENEFITED RECEPTOR Receptor that experiences at least 5 dBA of sound reduction from an abatement option regardless of whether the receptor was identified as impacted.

Barrier Analyzed

FUTURE AM AND PM PEAK TRAFFIC CONDITIONS

Travel time and delay anticipated for the year 2035 for Build and No-Build Alternatives

FUTURE AM PEAK TRAFFIC CONDITIONS



| IL Route 72 to I-90 Eastbound | | | | |
|---|--|--------------------------|----------------|--|
| Alternative Under | Travel Time | Distance | Average Speed | |
| Consideration | (minutes) | (mi) | (mph) | |
| No Build (2035) | 6:57 | 1.9 | 16 | |
| Alternative 1 | 3:15 | 2.1 | 39 | |
| Alternative 2 | 3:11 | 2.1 | 40 | |
| Alternative 3 | 2:58 | 1.9 | 38 | |
| Alternative 4 | 3:05 | 1.9 | 37 | |
| Alternative 5 | 3:04 | 1.9 | 37 | |
| B | Big Timber Road to I-90 Eastbound | | | |
| Alternative | Travel Time | Distance | Average Speed | |
| Under | | | | |
| Consideration | (minutes) | (mi) | (mph) | |
| Consideration No Build (2035) | | (mi) 1.2 | (mph) 26 | |
| | | | | |
| No Build (2035) | 2:41 | 1.2 | 26 | |
| No Build (2035) Alternative 1 | 2:41 2:07 | 1.2 1.2 | 26 33 | |
| No Build (2035) Alternative 1 Alternative 2 | 2:41 2:07 2:02 | 1.2 1.2 1.2 1.2 | 26 33 35 | |

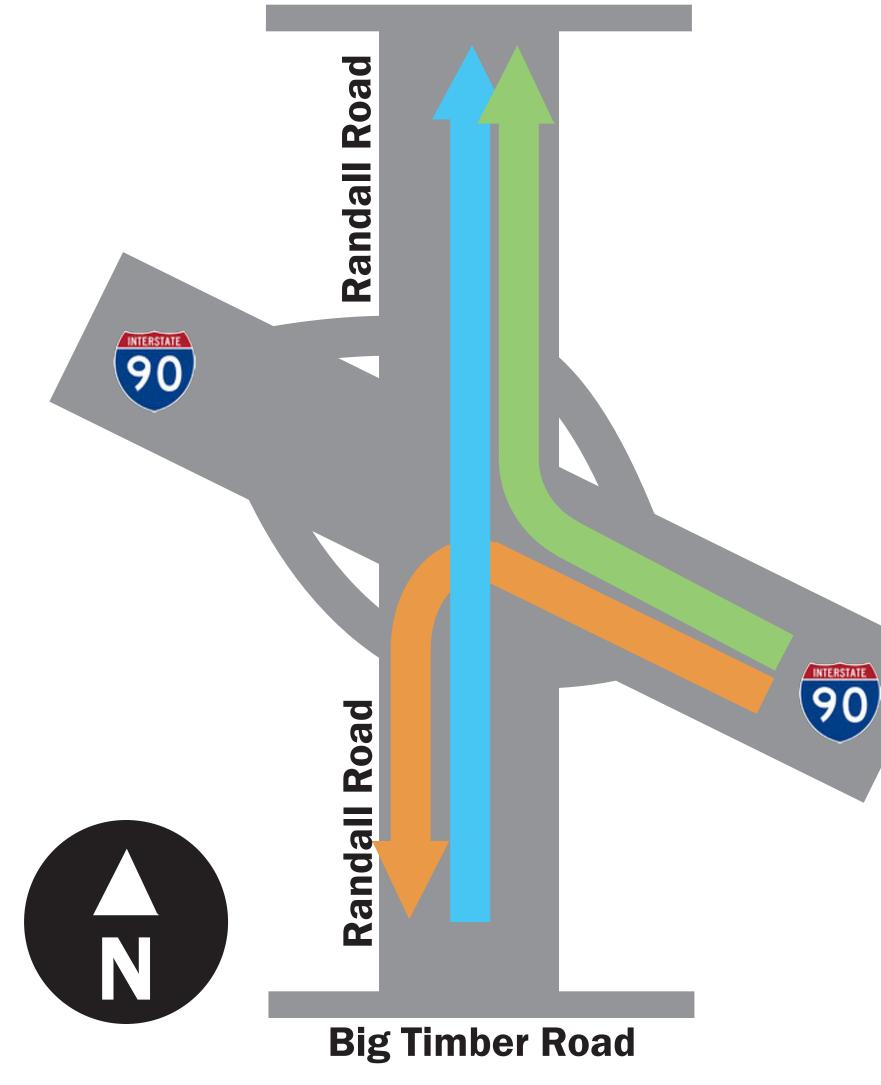
Big Timber Road

IL Route 72 to Big Timber Road

| Alternative Under | Travel Time | Distance | Average Speed |
|----------------------|-------------|----------|---------------|
| Consideration | (minutes) | (mi) | (mph) |
| No Build (2035) | 7:34 | 2.8 | 22 |
| Alternative 1 | 4:45 | 2.8 | 35 |
| Alternative 2 | 5:07 | 2.8 | 33 |
| Alternative 3 | 4:58 | 2.8 | 34 |
| Alternative 4 | 5:11 | 2.8 | 32 |
| Alternative 5 | 4:44 | 2.8 | 35 |

FUTURE PM PEAK TRAFFIC CONDITIONS

IL Route 72 (IL 72)



| I-90 Westbound to IL Route 72 | | | | |
|-------------------------------|-------------|----------|---------------|--|
| Alternative | Travel Time | Distance | Average Speed | |
| Under Consideration | (minutes) | (mi) | (mph) | |
| No Build (2035) | 5:27 | 2.0 | 22 | |
| Alternative 1 | 4:46 | 2.0 | 25 | |
| Alternative 2 | 4:47 | 2.0 | 25 | |
| Alternative 3 | 4:46 | 2.0 | 25 | |
| Alternative 4 | 4:51 | 2.0 | 25 | |
| Alternative 5 | 4:03 | 2.0 | 30 | |

I-90 Westbound to Big Timber Road

| Alternative Under | Travel Time | Distance | Average Speed |
|----------------------|-------------|----------|---------------|
| Consideration | (minutes) | (mi) | (mph) |
| No Build (2035) | 5:30 | 1.6 | 18 |
| Alternative 1 | 4:42 | 1.6 | 21 |
| Alternative 2 | 4:48 | 1.6 | 20 |
| Alternative 3 | 4:48 | 1.6 | 20 |
| Alternative 4 | 4:47 | 1.6 | 21 |
| Alternative 5 | 4:41 | 1.7 | 21 |

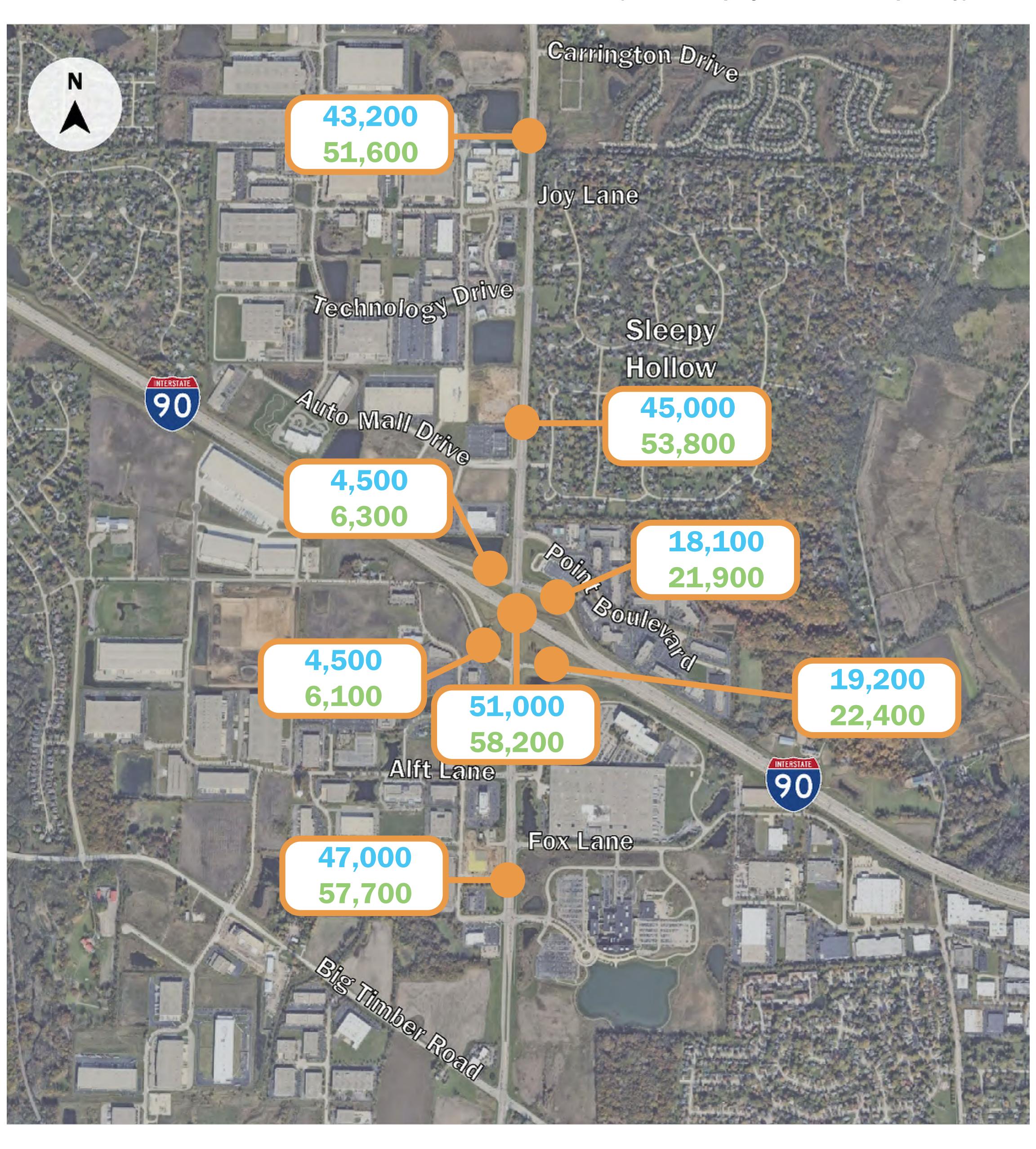
Big Timber Road to IL Route 72

| Alternative Under | Travel Time | Distance | Average Speed |
|----------------------|-------------|----------|---------------|
| Consideration | (minutes) | (mi) | (mph) |
| No Build (2035) | 9:38 | 2.8 | 18 |
| Alternative 1 | 5:33 | 2.8 | 31 |
| Alternative 2 | 5:46 | 2.8 | 29 |
| Alternative 3 | 6:09 | 2.8 | 28 |
| Alternative 4 | 6:04 | 2.8 | 28 |
| Alternative 5 | 5:51 | 2.8 | 29 |

EXISTING AND FUTURE AVERAGE DAILY TRAFFIC

2022 Average Existing Daily Traffic (number of vehicles per day)

2035 Projected Future Daily Traffic (number of projected vehicles per day)





Mean Travel Times – 40 Points

The average time it takes to travel between two points within the corridor for 4 segments:

- Big Timber to the EB I-90 intersection
- Big Timber to IL 72
- EB I-90 intersection to Big Timber
- IL 72 to Big Timber

Alternatives with shorter travel times received a higher score.

Total Vehicles Processed – 40 Points

This metric represents the total number of vehicles that are able to travel through the entire corridor. Scoring was done for both the AM and PM peak periods.

Alternatives which were able to process more vehicles received a higher score.

Intersection Delay – 20 Points

The delay at the highest volume intersections, westbound I-90 and eastbound I-90, was calculated for each alternative. The delay for the critical movements were used for scoring in the final rubric.

Alternatives which had shorter delay times received a higher score.

All alternatives could receive a total overall score of **200 points**. The **5** Alternatives Under Consideration were the highest scoring of all alternatives evaluated.

points total 100 Su 0 rati DC 0 Traffic

ALTERNATIVE EVALUATION AND SCORING PROCESS

Alternatives were evaluated based on the project's Purpose and Need Statement. Below details the evaluation categories and their respective "scores" which determined the Alternatives Under Consideration.

Safety – 30 points

The ability to reduce queue lengths was used to determine the safety benefits of each alternative. Shorter queue lengths can reduce rear end potential. Alternatives with shorter queue lengths received a higher score.

Cost- 30 points

Cost estimates were prepared for all alternatives and compared to one another. Alternatives with lower costs received a higher score.

Constructability – 15 points

Alternatives were evaluated based on how difficult it would be to build. Alternatives with less complex structures that can be built without impacting traffic received a higher score.

Sensitivity Analysis – 10 points

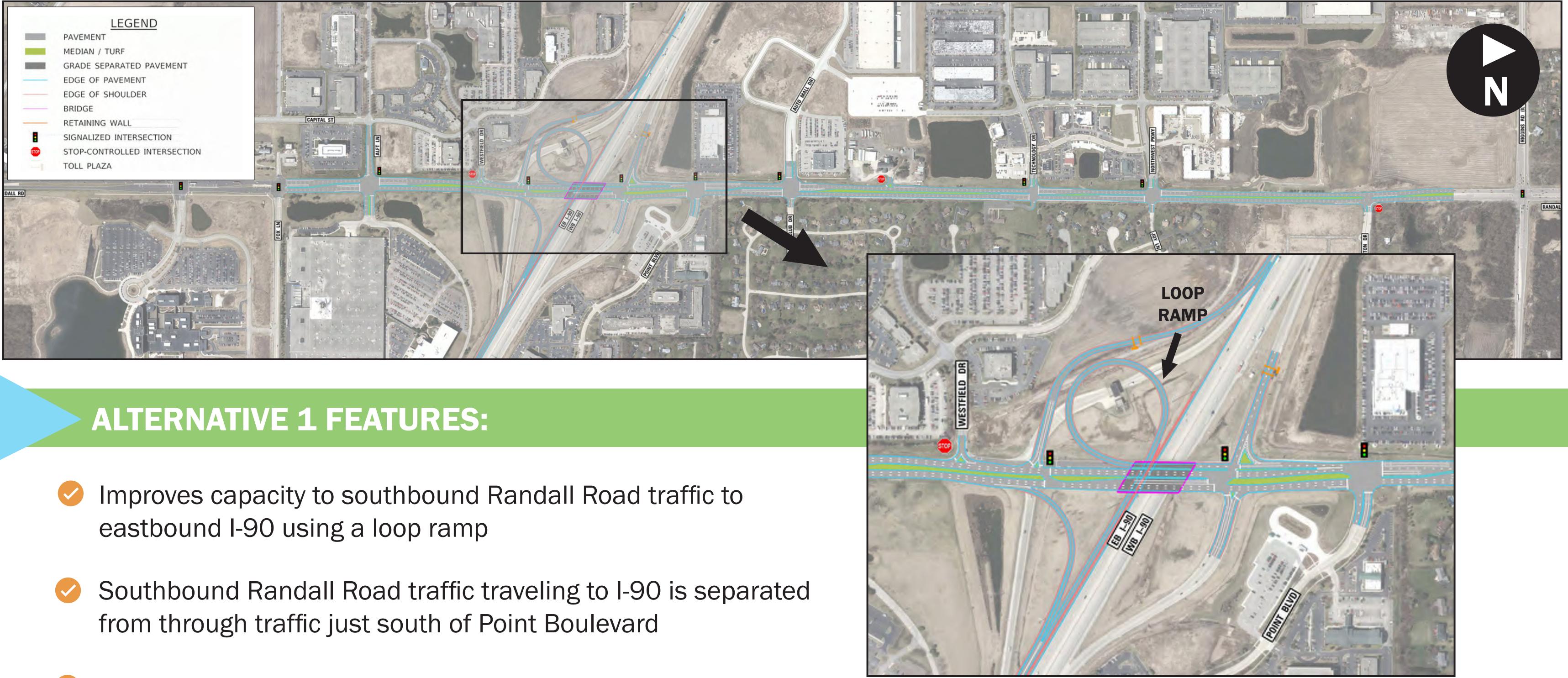
In the event the actual future traffic is higher than projected, a sensitivity analysis was performed for each alternative to ensure that if the actual traffic is more than assumed, the Alternatives Under Consideration will still meet the project's Purpose and Need. Alternatives with a larger capacity received a higher score.

Economic Impacts – 10 points

Access into and out of business complexes within the corridor was evaluated. Alternatives with a larger capacity received a higher score.

Multi-Modal Potential – 5 points

The potential to provide safe options for pedestrians and cyclists as well as meet ADA requirements was evaluated. Alternatives which required fewer conflicts with uncontrolled movements (free-flow ramp traffic) received a higher score.

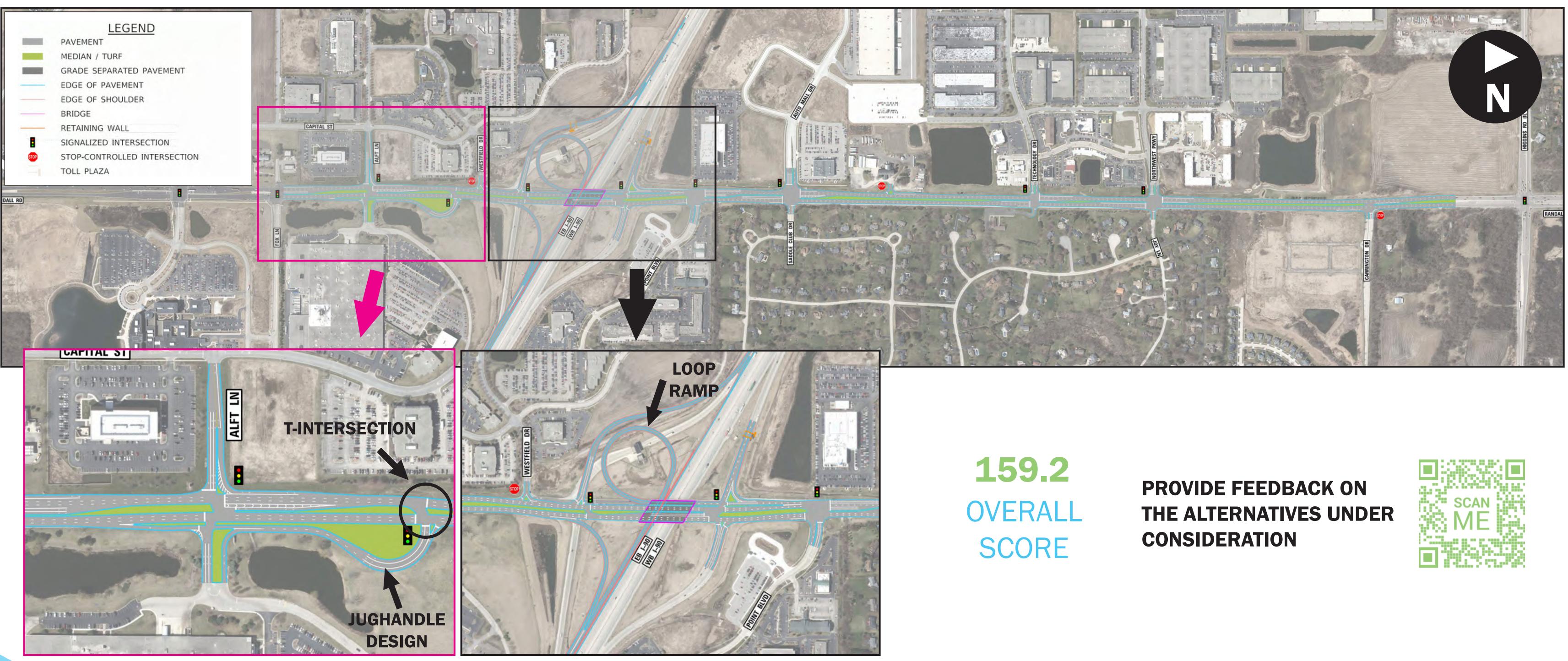


- Widens Randall Road from 4 lanes to 6 lanes north and south of the I-90 interchange

160.3 **OVERALL** SCORE

PROVIDE FEEDBACK ON THE ALTERNATIVES UNDER CONSIDERATION





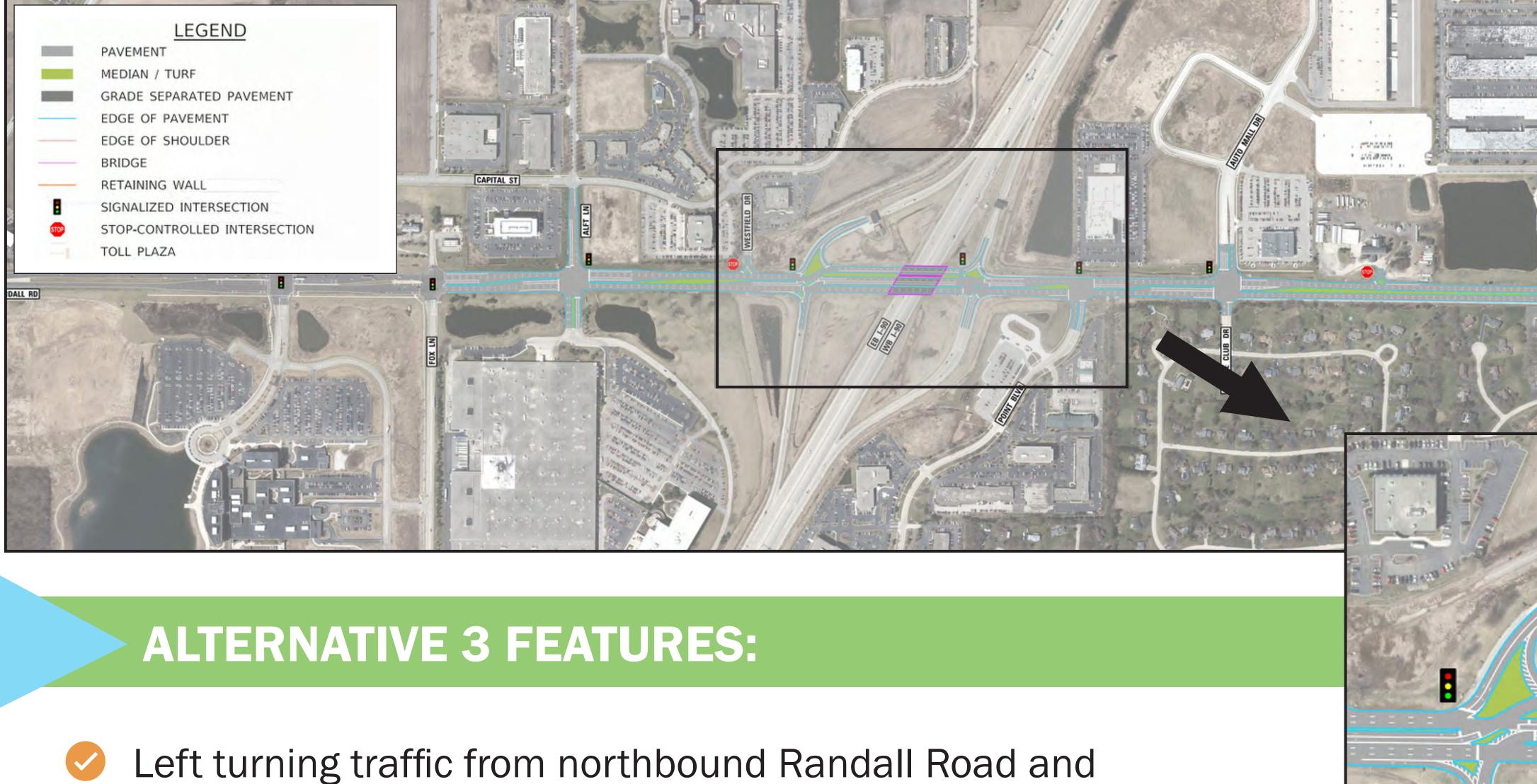
ALTERNATIVE 2 FEATURES:

- \checkmark

Improves capacity to southbound Randall Road traffic to eastbound I-90 using a loop ramp

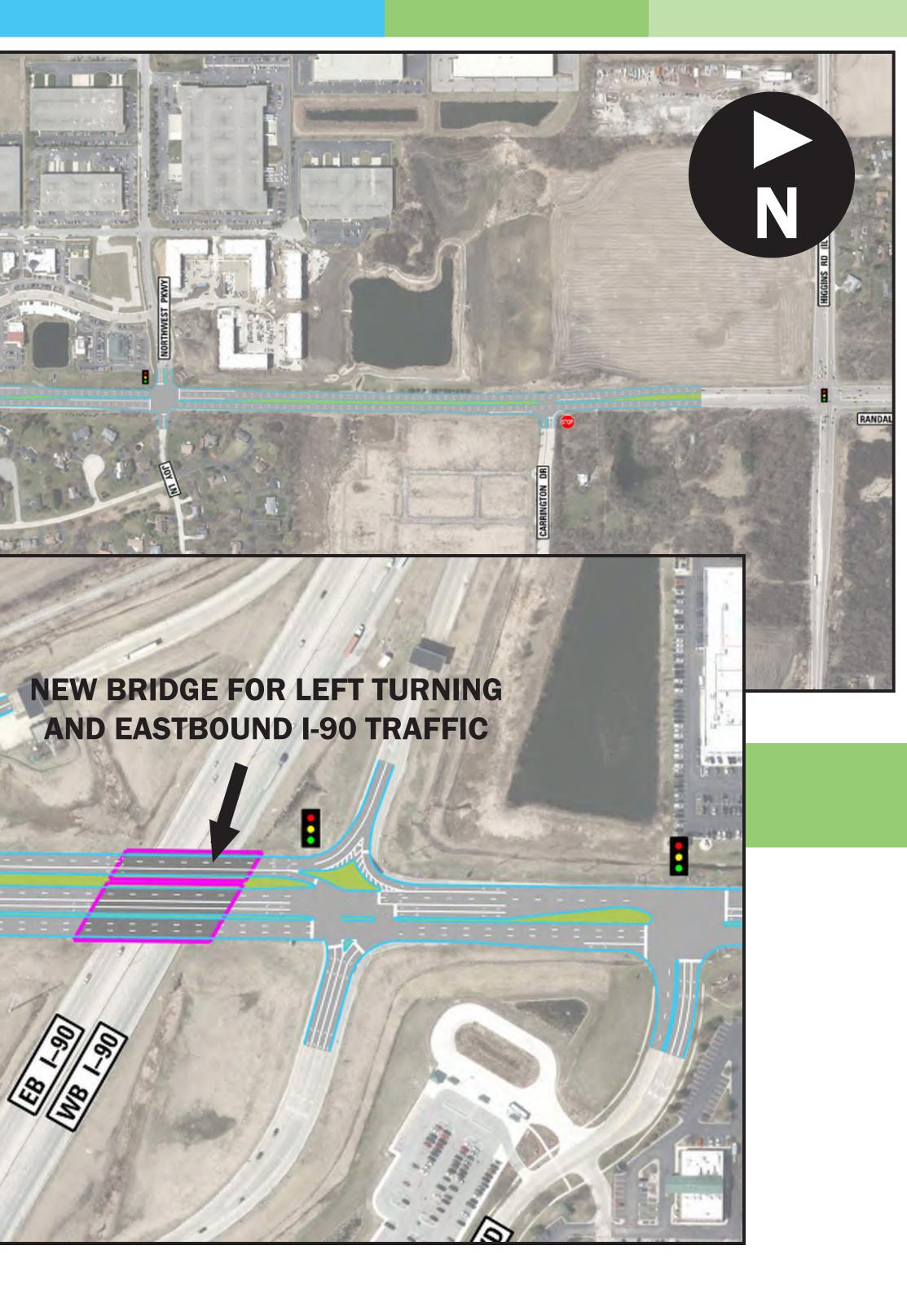
Southbound Randall Road traffic traveling to I-90 is separated from through traffic just south of Point Boulevard

South of I-90 at the Alft Lane and Randall Road intersection, left turning traffic from northbound Randall Road and traffic from the east leg of the intersection will be routed to a separate intersection with Randall Road using a "Jughandle" design



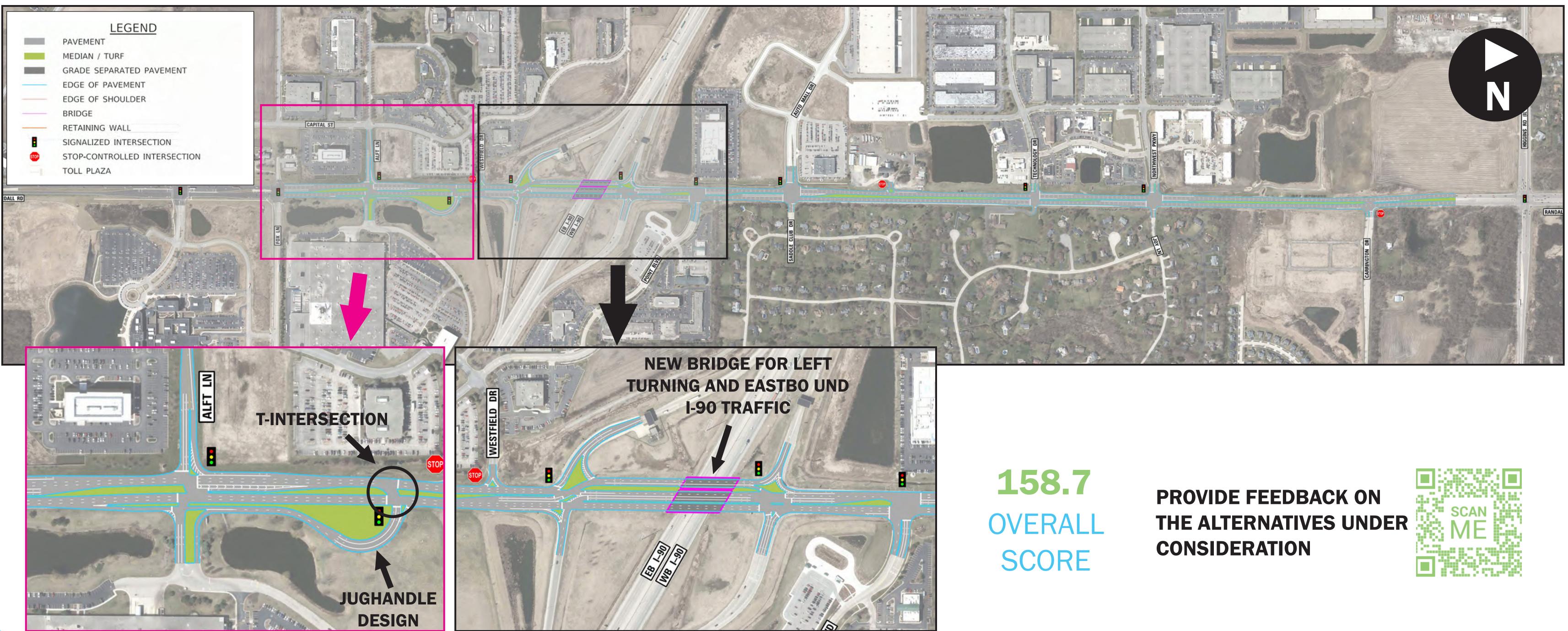
- eastbound I-90 are shifted onto a new bridge next to existing Randall Road
- Widens Randall Road from 4 lanes to 6 lanes north and south of the I-90 interchange





PROVIDE FEEDBACK ON THE ALTERNATIVES UNDER CONSIDERATION



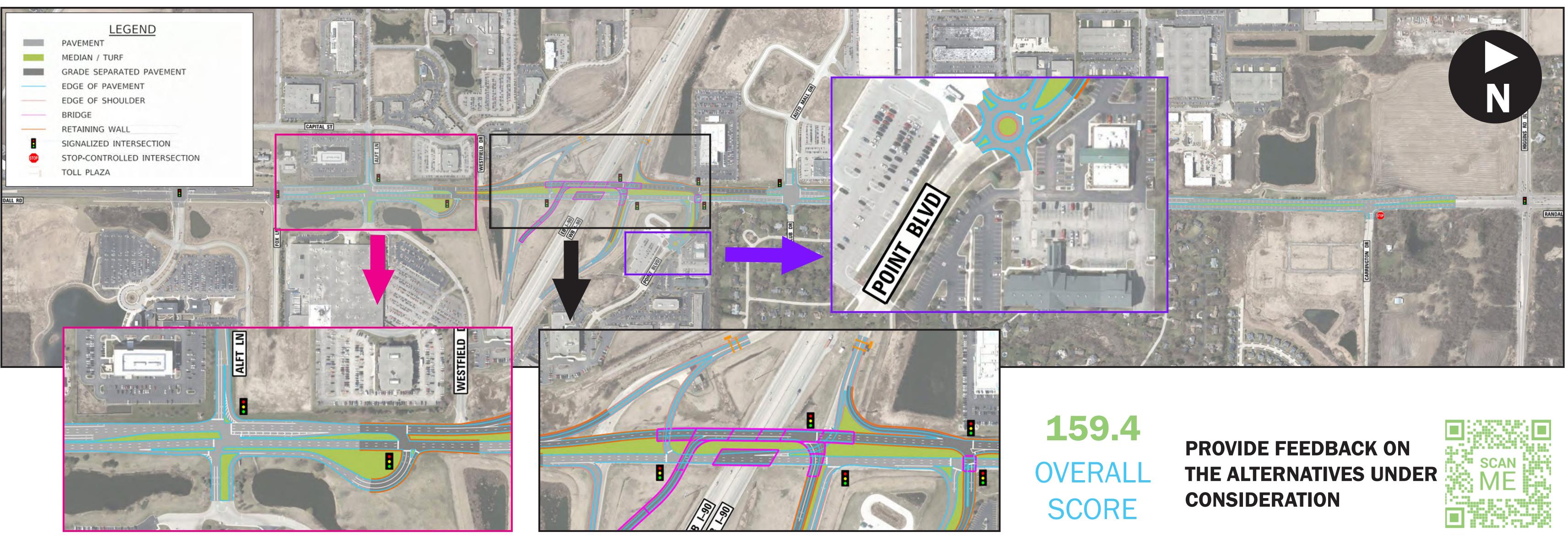


ALTERNATIVE 4 FEATURES:

- Road
- Widens Randall Road from 4 to 6 lanes north of I-90 interchange

Left turning traffic from northbound Randall Road and eastbound I-90 are shifted onto a new bridge next to existing Randall

South of I-90 at the Alft Lane and Randall Road intersection, left turning traffic from northbound Randall Road and traffic from the east leg of the intersection will be routed to a separate intersection with Randall Road using a "Jughandle" design



ALTERNATIVE 5 FEATURES:

- northbound Randall Road will remain at-grade
- distribute traffic to Point Boulevard and to the PACE bus station

Southbound Randall Road will be grade separated from south of Auto Mall Drive to north of Alft Lane, while access to and from

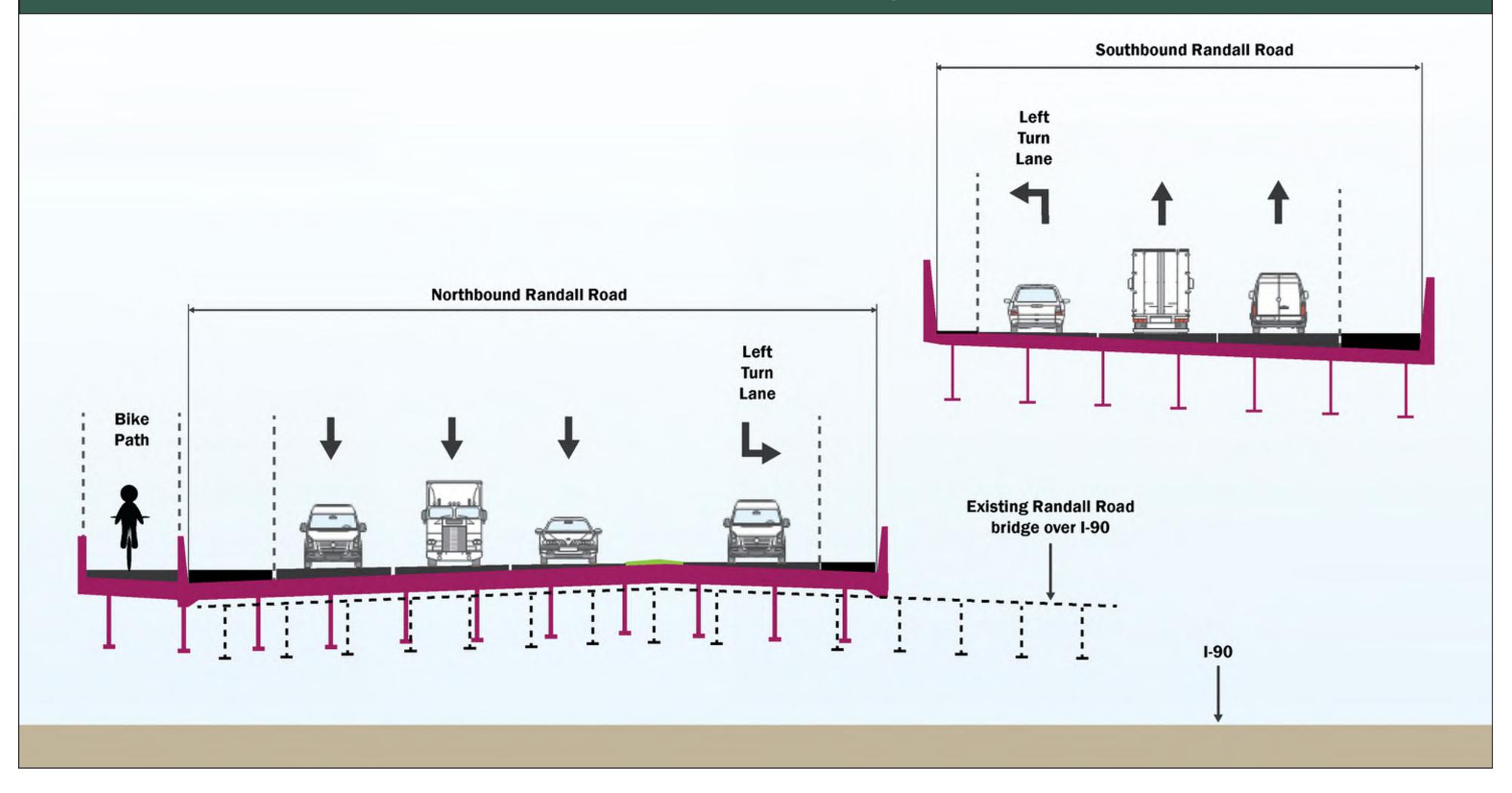
Point Blvd traffic to and from southbound Randall Road will be grade-separated over northbound Randall Road. A roundabout will

South of I-90 at the Alft Lane and Randall Road intersection, left turning traffic from northbound Randall Road and traffic from the east leg of the intersection will be routed to a separate intersection with Randall Road using a "Jughandle" design. The new intersection will be raised on structure to match into vertical alignment of the I-90 Echelon

ALTERNATIVE 5

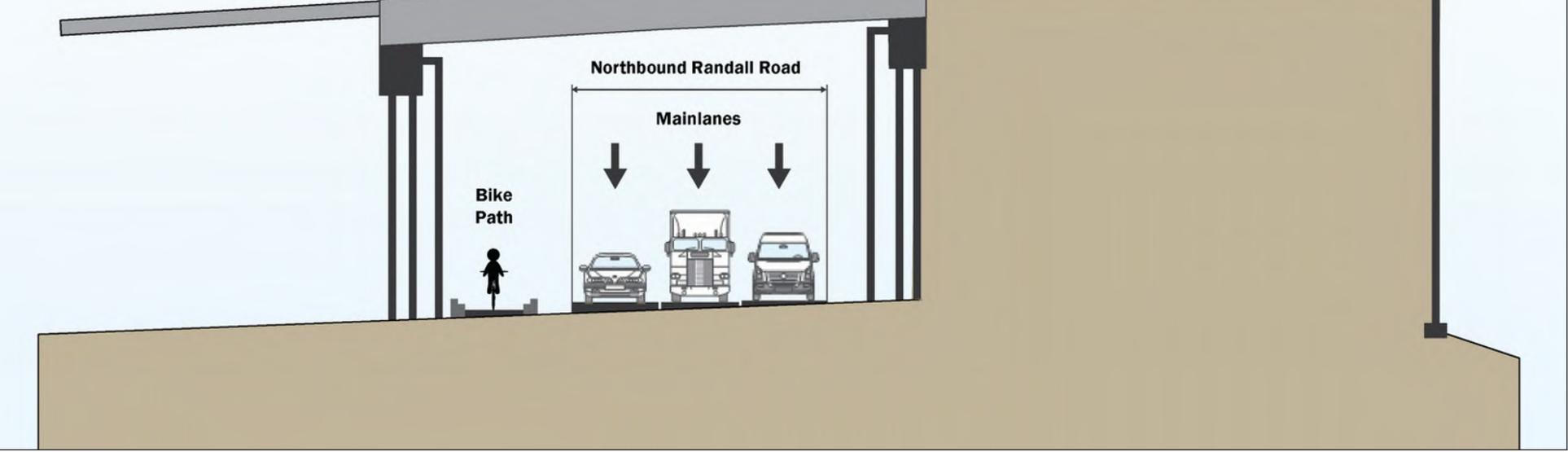
TYPICAL SECTIONS

Proposed I-90 Echelon Typical Section



Proposed Point Boulevard Typical Section

| Point Blvd Overpass | Southbound Randall Road | |
|---------------------|-------------------------|-------------------|
| | Left Turn Lane | Mainlanes |
| | | |
| | Point Blvd Overpass | * Left Turn |



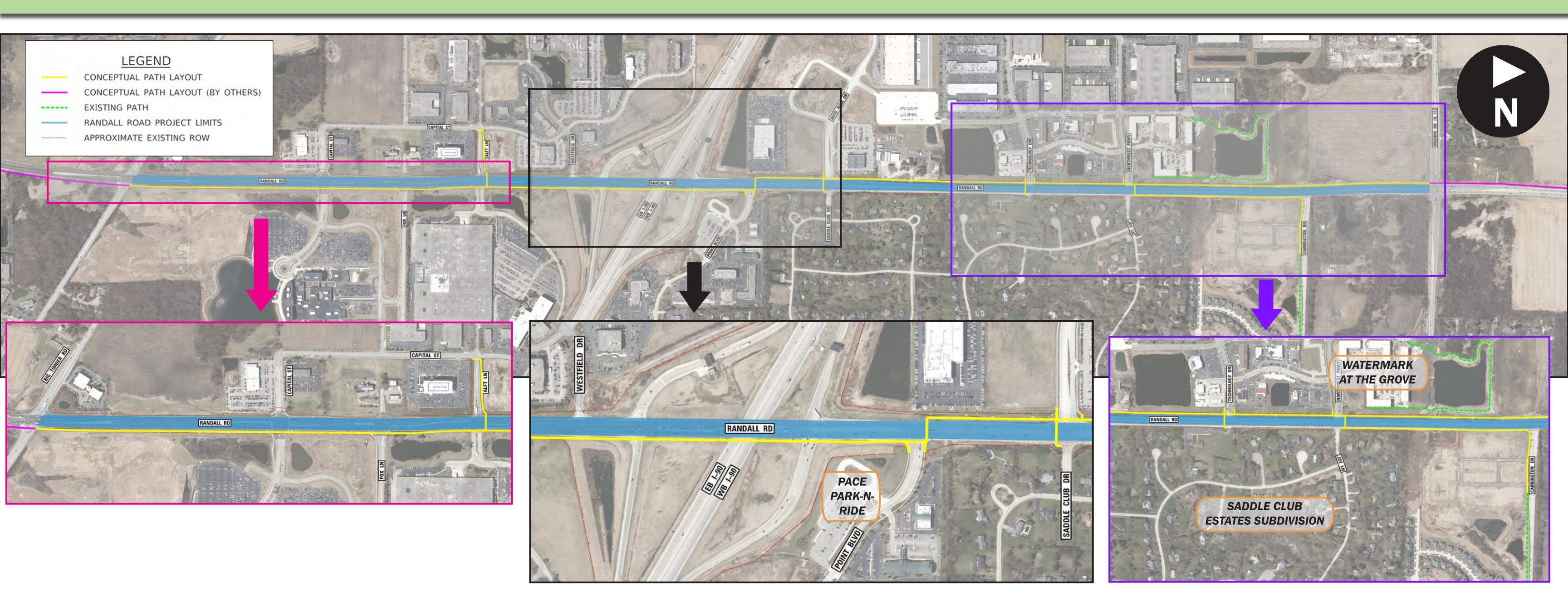


PROVIDE FEEDBACK ON THE ALTERNATIVES UNDER CONSIDERATION



MULTI-USE PATH ANALYSIS

A preliminary multi-use path study was conducted to assess bicycle and pedestrian improvements for the Randall Road at I-90 corridor. Below are potential multi-use path routes within the project area.



As the project progresses, KDOT will continue to evaluate multi-use path routes to safely implement pedestrian and bicycle infrastructure as part of the Randall Over 90 project.

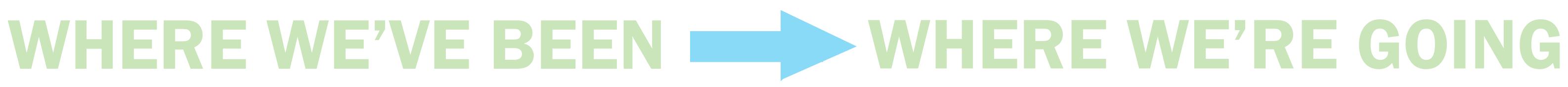


2022 to 2024

SCHEMATIC **DESIGN AND** ENVIRONMENTAL REVIEW



PROJECT DEVELOPMENT



2024 to 2026

FINAL DESIGN AND LAND ACQUISITION

Full funding for this project has not been identified



2026 and Beyond

PHASED CONSTRUCTION

NEPA PHASE I KICKOFF

DEVELOPMENT OF DETAILED TECHNICAL AND ENVIRONMENTAL **REPORTS &** ALTERNATIVES EVALUATION

> FALL/WINTER 2022

SUMMER 2022

SCHEDULE SUBJECT TO CHANGE

PROJECT TIMELINE

Public Information Meeting #1



PRESENTATION OF **ALTERNATIVES AND REVIEW OF TECHNICAL** AND ENVIRONMENTAL REPORTS

SPRING

2023

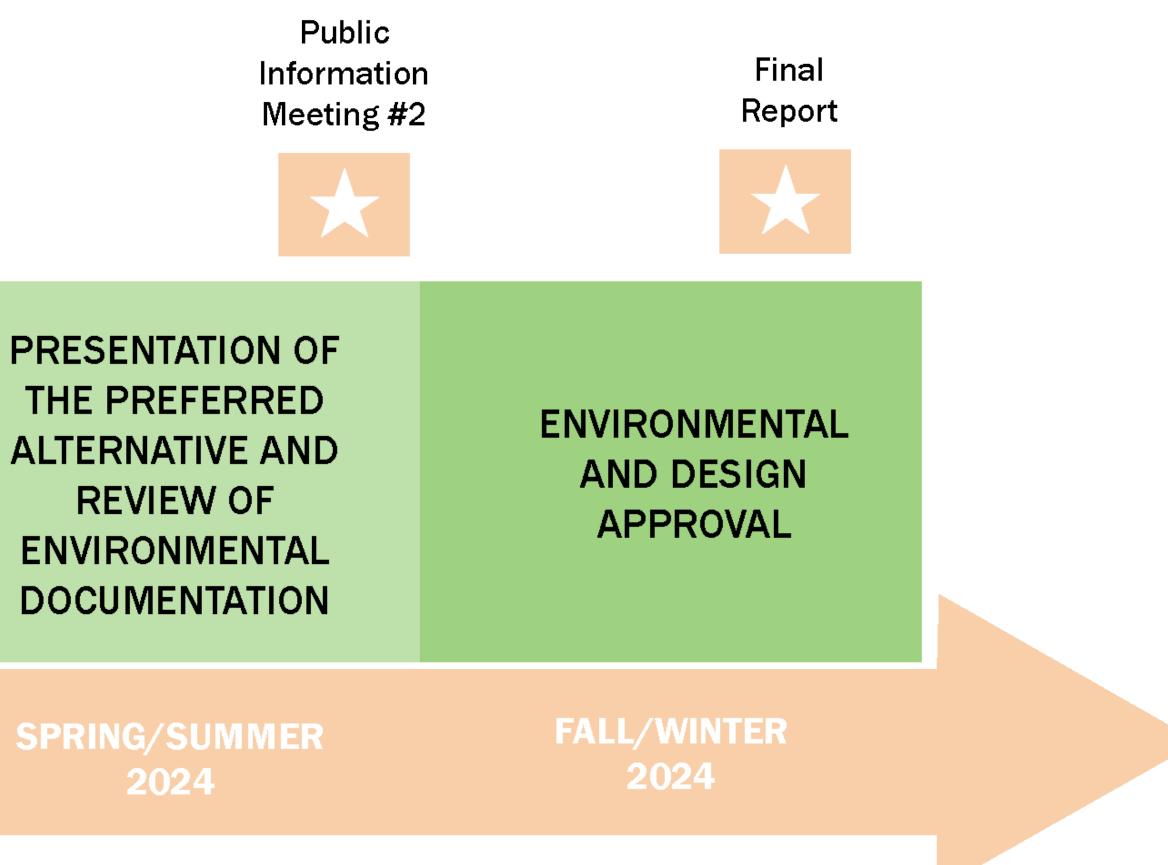
EVALUATION OF ALTERNATIVES AND SELECTION OF THE PREFERRED ALTERNATIVE

SUMMER/FALL

2023

WE ARE HERE



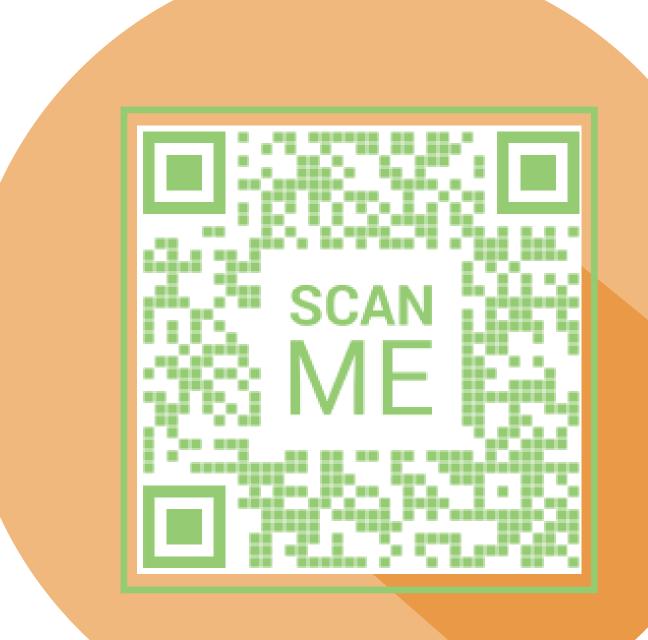




For questions or comments about the project, please contact the Randall Over 90 project team at **Randallover90@gmail.com.**

COMMENTS MUST BE SUBMITTED BY FRIDAY, JUNE 16, 2023

Online Survey Scan the **QR code** to go directly to the project survey





HOW TO PROVIDE INPUT



Email RandallOver90@gmail.com



Mail Mike Zakosek, P.E. 41W011 Burlington Road St. Charles, IL 60175



For taking time to join us and provide input to help shape the future of our community and Randall Road at I-90.







C4 Roll Plots for Alternatives Under Consideration







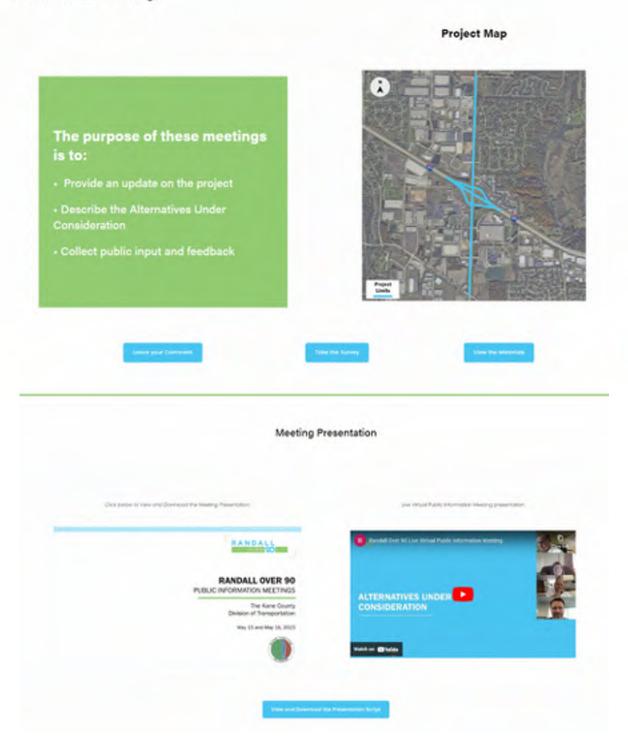




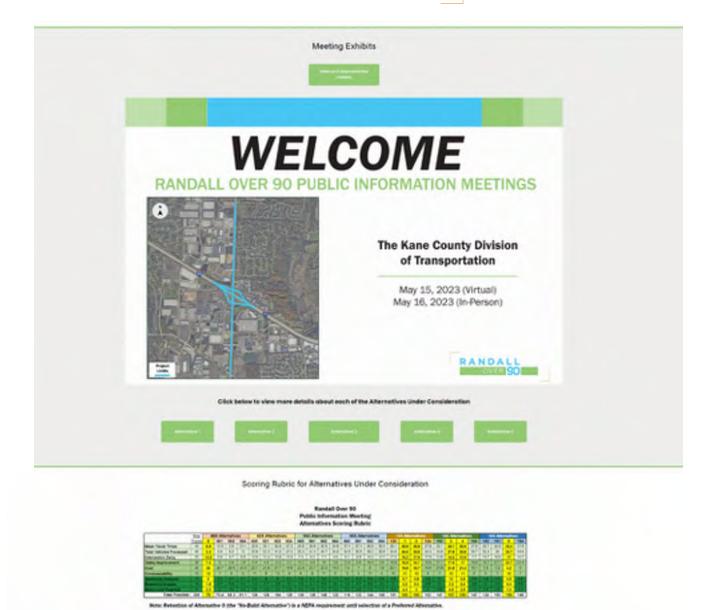


C5 Virtual Public Information Meeting Website

Public Information Meetings













Thank you for your interest and input to help shape the future of our community and Randall Road at 1-90.

For questions or comments about the project, please contact the project team at Randollover90 argmail.com





C6 In-Person Meeting Photos

Presentation Video



Meeting Attendees viewing exhibit boards





Meeting attendees viewing roll plots



Exhibit boards





Attendees viewing traffic noise exhibits





Section D: Sign-In Sheets

| Section | Document |
|---------|----------------------------------|
| D1 | Virtual Meeting Sign-In Sheets |
| D2 | In-Person Meeting Sign-In Sheets |



D1 Virtual Meeting Sign-In Sheets

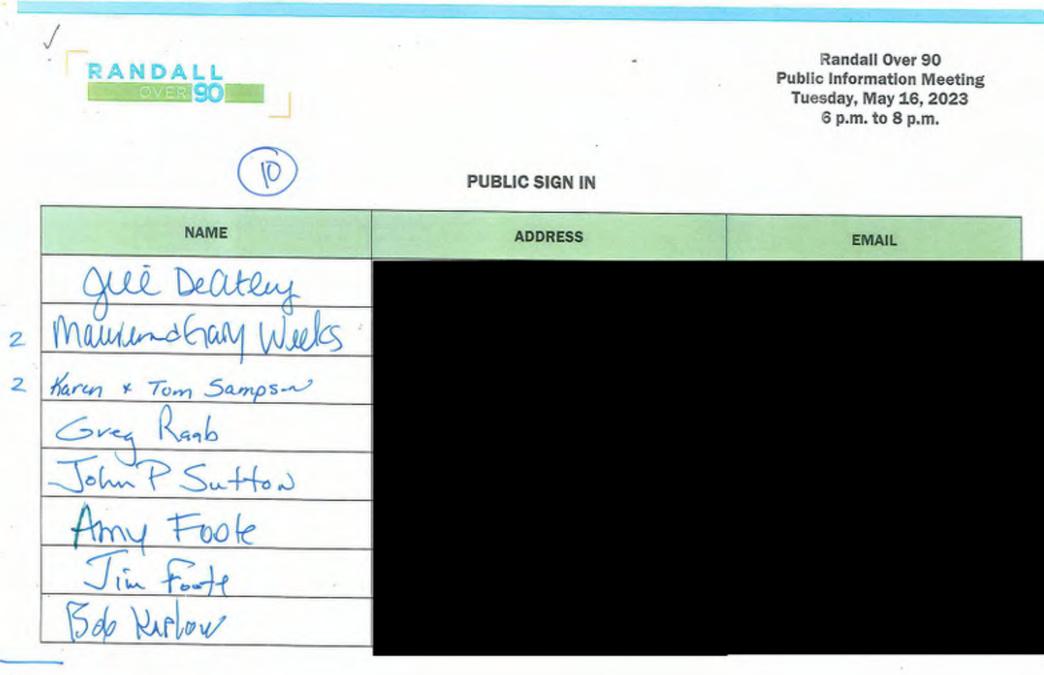
| Live Virtual Meeting - Public Sign In | Live Virtual Meeting - Staff Sign In | |
|---------------------------------------|--------------------------------------|--|
| Coffee | Taliyah Clark - Burns & McDonnell | |
| | BMcD - Bailee Allen | |
| Vern Tepe | BMcD - Tim Cope | |
| Donald Nawrocki | BMcD - Kate Coggins | |
| Shari Marin at Dragonfly Path | BMcD - Katie Leska | |
| Bill Becker | BMcD - Ryan Gurreri | |
| Mike Anderson | BMcD - Richard Jiang | |
| Marilyn | Mike Zakosek | |
| Bill | Jackie Forbes - Kane County DOT | |
| Mike Reynolds | Matt Papirnik | |
| Janis | Chelsey Smith | |
| Barb Pilon | | |
| Carolyn | | |
| Gary Norden (gnorden) | | |
| Anne | | |
| Mo Iqbal | | |
| iPhone (61) | | |
| Bob | | |
| | | |
| | | |
| Jill Z | | |
| Amy Foote | | |
| Karen Bazos | | |
| Kate Kasch Schulstad | | |
| Kim Koehler Freitag | | |
| Kate Schumacher | | |
| David Schneider | | |
| Donna Askins | | |
| Owner's iPads | | |
| Steve A | | |
| МЈВ | | |
| CM Parker | | |
| | | |
| Len Anzelde | | |



| Live Virtual Meeting - Public Sign In | Live Virtual Meeting - Staff Sign In |
|---------------------------------------|--------------------------------------|
| CKious | |
| Kristi | |
| P.Funk | |
| Douglas Wilson | |
| Steve Nellessen | |
| Cherryl Fritz Strathmann | |
| Mark and Kathy Hopkinson | |
| | |
| Margaret Orlando | |
| Carol Johnson | |
| Adam | |
| Manny | |
| | |
| Jerry | |
| Mrs. Bajko | |
| John's iPad | |
| Liz | |
| Shirley | |
| Melissa's | |
| Joanna | |
| Rich | |
| | |



D2 In-Person Meeting Sign-In Sheets

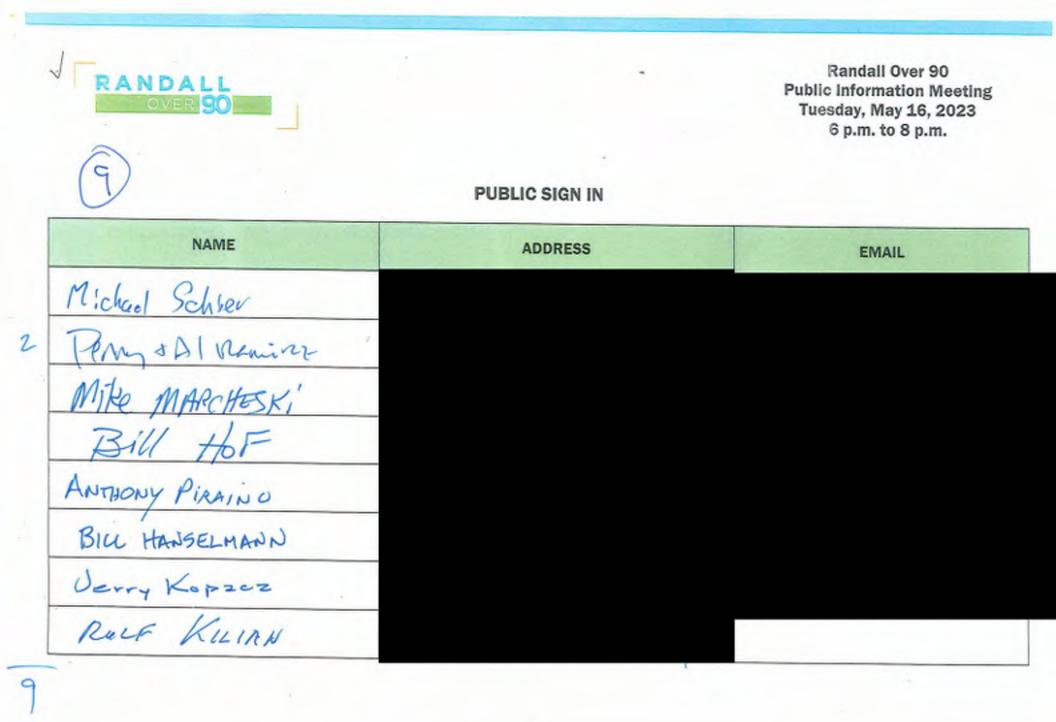




Randall Over 90 Public Information Meeting Tuesday, May 16, 2023 6 p.m. to 8 p.m.

PUBLIC SIGN IN

| NAME | ADDRESS | EMAIL |
|------------------------|---------|-------|
| Bill & Celeste Zozokos | | |
| Auris Kions | | |
| JoneGibb | | |
| Stephen Picket | | |
| GREG BUCK | | |
| Bu Kennery | | |
| KEN VANDENBERGH | | |
| | | |





Randall Over 90 Public Information Meeting Tuesday, May 16, 2023 6 p.m. to 8 p.m.

ELECTED AND CITY OFFICIALS SIGN IN

| NAME AND PUBLIC OFFICE | SIGNATURE |
|------------------------------|-----------------|
| Steve DeAtley Trustee Sleepy | Killer la Octog |
| Mattiken | |
| Lumberto Groce | Martin |
| JeffFrost | |
| Ben Redding | Be Repare |
| Reed Powth of - Tollway | aufre . |
| | |
| | |
| | |
| | |
| | |



Randall Over 90 Public Information Meeting Tuesday, May 16, 2023 6 p.m. to 8 p.m.

STAFF SIGN IN

| NAME | ORGANIZATION | |
|---------------|------------------|--|
| TOM RICKERT | KDOT | |
| CARIS Kous | KANG CONNY BEAND | |
| CUR Suga | 11 | |
| Katie Leska | BMCD | |
| Taliyah Clank | BOACO | |
| Maff Papirnik | BMCD | |
| Bailee Allen | BMCD | |
| Tim Cope | BMCD | |
| Mike Zakosek | Kane Country | |
| Rynn Greeni | BMCD | |
| fichard Jiang | BMCD | |