

EXHIBIT I

COMMERCIAL FRONTAGE ROAD INITIAL IMPROVEMENT
ACCESS AND DESIGN RELATED REQUIREMENTS

A. Functional Classification.

The Commercial Frontage Road Initial Improvement shall be classified as an "Urban Major Collector Road" pursuant, the Administrative Policies of the Illinois Department of Transportation's Bureau of Local roads and Street (the "Administrative Policies").

B. General Design Standards.

The Commercial Frontage Road Initial Improvement shall be constructed, installed, designed, and maintained in accordance with the Administrative Policies unless explicitly (i) provided otherwise in this Agreement, in this Exhibit, or in the schematic plan attached as Attachment 1 to this Exhibit, or (ii) authorized in writing by the County Engineer upon the Village's written request.

C. Specific Design Standards.

The Commercial Frontage Road Initial Improvement shall be constructed, installed, designed, and maintained to a design speed of 40 miles per hour, pursuant to and as depicted on Attachment 1 to this Exhibit, and in accordance with the following design criteria:

- a. Intersection sight distance shall be no less than 570 feet. The Lake County Division of Transportation shall review and approve all landscape plans that impact intersection sight distance to ensure compliance with this paragraph.
- b. Grades:
 - i. 0.5 percent minimum.
 - ii. 6 percent maximum.
- c. Through, turn, and auxiliary lane widths of no less than 12 feet, excluding gutter flag.
- d. All improvements on the Commercial Frontage Road Initial Improvement shall be centered in the right-of-way.

D. Commercial Frontage Road Initial Improvement/Milwaukee Intersection.

The required access and lane configuration at the intersection of the Commercial Frontage Road Initial Improvement and Milwaukee Avenue shall be as follows:

1. One through lane in each direction on the Commercial Frontage Road west of Milwaukee Avenue.
2. One eastbound to southbound right turn lane on the Commercial Frontage Road for traffic onto Milwaukee Avenue.
3. One eastbound to northbound left turn lane on the Commercial Frontage Road for traffic onto Milwaukee Avenue.
4. One northbound to westbound left turn lane on the south leg of Milwaukee Avenue for traffic onto the Commercial Frontage Road.
5. One southbound to westbound right turn lane on the north leg of Milwaukee Avenue for traffic onto the Commercial Frontage Road.

E. Lane Configuration and Access Points.

1. The lane configuration of the Commercial Frontage Road Initial Improvement shall be in accordance with and as depicted on Attachment 1 to this Exhibit.
2. The Commercial Frontage Road Initial Improvement shall not provide for any public or private road access to the Commercial Frontage Road except for access from the east via Milwaukee Avenue and from the west via the Thoroughfare.

F. Pavement Structure.

The pavement of the Commercial Frontage Road Initial Improvement shall be constructed and installed with a minimum of (i) four inches, type B, aggregate sub-base course; (ii) 10 inches bituminous aggregate mixture; (iii) two inches bituminous concrete binder course; and (iv) one and one-half inch bituminous concrete surface course.

G. Design Plans.

All design engineering plans may be in English measurements and in compliance with the standards and specifications established by the Illinois Department of Transportation.

H. Construction.

1. All construction shall be done in a timely fashion.
2. All construction shall be done so as to minimize delays and interruptions to the motoring public.
3. In the event that any construction is unduly delayed or not done in compliance with the requirements of this Agreement and this Exhibit, the Lake County Division of Transportation shall have the right to draw on the letter of credit posted as a performance guarantee pursuant to Section 6 of the Cuneo Land Management Agreement, and the County shall have the right to use the funds received from said letter of credit to pay for the timely and proper completion of said construction, to reimburse the County for any associated costs incurred at a rate of 130 percent of incurred associated costs, and for all other purposes authorized pursuant to Section 6 of the Cuneo Land Management Agreement.

I. Construction Engineers.

1. Full time on-side construction supervision by one or more Resident Engineers shall be provided.
2. The Resident Engineer shall provide weekly construction reports to the Lake County Division of Transportation and to the Village.
3. The Resident Engineer shall also keep all records and make all such reports as may be required by the Motor Fuel Tax requirements of the Illinois Department of Transportation.
4. The Resident Engineer shall conduct all required materials testing and shall submit the results of all such tests to the County Engineer.

J. County Engineer.

The County Engineer shall have the authority to modify the scope of Commercial Frontage Road Initial Improvement access and design related requirements set forth in this Exhibit upon the Village's written request and demonstration of good and sufficient cause.

K. Village Requirements.

The Village shall have the authority to require Commercial Frontage Road Initial Improvement access and design related improvements and criteria in addition to the improvements and criteria required pursuant to this Exhibit; provided, however, that no such additional Village requirements shall conflict or be inconsistent with the terms, conditions, and provisions of this Agreement or of this Exhibit. In the event of any such conflicting or inconsistent Village requirements, the terms, conditions, and provisions of this Agreement and of this Exhibit shall control.

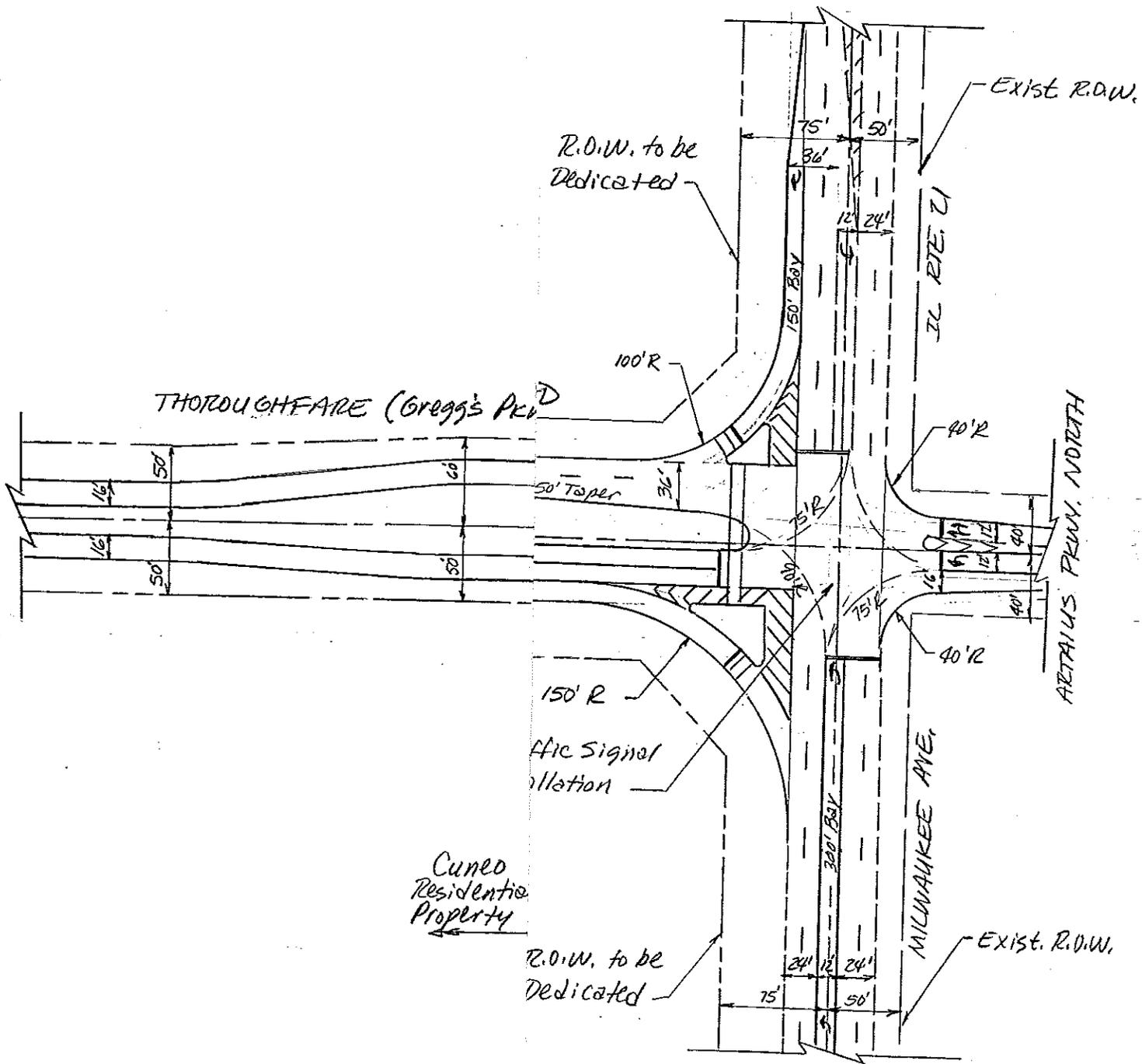


Exhibit I - Attachment 1

Commercial Frontage Road
Initial Improvement Schematic Plan