

ILLINOIS POLLUTION CONTROL BOARD

June 1 2010

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JUN 04 2010

STATE OF ILLINOIS
Pollution Control Board

PETER AREDOVICH)

Complainant)

V)

PCB 09=102

ILLINOIS STATE TOLL HIGHWAY)

(Citizen enforcement –Noise)

AUTHORITY)

Respondent)

ORIGINAL

Responding to letter of May 6, 2010

On May 6, 2010 At out telephone participation in discussing the discovery Mr. Lane was not satisfied with my answer, so I sent he a new letter with answers hopefully he will be satisfied . At Mr. Lane question # 20 I am not able to do research for him and providing copy of every detail . I mentioned him were he can find the details for evaluation and his organization have library and staff to do their literature search . I am one individual , no staff, no money , my earning are my Social security .

Mr. Bradley P. Halloran , I appreciate your suggestion , to obtain an attorney. Sir I live of Social security , so far the Tollway have cost me over \$ 15,000. In fighting the noise from the tollway by adding thickness to my walls and isolating my balcony at my bedroom and I am not true yet . Therefore I can not afford an attorney . I will appreciate if the Pollution Control Board could appoint a pro bono attorney. Mr. Halloran I am fighting for my rights that Illinois Constitution provides for its citizen.

Sincerely P. Arendovich



ISTHA.

June 1, 2010

2700 Ogden Av.

Downers Grove Ill. 60515-1703

Re: Arendovich v. ISTHA, 2009-102

Dear Mr. Lane

In reference to the interrogatory which you did not find it satisfactory. I am writing a second version, I hope it will satisfy you. As I said in the previous letter most of the information you have asked it is in the amended complain.

Question #12 Each graph provides you with the data, hour, location and a beautiful chart which shows your noise level.

Question #13 To isolate tollway noise versus no tollway, please, go to the EIS signed by FHA and by your organization, you will find the noise level in DB is 41 and no DB 72.

Many of your inquire like # 14 to #17 have no answer, since we have complain about noise pollution, and not about personal injury.

Question # 18, a) It repeats it self. see your question # 12 no movie, but noise charts. b) this repeat itself, you have asked for resume, it is given to you in question # 20. c) the answer to this question was provided to you previously but let me repeat: Mr. Lane of ISTHA, IPB, and Peter Arendovich.

Question #19 See answers in the amended answers to the Interrogatory.

Question # 20 a) two resume are provided. b) Noise pollution at 135 st. at I-355 extension . c) this is a mouthful, some possible answers you will find at the amended answers to your interrogatory . d) Please see the filled amended complain. e) I am the witness that complained , and you have my opinion in my so called resume.

I hope this satisfy your interrogatory.

Mr. Lane in regard to your third paragraph of the letter of May 7 2010. You are a lawyer for the Tollway you are supposed to know the rules on noise pollution and how NOISE pollution affects life were previously the noise level was not higher then 41 DB see EIS, so please don't ask my . Should I make the research for you ? Please adhere to the law and don't fight the law, you are supposed to be part of the government of the people to protect the wellbeing of the citizen , not harm them , have you forgotten the basic human rights ?

Thank you

Sincerely

P. Arendovich (630 257-8753)



Cc: Mr. Brad Halloran
Pollution Control Board Hearing Officer

ILLINOIS POLLUTION CONTROL BOARD

PETER AREDOVICH]	
COMPLAINANT]	
VS]	PCB - 2009 -- 102
ILLINOIS STATE TOLL HIGHWAY]	(ENFORCEMENT -- NOISE POLLUTION)
AUTHORITY]	
RESPONDENT]	

ANSWER TO THE INTERROGATION BY THE RESPONDANT

1 I, Peter Arendovich, due to noise pollution, have been unable to sleep, and as a result have had increased hypertension.

2

Peter Arendovich	1388 Gordon Ln	(630)257-8753
	Lemont IL, 60439	
Mary Pytllewsky	16119 w 135 th st	(630)257-5075
	Lemont IL, 60439	
Boris Nitchkoff	16055 W 135 th st	(630)257-9705
	Lemont IL, 60439	
A. Garb	13764 S Archer Ave	(630)257-2562
	Homer Glen IL, 60439	
Fransisco Cisneros	1382 Gordon Ln	(773)744-1747
	Lemont IL, 60439	(Cellular)

3 The lot was purchased in 1987

4 The property was fully constructed in 1990

5 The appraisal can be found through the cook county Assessor's office or through the home insurance agency

6 Noise was detected on November 11, 2008

7 The complaint was submitted to Rocko Zuckero the day after the road was opened which was about the same week as the ISTHA board meeting. I also contacted the FHA several times with regards to my problem.

8 The complaint was first to the ISTHA followed by the FHA. The Township of Lemont was contacted as well.

9 See line (7). I intended to deal with the ISTHA directly expecting them to be a responsible agency, but realized they were leading me on for several months. I found myself helpless so I looked for another means.

10 There has been no other legal actions taken

11 Every time a vehicle crosses the bridge from either direction, a significant amount of noise is created. As a car passes, a noise is created. As larger vehicles pass, a louder noise is created. As semis pass, an even louder noise is created. When combinations of all the above vehicles cross, such as times of the early morning, the noise becomes absolutely unbearable. My bedroom faces the bridge, and what used to be peace and tranquility, has been turned into the sound of many vehicles traveling across a highway. The noise has made me resort to stuffing my ears with cotton if I desire to stay or sleep in my bedroom.

12 Please see charts in the amended complain on each chart there is a date, location and noise chart for each day taken

Chart	Date:
074	06/05/08
075	06/05/08
077	06/06/08
078	06/06/08
078	06/06/08
079	06/06/08
090	06/12/08
089	06/12/08
087	06/11/08
088	06/11/08

Description of location and methodology and equipment you find it in the exhibit " C " in the filed amended complain received on Sept 5 2009 by the Illinois Pollution Board and one copy was submitted to you (R.T. Lane)

13 The method, equipment, and calibration was handled by Mr. Larsen (acoustic engineer). The baseline was determined when low levels of passenger cars were using the tollroad and the sensor was set for long time data acquisition. The comparison was obtained between high traffic and low traffic concentrations.

14. None other to my knowledge , I don't ask for their health problem.

15. I don't ask people (neighbors) about their health condition.

16 I don't ask Neighbors about their health condition

17 David A. Larson 27707 Moose Range Rd. Sycamore Il. 60178

18 a) All that information is in your possession

b) David Larson or I Peter Arendovich

c) ISTHA and IBP have copy of the graphs (Robert T. Lang) attached to the amended complain

19 Yes there were readings taken on the outside of my balcony. This is a repetition of previous questions .

a. The answer is on the charts submitted in the amended complain

b. The answer is in the submitted amended complain

c. David A. Larson calibrated his equipment

d. Answer is submitted in the amended complain

e. David A. Larson have the data as stated in the submitted complain

f. David A. Larson 27707 Moose Range Sycamore Il. 60178

20. a. Resume is given as exhibit # " B "

b. The subject matter is Noise produced by the tollway I-355 extension by 135 st.

c. A report Issued by David Larson to Peter Arendovich June 13 2009 , This report was included as exhibit " C " in the amended complain presented to the Tollway and to the Illinois Pollution Board

This report contains the conclusion and the opinion of the expert witness .

The Tollway have in its own possession

Final environmental Impact statement

Supplement of the final environmental impact statement on disc.

Letters sent to Municipality mayors , property of the Tollway in regard to abatement is your possession .

Highway traffic noise analysis and abatement policy and guidance

U.S. Department of Transportation
Federal Highway Administration
Office of Environment and Planning
Noise and Air Quality Branch
Washington, D.C.
June 1995

You should get it from your engineering library, That should have been your Bible.

APENDIX A VEHICLE NOISE EMISSION

From the Fed Dep. Of transportation. This should have been you guidance prior building the road. (You failed is because you did not follow Federal guidelines.)

d. There is a written report in the filled amended complain.

e. I am the controlled witness and the Tollway I had correspondence with ISTHA, please check with Kovaks , Zuckero and the former chairman of the board Mitola.

MY description or resume

I, Peter Arendovich, am retired graduated Chemist and have worked in research for over 20 years and in product development for other 20 years . I lived in Cicero and Lyons for 31 years. I purchased a property in Lemont in a rural area and built my house as a general contractor so I could enjoy my retirement. A year later after I moved into my retirement home, IDOT showed an attempt to build a freeway. We the resident in the area signed a petition, asking IDOT the road be moved to a less developed area about 1800 ft. west of the preliminary alignment. For some mysterious reason, IDOT did not oblige our petition. Later in time IDOT granted the project to ISTHA. From here on several scandals came to be due to impropriety by the agency. As our interests were in pollution, our big concern was water pollution and those concerns have not gone away. This is the issue of the polluting of our aquifers by the water runoff from the road discharges as well as the salt dumps during winter time. It was during Governor Jim Edgars administration, that I have sent a letter to the governor. The response was on document # which surprisingly mentioned about noise pollution even though at that time I did not express concern of it. I obtained a letter from Mark Kazich (project coordinator # that a noise barrier of 3000 feet north from 135 St. bridge was part of the project , In my subsequent discussion of pollution. The Chief engineer provided me with construction plans in the area between 127 St. and Archer Av. were on the drawing it shows a proposed noise barrier to be constructed between the South end of 135 th St. bridge and Archer Av. #

All those mentioned documents were part of the Final Environmental Statement.

The project was stopped because no alternative alignment was not mentioned in the FEIS. Since the time was a factor , otherwise a new study would have to be made therefore a Supplement EIS was made in a hurry and no physical environmental study were made in our area . So it was expected the project plans should be the same , ButThe new administration violated the FEIS and made changes favoring their own interest. Apparently ISTHAs previous engineers during Edgars administration were concern about noise and water pollution as shown in governors Edgar response . See exhibit " D "

Respectfully Submitted,

Peter Arendovich



1388 Gordon Ln.

Lemont Il. 60439

David A. Larson – profession profile

1975 to 1979: USMC Air-wing, helicopter avionics technician in Marine Air Group 39 (Camp Pendleton, CA). I worked on Tacan and IFF for Hueys, Cobras, Sea Knights and Sea Stallions. I did a 16 month tour with the First Marine Division aboard the USS Tripoli in the West pacific. I was awarded a final secret clearance for KIT and KY transponder coding. I was honorably discharged 1979.

1979 to 1984: Attended university of Illinois at Urbana Champaign, earned Bs in Mechanical Engineering.

1984 to 1986: Attended Purdue University, earned the MS of Mechanical Engineering. My graduate studies were in the area of noise measurement and community noise impacts due to transportation activity.

1986 to 1989: I served as an applications specialist for Bruel & Kjaer instruments, the worlds leader in instrumentation for noise and vibration measurement. At B&K I learned a lot about the hardware and software used for community noise monitoring.

1989 to present: I started the firm S&V Solutions – specializing in noise and vibration control engineering. Since the inception of the firm I have been busy in many areas of community noise consulting:

1. Traffic noise measurement, noise abatement walls and other noise mitigation strategies. The improvements to the interstates system around the growing areas of chicagoiland have presented many challenging road noise problems that I have worked on (I-355 extension, I-88 construction, and I-290 extensions).
2. Aircraft noise measurements: I have worked for the City of Chicago (the owner and operator of Midway and O'Hare airports) to measure neighborhood noise impacts and qualify schools and residences for sound proofing. I have worked at the relievers for these two large airports, namely DuPage and Palwaukee airports, to help abate the impact on the surrounding community. We presently are working for the City of Park Ridge to assess the new noise impacts due the O'Hare parallel runway redesign. I designed and built 5 mobile noise monitoring vans with remote access via cellular phones and flight tracking using the Passur® passive radar system.
3. Racing facility noise abatement: I worked for the owners of Chicago land speedway, a multiple venue race facility (drag racing, oval track, NASCAR tracks). We monitored noise from the facility to ensure compliance with state and federal EPA noise guidelines.

Today I am busy with the work of S&V Solutions. We continue to perform consulting and community noise measurements.

Illinois Toll Way Authority

2700 Ogden Ave.

Downers Grove IL, 60515

Mr. Rocco Zuccharo,

It is good to know that the Toll Way Authority has among it's staff a person who understands the problems a highway can create for the community, and we who live in the area appreciate your raising the sound barrier to 16ft above the road level and extending it to 135th street. However, the initial planning probably did not take into account the noise pollution that would be created at the bridge crossing 135th street. As construction progress continues on the 135th street we experience some harsh noise levels from construction area. We the residents on the area would appreciate it if you would consider putting a sound barrier on the bridge. By adding a sound barrier it will help confirm the data recorded on the approved Environmental Statement for the area

We sincerely appreciate your attention to this matter.

FROM PETER ARENDROVICH
1702 N.

3/20/2017



STATE OF ILLINOIS
OFFICE OF THE GOVERNOR
SPRINGFIELD 62706

JIM EDGAR
GOVERNOR

February 2, 1996

Mr. Peter Arendovich
1388 Gordon Lane
Lemont, Illinois 60439

Dear Mr. Arendovich:

Thank you for your letter and enclosed petitions regarding the extension of Interstate 355 from Interstate 55 to Interstate 80 in Will County.

Studies for the Interstate 355 extension (FAP 340) project have been conducted in accordance with the National Environmental Policy Act and have included a strong public involvement element. We appreciate your interest in the project and will include your concerns in the project documentation. We are currently preparing a Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation that address social and environmental impacts associated with the construction of FAP 340.

Extensive analyses have been conducted to evaluate potential air quality and noise impacts along the FAP 340 alignment. The analyses comply with the federal regulations and results are presented in the FEIS. Where traffic noise impacts were identified as exceeding federal criteria or substantially exceeding the existing noise levels in the highway design year, noise abatement measures were considered. Noise attenuation barriers (noise walls) are proposed where they will provide a substantial reduction in noise and where their overall abatement benefits outweigh overall adverse effects and costs.

We share your concern regarding potential water quality impacts and contamination from construction related materials. The standard Illinois State Tollway Highway Authority (ISTHA) construction contracts require contractors to implement erosion control measures and take appropriate precautions to prevent environmental contamination from construction activities. Requirements of the

Mr. Peter Arendovich
February 2, 1996
Page 2

Section 404 permit will be enforced to help ensure proper protection of all the waterways and adjoining land within the project area.

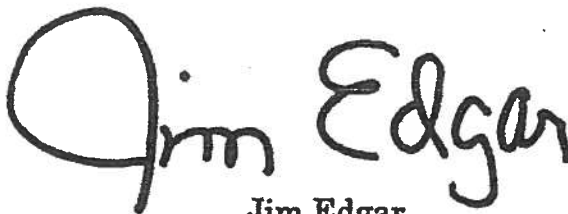
A commitment to a reforestation plan has been made in the FEIS as part of the tree mitigation. In conjunction with the Forest Preserve District of Will County, sites will be identified for planting of replacement seedlings and non-seedling trees along the highway corridor. This mitigation measure will help to eliminate edge effects by filling in gaps between forest tracts of land.

In regards to your concerns on future flooding from the construction of a new highway, please note that thorough drainage studies have been completed for the FAP 340 project. A main objective of the project has been to maintain existing drainage patterns and provide detention ponds as necessary to control storm water drainage during heavy rainfall.

The ISTHA will be the constructing agency for FAP 340, and the project will be funded by tollway collection user fees. Motor fuel tax funds will not be used to construct the proposed highway.

I appreciate you taking the time to contact me and taking an interest in Illinois' transportation system. If I can be of further assistance, please contact my office.

Sincerely,

A handwritten signature in black ink that reads "Jim Edgar". The signature is written in a cursive, flowing style with a large initial "J".

Jim Edgar
GOVERNOR

JE:mf