

**Public Hearing - May 18, 2022  
Cedar Lake Road Realignment Project**

CEDAR LAKE ROAD REALIGNMENT PROJECT  
PUBLIC HEARING

Magee Middle School  
500 North Cedar Lake Road  
Round Lake, Illinois

May 18, 2022

5:00 p.m.

PRESENT:

Mr. Chuck Gleason, LCDOT Project Manager  
Mr. Kevin Carrier, LCDOT Director of Planning  
and Programming  
Mr. Ben Russo, LCDOT Project Engineer  
Mr. Tice Cole, CMT Project Manager  
Mr. Jeremy Metz, CMT Project Engineer  
Mr. Scott Desplinter, CMT Drainage Engineer  
Ms. Alexandra Zelles, CMT Environmental  
Scientist  
Ms. Ambra Knox, CMT Real Estate Services  
Manager  
Mr. David Cerda, CMT Designer

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1           MR. GLEASON: We want to welcome everybody to  
2 the Cedar Lake Road Realignment Project Public  
3 Hearing. The purpose of this meeting is to present  
4 the preferred realignment plan and for the general  
5 public to ask questions associated with the  
6 project.

7           Lake County Division of Transportation is  
8 the lead agency on this project and has  
9 incorporated engineering services by Crawford  
10 Murphy & Tilly, or CMT, to study and complete the  
11 project according to federal, state, and local  
12 guidelines.

13           So I would like to introduce the team, and  
14 after this presentation they will be here obviously  
15 to answer any of your questions. I'm Chuck  
16 Gleason. I'm with Lake County Division of  
17 Transportation. I'm the project manager.

18           We have Kevin Carrier, who is the Lake  
19 County Division of Transportation as the director  
20 of planning and programming. Ben Russo is Lake  
21 County Division of Transportation's design engineer  
22 for this project.

23           Tice Cole is with CMT. He is the project  
24 manager. Jeremy Metz is the CMT project engineer.

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1 Let's see, we've got Scott Desplinter. He's with  
2 CMT and he's the design -- I'm sorry, the drainage  
3 engineer, and then Alexandra Zelles is the  
4 environmental scientist and Ambra Knox who is with  
5 CMT and is the real estate services manager.

6 We also have David Cerda. Where's David?  
7 There he is. David is a designer with CMT, but  
8 he's also here to do some Spanish interpretation  
9 for us if anybody needs it. He's already been put  
10 to a lot of good use.

11 So following this presentation, the public  
12 will have an opportunity to make formal comments in  
13 a two-minute statement to the court reporter who is  
14 over here.

15 After that, everyone can view the exhibits  
16 at their leisure. The project team will be  
17 available to answer questions until 7:00 p.m.  
18 Comments can also be provided to the court reporter  
19 informally until 7:00 p.m., and comments can also  
20 be submitted on the comment form located at the  
21 tables back behind me.

22 The realignment of Cedar Lake Road is not  
23 a new concept. In 1979 IDOT began a study of this  
24 unmarked state route, and in 1982 the study

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1 identified a grade separation between the new road  
2 and the railroad through the undeveloped property  
3 that exist there today.

4 This alignment was met with public  
5 opposition and did not move forward to engineering.  
6 IDOT completed a Phase I Study again in 1987 with  
7 an at-grade alignment through undeveloped property.  
8 The improvements were not constructed due to lack  
9 of funding.

10 The section of Cedar Lake Road from 120 to  
11 Nippersink Road was jurisdictionally transferred to  
12 Lake County in 2012. In that year, Lake County  
13 started a feasibility study with input from the  
14 Village of Round Lake.

15 The feasibility study was completed in  
16 2016. The study showed that realigning Cedar Lake  
17 Road was still feasible. The study identified  
18 multiple alignment alternatives and evaluated  
19 impacts, benefits, and potential cost of each.

20 The feasibility of the improvements  
21 allowed Lake County to proceed with performing a  
22 full Phase I Study including all the appropriate  
23 environmental analysis required as part of the  
24 National Environmental Policy Act of 1969, in order

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1     that the project qualified for federal funding.

2             This project incorporated a stakeholder  
3 involvement group in order that stakeholders within  
4 the project area could provide input and observe  
5 the development process. We are also partnering  
6 with the Village of Round Lake, Metra, and the  
7 Illinois Department of Transportation.

8             We not only feel that this transportation  
9 project will provide safe and efficient movement  
10 throughout the corridor, but it is an opportunity  
11 for transit and non-motorized accommodation  
12 upgrades and enhancement of the downtown district.

13             With that, I now would like to turn it  
14 over to Tice who has more specific project  
15 information.

16             MR. COLE: Thank you, Chuck. I'm not as loud a  
17 speaker as you. I'll take the microphone.

18             At the first public information meeting,  
19 the project study was still in the data collection  
20 stage. The study team presented some initial data  
21 regarding the crashes and the existing traffic  
22 volumes; and then based upon the input from that  
23 public information meeting, subsequent stakeholder  
24 involvement group meetings, community context

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1 audit, as well as some further technical analyses,  
2 the study team developed the purpose and need for  
3 the project in 2018.

4 The purpose of the project is to improve  
5 the safety and capacity between Nippersink Road and  
6 Hart Road and improve operations at Cedar Lake Road  
7 and the crossing of the Metra Milwaukee District  
8 North Line and to improve bicycle and pedestrian  
9 connectivity within the study area.

10 The need for the project is based upon  
11 crash rates, the level of service, complex  
12 operations, and poor bicycle and pedestrian  
13 connectivity.

14 Crash rates are higher than average  
15 between Nippersink Road and Lakewood Terrace, and  
16 the corridor is operating currently at the minimum  
17 acceptable capacity level of service, and it's  
18 actually expected to fail in the future based upon  
19 traffic projections.

20 The nexus of Cedar Lake Road and the  
21 Milwaukee District North Line railroad, multiple  
22 Metra parking facilities, a Metra parking entrance,  
23 and pedestrians creates many operational issues at  
24 that one location.

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1           Bicycle and pedestrian features do not  
2 connect within the study area; and then  
3 furthermore, significant bicycle and pedestrian  
4 generating land uses lack bicycle and pedestrian  
5 connectivity. Additional information regarding the  
6 purpose and need can be found summarized on one of  
7 these boards at this meeting.

8           Regarding the alternatives evaluation and  
9 screening, following the development of the purpose  
10 and need, seven build alternatives were developed  
11 by both the study team and the stakeholder  
12 involvement group.

13           Those alternatives were then developed  
14 into conceptual level detail by the study team and  
15 were evaluated based upon the transportation  
16 performance and their environmental impact. The  
17 no-build alternative was also considered in the  
18 study.

19           The alternatives went through a standard  
20 IDOT screening process based upon the initial  
21 environmental resource findings. One build  
22 alternative was eliminated based upon having  
23 significantly more displacements than the other  
24 build alternatives.

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1           Another two build alternatives were  
2 eliminated due to their impact to potential  
3 historic resources. The remaining alternatives had  
4 similar environmental impacts and were evaluated  
5 based upon their transportation performance.

6           One build alternative was eliminated  
7 because the proximity between the Magee Middle  
8 School exit and the signalized intersection of Hart  
9 Road at Cedar Lake Road was too close.

10           Of the three remaining build alternatives,  
11 two were eliminated due to safety concerns  
12 regarding additional horizontal and reverse curves.  
13 Additional curves in the roadway alignment have  
14 been found to increase the crash potential for  
15 motorists.

16           The last step left one alternative, the  
17 blue alignment, as the preferred alternative; and  
18 more information regarding the alternative  
19 evaluations and selection process is summarized on  
20 a few of these boards here at this meeting.

21           Regarding the preferred alternative, after  
22 selecting a preferred alignment alternative in  
23 2020, the project team began working with project  
24 partners including the Village of Round Lake; ICC,



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1 Illinois Commerce Commission, ICC; IDOT; Metra; and  
2 the stakeholder involvement group to refine the  
3 details.

4 Since 2020, the team has developed  
5 geometrics, performed traffic analysis, coordinated  
6 the railroad crossing with the ICC and Metra,  
7 developed a new station layout, finalized the  
8 bicycle and pedestrian accommodations, and  
9 developed a drainage design.

10 The preferred alternative is shown on the  
11 large boards. There's one here and then another  
12 one over there, and then it's also shown in more  
13 detail on the strip maps at the far end of the room  
14 there.

15 Overall, the preferred alternative  
16 includes improving Cedar Lake Road from Park Avenue  
17 to approximately 500 feet north of existing Cedar  
18 Lake Road near the school entrance, so down here  
19 near Park and up near this entrance that you used  
20 here today to get into the school.

21 Cross streets will also be improved to  
22 accommodate this new alignment. Nippersink Road  
23 will be improved from Capri Drive to Goodnow  
24 Boulevard, and then Aviron Avenue will be improved

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1 from Avilon Court over to Goodnow Boulevard.

2           Illinois Route 134 will be improved from  
3 just east of the intersection of Hart Avenue all  
4 the way over to Orchard Street, and then existing  
5 Hart Road will be improved generally in the  
6 vicinity of the school exit.

7           And then existing Cedar Lake Road will be  
8 improved from the new intersection of proposed  
9 Cedar Lake Road basically in its current form all  
10 the way down to generally the Metra station. And  
11 it should be noted that the existing railroad  
12 crossing will be replaced with this new railroad  
13 crossing of proposed Cedar Lake Road.

14           There are new and improved sidewalk and  
15 shared use path facilities incorporated throughout  
16 the project, and these can be seen in the strip  
17 maps presented today.

18           Regarding environmental impacts, the study  
19 evaluated cultural and historic resources, special  
20 waste, service water and wetlands, threatened and  
21 endangered species, noise, trees, and air quality.

22           The proposed improvements avoided the  
23 eight architectural resources that were eligible  
24 for the National Register of Historic Places, and

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1 those can be found on these large boards with the  
2 purple shapes with the cross matching. Those are  
3 the ones that had to be avoided.

4           There are 28 sites with recognized  
5 environmental conditions for special waste that  
6 will require sampling in the next stage of the  
7 project to determine how they should be dealt with  
8 during the construction.

9           The project will impact approximately  
10 .12 acres of stream and .75 acres total of  
11 wetlands. There are no floodplain impacts  
12 anticipated; and there will be trees impacted, and  
13 there will be a detailed tree survey completed in  
14 the next stage of the project. The County will  
15 coordinate with the Village to have trees replaced  
16 where possible.

17           Noise impacts were evaluated, and there  
18 were two common noise environments that had noise  
19 impacts. Neither of these locations met IDOT's  
20 policy on feasibility; therefore, there are no  
21 noise walls anticipated for the project.

22           Regarding the impacts to the Metra  
23 station, the proposed roadway improvements impact  
24 existing parking along Illinois 134, the west end

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1 of the platform, the existing maintenance siding,  
2 and two of Metra's entrances to Illinois 134.

3           Parking will be replaced at a one-to-one  
4 ratio, and the platform will be relocated and  
5 extended. The maintenance siding will be relocated  
6 east of the station, and entrances to Illinois 134  
7 will be reconfigured with the new parking.

8           With the significant change to the roadway  
9 system, Metra and the Village are taking this  
10 opportunity to reconfigure much of the station to  
11 improve operations and provide new amenities as a  
12 transit hub.

13           The station building will be removed and  
14 replaced with two new warming shelters. The  
15 platform will have two new mid-platform pedestrian  
16 crossings.

17           New kiss-n-rides are proposed for the  
18 north and south side of the station. Bicycle  
19 parking will be replaced on the south side and  
20 added to the north side; and as a result of  
21 coordination with Pace, there will be a new bus  
22 stop facilities added adjacent to the station at  
23 Illinois 134 and Goodnow Boulevard.

24           The new Metra station layout can be seen

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1 on the overall board. There's another board  
2 singularly focused on the station, and then it can  
3 also be seen in more detail on the strip maps we  
4 have here today.

5           Regarding drainage improvements, the study  
6 team has known that there are many challenges  
7 regarding the drainage because the very first  
8 public information meeting back in 2017 was  
9 actually rescheduled due to a large storm event  
10 with localized flooding in the area, so that  
11 provided us a good opportunity to get pictures of  
12 the flooding that day.

13           There will be one large detention basin  
14 constructed as part of the improvements. It will  
15 be located north of Aviron and the current  
16 undeveloped property on the west side of proposed  
17 Cedar Lake Road.

18           And then what we are showing here today  
19 for that detention pond is kind of a base level  
20 condition for what the roadway improvements need,  
21 and this pond may be further increased in size to  
22 accommodate the Village's request to accommodate  
23 any kind of proposed development on the south side  
24 of Illinois 134.

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1           In addition to the pond, there are three  
2 smaller detention basins proposed. One will be  
3 located at the northwest corner of Cedar Lake Road  
4 and Nippersink Road, and then another two will be  
5 located on the north side of proposed Cedar Lake  
6 Road where it meets the new intersection of Hart  
7 Road and the existing Cedar Lake Road, up on the  
8 northeast and northwest corner of that intersection.

9           All the proposed roadway improvements  
10 generally include an urban cross section, meaning  
11 it will have curb and gutter. Therefore, storm  
12 sewers will be added or upgraded to all the routes  
13 included in the study. There will be further  
14 design coordination and permitting of Phase II with  
15 the Village and the Lake County Stormwater  
16 Management Commission, LCSMC.

17           Regarding the property impacts, the study  
18 team has evaluated the need for fee simple right-  
19 of-way, permanent easements, and temporary  
20 easements throughout the project. Excluding  
21 existing right-of-way, there are approximately  
22 17.5 acres of impacts to 94 parcels with this  
23 project.

24           Approximately half of this impact area is

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1 temporary, while the other half is permanent. Of  
2 the total area of impacts, private property only  
3 constitutes 22 percent of the area impact, while  
4 78 percent of the area impact is to existing  
5 Village of Round Lake or Metra property.

6           There are ten full-parcel acquisitions  
7 with two of those being owned by the Village of  
8 Round Lake and eight being private. All the  
9 property impacts are shown in detail in the strip  
10 maps, and the list of parcels is shown on the land  
11 acquisition board in the back corner.

12           And we do have a land acquisition  
13 specialist here to answer questions about the  
14 process, impacts to specific properties, and  
15 displacements and relocations.

16           Of the ten full acquisitions, there will  
17 be five commercial property displacements, one  
18 government building displacement, and one  
19 residential displacement.

20           The displacements include the Village Hall  
21 annex building as well as three commercial  
22 buildings north of the annex building. It also  
23 includes two commercial properties along  
24 Illinois 134 at 314 and 499 Railroad Avenue. The

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1 residential displacement will be at 604 West  
2 Nippersink Road.

3           Regarding the project schedule, the  
4 tentatively planned schedule moving forward is to  
5 start Phase II engineering design and land  
6 acquisition in the latter half of this year and  
7 completed by the end of 2025.

8           If the project is ready, land acquisition  
9 is complete, and the funding is secured, then the  
10 project could be under construction in 2025 and  
11 2026 with the facilities open to traffic by the end  
12 of 2026.

13           The next steps include finalizing the  
14 Phase I Study, attaining design approval from IDOT,  
15 and beginning the Phase II engineering design and  
16 land acquisition.

17           This hearing will be the final public  
18 involvement activity of the Phase I Study. We do  
19 anticipate holding another public involvement  
20 activity closer to the initiation of construction  
21 to prepare everyone for what areas may be closed  
22 for construction in stages and how traffic will be  
23 maintained.

24           As Chuck stated previously, following this



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1 presentation, the public will have an opportunity  
2 to make formal comments in a two-minute statement  
3 to the court reporter. I'll basically hand you the  
4 microphone.

5 After that, everyone can view the exhibits  
6 at their leisure. The project team will be around  
7 until 7:00 p.m. to answer questions; and if you  
8 don't feel comfortable providing a comment in this  
9 public forum, you can also talk to the court  
10 reporter after this open forum, and then comments  
11 can also be submitted on the comment forms located  
12 on the comment tables behind us, and there is also  
13 an email address on the website,  
14 cedarlakeroadcmtengr.com.

15 I would like to thank everyone for taking  
16 the time to attend the public hearing, and at this  
17 time we would like to move on to the formal comment  
18 period where you can make comments or ask questions.

19 We did prepare a signup sheet, which Chuck  
20 is holding right now, so we make sure everyone gets  
21 an opportunity to speak and have an order to it.

22 If you haven't already signed up to speak and would  
23 like to, please raise your hand and Chuck will come  
24 to you and add your name to the list, and we will

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1 try to answer -- if your comment includes  
2 questions, we'll try to answer those the best we  
3 can right now; and if we cannot, we will follow up  
4 in writing.

5 In this public forum, before you provide a  
6 formal comment, please state your name, your first  
7 and name, and spell your last name to make it  
8 easier for the court reporter and then also provide  
9 your address so that we know how to follow up in  
10 writing to your comments. And then all comments  
11 received will become part of the public hearing  
12 record for this project.

13 MR. GLEASON: Okay. So the list that we have  
14 from people that signed up when they signed in, Jim  
15 Magee, go ahead.

16 If anybody else wants to sign up, please  
17 just raise your hand.

18 MR. MAGEE: So I'm Jim Magee. I was here at  
19 that meeting he mentioned in 1979, and we won.  
20 That was the opposition.

21 My compliments to everyone involved. If  
22 you had this plan in 1979, you would have had a  
23 fighting chance to get it through because it's not  
24 a bad plan; but it does still seem to me to be

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1 spending millions of dollars to move one problem  
2 down the street to another location. There is  
3 still going to be a backup, it seems to me, on  
4 Cedar Lake Road, but this is light-years ahead of  
5 where we were before.

6 It's not particularly destructive to the  
7 Village. Again, I see that. It is personally  
8 destructive to myself and a few of my neighbors  
9 because we're at the impact area, the 22 percent  
10 location.

11 The Village, I was talking to the mayor.  
12 Very graciously he was telling me that the Village  
13 intends to open up along the strip new commercial  
14 opportunities for people like me. That will be  
15 good, but there seems to be a time differential  
16 that's going to be insurmountable in that we're  
17 going to have to move, it seems, before the areas  
18 would be available for occupancy.

19 And so I think the timing of the state of  
20 the Village will be off by maybe a year or two, and  
21 hopefully that can be worked out in some fashion to  
22 accommodate transitions.

23 My vote, if there was one, would be to  
24 reconsider; but, again, I would concede the thought

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1 that this is much, much better than has ever been  
2 envisioned and better than what you had a couple  
3 years ago, too. Again, it's still terrible because  
4 it affects me so directly, but otherwise my  
5 compliments. So whoever is next.

6 MR. GLEASON: Yolanda -- and I'm sorry.

7 MS. LOMELI: That's okay, Lomeli.

8 MR. GLEASON: Lomeli, okay, thank you.

9 MS. LOMELI: Good afternoon, everyone. My name  
10 is Yolanda Lomeli, owner of Lomeli's International  
11 Supermarket, downtown Round Lake, owner of Rancho  
12 Nuevo, Mexican restaurant, downtown Round Lake.

13 Basically it will impact us tremendously.  
14 Unless the Village has a plan to relocate the  
15 downtown businesses, we're going to be hiding.  
16 We're going to be forgotten. Have you guys ever  
17 seen that clip that came out on social media,  
18 forgotten Round Lake, a couple years ago?

19 We're going to be forgotten businesses,  
20 stuck in the middle, kind of like the same thing  
21 that's going to happen to A-Tire. People are just  
22 going to drive past us.

23 So my business contributes a significant  
24 amount of taxes, and I know those taxes are

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1 allocated to all the departments, fire department,  
2 school district, et cetera, et cetera, et cetera.  
3 And unless there are any other positive plans for  
4 the Department of Transportation to convince us and  
5 tell us that the bakery is not going to be impacted  
6 or that we can be relocated at the Village's  
7 expense or the Illinois Department of  
8 Transportation's expense to relocate our businesses  
9 right at that intersection where we can be visible  
10 to keep the businesses thriving alive, then we can  
11 have a different conversation.

12 But in the meantime, I believe we will be  
13 opposing to this project. My business does  
14 contribute, as I stated, a very significant amount  
15 of tax revenue to the Village.

16 MR. GLEASON: Is that it?

17 MS. LOMELI: That would be it. Thank you.

18 MR. GLEASON: Okay, thank you.

19 Kohlmeyers, do you want to speak, either  
20 one of you?

21 MR. KOHLMAYER: Pretty much the same thing, the  
22 way you have that kiss-n-ride, it's going to be  
23 disastrous to my business, period.

24 Besides automotive and truck repair, we do

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1 a lot of towing, and I mean heavy towing, semis,  
2 everything. There's no way I can get in that shop  
3 the way you guys have got that set up like that.

4 And then I'm also president of the fire  
5 district. How is that going to impact our fire  
6 department having that there? They can't get  
7 through there now on calls. How does that work?

8 MR. COLE: I can't really answer the question  
9 regarding the kiss-n-ride right now but regarding  
10 the emergency response and getting -- basically  
11 with the railroads being a barrier to the north  
12 side of the tracks from the fire station, the  
13 thought is that right now what we have is that at  
14 the south end of existing Cedar Lake Road they have  
15 to go through the area downtown with the angled  
16 on-street parking, which in itself presents many  
17 safety issues just considering the amount of  
18 crashes we saw and how it generated the purpose and  
19 need for the project. In addition to that, they  
20 come up to an all-way stop, which means that there  
21 is no way for them to preempt any signals to flush  
22 traffic out to get them through the intersection.

23 And then so in the proposed condition, the  
24 idea is that, once they exit the fire station, they

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1 would come down west on Nippersink Road to a  
2 traffic signal which they can then preempt with  
3 emergency vehicle preemption and then travel north  
4 free flow to the signalized intersection of the  
5 railroad, which would also have preemption, and the  
6 new signalized intersection -- or relocated  
7 signalized intersection of Hart Road would also  
8 have preemption at that location as well. So  
9 that's generally what the difference would be  
10 between the existing and proposed condition.

11 MR. GLEASON: Next is Sergio Rodriguez.

12 MR. RODRIGUEZ: Hello, everybody. My name is  
13 Sergio Rodriguez. And the same as the Lomeli  
14 family, I own a business downtown.

15 The reason why I'm here is because I'm  
16 concerned. Just put a stoplight. That will create  
17 better traffic for us. Most people say where's  
18 your business? Downtown, Cedar Lake. Where is  
19 Cedar Lake? Downtown. Everybody makes fun of it.  
20 We are so small, if we go that route, we're going  
21 to be missed like Ms. Lomeli said. We're going to  
22 be forgotten.

23 Just put a stop sign. I mean stop signs  
24 are there. The traffic light. I don't mind the

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1 changes back and forth, but COVID already hit us  
2 really hard for small businesses.

3 I've been there 20 years. So have they.  
4 So the bakery, we try to bring more people, you  
5 know. Our business is just slowly picking up.  
6 That is going to have a big impact to us. Some  
7 people might not care about the Mexican business.  
8 I do. I live off it. Thank you.

9 MR. GLEASON: All right. Thank you, Sergio.

10 MS. RODRIGUEZ: I just want to comment.  
11 Talking about safety, the fire station is right  
12 there. You know, when there's an emergency and the  
13 fire trucks need to go straight, they're going to  
14 be blocked because the road is going to be closed,  
15 so that's important.

16 MR. GLEASON: Okay, thank you.

17 Celeste Flores.

18 MS. FLORES: Celeste Flores. So, I mean, this  
19 is the first time I'm learning all of this, and I  
20 know you said this, but can you repeat it because I  
21 was trying to memorize what you were saying.  
22 Ultimately who is going to be voting on this and  
23 approving the project?

24 MR. COLE: The project is led by Lake County

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1 Division of Transportation.

2 MS. FLORES: Okay, perfect. And then I went  
3 online as you were talking because you said  
4 stakeholder committee. Who are the members of that  
5 because I can't find that online?

6 MR. COLE: There should be online a stakeholder  
7 involvement plan and if it doesn't include --

8 MS. FLORES: It doesn't.

9 MR. COLE: Then we can provide that to you.

10 MS. FLORES: But you don't work for Lake County  
11 Transportation, right? You work for CMT?

12 MR. COLE: Yes.

13 MS. FLORES: So I would be following up with  
14 CMT on that?

15 MR. COLE: Yes.

16 MS. FLORES: Okay. You don't know offhand?  
17 None of you guys know offhand who the stakeholders  
18 are?

19 MR. COLE: Well, I can recall most of them, but  
20 I don't want to leave anybody out. I mean, there  
21 are some here --

22 MS. FLORES: Are any of them local businesses  
23 on that Cedar Lake Road?

24 MR. GLEASON: Well, you have Jim Magee who's on

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1     it with State Farm. You have David Thornborough  
2     who is actually a resident. Michael was on it.

3             MR. CARRIER: Alejandro is on it, State Farm.

4             MR. GLEASON: And I know the library district  
5     was on it. I'm trying to think of other -- we'll  
6     get you a list. We have a list --

7             MS. FLORES: Yeah. I was just wondering.

8             MR. GLEASON: It's probably on there somewhere,  
9     but we'll get it for you.

10            MR. PIZARRO: And I just want to make something  
11    clear. Even though we were on that board, we  
12    really didn't get to vote on it.

13            MR. GLEASON: No, there's no voting on it,  
14    that's correct.

15            MS. FLORES: It's advisory?

16            MR. PIZARRO: No, it's more of us giving our  
17    input of what we thought about what was supposed to  
18    happen.

19                    And the reality is, Jim Magee as with my  
20    building are flattened out. They're taken out.  
21    We're right at the cross road of this whole deal.  
22    So obviously that's why I felt that I wanted to be  
23    on this committee to potentially be able to, you  
24    know, talk about it and really give my input.

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1           The reality is I really don't feel like it  
2 was really taken into consideration. They wanted  
3 to hear, but it's obvious that they made decisions  
4 without our concerns or comments.

5           MS. FLORES: Well, that's unfortunate. I'm  
6 sorry to hear that. I do have more questions.

7           So, you know, Lake County, I think  
8 according to the latest census, is 22, maybe 23  
9 percent Hispanic, Latino, Spanish speaking; so I  
10 just want to know how we don't have any information  
11 in Spanish.

12           If that's not a question you can answer, I  
13 would love to get a formal response from CMT, from  
14 the Lake County Transportation Department, and I  
15 would love to request another meeting where we can  
16 ask questions in Spanish.

17           My English is perfect, but I'm a native  
18 Spanish speaker. I would love to be able to read  
19 this information and be able to share this with the  
20 community members that feel more comfortable  
21 reading in Spanish and understanding what's going  
22 to happen in our community. So I don't know who I  
23 would have to make -- would that be CMT?

24           MR. GLEASON: You just did it, the formal

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1 comment.

2 MR. CARRIER: Yes, we have a translator here,  
3 and any of these boards or materials we can have  
4 translated, too. We have a translation service --

5 MS. FLORES: Yeah, I had to ask for the  
6 translator.

7 MR. CARRIER: But we can get it. We can post  
8 it on the website. We can make that available to  
9 everybody, too. If there's anything here that --  
10 or all the boards, if you want to have those --

11 MS. FLORES: Yeah, I mean, they're lovely.  
12 It's just, you know, we have 22 percent Latino  
13 Spanish-speaking community in Lake County. Let's  
14 make sure they're coming along, and it's not an  
15 afterthought.

16 MR. CARRIER: Understood.

17 MS. FLORES: And then the last question, I just  
18 wanted to know the stakeholder committee, and maybe  
19 I guess there are businesses, how many times --  
20 I've seen they've met a couple times throughout the  
21 year since 2017, but how many times have they gone  
22 to these businesses in person, right?

23 It's been the pandemic. We've been having  
24 information online, I understand that, but it's

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1 critical that we actually go out to these  
2 communities, to these businesses where it's going  
3 to be affected.

4 I see that on Facebook the Lake County  
5 Transportation posted once about this meeting, and  
6 it's an important meeting, right? Like, how are we  
7 divulging this knowledge and not relying on  
8 community members, on business owners, on non-  
9 profits to give up their time that's already  
10 precious.

11 They have families. We have families. We  
12 have children, and it shouldn't be on us. It  
13 should be the government agency coming out and  
14 meeting us where we're at. Thank you.

15 MR. GLEASON: Thank you.

16 Joe Stone?

17 MR. STONE: Hi, Joe Stone, 320 West Nippersink.  
18 I don't doubt the need for some kind of  
19 construction or what-have-you, but I absolutely  
20 hate the idea of closing down Cedar Lake. It seems  
21 very short-sighted.

22 It seems like the ramifications of it to  
23 the downtown revitalization -- I thought that was a  
24 thing that Round Lake wanted to have, to have more

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1 money coming to downtown, to have people  
2 reinvesting in downtown.

3           You don't do that by diverting the traffic  
4 away from downtown or completely severing the  
5 ability for people to get to downtown. You don't  
6 grow that way. You don't get better that way.  
7 We're making it harder for people that want to go  
8 downtown to actually get to downtown. I think  
9 that's a terrible way to handle this.

10           I'm sure there's a rationale behind why  
11 you completely shut down Cedar Lake there, but I  
12 just think that that is terrible for us -- you  
13 know, people that want to go to downtown, business  
14 owners in downtown, I think it's just an awful  
15 thing to make it harder for people that want to  
16 come to downtown.

17           I don't know how the Village would be in  
18 favor of that. I don't know how they haven't  
19 fought that. Every business owner, I think, would  
20 be against that. I think a lot of residents are  
21 against that.

22           I think it makes it harder for everyone,  
23 especially as it seems like it's a pretty easy  
24 solution of just shifting the platform to the east

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1 a little bit and still allowing access through what  
2 you're calling now old Cedar Lake.

3 I think that could be a potential solution  
4 for anyone who doesn't want to go downtown because  
5 it is a pain in the butt a little bit to go ahead  
6 and go to new Cedar Lake, but to completely sever  
7 anyone who wants to get to downtown and make it  
8 harder for them, I think it's just a terrible thing  
9 to do and is going to cause a lot of pain and  
10 financial hardship on people that have businesses  
11 there and live from, you know, the means provided  
12 by those businesses.

13 (Applause.)

14 MR. GLEASON: All right, thank you.

15 Jim DiDonato?

16 MR. DiDONATO: No thank you.

17 MR. GLEASON: No comment? Okay.

18 This next one I'm going to have trouble  
19 with. I think it's Mike. I think it starts with  
20 an S. Any idea who it is? You were one of the  
21 last ones to sign up.

22 UNIDENTIFIED SPEAKER: Swanson maybe?

23 MR. GLEASON: Who?

24 UNIDENTIFIED SPEAKER: Swanson?

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1 UNIDENTIFIED SPEAKER: I think he actually left.

2 MR. GLEASON: I don't know if that's the last  
3 name, but anyway it's Mike. It looks like maybe  
4 S-k --

5 UNIDENTIFIED SPEAKER: Suarez.

6 MR. GLEASON: Suarez? Is that person here?

7 UNIDENTIFIED SPEAKER: No, he left.

8 MR. GLEASON: He did leave? Okay.

9 Okay. And then the last person to have  
10 signed up, unless somebody else wants to sign up,  
11 is Jaycee Ochoa.

12 MS. OCHOA: Hi, my name is Jaycee Ochoa, and I  
13 have a lot of what Celeste said, right? A lot of  
14 the businesses, they found out when they received a  
15 letter that this was going to happen, that this  
16 forum was going to happen and that they were going  
17 to be able to put in input into this. But it's  
18 very unfortunate that no one went to the door and  
19 said, "Hey, we're working on this."

20 I went on the website for a few days once  
21 I received, you know, a copy of the letter from one  
22 of the Chamber's directors, and there was nothing  
23 on there. So for many days after they received  
24 this letter, the website that is for this project

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1 was not live.

2 And, yes, there was nothing in Spanish. A  
3 lot of these downtown businesses are Spanish  
4 speaking. There is a language barrier, and they  
5 would love to put in input into this. I don't  
6 think that they were considered in this project.

7 I've sat with the Village. We were  
8 looking for ways to relive that downtown area, to  
9 bring life to it; and this is definitely not a way  
10 to do it by removing a passing road through the  
11 businesses where many of us pass by and we stop,  
12 right? That's our quick stop going home from work.

13 So I don't think that they were  
14 considered, and they should have been considered.  
15 Spanish definitely has to be done because in the  
16 Round Lake area most of our Hispanics are Spanish  
17 speaking. Maybe half of them. Yes, in Lake County  
18 there's 23 percent. But just in the Round Lake  
19 area that everybody passes through the Round Lake  
20 area, we're trying to make this downtown area just  
21 somewhere where everyone can go.

22 And I've heard this many times is why do  
23 they only give permits to Spanish or Mexican  
24 businesses. Well, these are the businesses that

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1 are requesting these permits, you know.

2           So anyone can request a permit to open a  
3 business, and thankfully for the last 20 years this  
4 downtown area has been occupied. As you can see,  
5 Esteban which owns a lot of the businesses down  
6 there -- I'm sorry, the buildings down there, he  
7 works very hard to have these businesses occupied  
8 and live. And I know that most of them are working  
9 very hard, or all of them are working very hard  
10 especially after this pandemic to survive.

11           So what you're doing is unfortunate that  
12 they did not have an input, and I think they will  
13 be very impacted, and we will keep working very  
14 hard to bring life to this downtown area by  
15 creating activities and things, and I wish now that  
16 the Village is here we should invest into these  
17 businesses.

18           You know, many other areas, Libertyville,  
19 all these other areas, they invest into their  
20 downtown area because they want it to get nice,  
21 pretty, alive. So I just wanted to input that.

22           MR. GLEASON: All right, thank you.

23           Esteban?

24           MR. MONTES DEOCA: Good evening, everybody. My

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1 name is Esteban Montes Deoca. I run La Luz Bakery  
2 with my wife and daughters. We've been living in  
3 the Round Lake area for over 22 years, and actually  
4 I'm very blessed to have come to this town from --  
5 you know, coming from Chicago, actually from  
6 Chicago city.

7 But I'm with Yolanda. I'm with Joe, Mike  
8 from the station, Mike. We're right downtown area.  
9 And whatever the facts or changes the downtown  
10 area, I'm going to be one of the first ones  
11 affected or benefited.

12 So with this shutting down of Cedar Lake  
13 street or road, I think, is going to have a very  
14 negative impact for the downtown business areas. I  
15 mean, we have invested our lives, our livelihood  
16 trying to develop this business, this properties.  
17 And for somebody to, you know, come and do all this  
18 changes that will for sure affect us, I don't think  
19 I'm all for that. I'm all for bettering the town,  
20 you know, beautifying the town and everything, but  
21 not affecting our business directly.

22 So if there would be a way that you could  
23 leave, you know, Cedar Lake Road, I'm all for it,  
24 and I will be okay with that. So I hope you

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1 respect that. Thank you.

2 MR. GLEASON: Does anybody else want to speak?  
3 That's the end of the list. If not, like we all  
4 have said several times is that we'll disperse now  
5 and roam around the exhibits; but if you want to  
6 leave a comment, you can come to the court reporter  
7 or you can fill out one and drop it off at Julie in  
8 the front desk there.

9 But other than that, that's the end of our  
10 presentation; and so like we did before, you can  
11 just walk around and ask questions of everybody at  
12 this point, okay?

13 And just so you know, your comments are  
14 not going to just go in the trash can. They're  
15 going to be looked at. They're going to be  
16 responded to; and any other comment that anybody  
17 else makes, we're going to do the same thing, just  
18 so you know that, okay? Thank you very much. I  
19 appreciate it.

20 MR. MAGEE: Just briefly, some may think  
21 there's a vote to come on this. There is no vote.  
22 So this is what's happening here now; and in the  
23 past there have been referendum preliminary, but  
24 there is no later vote to come, so your comments

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1 are very important to register.

2 (Whereupon, the following  
3 comments were given to the court  
4 reporter outside the presence of  
5 the other attendees:)

6 MR. JADRICH: Bob Jadrich, J-a-d-r-i-c-h,  
7 24453 West Tyler Avenue, Round Lake. My concern  
8 with this study so far is it's not addressing the  
9 east-west migration that happens both morning and  
10 night and the traffic impact on Washington Street  
11 especially, which is a two-lane residential road  
12 that will receive a significant increase of traffic  
13 going towards 120 versus taking Hainesville Road.

14 It's outside the scope. I talked to one  
15 of the gentlemen who's in charge of it. It wasn't  
16 in the scope, and it's going to be a major impact  
17 because they will use that as a main artery, a  
18 two-lane road of Hainesville.

19 MS. LOMELI: Yolanda Lomeli, Y-o-l-a-n-d-a,  
20 L-o-m-e-l-i. Quite frankly I don't agree with the  
21 closedown of Cedar Lake Road. It will definitely  
22 impact our businesses in a very negative way.

23 As a person stated earlier, we're barely  
24 recuperating from COVID, you know; and I guess a

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1 lot of people take for granted what entails running  
2 a business from day to day.

3 You know what it entails? Sales. So if  
4 I'm not able to sell, I can't keep my business  
5 open. I can't keep my employees employed. I can't  
6 keep my store stocked. I can't pay my vendors. So  
7 COVID drastically affected us.

8 Now I feel the Village needs to address  
9 the business owners' concerns before they proceed  
10 with this because they're the host of this project.  
11 So before anything, as caring Village directors or  
12 Village municipalities reach out to the businesses,  
13 accommodate their needs, and then figure out a way  
14 to better and improve this plan.

15 My address is 230 North Cedar Lake Road.  
16 My business again is operated by my six brothers.  
17 As Esteban from the bakery stated, this is our  
18 livelihood. I mean, my business generates so much  
19 tax revenue. And I keep reiterating that because  
20 it's a day-to-day thing. We pay taxes. We put in  
21 easily about 90 hours a week, you know.

22 So I'm very concerned, and I would need a  
23 response from the Village of Round Lake directly  
24 and if you can expose this and also somebody from

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1 the Department of Transportation, Lake County.

2 MR. RODRIGUEZ: Sergio Rodriguez, S-e-r-g-i-o,  
3 R-o-d-r-i-g-u-e-z, 229 North Cedar Lake Road,  
4 that's where our business is. It's called  
5 El Dorado Jewelry and Western Wear. We've been  
6 there 20 years.

7 It is easy for these guys to come over  
8 here and try to move or stop the roads, whatever  
9 they want; but for us to be able to business from  
10 scratch, it's not just a game. It's a livelihood.  
11 How do you think we survive the pandemic? Added  
12 more hours to the day. Now selling more, we just  
13 have to work more. That's how we survive.

14 And we know all our neighbors. We've been  
15 there 20 years, and we want to keep the downtown  
16 alive. Whatever it takes to bring more people, we  
17 do it. Never before has it been busier. We've  
18 been getting more Anglos to our store due to  
19 internet.

20 Companies are putting us out there for our  
21 services, and we take care of everybody because we  
22 love the customers. We love to serve. That's our  
23 service, and that's a downtown business.

24 It's going back to my house. It's on

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1 634 West Nippersink is also going to be affected by  
2 the road. They're saying they're going to take  
3 down the retaining wall. It's about 40 feet by  
4 10 feet high. They want to go over that 10 or  
5 20 feet, but that's also taking down pine trees  
6 that have been there for 40, 50 years. How are  
7 they going to put those back? I want to find those  
8 things out. Are we going to get affected? Of  
9 course, we are. We're part of the community.  
10 That's it.

11 MR. THORNBOROUGH: My name is David  
12 Thornborough, T-h-o-r-n-b-o-r-o-u-g-h,  
13 604 Nippersink. I am impacted because the County  
14 is going to take my house and turn it into a  
15 detention pond.

16 So during the stakeholder group meetings  
17 and all the paths that were developed and all the  
18 ones they chose, I disagree with the comments made  
19 today because I truly think it will actually bring  
20 more people who want to visit downtown because all  
21 the people who don't want to visit will just fly  
22 through Cedar Lake to get to 120, and the people  
23 who do want to visit downtown will enjoy it more  
24 because they won't have traffic headaches because

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1 they're there for a reason instead of being stuck  
2 in traffic trying to get to their parking spot  
3 because it's angled parking. I think it will  
4 actually improve downtown.

5 What the Village should do is possibly  
6 consider signage on the new Cedar Lake directing  
7 people downtown. That's what should be done, look  
8 at it from a commercial or marketing standpoint.  
9 Instead of having the businesses market, have the  
10 Village market for the businesses. That's it.

11 MS. RIOS: Lizbeth, L-i-z-b-e-t-h, Rios,  
12 R-i-o-s, and I live on Avilon Avenue, and I am so  
13 for improving Round Lake. Round Lake needs an  
14 improvement, has been in the process for so many  
15 years.

16 About seven, eight years ago we heard from  
17 the Village that there were going to be  
18 improvements. They did a hearing. Me and my  
19 family assisted and then, I mean, at the time I  
20 must have been, like, 13 years old speaking -- my  
21 parents don't speak English.

22 So I brought up the issue of not having  
23 these documents being sent to homeowners in a  
24 second language, being Spanish the most spoken

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1 language in this country now. They updated that  
2 for maybe a year or two, and then everything else  
3 just went back to they forgot about it, I guess.

4           When we received this letter, again, they  
5 mentioned -- they're like what's going on,  
6 improvements, so and so, and I went to the page.  
7 There wasn't anything there. I went several times  
8 there, and until about last week I tried again, and  
9 then this morning I had a hard time downloading all  
10 the documents.

11           I finally got through them, looked at them  
12 in detail, and I was shocked that on Aviron Avenue  
13 on the west side, having residents who are always  
14 traveling eastbound on Aviron Avenue, depleting  
15 them from the access to get to downtown.

16           I mean, that to me was like now you're  
17 having me go around to a streetlight just to get  
18 downtown where I used to -- and not even adding a  
19 substitute, maybe like a yellow flashing pedestrian  
20 light.

21           As we are very aware not all drivers  
22 follow the speed limit, and I don't doubt that the  
23 Village may not enforce it or do something because  
24 it is a residential area, especially if we're

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1 trying to improve it. I mean, it's close to  
2 downtown.

3 Even on 134 there used to be yellow  
4 crossing signs for pedestrians or whatever, and  
5 they're gone now. They were there for a couple  
6 years, and they're gone.

7 Nobody respects them. They don't yield to  
8 pedestrians. A lot of people walk in that area.  
9 To me that is a huge safety and hazardous concern.  
10 I think residents should consider their safety  
11 first and not just giving alternatives because it  
12 benefits somebody else.

13 (Which were all proceedings had  
14 at the public hearing at this  
15 time.)

16  
17  
18  
19  
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24

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1 STATE OF ILLINOIS )  
2 ) SS:  
3 COUNTY OF COOK )

4 I, ANGELA M. INGHAM, a Notary Public  
5 within and for the County of Cook, State of  
6 Illinois, and a Certified Shorthand Reporter of  
7 said state, do hereby certify that I reported in  
8 shorthand the proceedings had at the taking of said  
9 public hearing and that the foregoing is a true,  
10 complete, and correct transcript of my shorthand  
11 notes as taken as aforesaid, and contains all the  
12 proceedings given at said public hearing.

13 In witness whereof, I have hereunto set my  
14 hand this 1st day of June, 2022.

15 *Angela M. Ingham*  
16



17 Notary Public, Cook County, Illinois  
18 C.S.R. license No. 084-002984  
19  
20  
21  
22  
23  
24

<b>A</b>	28:15	<b>anticipated</b> 11:12,21	<b>average</b> 6:14	<b>bettering</b> 35:19
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