

S57423

STATE OF ILLINOIS )  
 ) SS.  
COUNTY OF K A N E )

In the Matter of: )  
 )  
Public Hearing, Red Gate Bridge )  
Environmental Assessment and )  
Section 4(f) Evaluation. )

REPORT OF PROCEEDINGS had at the hearing of  
the above-entitled matter at St. Charles North  
High School, 255 Red Gate Road, St. Charles,  
Illinois, on the 15th day of December, 2009, at  
the hour of 6:30 p.m.

PRESENT:

MR. MARK KOENEN,  
Director of Public Works; and

MR. ROBERT HUPP,  
Hearing Officer.

1 HEARING OFFICER HUPP: Mr. Hoscheit,  
2 you may proceed with your comments.

3 MR. HOSCHEIT: Sure. John Hoscheit,  
4 H-o-s-c-h-e-i-t.

5 I'm a resident of the City of St. Charles  
6 and also the County Board member representing  
7 District 12 and the president of the Forest  
8 Preserve District.

9 HEARING OFFICER HUFF: For  
10 identification, could you state your address,  
11 please.

12 MR. HOSCHEIT: Yes, 1925 Persimmon  
13 Drive, St. Charles.

14 I'm just here today to make public comment  
15 in favor of the Red Gate bridge alternative that's  
16 currently being considered. St. Charles in this  
17 region has needed additional bridges to be  
18 constructed dating back to 1920, and the process  
19 for considering this bridge site has gone on for  
20 over 20 years now.

21 The location that has been selected is, I  
22 think the best alternative for a number of  
23 reasons, including it's the path that eliminates  
24 the least number of residences. It will provide

1 relief to Main Street traffic and also allow  
2 traffic to flow to and from St. Charles North High  
3 School.

4           The timing of the construction and moving  
5 forward now is critical because the cost of  
6 constructing the bridge will likely be 30 to 40  
7 percent below engineers' estimates. That's what  
8 the County has seen at the Stearns Road bridge  
9 that we're building now. So from an economic  
10 perspective, the cost to the public would be  
11 significantly less if the City were to move  
12 forward.

13           So for a number of reasons, the Forest  
14 Preserve District unanimously supported this  
15 alternative in a resolution that we just passed,  
16 and that was in large part based on the fact that  
17 this would provide a pedestrian and bike crossing  
18 across the Fox River from our trail on the east  
19 side of the river across to St. Charles North High  
20 School.

21           So I appreciate all the effort that the City  
22 has put into this and fully support the project.

23                           HEARING OFFICER HUPP: Thank you,  
24 Mr. Hoscheit.

1 MR. HOSCHEIT: Thank you.

2 HEARING OFFICER HUPP: Please state  
3 your name and address for the record.

4 (2) MR. URHAUSEN: The first name James,  
5 last name Urhausen, U-r-h-a-u-s-e-n.

6 HEARING OFFICER HUPP: You may  
7 proceed.

8 MR. URHAUSEN: Okay. I'm appearing  
9 tonight in support of the proposed Red Gate bridge  
10 crossing. I've been a resident and a  
11 builder/developer in the area for almost 40 years,  
12 and I have developed and been directly involved in  
13 numerous projects in the greater St. Charles area,  
14 including the actual development of a 231-acre  
15 216-unit Red Gate project.

16 As a condition of the City annexation and  
17 approval of that project, my company dedicated  
18 enough private property along the north end of the  
19 project to create 100 feet of public right-of-way  
20 on and along Red Gate Road in anticipation of an  
21 ultimate bridge crossing occurring at that  
22 location.

23 From the time I arrived in St. Charles in  
24 1973, the then comprehensive plan for the City and

1 all subsequent plans and/or amendments thereto  
2 have always contemplated a bridge crossing as an  
3 extension of Red Gate Road.

4 In 1992, I was approached by the then  
5 Community Unit District 303 Superintendent John  
6 Vanko and was asked if my company, Westway  
7 Construction Corporation, would sell Community  
8 Unit School District 303 an additional 55 acres of  
9 land contiguous to 20 acres they already owned on  
10 the Red Gate project.

11 CUSD planned to additionally build a middle  
12 school which could ultimately be expanded to  
13 function as a high school. My company agreed to  
14 the sale. We closed with the district in October  
15 of 1993. Wredling Middle School opened in  
16 September of 1995 and St. Charles North High  
17 opened in 2000.

18 I want to emphasize that one of the key  
19 factors in this school district's decision to  
20 acquire our property was the strong possibility of  
21 the Red Gate bridge being built and thus affording  
22 quick access to the St. Charles East High School  
23 campus.

24 Rather than take up the record and time, I

1 have already submitted this letter, and I intend  
2 to submit it this evening. Again, there's  
3 additional points in the letter. I don't want to  
4 take up anybody else's time.

5 So I would summarize by saying that, again,  
6 I have been in strong favor of the bridge. It has  
7 been a fact of life both from a business and a  
8 personal standpoint since 1973. So that's a long  
9 time, 36 years to be exact, if my math is correct.

10 I know that there are people that will  
11 oppose the project for reasons which they will  
12 make clear. They certainly are entitled to those  
13 opinions, but there has been a great deal of work  
14 done in the past, such as anticipating  
15 right-of-way requirements, the location of the  
16 school, and other things that have occurred in  
17 anticipation of another bridge being built at Red  
18 Gate.

19 So for that reason and many others, I would  
20 support it. Again, my comment sheet is here with  
21 a copy of my letter attached to it, so I would  
22 offer that.

23 HEARING OFFICER HUPP: Thank you,  
24 Mr. Urhausen, appreciate your comments.

1 MR. URHAUSEN: Thank you.

2 MR. KOENEN: Could we get your name  
3 and address, please, for the record.

4 (3) MR. HEDGES: Brian Hedges,  
5 H-e-d-g-e-s, address 3807 Greenwood Lane, 60175.  
6 I live in Red Gate Subdivision, which is --

7 MR. KOENEN: Right next door.

8 MR. HEDGES: Yes. Which I understand  
9 from the graphic there, it triples the --

10 MR. KOENEN: Increases traffic on Red  
11 Gate.

12 MR. HEDGES: Triples it. It triples  
13 it. So, you know, that's a big amount.

14 I asked the question -- so first of all,  
15 well, they said, Mr. --

16 MR. KOENEN: Mark.

17 MR. HEDGES: -- Mark identified  
18 basically 30 percent of the costs that had paid  
19 for the total \$30 million. So 30 percent of it  
20 was paid for, the other 70 percent is still not  
21 paid for, and with, you know, taxes going up, the  
22 State government being \$12 billion in debt, and  
23 the federal government \$12 trillion in debt, I  
24 don't think it's a priority right now.

1           So I'd like to go on record and say I'm very  
2 concerned about who would pay the other \$20  
3 million. It's unfortunate the City now is getting  
4 lost in the zeros, too. You know, you think that  
5 only goes on at the federal level, but apparently,  
6 it's happening now at the local level.

7           The road, Red Gate Road, there have been two  
8 very severe accidents between 31 and Randall.  
9 There's a hairpin turn right past Chesapeake,  
10 which is going into the Red Gate Subdivision.

11           Do you know what the plans are if it is  
12 built to correct that hairpin turn? How would  
13 that --

14           MR. KOENEN: There is no plan in the  
15 record right now. This project ends at Route 31.

16           MR. HEDGES: So what happens with that  
17 hairpin? It will triple the amount of traffic  
18 that is projected in the -- in that other room,  
19 you've got a high school there, and you have  
20 triple the amount of cars. Those are deaths  
21 waiting to happen.

22           Are you aware of the accidents that have  
23 occurred?

24           MR. KOENEN: Yes.

1                   MR. HEDGES: Is that a concern for the  
2 City?

3                   MR. KOENEN: Certainly.

4                   MR. HEDGES: If it's a concern, how is  
5 it being addressed?

6                   MR. KOENEN: At this time, we're not  
7 ready to answer that question, but the purpose is  
8 just to get your comment on record --

9                   MR. HEDGES: Okay.

10                   MR. KOENEN: -- so we can address  
11 those.

12                   MR. HEDGES: Okay. Good. Okay. I'm  
13 just thinking here.

14                   Is there any kind of -- so getting back to  
15 the \$20 million question that's unfunded, what is  
16 the plan? Is it a referendum? How does that gap  
17 get made up?

18                   MR. KOENEN: The quick answer is that  
19 we would go to bond funds to borrow the money.

20                   MR. HEDGES: Kind of like the forest  
21 preserve or a school referendum?

22                   MR. KOENEN: It would be a referendum  
23 probably. It would be more of the City Council  
24 would choose to vote on that.

1 MR. HEDGES: Okay.

2 MR. KOENEN: The second source would  
3 be to look for money from other government  
4 sources.

5 MR. HEDGES: That's all I can think of  
6 right now.

7 MR. KOENEN: Okay.

8 HEARING OFFICER HUPP: We're here  
9 until 9:30 tonight. If you'd like to submit a  
10 written comment, there are forms over there.

11 MR. HEDGES: You got them all; right?  
12 I'm on the way over to a basketball game.

13 HEARING OFFICER HUPP: Okay.

14 MR. KOENEN: You can fill out a form  
15 for submitting comments. It's on the Web page as  
16 well.

17 HEARING OFFICER HUPP: Just in case  
18 you change your mind.

19 MR. KOENEN: Submit everything in  
20 writing.

21 MR. HEDGES: Sure. You're the City.  
22 How many City representatives are there?

23 MR. KOENEN: Tonight?

24 MR. HEDGES: No. You're a City of

1 St. Charles representative?

2 MR. KOENEN: Yes, director of public  
3 works.

4 MR. HEDGES: Okay. And you're just  
5 here to?

6 HEARING OFFICER HUPP: Represent the  
7 process.

8 MR. HEDGES: All right. Thank you for  
9 your time.

10 MR. HUPP: Thank you.

11 HEARING OFFICER HUPP: Could you state  
12 your name and address, please.

13 (4) MS. DETTLO: Karen Dettlo.

14 THE REPORTER: Would you spell your  
15 last name.

16 MS. DETTLO: D-e-t-t-l-o. My address  
17 is 5N600 Illinois Route 25.

18 HEARING OFFICER HUPP: Thank you. Go  
19 ahead.

20 MS. DETTLO: Okay. The proposed  
21 bridge is going basically alongside my property  
22 down Pinelands here. I'm not directly on  
23 Pinelands, but my house is close to Pinelands.  
24 I'm off of 25 right behind the houses that face or

1 will be facing this bridge.

2 I can see the school from my bedroom window.  
3 I can see the school lot from my backyard. I have  
4 a driveway that is on quite a steep climb up to  
5 Route 25. We have a hard enough time getting out  
6 of the driveway as it is.

7 There is a turn lane proposed right off of  
8 my driveway or not too far up, with a stop light,  
9 and I have a concern about, No. 1, being able to  
10 get out of our driveway not only in regular  
11 conditions, but especially in snowy conditions  
12 because we have a hard time to begin with.

13 There is no well going out back off of the  
14 lot. There is an empty lot there, but we're not  
15 allowed to use it.

16 I'm concerned about the impact on my  
17 property, my trees, my garden, my bushes,  
18 everything. I'm concerned about looking out my  
19 house and now seeing a bridge.

20 I had purchased my home in an unincorporated  
21 area because I did not want to live in a city. I  
22 did not want the lights. I did not want the  
23 traffic. 25 does not have a whole lot of traffic  
24 on it right now. I'm very concerned about the

1 traffic that it is now going to cause.

2 And I know you feel -- everybody feels that  
3 it's a low impact over there, but there are people  
4 that live there. There are homes there, and there  
5 was a reason we purchased in an unincorporated  
6 area there.

7 There's a few other concerns there, but what  
8 I would like also to ask is why they haven't put  
9 it south of the school. There is nothing to  
10 impact there, there are no homes to impact there,  
11 and it will not put a bridge in front of  
12 everybody's house and into their yards to look at  
13 every day when we're out in our yards.

14 Again, I apologize, I'm nervous, but I just  
15 wanted to make my comments.

16 HEARING OFFICER HUPP: Could I ask for  
17 a little clarification?

18 MS. DETTLO: Do you mind if I come  
19 forward because I don't hear well?

20 HEARING OFFICER HUPP: Not at all.  
21 South of the school, meaning which school? The  
22 high school or --

23 MS. DETTLO: No, south of the little  
24 school that's on the lot.

1 HEARING OFFICER HUPP: Little Woods.

2 MS. DETTLO: There is basically  
3 nothing on that side of the school. I'm just  
4 curious as to why they're picking the road  
5 Pinelands instead of where it wouldn't impact  
6 anybody, out of curiosity.

7 HEARING OFFICER HUPP: Okay. I  
8 understand.

9 MS. DETTLO: Thank you.

10 HEARING OFFICER HUPP: Thank you.

11 Terry Masterson, if you'd like to offer  
12 comments, come forward and please give us your  
13 name and address, and you can address me and the  
14 court reporter.

15 MR. MASTERSON: Can you give me a  
16 second to get my thoughts together?

17 HEARING OFFICER HUPP: Absolutely, no  
18 problem.

19 If you'd like to offer comments, if you  
20 could jot your name down, I'm taking them in  
21 order. We're just pausing for a moment for  
22 somebody to collect their thoughts.

23 Tom or Diana Ballard, are you ready to say  
24 something? I have somebody who is collecting

1 their thoughts. If you want to go ahead, that  
2 would be fine.

3 If you could state your name and address for  
4 the record and spell your name for the court  
5 reporter.

6 (5) MR. BALLARD: Tom Ballard, 5N659  
7 Pearson Drive, Wayne, Illinois.

8 THE REPORTER: Spell your last name.

9 MR. BALLARD: B, as in "boy,"  
10 -a-l-l-a-r-d.

11 HEARING OFFICER HUPP: You may  
12 proceed.

13 MR. BALLARD: My question is, I voted  
14 twice for open space, and we have a forest  
15 preserve, and now you guys want to put a road  
16 through the middle of it, and I just don't agree  
17 with taking open space and developing it and  
18 placing a road and placing a bridge.

19 I don't think it's right that the City, the  
20 school district, the Village of St. Charles, and  
21 the forest preserve swap lands. It's not their  
22 land to swap. It's the taxpayers' land, and why  
23 do you -- you don't want to affect two or three  
24 other forest preserves, but you want to affect

1 this one. That's my question. Okay.

2 MR. KOENEN: Thank you very much.

3 HEARING OFFICER HUPP: Thank you for  
4 your comment.

5 Anyone else ready to go? Either Terry  
6 Masterson or Diana Ballard?

7 Would anyone else care to offer a comment or  
8 ask a question?

9 Ready to go, sir? Thank you. Please state  
10 your name and address for the record.

11 (6) MR. MASTERSON: Terry Masterson,  
12 M-a-s-t-e-r-s-o-n, 6N142 Riverside Drive,  
13 St. Charles, Illinois 60174.

14 HEARING OFFICER HUPP: You may  
15 proceed.

16 MR. MASTERSON: Okay. This is really  
17 kind of odd to begin with because, you know, you  
18 two people up here I'm talking to, the way this  
19 whole night was set up, you know, everybody  
20 already knows the bridge is going to go through.  
21 That's the way you guys are running it. You know,  
22 I heard someone say 90 percent. There's no word  
23 "proposed" up there. It's a done deal. You have  
24 all your money put into your graphics and your

1 bridge and your engineering and everything else  
2 like that.

3 But the City of St. Charles is really making  
4 a big mistake because one of the jewels of  
5 St. Charles is your river, and the people that  
6 come to the river are the people that use it for  
7 recreational use and for the nature part of it.

8 What you want to do is ruin one of the  
9 forest preserves that's on it that I'm sure that  
10 the people who are doing this study have no idea  
11 how much that is used. For myself, I live on the  
12 river, and I can tell you that forest preserve is  
13 used constantly. There's constant traffic in  
14 there.

15 So what do you guys want to do, you want to  
16 put a bridge there. You know, you cannot replace  
17 forest preserve land. You just can't. That land  
18 on the river you cannot replace.

19 The river from almost South Elgin all the  
20 way down to town is used for recreation by  
21 boaters, skiers, waverunners, pontoon boats,  
22 canoes, and everything else; and you can't find  
23 that in Kane County anywhere else, including  
24 Geneva, Batavia, anywhere else, Algonquin -- well,

1 in Algonquin, it starts up a little bit.

2 But for our area right here, you cannot find  
3 a 3 1/2 mile stretch like that that has not been  
4 touched. It's beautiful. People enjoy it  
5 immensely, and what do you guys want to do, put a  
6 bridge through it.

7 I mean, you have a jewel. I mean, go to  
8 other suburbs and ask them, do you want a  
9 beautiful river for people to recreate on? They  
10 would love it. They don't have it. I used to  
11 live in Naperville. They took a little riverwalk,  
12 and they built their whole darn town around it.  
13 And what do you guys do? You have a beautiful  
14 river that goes 3 1/2 miles, and you want to put a  
15 bridge across it. I think that's absurd.

16 My other point that I'm just sick about is  
17 that you say it's going to save 10 percent --  
18 let's go with your estimate and say it's true,  
19 you're going to save 10 percent traffic on 64.  
20 Well, let's just say for the sake of argument it  
21 takes you five minutes. It doesn't take me five  
22 minutes to get through, but we'll say it's five  
23 minutes. That's 30 seconds. You're going to save  
24 me 30 seconds for \$30 million. That's a million

1 dollars a second, and that's absurd.

2 Like I said, I live on the --

3 (Applause.)

4 MR. MASTERSON: Like I said, I live on  
5 the Fox River, and that aggravates me, but what  
6 aggravates me more is our government, local,  
7 State, and federal spending our money like this,  
8 and I won't pay for it. My kids will pay for it,  
9 my grandkids will pay for it, and we're all sick  
10 of it.

11 You know, everybody when they want your vote  
12 says, we're going to stop spending like this.  
13 Here I am at a meeting, and you guys are just  
14 spending and spending. You want to spend \$1  
15 million for every second. Come on. How do you  
16 guys sit down and figure that out? I don't get  
17 it.

18 I have a third point, and I forgot it.

19 HEARING OFFICER HUPP: Take a minute,  
20 if you'd like.

21 MR. MASTERSON: Yeah, if I think of  
22 it, I'll come back.

23 HEARING OFFICER HUPP: Okay. Thanks  
24 for your comments.

1 (Applause.)

2 MR. MASTERSON: I got it.

3 HEARING OFFICER HUPP: Okay. That was  
4 quick.

5 MR. MASTERSON: You know, the only  
6 hope we have are the people who were clapping for  
7 me. Thank you very much. Anybody else here, if  
8 somebody is writing in the newspaper, what we need  
9 to do is organize the people that are against it  
10 and speak out.

11 To me going through those things, you know,  
12 the money, the engineering, I think you guys spent  
13 300,000 one time, 900,000. You guys are going  
14 ahead with it no matter what I say in this short  
15 five minutes. It doesn't matter what I say. I  
16 understand that.

17 So the people that are against it really  
18 need to band together and speak out and let the  
19 federal government know. Foster is our  
20 representative. Let him know that we don't want  
21 our money spent like this. We don't want our  
22 forest preserves, like my other neighbor said, we  
23 vote to keep as open space, and then you guys go  
24 ahead and put a bridge on it. I mean, we're

1 getting the shaft.

2 All right. Thank you.

3 HEARING OFFICER HUPP: Thanks for your  
4 comments.

5 (Applause.)

6 HEARING OFFICER HUPP: If anyone else  
7 has come in and would like to offer a comment and  
8 has not signed in, please do so.

9 The next person I have on the list I'm  
10 having trouble reading.

11 Is there a --

12 MR. KOENEN: Mr. Roberts?

13 HEARING OFFICER HUPP: -- show of  
14 hands, who has signed in so far?

15 I have Debra Phillips and another name that,  
16 unfortunately, I can't read.

17 Would that be you, sir?

18 AUDIENCE MEMBER: No.

19 HEARING OFFICER HUPP: Okay. Well,  
20 let's go ahead with Debra Phillips.

21 Could you please state your name and address  
22 for the record, for the court reporter, and  
23 proceed with your comments.

24 ⑦ MS. PHILLIPS: Debra Phillips,

1 D-e-b-r-a, Phillips with two Ls, 35W074 Army Trail  
2 Road in Wayne.

3 HEARING OFFICER HUPP: Thank you. You  
4 may proceed.

5 MS. PHILLIPS: We meet again. I moved  
6 to this area to have a peaceful, law-abiding life.  
7 I'm a member of the community. I'm a business  
8 owner of the community, but I'm finding that I'm  
9 spending a good part of my resources on fighting  
10 my neighboring community.

11 Now, you gentlemen know me, Mark in  
12 particular, because I have been through the round  
13 with the City of St. Charles in fighting the fire  
14 station because my business, Sentimental Gardens,  
15 was right next door. I went through the process  
16 of all of your engineering. There has been an  
17 endless amount of money for engineering, over and  
18 over and over again. Studies that have been  
19 biased, when the City has provided information for  
20 the outside consultants.

21 I cannot believe I am back here again  
22 fighting the City of St. Charles. As you know,  
23 Mark, I left St. Charles for Geneva for my retail  
24 business because I felt it was -- even prior to

1 the fire station -- a hostile environment.

2           Unfortunately, I cannot sell the building.  
3 Nobody wants it next to a fire station. That's  
4 not today's issue, but I bring that up because of  
5 repeated experience with St. Charles and how these  
6 fights go, and I know how they go, and it doesn't  
7 end well, and this is, essentially, an exercise in  
8 futility.

9           I have a lot of questions, and thus far, I  
10 haven't been able to have any of them answered.  
11 So I don't know if you gentlemen are able to  
12 answer some questions, but I think as a citizen,  
13 we have a right to know.

14           I would like to know where the funds are  
15 coming from for this bridge.

16           HEARING OFFICER HUPP: Mr. Koenen,  
17 would you care to comment on that, or should we  
18 provide a more detailed answer?

19           MR. KOENEN: Maybe a thumbnail sketch.  
20 The City of St. Charles has \$8 to \$10 million put  
21 aside now for the structure or the construction  
22 project. The project as a package is about a \$30  
23 million project.

24           We will continue to look for grant funds as

1 a result of this process moving ahead; and aside  
2 from that, the City of St. Charles, to go ahead  
3 with this project, would need to bond for the  
4 money, which would mean we would go for a loan  
5 because we don't have the money in the bank.

6 MS. PHILLIPS: Are you getting any  
7 funding -- oh, it's just escaped me -- some of the  
8 government funding, some of the government  
9 transportation funding that the Obama  
10 administration is disbursing?

11 MR. KOENEN: We have applied for it,  
12 yes.

13 MS. PHILLIPS: Is that one of those  
14 issues where it can be supplied if it's a  
15 nonargumentative circumstance, if it's a generally  
16 agreed-upon project?

17 MR. KOENEN: I don't think I  
18 understand the question, but, again, the intent  
19 tonight is to offer questions and comments. If I  
20 can answer them if they're short, I will try.

21 MS. PHILLIPS: Okay.

22 MR. KOENEN: But we have to go through  
23 all comments that are offered tonight and offer --

24 MS. PHILLIPS: Oh, I'm almost done.

1 I'm almost done.

2 MR. KOENEN: No. The idea is to try  
3 to get all the comments down and questions down  
4 for follow-up.

5 MS. PHILLIPS: Okay. Very quickly,  
6 how much more time do I have? A couple minutes?

7 HEARING OFFICER HUPP: A few minutes,  
8 yes.

9 MS. PHILLIPS: I was at -- this has  
10 been going on for a long time, and I was at a  
11 meeting where they showed future projections,  
12 again, another engineering firm, more drawings,  
13 more expense; and I sort of wandered off on my  
14 own, and I found someone who was standing there  
15 with future traffic projection drawings, and those  
16 drawings -- when I looked at them, I was a little  
17 confused, and I asked them where my house was.

18 When he asked for my address, he said, "It's  
19 gone." Because the future projections are that  
20 this bridge is a four-lane bridge, and these --  
21 and Army Trail Road is to be extended to four  
22 lanes, and the additional two lanes have to go  
23 north because of a gas pipeline on the south side  
24 of Army Trail Road.



1 you. We will see you again.

2 HEARING OFFICER HUPP: Thank you for  
3 your comments.

4 Is there anyone else here who would like to  
5 offer comments either orally or written? If you  
6 want to do a written comment, there are sheets on  
7 the table.

8 MR. TICE: Did you say we're going to  
9 get replies from our written comments?

10 HEARING OFFICER HUPP: Yeah. Let us  
11 explain that a little bit.

12 As the notices and so on have stated, we're  
13 not able to give complete answers to every  
14 question right now. For one thing, it would take  
15 up more time, and there would be less time for  
16 public comment; but as part of the requirements of  
17 the process that we're going through, we are  
18 required to respond to those comments and  
19 questions in the submittal to -- is it IDOT?

20 MR. KOENEN: FHWA and IDOT.

21 HEARING OFFICER HUPP: Yeah. So the  
22 State and federal governments are saying, you  
23 know, essentially, to the City, you need to  
24 address these questions and comments. So we have

1 to do that for them, and then that will be  
2 available as well. So it's a step-by-step  
3 process.

4 MR. TICE: Have they projected what  
5 the amount to build this bridge is when they're  
6 going to build it?

7 HEARING OFFICER HUPP: Could I ask you  
8 to give us your name and address so we can  
9 identify you for the record.

10 THE REPORTER: What is your name?

11 (B) MR. TICE: Don Tice, T-i-c-e.

12 HEARING OFFICER HUPP: And address,  
13 please.

14 MR. TICE: 35W330 Maple Lane.

15 HEARING OFFICER HUPP: All right.  
16 Thank you.

17 MR. TICE: I imagine that the  
18 projections are what it's going to cost to build  
19 this this year, and this thing ain't going to  
20 happen for two more years. So do they project  
21 that amount at all?

22 MR. KOENEN: Yes. The projection  
23 that's in the environmental assessment document  
24 has the Red Gate bridge, I believe, it's at \$16,

1 \$17 million. What we at the City have been saying  
2 is, the package cost for the project is \$30  
3 million. That would include construction, it  
4 would include your professional services, all your  
5 consultants, your engineers, the architects, land  
6 acquisition that goes into that project, but the  
7 construction costs, you're right, is a 2010 price.

8 MR. TICE: Okay. Thanks.

9 HEARING OFFICER HUPP: Thank you.

10 MR. ANASTASIO: May I submit a  
11 comment?

12 HEARING OFFICER HUPP: Yes, sir.  
13 Would you give us your name and address for the  
14 record, please.

15 (9) MR. ANASTASIO: My name is Michael  
16 Anastasio. The last name is spelled  
17 A-n-a-s-t-a-s-i-o. My address is 7N061 Brewster  
18 Creek Circle, B-r-e-w-s-t-e-r, Creek Circle in  
19 Wayne, Illinois.

20 My comment is that I have reviewed the  
21 environmental documents that you've submitted, and  
22 they fail to take into account the recent decision  
23 by the Surface Transportation Board to approve the  
24 Canadian National Railway deal, and it fails to

1 take into account the substantial increase in  
2 human health threat, environmental threats posed  
3 by that over the coming years, as well as the  
4 dramatic increase in cost to the communities from  
5 that project.

6 So I think that the environmental studies  
7 that you've done to date are fundamentally flawed,  
8 and they will result in a gross underestimation of  
9 the threat to the human health and environment in  
10 our area.

11 HEARING OFFICER HUPP: Okay. Well,  
12 that will be in the record. Do you have any other  
13 comments or questions?

14 MR. ANASTASIO: None, thank you.

15 HEARING OFFICER HUPP: Thank you.

16 Is there anyone else who would like to offer  
17 comments or has a question?

18 Hi, please state your name and address for  
19 the record.

20 <sup>10</sup> MS. ENGSTROM: Patricia Engstrom, E,  
21 like "Edward," -n-g-s-t-r-o-m, 31W131 Prairie  
22 Lane, Wayne.

23 I am the clerk for the Village of Wayne. I  
24 have a couple items I would like to discuss

1 tonight. One is, a year ago at this time,  
2 November of 2008, we heard rumblings of a meeting  
3 that was supposed to be here at the St. Charles  
4 school.

5 When we called, we spoke with Mr. Koenen.

6 And you're public works, I understand?

7 MR. KOENEN: That's correct.

8 MS. ENGSTROM: Okay. And at the time,  
9 you expressed some confusion, that you were sure  
10 the Village of Wayne was on the notification list  
11 for any meetings and that in the future we would  
12 be so advised.

13 Well, here we are a year later. The Village  
14 of Wayne was not advised by Mr. Koenen or anybody  
15 else in St. Charles, and it just coincidentally  
16 happened to be held on the evening of our regular  
17 Village Board meeting at exactly this time, 7:30  
18 p.m. So I'm thinking that that probably wasn't an  
19 accident.

20 Secondly, it is my understanding that the  
21 St. Charles Fire Protection District is not on  
22 board with this Red Gate bridge. I would think  
23 that St. Charles would be -- especially the fire  
24 protection district, if they don't feel it's a

1 necessity for emergency vehicles, I would say it's  
2 not a necessity for traffic.

3           Lastly, I would like to say that St. Charles  
4 has spent a tremendous amount of money in the last  
5 couple years refurbishing their downtown area,  
6 millions and millions. I don't know the dollar  
7 amount, but I would suggest that that would have  
8 been the time to widen Route 64 over the bridge  
9 and make it four lanes or six lanes, whatever  
10 St. Charles needed to do to widen the road for  
11 traffic.

12           Once you get east of Route 59, 64 is six  
13 lanes. So it would have been easy to do. But for  
14 whatever reason, they chose not to do that,  
15 probably did not want to disturb their downtown  
16 area, their businesses, their pedestrian traffic.

17           So it would seem to me that this would have  
18 been the perfect opportunity to do that, but  
19 instead they wish to put the bridge right through  
20 the historic district of Wayne, which not only  
21 disturbs our downtown area, but our entire way of  
22 life. So St. Charles didn't want to upset their  
23 downtown area, and why should they when they can  
24 upset ours?



1 as well as the wetlands and everything else that  
2 you guys say that you have all resolved, with  
3 wetlands, with buying property, with trading off,  
4 and everything else, I just think this is a very  
5 inappropriate way to alleviate what little traffic  
6 I think that you're going to alleviate.

7 Basically, on Route 25 if you're heading  
8 north to your new proposed bridge, that is a great  
9 steep incline, if you're coming from St. Charles  
10 heading north to hit this school. I mean, it's  
11 got to be a 12 percent incline, especially in the  
12 wintertime.

13 The State does not do a very proper job on  
14 plowing the streets and the roads on Route 25 as  
15 well as Route 31, and I have lived on both sides  
16 of the river for quite some time. I have been  
17 flopping back and forth in houses I build and  
18 sell. I just think it's going to be a huge impact  
19 on the residents as well as the boat traffic and  
20 everything else, and I really don't know what  
21 you're going to gain.

22 We have a brand new bridge that's going up 4  
23 or 5 miles to the north of us that is basically  
24 going to -- if you're in the process of getting

1 from east to west and trying to get to a main  
2 thoroughfare, you have it. It's there. The  
3 Stearns bridge. It's going to be probably  
4 finished in a couple more years, and I just don't  
5 know what this little tinker-toy bridge is that  
6 you guys are proposing to go across here.  
7 Probably the only proper thing you're doing is  
8 making a bike path to get across the river in lieu  
9 of cars. I just think we're going about this  
10 wrong.

11 And the other thing that I'm worried about  
12 is a lot of these -- the money to fund this  
13 project was coming from projects out west, new  
14 land developments and stuff that was out in La  
15 Fox, if I'm not mistaken. They were donating  
16 money to the bridge and this and that.

17 Now that these developments have stopped,  
18 I'm just curious on how much money we have  
19 allocated, where is the remainder of it coming  
20 from, and is there going to be a tax increase on  
21 the people of St. Charles, which I think is  
22 ridiculous in this time and this economy that  
23 we're in right now, where people are barely  
24 putting food on their tables. Somebody has to pay

1 for this, and I don't see anywhere in all this  
2 proposal where all this money is coming from and  
3 how much has been put aside.

4 You say it's a proposed \$25 million dollar  
5 bridge, estimated, the proposed construction,  
6 let's say, in 2 1/2 years. The average increase  
7 is anywhere from 8 to 10 percent per year for  
8 construction costs. So if you're proposing 25  
9 million now, in three years, you'll end up with  
10 almost 25 percent more. That's 2.5 million, \$3  
11 million. Where is it coming from? Do you have an  
12 answer?

13 MR. KOENEN: The City of St. Charles  
14 right now has a package price on this project of  
15 about \$30 million. In the EA document or the  
16 environmental assessment document, it says the Red  
17 Gate bridge crossing is in the magnitude of 16 to  
18 17 million.

19 The City of St. Charles now has \$8 to \$10  
20 million accumulated either from money from State  
21 or federal government or from Kane County. So  
22 there's an increment which we don't have money  
23 for. That money would come either from more  
24 grants or money from federal or State governments,

1 should that be available down the road; or, two,  
2 it would come from a bond where the City would go  
3 out and seek a loan basically to cover the costs,  
4 and it would be paid back over time.

5 MR. DIERSCHOW: So the remainder of  
6 the funds have not been --

7 MR. KOENEN: No, they haven't.

8 MR. DIERSCHOW: -- funded yet, or in  
9 the process of thinking how we're going to fund  
10 this. We're just thinking on building right now  
11 and not how to fund this project.

12 MR. KOENEN: We're trying to get  
13 through the Phase 1 approval.

14 MR. DIERSCHOW: And the next thing of  
15 it is, now we have two state highways on either  
16 side of this bridge; and going back to the  
17 wintertime, you have the State plowing 31 and 25.  
18 You know, that means you have to have our plow  
19 truck come up around just to do a bridge. You  
20 know, how much impact and how much time -- you  
21 know, when you can't get to the bridge from Route  
22 31 or Route 25 because most of the time it's  
23 impassable. That 31 and 25 is probably one of the  
24 last roads to be plowed around the area. I mean,

1 it just happened two weeks ago, a week-and-a-half  
2 ago when we had all this snow. I mean, there's  
3 cars in the ditches all over the place.

4 I guess that's it.

5 HEARING OFFICER HUPP: Thank you.

6 MR. DIERSCHOW: My biggest thing is  
7 funding, you know, the economy, the state we're  
8 in, and where it's coming from, and also, you  
9 know, destruction of wetlands as well as the fish  
10 and the boating.

11 HEARING OFFICER HUPP: Thanks for your  
12 comments.

13 MR. DIERSCHOW: Thank you.

14 (Applause.)

15 HEARING OFFICER HUPP: The next name I  
16 have on the list is Ed Hull.

17 Mr. Hull, go ahead and give your name and  
18 address to the court reporter and proceed.

19 (13) MR. HULL: Yes. My name is Ed Hull,  
20 32W450 Army Trail Road in Wayne, Illinois.

21 I just have a couple of comments to make  
22 about this. First of all, I noticed from looking  
23 at all the exhibits in there that the projections  
24 for traffic if this bridge goes in raise the daily

1 count of cars going by the St. Charles North High  
2 School here by 7,000 to accomplish, I'm not sure  
3 what, by the bridge. I don't know that an  
4 increase in traffic of 7,000 cars per day going by  
5 a high school is really a wise or safe choice made  
6 by the City of St. Charles.

7 Secondly, I notice from the exhibits in  
8 there that certain open space and park land is  
9 marked off, but there is no marking for any of the  
10 parks, park land, or open space that Wayne has on  
11 the east side of the river right near the site  
12 where the bridge is going to land on the east  
13 side.

14 I think that any environmental impact or any  
15 environmental review of this should take into  
16 account that open space and the effect that it  
17 will have -- that this project would have on that  
18 open space.

19 Secondly, it appears as though the Stearns  
20 Road bridge is something less than 1 to 2 miles  
21 north of this bridge site, and the traffic counts  
22 that are going to go across the Stearns Road  
23 bridge are fairly large, and that's going to be a  
24 four-lane bridge, and that seems to be a bridge

1 that all of the communities can agree on.

2 Then you have this bridge sited less than 2  
3 miles south of the Stearns Road bridge to increase  
4 traffic flow on this north end from 64 to Stearns.  
5 You're concentrating all this traffic flow up  
6 there where there is a great deal of open space,  
7 where there is a great deal of residential  
8 activity on the east side of the bridge.

9 All it seems to accomplish is the hope of  
10 reducing the traffic on 64 by 3- to 5,000 cars per  
11 day. In essence, you're redirecting that traffic  
12 right by the high school and right by the  
13 residential areas on the east side of the  
14 bridge -- excuse me, on the east side of the  
15 river.

16 Then lastly here, there doesn't seem to be  
17 any clear reason for this bridge other than to  
18 site a bridge that will allow some cars to go  
19 across it. Whereas it seems as though the Stearns  
20 Road bridge has a clear purpose and intent and is  
21 designed and is being built to move traffic in a  
22 very efficient manner with a minimum of  
23 environmental impact across the bridge north of  
24 64.

1           This bridge just seems to me to be a bridge  
2 to nowhere, and the only thing that it does really  
3 seem to accomplish is to concentrate more traffic  
4 into already established open areas and to  
5 increase traffic by this high school.

6           I did have one other point. I note that the  
7 residents of Kane County have voted twice on  
8 referendum to have the Kane County Forest Preserve  
9 acquire space for open -- acquire land for open  
10 space, not land to be traded for the siting of a  
11 bridge. So I think that this activity certainly  
12 goes against the voters' professed desires two  
13 times on open space referendum.

14           That's all I have.

15                       HEARING OFFICER HUPP: Thank you for  
16 your comments.

17                               (Applause.)

18                       HEARING OFFICER HUPP: Now, in the  
19 interest of time, if you could withhold applause,  
20 that would be helpful, for or against, I don't  
21 care.

22           Is there anyone else who would like to make  
23 comments? Yes, ma'am.

24           And for those of you out in the hall or

1 standing near or just come in, if you could jot  
2 your name on the list that's by the door, that  
3 will help. I'm trying to call people in order.  
4 We're not quite getting there, but close.

5 Please state your name and address for the  
6 court reporter and proceed.

7 (13) MS. BALLARD: Diana Ballard,  
8 B-a-l-l-a-r-d, 5N659 Pearson, P-e-a-r-s-o-n,  
9 Drive, Wayne, Illinois.

10 My first comment is, I don't know why we  
11 can't wait until the Stearns Road bridge is built  
12 and see what impact that has. I mean, you guys  
13 seem to be wasting a lot of money. This has been  
14 going on since I was a kid. I remember going to  
15 my grandma's house from St. Charles to South Elgin  
16 and seeing "No Red Gate bridge" signs everywhere.  
17 I don't know how much money over the years you  
18 guys wasted on that. It's incredibly crazy.

19 In lieu of open space -- I mean, we all  
20 voted for open space. You're taking our forest  
21 preserve. That has to be one of the most used  
22 forest preserves for people and their dogs. When  
23 we're down there on the river boating, people are  
24 always up there with their dogs.

1 I go by there all the time, and, I mean, you  
2 have just taken that away, not to say the pylons,  
3 concrete into the river ruining boat traffic.  
4 You're just -- it's going to cause ice jams for  
5 the people north of that. It's going to be a  
6 nightmare. They already have enough ice issues,  
7 and now you're just going to make it worse.

8 The noise that that will bring. Property  
9 value -- is my property value going to stay the  
10 same? Can you guarantee my property value is not  
11 going to be lowered by this bridge? Who wants to  
12 move in by a bridge with traffic?

13 Once you get over the bridge from 31 to  
14 Route 25, where do you go? Back to Stearns Road  
15 or back to 64, where do you go once you get over  
16 the bridge? I understand going on 25 and go to  
17 31, you'll go down Red Gate out to Randall, but  
18 once you get from 31 to 25, where are we going?  
19 Nowhere. You've got to go north or south. It's  
20 not like there's a through road to go anyplace.

21 Some of the money you guys are spending on  
22 all this bridge and stuff should go to improving  
23 some of your local roads. They're in more need  
24 than a bridge.

1 Day-to-day, I have four children that play  
2 soccer, football, different sports. On any given  
3 day, I have left East High School and gone all the  
4 way over to Campton Hills, 15 minutes at the most,  
5 and that's taking Route 64. That's 5:00, 6:00,  
6 7:00 at night, different times. Once in a great  
7 while, it might take me almost 20 minutes, but  
8 usually I can get 10 to 15 minutes going from one  
9 side of town to the other.

10 High school traffic, I don't know why you  
11 guys want to bring so much traffic by high school  
12 kids. These are new drivers who don't drive well  
13 in the first place, and now you're going to put  
14 them in with more traffic, crazy.

15 I just want to -- are you guys getting MFT  
16 funds for this, motor fuel tax funds, or do we not  
17 know?

18 MR. KOENEN: You know, motor fuel tax  
19 funds could be used, but motor fuel tax funds is a  
20 revenue the City receives from the State based on  
21 population. So you could use it for this purpose,  
22 but we haven't decided if we'll use motor fuel tax  
23 funds --

24 MS. BALLARD: Stimulus.

1 MR. KOENEN: -- to pay for the  
2 project.

3 MS. BALLARD: With the District 303, I  
4 mean, that comment said that, you know, that you  
5 guys were going use that useless building over  
6 there where Little Woods used to be. Well, that  
7 useless building has a lot of historical,  
8 sentimental -- to me. Four generations of my  
9 family went to that school.

10 I vote. My kids go to District 303, and if  
11 that's of no value, District 303 is in such a jam,  
12 why don't they sell that and earn money rather  
13 than trade it. I pay taxes to D303, St. Charles.  
14 I don't know why you guys have to take away a nice  
15 other open field over there that the kids have a  
16 blast sledding at and stuff.

17 That's all you guys -- why don't you guys  
18 just take all this money you keep spending on the  
19 bridge, bridge, bridge projects and finish the  
20 downtown.

21 HEARING OFFICER HUPP: Thanks.

22 (Applause.)

23 HEARING OFFICER HUPP: The next name  
24 on the list is Corinne Pierog. Sorry if I didn't

1 pronounce that well.

2 If you would come forward and provide your  
3 name and address for the court reporter.

4 (14) MS. PIEROG: Corinne Pierog, 93  
5 Whittington Course, St. Charles.

6 THE REPORTER: Spell your name,  
7 please.

8 MS. PIEROG: C-o-r-i-n-n-e  
9 P-i-e-r-o-g.

10 I applaud the Red Gate bridge. It will be a  
11 useful, vital bridge for our community, but I do  
12 have one comment.

13 I like to walk. I like to exercise. I like  
14 to ride my bike. In looking at the plans, it  
15 seems that the pedestrian bike path stops at the  
16 existing bike path, and I would like to encourage  
17 you to think about bringing it up to 25 because  
18 oftentimes walking dogs, walking children, it's  
19 nice to have a sidewalk.

20 If you look at Country Club Drive where it's  
21 going to be adjacent to, obviously, Army Trail  
22 Road is not, but Country Club has a series of  
23 sidewalks, and then there are no sidewalks. But  
24 having a sidewalk available for people to be able

1 to enjoy the stroll, enjoy the walk, enjoy those  
2 neighborhoods would really be beneficial both for  
3 recreational purposes as well as for safety.

4 So by putting the infrastructure in, I  
5 really would like you to take a look at that and  
6 see if it's an opportunity, and I think the  
7 community would support it.

8 As a matter of fact, if you want to continue  
9 the sidewalks all the way to downtown, that would  
10 even be better.

11 HEARING OFFICER HUPP: Thank you.

12 The next name I have on the list is John  
13 Glenn.

14 (15) MR. GLENN: Good evening.

15 HEARING OFFICER HUPP: Good evening.  
16 Please state your name and spell it and your  
17 address for the court reporter, please.

18 MR. GLENN: Certainly. John Glenn,  
19 G-l-e-n-n, 820 King Henry Lane, St. Charles.

20 I enjoyed the video discussing the alternate  
21 routes that were considered, and I have looked at  
22 the exhibits. It seems to me like a good project.

23 I'm in real estate and drive quite a lot  
24 around town, between this town and other towns,

1 and one of the main things that people complain  
2 about is traffic. So I can understand how some  
3 people in some areas might be impacted by traffic.

4 But one thing that decreases traffic is  
5 alternate routes, and this is, I think, even  
6 though they are building the Stearns Road bridge,  
7 another bridge will also alleviate and spread out  
8 some of the traffic issues.

9 I don't see the route through Wayne -- I  
10 don't think people are going to take that route  
11 when they've got Stearns, so I can't see Wayne  
12 being heavily impacted. I think it will actually  
13 be primarily a local bridge. If you want to get  
14 from one side of town to the other, you don't have  
15 to go four miles north.

16 So I think it's an excellent project, and I  
17 support it.

18 HEARING OFFICER HUPP: Thanks for your  
19 comments.

20 The next name I have on the list is Eileen  
21 Phipps.

22 Good evening. If you could provide your  
23 name and spell it for the court reporter.

24 MS. PHIPPS: First of all, I would

1 like to express -- do I have to --

2 HEARING OFFICER HUPP: Excuse me,  
3 could you, for the court reporter, just to keep  
4 the record straight.

5 (16) MS. PHIPPS: Eileen Phipps,  
6 P-h-i-p-p-s. I am the mayor of the Village of  
7 Wayne.

8 First of all, I would like to express  
9 disappointment in that the basic courtesy of  
10 notifying the Village of Wayne that the meeting  
11 was going to be held as well as giving us a copy  
12 of the study documents in advance of this meeting  
13 would have been beneficial to allow us to prepare  
14 our comments.

15 Other than a meeting several years ago,  
16 there has been no input requested from the Village  
17 of Wayne, even though this study area is within a  
18 mile-and-a-half of our jurisdiction. In fact, we  
19 met less than two months ago with the mayor and  
20 the City administrator to renegotiate the boundary  
21 agreement, and I would imagine at that point they  
22 knew that this meeting was going to take place.

23 So we did get a copy of the study through  
24 another source. We've only made it through

1 Sections 1 and 2, so my questions are basically --  
2 one of the questions is, the study suggests that  
3 there's no impact to the wetlands. You're going  
4 through several forest preserve properties. So I  
5 question how putting a road through an existing  
6 forest preserve is not an impact.

7 You may recall that the voters of Kane  
8 County twice have gone to the ballot and voted  
9 themselves a tax increase for the purpose of  
10 purchasing and maintaining open space. Nowhere on  
11 my ballot did it say anything about, can we use  
12 this money to put a road through the forest  
13 preserve?

14 I haven't gotten through the document yet.  
15 I am wondering if any study has been done to  
16 determine what impact this bridge pylon would have  
17 on the navigability of the Fox River. In the  
18 summertime there are jet boats, there are jet  
19 skis, there are people pulling tubes, there are  
20 people pulling small children, teaching them to  
21 water-ski. I can only imagine what would happen  
22 if one of them were to hit these bridge abutments.

23 The study talks about there's this 5- or  
24 6-mile distance between the Route 64 bridge and

1 the proposed Stearns and the Main Street South  
2 Elgin bridge. What is the distance between the  
3 proposed Red Gate bridge and the Stearns Road  
4 bridge? What is the traffic impact expected on  
5 Army Trail Road?

6 On the west side of the river, you have Red  
7 Gate Road that this bridge will allegedly hook up  
8 with to continue the traffic out to Randall.  
9 There's Crane Road. There's Silver Glen Road.  
10 There's other roadways east/west that will take  
11 you beyond the Fox River. What happens when you  
12 hit the east side? Is the traffic going to  
13 continue down Route 25 back to 64 and bottleneck?

14 You may recall 12 years ago there was an  
15 attempt at negotiation between the Village of  
16 Wayne and the City of St. Charles for a local  
17 bridge at Crane Country Club, and an agreement was  
18 just about in the works when we were told that the  
19 Village of Wayne should not tell the City of  
20 St. Charles where to build a bridge. So we're  
21 back at square one with this Red Gate, and I  
22 question where that traffic is going to go on the  
23 east side of the river.

24 The Village of Wayne has jurisdiction of

1 Army Trail Road, and we can pretty much determine  
2 that that traffic will not continue in an eastward  
3 fashion down Army Trail Road.

4 In some of your letters that you're looking  
5 for support on this, you talk about continuity  
6 with the bike path. Currently, the Stearns Road  
7 bridge is under construction. There is a bike  
8 path being built that will cross the river at  
9 Stearns Road. So that pretty much takes away this  
10 connectivity of the bicycle path.

11 I wonder, you know, again, what kind of  
12 studies have been done to determine the traffic  
13 impact on Army Trail Road. The Woods of Fox Glen,  
14 which -- boy, I'd hate to live there.

15 In Section 2-4, reference is made to the  
16 Williams Brothers pipeline. It hasn't been the  
17 Williams brothers pipeline for probably five or  
18 six years. It's Megellan now. That pipeline does  
19 run along Red Gate Road under the river, which you  
20 did document in your study.

21 However, my question is, has Megellan been  
22 notified? Have they given any input? They carry  
23 highly flammable gasoline, jet fuel products  
24 through that pipeline, and I would imagine they

1 would be very interested to know about the type of  
2 construction that you propose doing and what  
3 impact it would have on that pipeline and the  
4 viability.

5 Again, I have not made it through the entire  
6 study, but I certainly will. The Village of Wayne  
7 will file a more formal public comment. We will  
8 meet your deadline of December 31st.

9 Again, I did want to express my  
10 disappointment that the Village of Wayne was not  
11 given the courtesy of an advanced copy of the  
12 study nor a formal invitation, so to speak, and  
13 notification that this meeting was going to be  
14 held. I think that is truly not being neighborly,  
15 but I thank you very much for your time.

16 Just for the record, I, as a resident of the  
17 Village of Wayne, am enormously opposed to this  
18 project. As mayor of the Village of Wayne  
19 representing over 2,500 residents, we, as a  
20 community, are opposed to this project.

21 Yes, Mark.

22 MR. KOENEN: Some of the traffic  
23 information will help -- in the exhibit room, if  
24 you've been there, will give you some of that

1 information about traffic for sure.

2 MS. PHIPPS: And when were those  
3 studies taken, and what are they based on?

4 MR. KOENEN: The traffic was performed  
5 in the last four years, as long as this Phase 1  
6 study has been going on, and the projections are  
7 based on those consistent with the area-wide  
8 transportation study from Chicago, based on  
9 land-use patterns and density proposals for the  
10 feeder areas that would use the bridge.

11 MS. PHIPPS: Well, this is the same  
12 agency, and I don't mean to be rude, who thought  
13 that the Village of Wayne would at some point have  
14 over 20,000 residents based on the open space that  
15 they have. So I don't put a whole lot of faith in  
16 their projections, but thank you very much for the  
17 information.

18 MR. KOENEN: Sure.

19 MS. PHIPPS: Thank you.

20 HEARING OFFICER HUPP: Thank you.

21 (Applause.)

22 HEARING OFFICER HUPP: Could I get a  
23 show of hands because I know we had a number of  
24 folks who came in during the time people were

1 speaking? Can I get a show of hands as to how  
2 many would like to offer comments?

3 Nobody? Okay. Yes, sir. If you're the  
4 only one, then I don't need a list.

5 Go ahead. Come on up and give your name and  
6 address for the court reporter and proceed.

7 (17) MR. ZIEGLER: My name is Ron Ziegler.  
8 I live at 5N387 Ronsu Lane, St. Charles, Illinois.

9 THE REPORTER: Can you spell your last  
10 name, please?

11 MR. ZIEGLER: Z-i-e-g-l-e-r.

12 First of all, going against the general  
13 trend that I've been listening to, I would like to  
14 applaud the City of St. Charles for their efforts  
15 that they have made to try to alleviate the  
16 traffic problems that we've had for years on Route  
17 64.

18 We have had in our family the property that  
19 is located at the intersection of Randall Road and  
20 Red Gate for over 50 years, and Red Gate Road  
21 bisected our farm until we developed on both sides  
22 of that property.

23 The original plan for the Red Gate bridge  
24 goes back over 50 years and was originally thought

1 to be a connection with Army Trail and Bolcum, and  
2 that connection was going to alleviate traffic  
3 around St. Charles.

4 I think the Stearns Road bridge is going to  
5 do that job, but this as an alternative is going  
6 to help people in the northern part of  
7 St. Charles, and it's been a long process to get  
8 as far as we are. I don't know how much longer  
9 it's going to go. It may not be in my lifetime,  
10 but I can remember, like I say, it started -- it  
11 was proposed over 50 years ago.

12 I am in favor of the bridge because I think  
13 it's needed. I know it's been a difficult thing  
14 for our family because it impacted our property  
15 over the years and influenced our development, but  
16 progress moves on. Many of the people that  
17 opposed it 30 and 40 years ago are not here now.  
18 Some of the people that are opposing it today  
19 won't be here when it's in full use.

20 The fact of the matter is, there's a school  
21 there. Our children and our grandchildren will  
22 find this bridge to be convenient. It's just part  
23 of the growth in the area. That traffic impacts  
24 all of us whether it's next door to us or miles

1 away.

2 So once again, I would just like to give you  
3 folks a vote of confidence that, yes, there are  
4 people who do see the need of this bridge and have  
5 made sacrifices in the past and will make  
6 sacrifices in the future.

7 I am quite frankly disappointed in Wayne's  
8 attitude that they can be separate and apart from  
9 the community and not share in the impact of  
10 growth in the area in terms of traffic.

11 I think the City of St. Charles has bent  
12 over backwards to try to avoid impact on Army  
13 Trail Road, and it shows because this bridge is  
14 going to be just a local alternate bridge and not  
15 a bypass like it was planned on for 50 years ago  
16 when, like I say, it was going to be a connection  
17 with Army Trail to Bolcum all the way out to La  
18 Fox -- I mean, out to Wasco.

19 So thanks for your efforts. I know that you  
20 have to take a lot of flak to get these things  
21 through, but there are some of us that realize  
22 it's necessary. Thank you.

23 HEARING OFFICER HUPP: Thanks for your  
24 comments.

1 (Applause.)

2 HEARING OFFICER HUPP: Anyone else who  
3 would like to offer a comment at this time?

4 Everybody is observing. Okay. That's all  
5 right.

6 Again, as a reminder, if you'd like to offer  
7 written comment, you can take one of the comment  
8 sheets. If you don't feel like you have your  
9 thoughts quite together this evening or for  
10 whatever reason, feel free to take one. There's  
11 an address where you can send it, but it does have  
12 to be submitted by the end of the month, by  
13 December 31st.

14 Hello.

15 (18) MS. KELLEY: Cathy Kelley. My  
16 address?

17 HEARING OFFICER HUPP: Yes, please.

18 MS. KELLEY: 6N139 Weber in  
19 St. Charles.

20 So my concern -- I have one concern about  
21 the sound barrier. I know that they did a test  
22 and they determined that the sound actually was  
23 high enough to warrant a wall, but then they said  
24 that it wasn't financially feasible because there

1 weren't enough houses to make it worth doing.

2 I'm just wondering when they did the test.  
3 It sounded like they were basing their numbers on  
4 projected traffic for 2030, but they were looking  
5 at the number of houses that are there today. So  
6 I was like, you know, later, if we need the sound  
7 barriers, will they be provided, and I was told  
8 yes, informally. So I just wanted, for the  
9 record, that the answer was yes. So in 2030, when  
10 it's noisy, and I come back and say where's our  
11 sound barriers, they will be provided. So I hope  
12 we have an answer for that.

13 Also when we are coming down 25 now and  
14 we're making a turn onto Pinelands, it's two  
15 lanes. So I'm coming down from, say, downtown  
16 St. Charles, and I want to make a left-hand turn  
17 onto Pinelands, and the traffic behind me needs to  
18 wait for me to make that left-hand turn.  
19 Normally, there will be like two or three cars  
20 behind me, or I'll move over just slightly, and  
21 they'll go around me onto the gravel.

22 Now, if we're going to have all that traffic  
23 coming across the bridge making a right-hand turn  
24 and waiting for me to make my turn onto Pinelands

1 to go home, I think you're going to have a mess  
2 there. So I was recommending that at least, if  
3 nothing else, that we put a turn lane in that gap,  
4 so that there would be one lane going both  
5 directions and than a turn lane in the middle to  
6 alleviate the problem that I see definitely will  
7 happen.

8 That's it. Thanks for your time.

9 HEARING OFFICER HUPP: Thank you.

10 THE REPORTER: Can you spell your  
11 name, please.

12 MS. KELLEY: K-e-l-l-e-y, and Cathy  
13 with a C.

14 HEARING OFFICER HUPP: Okay. Is there  
15 anyone else who would like to offer a comment at  
16 this time?

17 I would ask anybody who would like to offer  
18 testimony, could you please jot your name on the  
19 sign-in sheet. I think we're ready to go if  
20 anybody would like to make a comment.

21 MR. LEWIS: I would. Do I address  
22 from here?

23 HEARING OFFICER HUPP: That would be  
24 fine, and if you could give us your name and

1 address and spell it for the court reporter.

2 (B) MR. LEWIS: My name is Philip Lewis,  
3 L-e-w-i-s, P-h-i-l-i-p, one L. I live at 1321 Ash  
4 Street in St. Charles, and I've been pretty much a  
5 lifelong resident of St. Charles and so have  
6 experienced the growth of the City for the last  
7 50-some years or so.

8 I just wanted -- I came to this hearing to  
9 pledge my support to the City of St. Charles and  
10 my encouragement to those public officials who are  
11 driving this. It's very badly needed by the  
12 citizens of St. Charles.

13 As an aside, I represent the people in  
14 St. Charles. I serve on the Kane County Board and  
15 I -- District 13. So I represent the citizens of  
16 St. Charles, basically the south side of  
17 St. Charles.

18 I'm also a commissioner on the Kane County  
19 forest preserve. Both entities have pledged their  
20 support for the activities of St. Charles, and we  
21 voted basically 100 percent as the forest preserve  
22 commissioners and 100 percent as Kane County Board  
23 commissioners in support of this initiative for  
24 the City of St. Charles.

1 I personally pledge my support and whatever  
2 I can do as being a member of either the Kane  
3 County Board or the forest preserve to support  
4 this effort.

5 I think it's been -- it's long overdue.  
6 Let's put it that way. As far as the citizens of  
7 St. Charles and Kane County, this will be a very  
8 complementary bridge to our efforts on Stearns  
9 Road. We've got a Stearns corridor bridge that's  
10 going in, and this is a local bridge, which is  
11 very much needed to serve St. Charles North High  
12 School, to provide uniformity to the community of  
13 St. Charles.

14 Our City extends north, and this bridge,  
15 once it's completed, will unify the City and give  
16 good circulation to our community, and I just want  
17 to be here to give my support and make my comments  
18 public.

19 HEARING OFFICER HUPP: Thank you for  
20 your comments.

21 MR. LEWIS: You're welcome.

22 HEARING OFFICER HUPP: Ready to  
23 proceed?

24 <sup>19</sup> MS. LEONARD-BIDDLE: Thanks. My name

1 is Jennifer Leonard, L-e-o-n-a-r-d, Biddle,  
2 B-i-d-d-l-e. I've been a lifelong resident of Fox  
3 Valley, and I live in St. Charles at 1317 South  
4 Fourth Street.

5 I agree with everything that I just was a  
6 witness to hearing from Mr. Lewis, and I'm a  
7 realtor who has been doing that full time for 21  
8 years in the area, and I just feel that it will be  
9 very beneficial to the community and to the people  
10 who -- everybody that lives in the general area,  
11 having that access to unify the community.

12 So I'm in support of it. Thanks.

13 HEARING OFFICER HUPP: Thank you.

14 (20) MR. FRANKLIN: Now, that everybody has  
15 left, I guess I'll make my comments.

16 HEARING OFFICER HUPP: Okay. Give us  
17 something to do, please.

18 MR. FRANKLIN: My name is Dan  
19 Franklin, and I live at 6N063 Hillside Drive,  
20 St. Charles.

21 I would just like to say I support the Red  
22 Gate bridge coming in. When I purchased my home  
23 approximately 27 years ago in Novak Park  
24 Subdivision, to the best of my knowledge, my

1 subdivision was the first one north of St. Charles  
2 between Route 31 and the river.

3 I have watched the development of numerous  
4 subdivisions happen in my time. I watched the  
5 school come in. I have watched lots of residents  
6 move in, and I have seen no improvements to the  
7 roadways to accommodate all of those new things  
8 coming in in my years here.

9 In that same 27 years that I've lived in  
10 St. Charles, I have worked in the industrial park  
11 on Kirk Road for all of that 27 years. So I have  
12 driven from the northwest side of St. Charles to  
13 the southeast side of St. Charles every day for  
14 the last 27 years.

15 I have watched my commute time go from  
16 approximately 8 minutes when I moved here to  
17 approximately 24 minutes today. Almost every  
18 morning, I sit at the intersection of Route 31 and  
19 Main Street for approximately four to eight  
20 minutes, depending on traffic, just to make a  
21 left-hand turn on Main Street. So I very highly  
22 support this project. I think it's going to have  
23 a great impact on the community in a positive way.

24 I have heard several representatives from

1 Wayne ask the question, when the traffic goes  
2 across the Red Gate bridge and gets to 25, where  
3 is it going to go?

4 My answer to that is, I'm going to go to  
5 work. In this economy today, I'm blessed to be  
6 able to say that. I've got a feeling a lot of  
7 those residents that are in those same  
8 subdivisions that I watched being developed and  
9 built are also going to be going to work in the  
10 industrial park that offers most of the jobs in  
11 St. Charles.

12 A lot of the development has been west and  
13 north of the river, and all of the work is east  
14 and south. So it stands to reason that, you know,  
15 most of the people who are traveling across that  
16 bridge are going to go to work, and those who are  
17 traveling across the bridge the other way are  
18 either going to be coming home from work or going  
19 to school.

20 So I just want to say I really support this  
21 project, and I've watched it grow and develop. I  
22 have watched all of the different options that  
23 were considered, and I agree that this is the best  
24 option.

1           That's all I have.

2                   HEARING OFFICER HUPP:   Okay.   Thank  
3 you for your comments.

4                   MR. FRANKLIN:   Thank you.

5           (21) MS. LEONARD-BIDDLE:   I'm Jennifer  
6 Leonard-Biddle.   Okay.

7                   I'm also on the River Corridor Foundation of  
8 St. Charles.   I work with the St. Charles -- the  
9 Downtown St. Charles Partnership, and I didn't  
10 mention that.   So I have been working with that  
11 committee, and I also think for that -- you know,  
12 as that, a committee member and vice president of  
13 that foundation, that it would be a beneficial  
14 thing.

15                   That's really what else I wanted to say.   I  
16 know my dad would want that, too.

17                   HEARING OFFICER HUPP:   Could you  
18 please provide us your name and address.

19           (22) MS. HEDGES:   Tori Hedges.

20                   HEARING OFFICER HUPP:   And spell it.

21                   MS. HEDGES:   T-o-r-i H-e-d-g-e-s.

22                   HEARING OFFICER HUPP:   Thank you.   And  
23 address, please?

24                   MS. HEDGES:   3807 Greenwood Lane,

1 St. Charles.

2 HEARING OFFICER HUPP: You may  
3 proceed.

4 MS. HEDGES: Have there been further  
5 traffic studies on Red Gate Road since all of the  
6 big box stores have gone up and down Randall Road,  
7 or has there been any kind of study to -- it seems  
8 like a lot of the studies from previous work or  
9 from years ago were when Randall Road didn't have  
10 the amount of stores and shopping and all of that  
11 kind of stuff that now exists on Randall.

12 In other words, my impression would be that  
13 now that there is more to get to on Randall, that  
14 more people will utilize the bridge and more  
15 traffic will end up coming down Red Gate Road than  
16 maybe was originally anticipated from the old Red  
17 Gate Road.

18 MR. KOENEN: I can offer some comment  
19 on that. The traffic study that we prepared was  
20 within the last four years, and that's what was  
21 presented on the graphics in the exhibit room  
22 tonight. And recognizing that there was concern  
23 about traffic and maybe changes in traffic over  
24 the last four years, I'll say, we did an in-house

1 traffic study that just counted cars in the last  
2 60 days, I believe, to gauge that sample against  
3 the sample that was pulled in the last, I'll say,  
4 three or four years, that prepared all this  
5 traffic data from.

6 The magnitude of traffic is in the same  
7 order of magnitude. There is not great disparity  
8 in the volumes. They're not identical numbers,  
9 but they're in the same magnitude.

10 MS. HEDGES: And that's what would be  
11 anticipated, that the current traffic -- the  
12 current traffic that's on Red Gate I could see  
13 maybe hasn't increased a whole lot, but if you add  
14 the bridge where people are going to be coming  
15 across from the other side of town to get to a  
16 Best Buy that isn't available on the east side of  
17 the road or east side of the river, now  
18 although -- I mean, that's going to be -- those  
19 additional people that are going to be maybe  
20 utilizing Red Gate Road that now we don't see that  
21 kind of traffic.

22 MR. KOENEN: Right.

23 MS. HEDGES: You know, most of that  
24 traffic now goes probably on like Silver Glen,

1 let's say. That's kind of a more major road than  
2 a Red Gate.

3 MR. KOENEN: The traffic projection  
4 that's in the big room, I think it shows like a  
5 4,000 increase in traffic in round figures --

6 MR. HEDGES: It went from --

7 MR. KOENEN: -- from what it is today  
8 to the future.

9 MR. HEDGES: It starts from 4,000 to  
10 11,000.

11 MR. KOENEN: Okay. 7,000.

12 MR. HEDGES: Almost three-fold.

13 MR. KOENEN: Right. And that tries to  
14 recognize additional housing units that are in the  
15 comp plan for communities in the area and the  
16 County and also recognizes the commercial  
17 districts as they're proposed in the villages or  
18 the County's comp plan today. That's where that  
19 model comes from, and that's a model.

20 MS. HEDGES: That seems like a really  
21 big increase for those of us that live off of Red  
22 Gate Road and that now are going to have to be --

23 MR. HEDGES: It doesn't seem like it  
24 is, but it is.

1 MS. HEDGES: -- coming out of our  
2 neighborhood with that kind of traffic on Red  
3 Gate, three times as much as we have now. I mean,  
4 there's times now when you try to get in and out  
5 of the neighborhood, and especially the north side  
6 on Chesapeake, coming out on Chesapeake. There is  
7 kind of a curve in the road, and you really have  
8 to be -- I mean, there's lots of times they're  
9 waiting there to be able to take a safe left-hand  
10 turn out of the neighborhood. And you've put  
11 three times as many cars, and that seems like a  
12 lot.

13 MR. HEDGES: And I think the --

14 HEARING OFFICER HUPP: Could you  
15 identify yourself for the record.

16 MR. HEDGES: My name is Brian Hedges.

17 HEARING OFFICER HUPP: Thank you.

18 MR. HEDGES: I was here previously,  
19 and I made that point about the hairpin turns; and  
20 the comment was, correct me if I'm wrong, but that  
21 there was really no plan for that, as we speak, to  
22 correct that hairpin turn. That wasn't the scope  
23 of this particular --

24 MR. KOENEN: That's correct.

1                   MR. HEDGES: And I went on record  
2 then, and I'll do it again. That's a huge  
3 concern, in that there was a North student  
4 involved in a very, very bad accident within the  
5 last 18 months, and, again, I didn't even think  
6 about that, to try to make a turn with three-fold  
7 the amount of traffic coming in. It's going to  
8 be, you know -- it will keep the ambulance  
9 companies in business.

10                   MS. HEDGES: Also up and down, north  
11 and south on Route 31, coming out on Fieldcrest or  
12 even coming into our neighborhood, coming north on  
13 31, and you take a left on Fieldcrest, I can speak  
14 for at least five people that I know that I see  
15 regularly that say every time you come there,  
16 you're checking your rearview mirror to make sure  
17 that nobody is going to rear end you in the back.

18                   Again, I don't know how much the traffic is  
19 going to increase on Route 31, but already we have  
20 such a steady stream on Route 31, I just have to  
21 think that the bridge would add quite a bit more  
22 traffic, again, on a road that has got a lot of  
23 neighborhoods coming in and out there and a lot of  
24 cars, especially like at 5:00 o'clock or at 4:30.

1           So those are my concerns. I'm concerned by  
2 the amount of additional traffic that we're going  
3 to see with the bridge on a road like a Red Gate  
4 that's not really built for it.

5           HEARING OFFICER HUPP: Thanks for your  
6 comments.

7           MR. KOENEN: Thanks for coming back.

8           HEARING OFFICER HUPP: The next name I  
9 have on the list is -- is it Francine Sheahan?

10           If you could state your name and spell it  
11 and provide your address for the court reporter,  
12 please.

13           (23) MS. SHEAHAN: It's Francie Sheahan.  
14 It's F-r-a-n-c-i-e, last name is Sheahan,  
15 S-h-e-a-h-a-n. The address is 35W419 Lambert,  
16 L-a-m-b-e-r-t, Avenue in St. Charles.

17           First, I just wanted to say that initially I  
18 was concerned when I went online and looked at the  
19 information. I was concerned about the Park  
20 Avenue/Lambert alternative, although I understand  
21 that's been dismissed, just because I've been  
22 following this now for years and had not seen  
23 that, and it would have been right over my house.  
24 So I was surprised to see that.

1           My concerns tonight were that -- for the  
2 preferred alignment, I had questions that were  
3 answered at the exhibit. It was about the truck  
4 traffic, that it be kept within the agreement,  
5 that it was -- you said that it was supposed to be  
6 smaller trucks. Was it under 20,000? So there  
7 wouldn't be semis or -- I was concerned about the  
8 noise and just the pollution if there were larger  
9 trucks. So I wanted to make sure that it was in  
10 the record that that was a concern.

11           Also about the waterways, my understanding  
12 from some of the people down in the exhibit was  
13 that this area of the river doesn't have specific  
14 requirements for the coast guard or IDNR about  
15 clearance for boats. There's a very small area,  
16 it's a very special, wonderful area that you can  
17 boat for a couple miles there.

18           I had a lot of questions about the piers,  
19 whether they would be in the channel on the west  
20 side of the river. In that area, you can go  
21 through there with your boat; but on the east  
22 side, there's a sandbar. So I was concerned if  
23 there's a pier right there, that that might cut in  
24 half the amount of area that we would have

1 available for boating.

2           Apparently, tonight there weren't the maps  
3 or drawings here that addressed that. Although I  
4 did talk to someone down at the exhibits, and they  
5 said they might be able to post that online when  
6 they had that information. So I'll watch online  
7 for that.

8           One of the other things was about the  
9 pedestrian walkway, whether it was going to be  
10 high enough to provide clearance for boating. My  
11 understanding was, from the coast guard, that in  
12 the areas where there are requirements, it's  
13 usually 10 feet. And here there was clearance for  
14 normal -- when the water is at the normal level of  
15 like 14 feet; but when it was at a high level,  
16 it's only 6 feet.

17           So I had concerns about that, and I wanted  
18 to make sure that it was entered into the record  
19 and considered. I asked -- I know one of the  
20 engineers was saying that he didn't vote, so he  
21 wasn't familiar with that.

22           So I said, well, could an engineer that does  
23 vote take a look at these drawings. Just so  
24 that -- because it is a unique area for those of

1 us that live along there. There's also many  
2 people that put their boats in at Boy Scout Island  
3 and just a lot of people that enjoy that area.  
4 There's not too many places in the Chicagoland  
5 area where you can have that experience.

6 So with that said, I want to thank you for  
7 giving me the opportunity to put that in the  
8 record.

9 HEARING OFFICER HUPP: Thank you for  
10 your comments.

11 Has anyone else signed in or wishes to  
12 speak?

13  MR. ARMBRUST: I signed in.

14 HEARING OFFICER HUPP: Okay. Thank  
15 you. I haven't grabbed the list yet.

16 MR. ARMBRUST: That's all right.

17 HEARING OFFICER HUPP: Please state  
18 your name and address.

19 MR. ARMBRUST: I'm Dave Armbrust,  
20 A-r-m-b-r-u-s-t, at 5N648 Dunham Road in Wayne.

21 Perhaps a couple questions and a couple  
22 comments. I'm curious why the City doesn't wait  
23 for Stearns Road to be developed and see what  
24 happens in the actual count. I realize there's

1 projections forward. From what we saw in the far  
2 room there to the north, your projections go out  
3 to 2030.

4 Nonetheless, when you speak about the east  
5 and west connections to St. Charles, St. Charles  
6 on the east side only runs, does it not, I'm not  
7 sure, up to Country Club Road on the east side?

8 MR. KOENEN: It goes to Country Club  
9 Road and then the Woods of Fox Glen is also in the  
10 City, and then it's -- you're in the City when you  
11 get to Little Woods School as well.

12 MR. ARMBRUST: But that's all  
13 basically down that southern end. I know the  
14 study only went just north of this school  
15 district; correct?

16 MR. KOENEN: Right, and that's about  
17 the limits for St. Charles to the north on the  
18 east side.

19 MR. ARMBRUST: Yeah. I was just -- I  
20 was wondering about the purpose of the bridge in  
21 specific. Was it for the function of the school  
22 because you took a head count? I realize students  
23 change, but was it for that? I've heard about,  
24 you know, the emergency vehicles, and I certainly

1 understand all the life-safety issues there.

2 I'm not an exclusionary as far as trying to  
3 keep people out, but the thing that I wonder is,  
4 and perhaps the simplest analogy I can make is,  
5 Bob, if you lived in a neighborhood and I moved in  
6 as your neighbor, and if the City allowed me to  
7 have 100 dogs in the yard, as a neighbor, you'd  
8 say, Wow, you know, two is okay, but I'm a little  
9 bit put out by the other 98.

10 For me when we look at the maps down  
11 there -- and our village, our village is just one  
12 strip of land basically that runs east and west.  
13 I note on the maps that there's no reference to  
14 any type of (f)4 or 4(f) evaluation relative to  
15 the impacts that we have through our historic  
16 district which are not noted on any of those maps.

17 By the orientation of Red Gate Road and its  
18 proximity to Army Trail, there will be, for the  
19 village, and I live -- I have lived in town for 22  
20 years where I live currently, and having seen the  
21 change of the stop light going in at Army Trail  
22 and Dunham Road and witnessed specifically the  
23 traffic flow there, I know for a fact a lot of  
24 folks will be traversing out to 59 which goes

1 right to the heart of our historic district. So  
2 that's a concern as a neighbor to think, okay, how  
3 do we best serve this purpose.

4 What I hear from the video down there is  
5 there's a lot of reference to Arthur Andersen's Q  
6 Center, and there must be two or three times that  
7 they speak about the Q Center and how we've got to  
8 avoid the Q Center's development and all of this,  
9 but yet we have an existing village that's just  
10 one strip of land that doesn't have any elbow room  
11 to it.

12 So that's a big concern about the flow of  
13 traffic and the environmental impact that happens  
14 to our town. So that's the reason for my analogy  
15 of -- again, I'm not exclusionary. I realize  
16 we've got to all find ways to get across. I have  
17 been one, and, again, the default of the program  
18 there keeps talking about the north end of  
19 St. Charles, which I can appreciate.

20 I have always wondered why they didn't take  
21 the Union Pacific, and even though the video  
22 speaks to the fact that they couldn't connect it  
23 onto 31, as any engineer would attest, you can do  
24 that even in that tight radius. You just change

1 the program coming across the railroad.

2 I'm not suggesting that's the best route,  
3 but I am always wondering why the St. Charles  
4 limitation is on Route 64, why that's -- you know,  
5 we've got the bridge south of there that goes to  
6 nowhere, and we've got the Union Pacific Railroad  
7 that would easily hook us up to Randall Road and  
8 back out to North Avenue.

9 Let me see if I had anything else.

10 One of the statistics that you had down on  
11 the boards that I noticed was in your 2030 study,  
12 this Red Gate Road bridge would account for 15,500  
13 cars across the river. In doing so, you indicate  
14 on the drawings on there that you would actually  
15 save 6,000 cars going across Route 64, and you  
16 would also save -- or the area would save 2,000  
17 cars going across to Stearns Road, which is  
18 intended to be a regional road.

19 It then as well, though, puts an additional  
20 4,000 cars through Wayne, which, again, we're just  
21 a little two-lane road. I'm sure the base of our  
22 road would not handle the traffic flow that would  
23 come through there and that car count.

24 Again, I would -- my last comment is just

1 to, again, reflect on why not wait on Stearns Road  
2 to be developed and see how things handle in the  
3 area, and why do we not have the dynamic of the  
4 impact to the Village of Wayne relative to its  
5 historic districts at Army Trail and Dunham and  
6 also in the downtown area. Because you make that  
7 proximity so close, there's going to be a lot of  
8 folks going all the way up to 59, and it's just  
9 going to be -- as a neighbor, you're not  
10 considering the neighbors.

11 I guess that's it. Thanks a lot.

12 HEARING OFFICER HUPP: Okay. Thank  
13 you for your comments.

14 (Which were all of the  
15 proceedings had in the  
16 above-entitled matter ending at  
17 9:30 p.m.)  
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